

Sunday June 3, 2018
Greenwich, Connecticut



GREENWICH

CONCOURS D'ELEGANCE

AUCTION



Bonhams



LOT 170- 1959 MERCEDES-BENZ 300SL ROADSTER

Sunday June 3, 2018
10am Automobilia
11am Motorcars
Roger Sherman Baldwin Park
Greenwich, Connecticut



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/greenwich

PREVIEW & AUCTION LOCATION

Roger Sherman Baldwin Park
100 Arch Street
Greenwich, Connecticut 06830

AUCTION PREVIEW

Saturday June 2, 10am to 5pm
Sunday June 3, 10am to 11am

AUCTION

Sunday June 3
Automobilia Auction, 10am
Motorcar Auction, 11am

AUCTION NUMBER: 24810

Lots 1 - 224

FRONT COVER

Lot 139

BACK COVER

223

140

191

164

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BIDS

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From Friday June 1 to Mon June 4,
to reach us directly in Greenwich, CT:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

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

Please see pages 2 to 4 and 218 to 223 for
bidder information including conditions of sale,
after-sale collection and shipment.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

ADMISSION TO PREVIEW & AUCTION

Saturday June 2 entry: Bonhams clients may
enter the Concours and Bonhams preview
by showing their catalog at the Concours
entrance. For clients without a catalog,
entry to both venues is by purchase of
a Concours ticket.

Sunday June 3 entry: Bonhams clients may
enter the Concours and Bonhams auction
by showing their catalog at the Concours
entrance and at the Bonhams tent. For
clients without a catalog, entry to the
Concours is by purchase of a ticket and
entry to the Bonhams auction is by purchase
of a catalog sold at our tenting only. One
catalog permits two people entry.



BUYER INFORMATION

CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

We recommend you read carefully the Conditions of Sale and Disclaimer of Warranties 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 will be working in conjunction with CT dealer Regners Auto Sales & Service Inc., license no. U1785. 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 AND AUCTION

All Bonhams auctions are open to the public. The Bonhams viewing and auction, in conjunction with The Greenwich Concours d'Elegance, will be open to the paying Concours visitors free of charge on Saturday during the publicized viewing hours listed on Page 1 of this catalog. A Bonhams' Greenwich auction catalog will admit two (2) people on both Saturday and Sunday to the Greenwich Concours free of charge. A Bonhams' Greenwich auction catalog will be required for admission to the auction on Sunday June 3. Please note that catalogs will not be sold at the Concours entry. If a client does not have a catalog prior to entry, then entry to the Concours is by purchase of a Concours ticket and Sunday entry to Bonhams tent is by purchase of a catalog sold at our tenting entry only. Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

AUCTIONEER

Rupert Banner of Bonhams, working in conjunction with Regners Auto Sales & Service Inc., CT dealer U1785

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 12% on the first \$250,000 of the bid price and 10% on any amount of the bid price exceeding \$250,000. Buyers are required to pay any applicable import duty, sales or use tax, as the case may be.

For AUTOMOBILIA and other non-motor vehicle property, the premium is 25% on the first \$250,000 of the bid price, 20% on the amount exceeding \$250,000, up to and including \$4,000,000, and 12.5% on any amount exceeding \$4,000,000.

For the CHARITY lots 22 through 26, no buyer's premium will be charged.

All Automobiles are subject to a 6.35% Connecticut sales tax. An additional 1.40% sales tax rate is imposed on the full sales price (hammer and premium combined) of any automobile that costs more than \$50,000.00. The sales tax is imposed unless you fall under one of two categories:

1. You are a licensed Automobile Dealer. You will be required to supply a copy of your dealer's license and complete a Connecticut resale certificate.
2. You are an out of state resident. You will be required to complete Certificate-125 'Sales and Use tax Exemption for Motor Vehicle or Vessel Purchased by a Non-resident of Connecticut'. A copy of your driver's license will also be required.

Buyers who take or accept delivery of lots in Connecticut or who have or will register a motor vehicle lot in Connecticut (including temporary registration) or who are residents of that state are required to pay Connecticut sales tax unless exempted by law. Bonhams, working in conjunction with Regners Auto Sales & Service Inc., will provide applicable forms and documentation to private Connecticut buyers necessary to register the vehicle in the state of Connecticut.

Purchases picked up by an ICC licensed carrier and shipped directly to the following states will be subject to any applicable sales and/or use tax of such jurisdiction, unless exempted by law: Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New Jersey, New York, Pennsylvania, Texas, Virginia, Washington D.C., and Washington state. Buyers who hold valid resale certificates for applicable states must file a copy with the cashier prior to or at the time of purchase. Any purchases picked up by a non-ICC licensed carrier would be subject to the same rules as apply to purchases picked up in Connecticut.

Please note that Bonhams is registered as an Automobile Dealer in the states of Arizona, California, and Florida. Any automobile sold to a resident in those states is subject to sales tax, license and documentation fees. Exemptions from sales tax, licenses and documentation fees will be subject to the timely receipt of documentation acceptable to Bonhams as determined in its sole discretion.

It is the responsibility of the buyer to carry out inspection of motor vehicle lots as the buyer deems necessary prior to bidding. Motor vehicle lots are sold as collector's items and not for any particular purpose, including as suitable means of transport. Motor vehicle lots are typically of some age and may include refurbishments, repairs and replacement parts, the condition of which may be difficult to establish. Bonhams necessarily relies on information, including information regarding the lot's condition, authenticity and provenance, provided by the seller and cannot undertake a level of inspection of the vehicle to establish whether or not the vehicle corresponds to any description provided in the catalog or otherwise.

This auction is conducted under the authority of the Connecticut Department of Motor Vehicles.

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 assigned 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 4pm on Monday June 4.

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 items, 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 its property which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential.

AUCTION HOUSE'S INTEREST IN PROPERTY OFFERED AT AUCTION

On occasion, Bonhams may offer property in which it has an ownership interest in whole or in part or otherwise has an economic interest. Such property, if any, is identified in the catalog with a 'Δ' symbol next to the lot number(s).

Bonhams may also offer property for a consignor that has been guaranteed a minimum price for its property by Bonhams or jointly by Bonhams and a third party. Bonhams and any third parties providing a guarantee may benefit financially if the guaranteed property is sold successfully and may incur a financial loss if its sale is not successful. Such property, if any, is identified in the catalog with a '◦' symbol next to the lot number(s).

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.

BUYER INFORMATION (CONTINUED)

By bidding at auction, whether in person or by agent, by absentee bid, telephone, online or by 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 seller up to the amount of the reserve, but never above it.

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams Client Services Department well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9009.

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. Should you wish to bid by telephone, please contact our Client Services Department for more information.

ONLINE BIDS AND BIDDING

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com. In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/Greenwich or contact the Client Services Department to obtain information and learn how you can register and bid online.

DAMAGE

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

CUSTOMS DUTY

Customs Duty, calculated at 2.5% of the purchase price, and associated import fees are payable on all lots marked with an omega (Ω). However, if the purchased lot is exported within certain criteria, the duty may be refundable.

PAYMENT & COLLECTION OF LOTS

PAYMENT

Payment for purchased lots must be made no later than 4pm local time on Monday, June 4. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card. 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 Sunday, June 3, and then again on Monday June 4 from 8.30am to 4pm. Vehicles can be cleared after the auction. Please notify us of your collection plans upon payment.

COLLECTION OF LOTS

All Motor Vehicle lots and Automobilia must be paid for and collected from the sale venue by 4pm on Monday, June 4. 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 4pm Monday, June 4. 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, parts, title or other documents and keys relating to their lot(s) at time of collection.

UNCOLLECTED MOTOR VEHICLE LOTS including Automobilia Lot 21

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. Sold lots are at the buyer's risk from the fall of the hammer.

UNCOLLECTED AUTOMOBILIA LOTS 1 – 8 AND 11 – 20 will be removed to Bonhams New York location for shipping and collection by buyer or its authorized agent. Instructions for collection from Bonhams New York location will be given to buyers at the time of payment. For shipping quotes, please contact Michael Van Dyke at Door to Door at quotes@dttdusa.com or +1 (908) 707 0077 ext 2070.

Uncollected Automobilia lots will not be available for collection after 4pm on Monday June 4 until Thursday June 7 at 9am. Please note uncollected lots that are removed to Bonhams New York location are subject to a \$50 uplift charge and storage fees.

UNCOLLECTED AUTOMOBILIA LOTS 9 AND 10 will be removed to the Door to Door warehouse for shipping and collection by buyer or its authorized agent. Instructions for collection from Door to Door's warehouse will be given to buyers at the time of payment. Uplift charges will apply. Please note that lot 21, The Pumper Fire Wagon, will be treated as a vehicle and if uncollected, will be released to Bonhams' chosen transport agent.

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 4pm Monday, June 4.

If Bonhams does not receive motor vehicle collection details from the buyer by 4pm on Monday, June 4, 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 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.

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

Bonhams International team welcomes you to the Greenwich Concours d'Elegance Auction here in picturesque Greenwich, Connecticut.

We're excited to be returning for our eleventh annual auction here at the Greenwich Concours d'Elegance. Founded in 1996 by Bruce and Genia Wennerstrom, it has been a great pleasure and honor to watch the next generation of Wennerstroms take the Concours into the future since Bruce's passing. We are honored to be a continuing part of this world-class event.

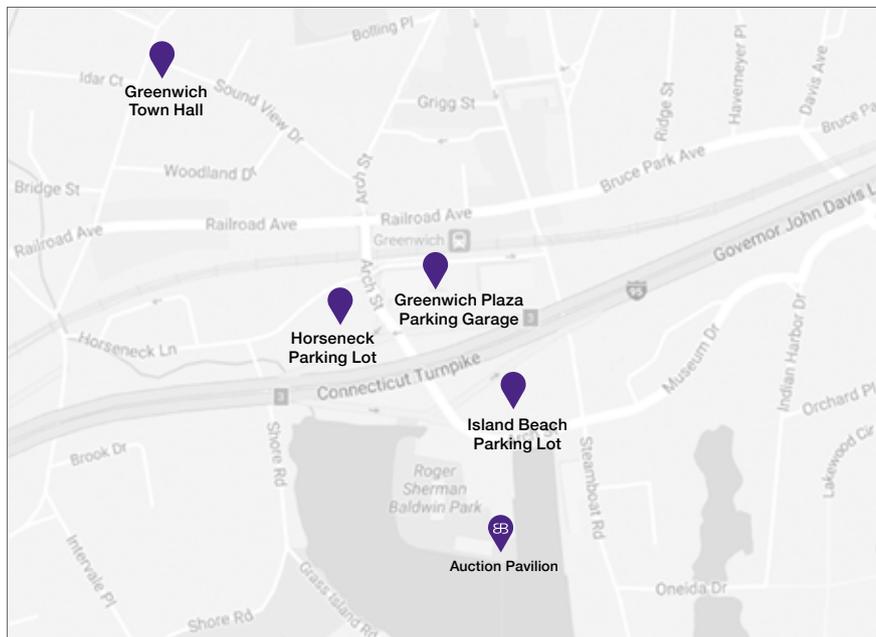
In 2018, we're entering into a new decade of auctions at Greenwich with among the most impressive and diverse groupings of vehicles that has ever been offered at Greenwich. Representing motorcars from the birth of the motoring era to the present day, many of the lots offered have long histories and are appearing here on the market for the first time in decades. Numerous cars come from very long term

ownership, including the Aston Martin DB5 Convertible and 300SL Roadster—both of which have been in their owners' collections for nearly half a century. Additionally represented is a Cunningham C-3 Coupe—which both offers concours attendees the opportunity to not just see every C-3 ever built but also to buy one! On the other end of the spectrum are a selection of cars directly from the collection of the late, great Carroll Shelby – ensuring that there is something for every enthusiasts' wallet and passion!

We would like to thank the Town of Greenwich and the Wennerstrom family for their assistance in making this auction possible. 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 Departing, we thank you for joining us and wish you successful bidding!

BONHAMS AT THE GREENWICH CONCOURS D'ELEGANCE DIRECTIONS AND PARKING:



DIRECTIONS

BY TRAIN:

Metro North train to Greenwich Station, walk two blocks south

BY CAR:

From I-95 North, take exit 3 Arch Street, bear right onto Arch Street. Roger Sherman Baldwin Park is approximately 300ft on the right. From I-95 South, take exit 3 Arch Street, turn left onto Arch Street. Roger Sherman Baldwin Park is approximately 800ft on the right.

PARKING:

Horseneck Parking Lot

on Horseneck Lane, immediately off Arch Street

Greenwich Plaza Parking Garage

between Arch Street and Steamboat Road, ground level

Greenwich Town Hall

101 Field Point Road

Island Beach Parking Lot

across from 100 Arch Street – Lots 1, 2 & 3 will have a complimentary shuttle to and from the Concours site provided by TAG of Greenwich

BONHAMS MOTORING INTERNATIONAL SPECIALIST TEAM

EAST COAST USA



Rupert Banner



Eric Minoff



Evan Ide



John Neville



Greg Porter

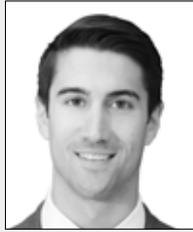


Tim Parker

WEST COAST USA



Jakob Greisen



Michael Caimano



Derek Boycks



Mark Osborne

ADMINISTRATION & SUPPORT



Gregory Coe
Senior Administrator
East Coast



Gordan Mandich
Senior Administrator
West Coast



Stanley Tam
Dealership &
Compliance Manager



Jared Zaugg
Press Officer
USA

UNITED KINGDOM



Tim Schofield



Sholto Gilbertson



John Polson



Rob Hubbard



Richard Stafford

EUROPE



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner

AUTOMOBILIA

Sunday June 3, 2018 at 10am

Lots 1 - 21

Charity Lots 22 - 26

All automobilia will be offered without reserve



1

12 HOURS OF SEBRING 1964 ORIGINAL EVENT POSTER BY SCHULZ,

Feature a dramatic Florida sunset as the Ford GT40 and the Ferrari 250 GTO are battling it out, with ARCF logo on the side of the circuit. The race was won by Mike Parkes and Umberto Maglioli in their Ferrari 275 P. Linen-back, minor foxing. 23.5" x 17.25"

\$700 - 1,000
WITHOUT RESERVE

2

FANGIO'S MERCEDES 300 SLR AT LE MANS IN 1955,

Autographed photograph by Bernard Cahier. Taken at the beginning of the race with Fangio in the lead prior to the accident of Pierre Levegh that killed 83 spectators, causing Mercedes to withdraw its cars from the race. Mike Hawthorn and his Jaguar D-Type won this somber race. Includes a photo of Fangio (on reverse side) autographing the photo, linen-backed, creases, minor negative scratches. 32" x 24"

\$700 - 1,000
WITHOUT RESERVE

3

1000 KM DE PARIS 1961 ORIGINAL EVENT POSTER BY BELIGOND,

Original event poster showing the artist interpretation of a Ferrari 250 coupe on the banking at the Monthlery race track in France. The event was won by Pedro and Ricardo Rodriguez in a NART entered Ferrari 250 SWB. Linen-backed. 22.75" x 15.25"

\$800 - 1,200
WITHOUT RESERVE

4

INDIANAPOLIS 1914 WORLD'S INTERNATIONAL AUTO RACES TAPESTRY,

Showing the image from the period poster. This tapestry was produced by Jacques Grelley with the authorization of Indianapolis Motor Speedway. The race was won by René Thomas in his Delage. Never used, ideal for hanging on a rod. 70" x 52"

\$600 - 1,000
WITHOUT RESERVE

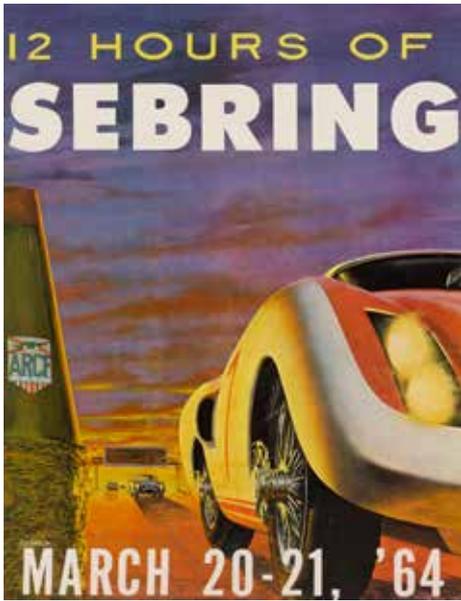
5

A KEITH COLLINS TAPESTRY,

depicting a Ferrari Testarossa. 95in x 61in

\$6,000 - 7,000
WITHOUT RESERVE

This tapestry was purchased new by the seller in 1987 directly from the artist. Included with the work is the original purchase invoice.



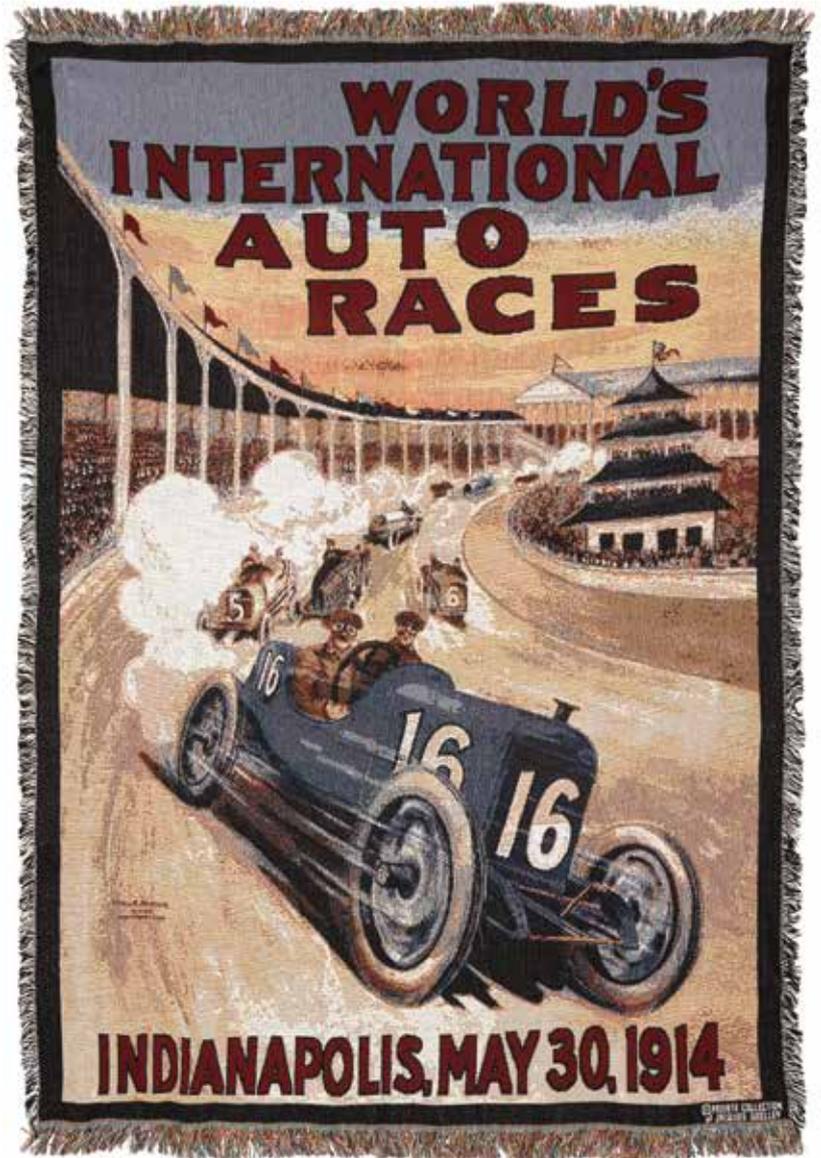
1



2

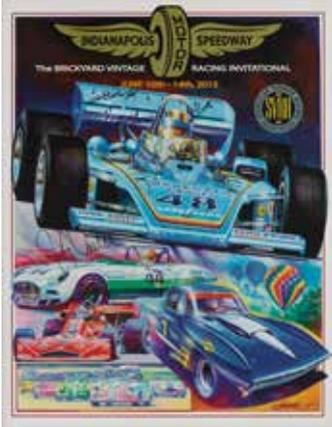
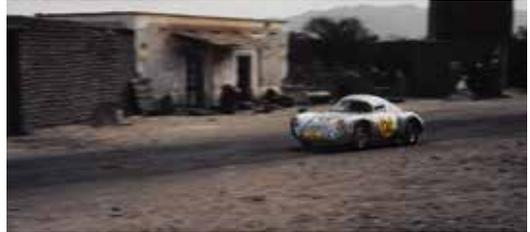
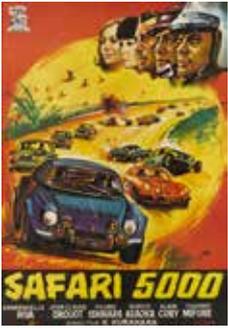


3



4





6

7



6
EIGHT ASSORTED MOTORING AND MOTOR RACING THEMED POSTERS

\$600 - 800
WITHOUT RESERVE

7
FOUR MOTORSPORT PHOTOGRAPHS

\$450 - 650
WITHOUT RESERVE



8
FOUR ORIGINAL PEN AND INK ILLUSTRATIONS FOR PUCK MAGAZINE INCLUDING,
Glackens' Early Mass Transit, Pughe's Rainy Motorist & How Far Is It To The Next Town Friend, and Anderson's During The Airship Race.

\$400 - 600
WITHOUT RESERVE

8

9

**1947 "CURVED DASH OLDSMOBILE"
JUNIOR BY HALLOCK MFG.**

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

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

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



**\$3,000 - 5,000
WITHOUT RESERVE**



10

**A CUNNINGHAM C-4R CONTINUATION
BODYWORK BUCK**

This wooden, full-scale bodywork buck was made by Briggs Cunningham III in the 1990s, to hammer and form out the aluminum bodywork for the short run of Cunningham C-4R Continuation cars constructed. The buck has remained with the Cunningham family until recently.

**\$5,000 - 15,000
WITHOUT RESERVE**





11



12



13



14



15

11 ^Ω
AN EXOTIC GODDESS MASCOT BY JACTEL, FRENCH, CIRCA 1930,
plated metal figure with feather headdress, mounted on a dog-bone radiator cap, 7in high.

\$400 - 600
WITHOUT RESERVE

12 ^Ω
A RARE WINGED CITROËN MASCOT, FRENCH, CIRCA 1925,
nickel plated bronze, 6in wingspan, mounted on a bronze radiator cap.

\$1,200 - 1,600
WITHOUT RESERVE

13 ^Ω
A "LE KRACH" BY J. MARTEL, FRANCE, CIRCA 1929,
signature on the side and title on the front, silver plated bronze, 8¼in tall, mounted on a radiator cap.

\$4,000 - 6,000
WITHOUT RESERVE

14 ^Ω
A KNEELING FEMALE NUDE MASCOT BY BRIQUEMONT, FRENCH, 1920S,
signed, nickel plated bronze with later nickel replating, cast with great detail in the hair streaming back in the wind, 5in high, mounted on a radiator cap.

\$1,500 - 2,000
WITHOUT RESERVE

15 ^Ω
A RARE BUGATTI BADGED BOYCE MOTOMETER, 1920S,
nickel plated, 4in high.

\$500 - 600
WITHOUT RESERVE



16



17



18



19



20

16 ^Ω
A DANCING GIRL BY FRANCOIS BAZIN, FRENCH, 1920S,
nickel plated bronze figure on raised base, stamped F. Bazin, 9in high,
mounted on a brass radiator cap.

\$3,500 - 5,500
WITHOUT RESERVE

17 ^Ω
A FINE AND RARE BARON DE MUNCHAUSEN MASCOT
BY HENRI MOLINS (1893-1958), FRENCH 1920S,
signed, nickel plated mascot depicting the fictional German nobleman
riding on a house, mounted on a period radiator cap, 8 1/2 in high.

\$800 - 1,200
WITHOUT RESERVE

18 ^Ω
AN EXOTIC DANCING GIRL MASCOT
BY ANTOINE BOFILL, FRENCH, CIRCA 1910,
signed, bronze, 9in high on later period radiator cap.

\$1,500 - 2,500
WITHOUT RESERVE

19 ^Ω
A FINE AND RARE 'SPEED' MASCOT
BY HARRIET WHITNEY FRISHMUTH (1880-1980),
originally designed in 1921, patinated nickel plated bronze, largest version,
Art Deco styling, winged nude kneeling on a ball, 12in long, mounted on a
radiator cap.

\$5,000 - 8,000
WITHOUT RESERVE

20 ^Ω
AN "ESPRIT DE VOL" MASCOT
BY FRANCOIS BAZIN, FRENCH, 1920S,
the figure of the Spirit of Flight holding aloft a propeller mounted on a
rotary engine, stamped F. BAZIN on the base, mounted with a Messko
motor thermometer, above a marble base, 8 1/4 in high.

\$2,600 - 3,600
WITHOUT RESERVE

21.

C.1856 BUTTON HAND-DRAWN MANUAL PUMPER FIRE WAGON

SERIAL NO. 420

Wagon-type Wood and Iron Chassis with
Wooden "Piano"-style Condenser Box
Double Crane Neck and Double Pumping Bars
Steerable Front Beam Axle and Fixed Rear Beam Axle
Wood Spoke Wheels
Separate suction hose

- Extremely rare example of an early American fire-fighting apparatus
- Originally used by the Clear Lake, Iowa, Fire Department
- Well documented early history
- Restored by experts to period-correct appearance



THE BUTTON FIRE WAGON

Fire-fighting was a critical part of urban life in the early years of the United States. Fast-growing, densely-populated cities were particularly vulnerable to an outbreak of fire, and unless quickly dealt with, could and often did lead to major conflagrations. The earliest fire-suppression method was the bucket brigade, but more efficient methods were soon developed, aimed at placing ever increasing amounts of water on the flames. In the late 1700s and early 1800s, hand-drawn wagons of various types were fitted with rudimentary pumping systems. Manned by groups of volunteers, these vehicles would be hand-pulled to the fire scene and attached to whatever water sources were available. These wagons with their two-stage pumps were operated by large teams of very strong men. In the later 1800s, the development of much heavier wagons fitted with boilers and steam-powered pumps required horse teams.

THE APPARATUS OFFERED

This beautifully presented Fire Wagon, serial number 420, was built in 1856 and delivered new to Clear Lake, Iowa where it was called "Clear Lake #1", according to extensive research completed by marque historian Stan Dixon. From Clear Lake the pumper would head east to Rock Island, Illinois and be renamed "Western #1" before being purchased by a Veteran Firemens Association in Lawrence, Massachusetts in 1900. Far from a relic, it was still in active service with the Firemens Musters and called the "City of Lawrence".

In 1921, s/n 420 was sold to the East Somerville, Massachusetts Veteran Firemens Association and given the regal title of "Fire Queen". Finally, in 1926 it travelled to nearby Quincy, Massachusetts earning the name "Granite City". From there a gap in the pumper's history appears until it was found associated with the Society for

the Preservation of New England Antiquities (SPNEA) in 1943 and then reappearing again on the West Coast in 1990. Owned for that decade from 1990 to 2000 by retired San Francisco Fire Department firefighter and San Francisco Hook and Ladder Society member Gil Aymeric, it was now carrying the uniquely Bay Area moniker of "The Emperor Norton I" hailing from "the world's most famous unofficial fire company".

The pumper was acquired by the current owner, an enthusiast with an extensive collection of historic fire memorabilia, in 2000. Well-kept since then, this historic machine is accompanied by a 1989 letter from Stan Dixon documenting its history.

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



PROCEEDS FOR LOTS 22 THROUGH 26 TO GO DIRECTLY TO AMERICARES

Americares is the charitable beneficiary of the Greenwich Concours, and Bonhams is proud to be a supporter as well. Americares saves lives and improves health for people affected by poverty or disaster. The Stamford-based organization is the world's leading nonprofit provider of donated medicine and medical supplies. Since its inception, Americares has provided more than \$13 billion in aid to 164 countries, including the USA. For more information please visit: americares.org. Bonhams will not be charging Buyers Premium for lots 22 through 26.

22

TWO EVENT TICKETS TO THE QUAIL, A MOTORSPORTS GATHERING 2018

This premier event, often considered the most sought after ticket of the "Monterey Car Week", is held on Friday August 24, 2018 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 2018 are Pre-War and Post-War Sports and Racing, Supercars, The Great Ferraris, Custom Coachwork, Sports and Racing Motorcycles and Celebrating 70 years of the Iconic Porsche 356.

This is a coveted event in its sixteenth year. Regular ticket purchase is by lottery only. Bid now for your chance to enjoy the afternoon of August 24th with Quail Lodge and Bonhams.

**\$1,100 - 1,500
WITHOUT RESERVE**

23

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 48 years, Passport has shipped thousands of treasured vehicles door-to-door with fully enclosed auto transporters.

**\$2,000 - 3,000
WITHOUT RESERVE**

24

A GREENWICH HOSPITALITY WEEKEND SPA ESCAPE

Your choice of a two night stay at one of Greenwich Hospitality's luxury, boutique hotels and a 60 Minute Couple's Massage in one of our award winning spas. Choose either a hip urban weekend at the DELAMAR West Hartford (delamar.com/west-hartford/) or a luxuriously rustic retreat at our historic inn Four Columns in Newfane, VT (fourcolumnsvt.com).

**\$1,200 - 1,600
WITHOUT RESERVE**

Please note, while there are no date restrictions, the package is subject to hotel availability and reservations must be made in advance.

25

SAILING EXPERIENCE FOR 4 ABOARD BRIGG CUNNINGHAM'S' SCHOONER BRILLIANT

Enjoy a rare opportunity to sail the vessel that *WoodenBoat Magazine* once described as one of the 100 most beautiful classic boats in existence and as "one of the best maintained and sailed classic yachts in the country — if not the world." Join the crew of schooner *Brilliant* as she competes in the 2019 Oyster Bay Spring Classic Regatta. In between setting and tending sails you will experience spirited competition with a dozen other classic yachts. The tight course offers ample opportunity for close crossings and exciting passing situations. This experience is certain to create indelible memories and offer a small taste of what Briggs Cunningham would have experienced at the wheel of this remarkable vessel.

**\$1,000 - 2,000
WITHOUT RESERVE**

Choose one of six sailing dates offered in 2019: May 18, May 19, May 25, May 26, June 1, or June 2

26

A LIME ROCK DRIVERS CLUB TRACK DAY WITH ALL-DAY PRIVATE INSTRUCTION

Including full use of the Club's amenities, all day private coaching, all meals and beverages, liability insurance, and helmets. In a nutshell, you'll get to live like a Club Member for a day. A typical track day begins with sign-in in the Club's private Lime Rock Chalet. One of the Club's professional coaches will give you an on-track orientation, then you can immediately start driving your car. One of their coaches will sit in the passenger seat until you are safe to go solo. At that point you can choose to drive alone or have the pro coach continue guiding you to even greater speed. Whatever your level

of experience, the Lime Rock Drivers Club is confident you can get more speed out of you safely with a professional racing coach alongside you.

**\$1,500 - 2,000
WITHOUT RESERVE**

Driver must provide his/her own vehicle. Driver's Club Track Days are on Fridays, Saturdays, and occasional Tuesdays. The 2018 Schedule is available to view on the Club's website at www.limerockclub.com. All dates are based on availability.

27 - 100
No lots



22



23



24



25



26

MOTORCARS

Sunday June 3, 2018 at 11am

Lots 101 - 224

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



LOT 224 - 1954 CUNNINGHAM C-3 COUPE



101. 1937 FORD MODEL 78 DELUXE PHAETON

Chassis no. 183807321

221ci Flathead V-8 Engine
Stromberg Carburetor
85bhp at 3,600rpm
3-speed manual transmission
Front Semi-Elliptic --Rear Transverse Leaf Spring Suspension
4-wheel drum brakes

- *From a Deceased Estate*
- *Rare top-of-the-line Phaeton*
- *Fun for the whole family*
- *The subject of an older restoration*
- *One of the most expensive models Ford offered in 1937*



THE MODEL 78

The 1937 Fords made significant design changes, most importantly the teardrop-shaped covered headlights recessed into the catwalks between the front fenders and the grille was revised with a sharp V-shape with horizontal elements. All the Fords now had "trunk" backs and stored their spare tires inside the bodywork. The hood now opened alligator-style from the front, and the windshield was a two-panel V-shaped assembly with notable rake.

Under the hood the now well-proven and refined Ford V-8 had one notable change. Instead of pulling hot water out of the top of the engine from the cylinder heads the flow reversed and the water pumps pulled cold water out of the radiator and forced it into the cylinder block. It was the final substantial change in the layout and function of the flathead V-8 that would continue in service until well into the Fifties.

THE MOTORCAR OFFERED

The era of the Phaeton was rapidly drawing to a close in 1937 as coachwork construction methods, materials and machinery made it easier and more cost-effective to build all-steel, enclosed bodies. Yet the appeal of the open four-seat, four-door automobile was apparent in Ford's continuation of the Phaeton in its catalog where it was one of the most expensive models that year selling 3,723 examples.

Representing a mere half a percent of that year's Model 78 production, it is rare find a surviving example such as this one. Finished in Gull Gray with Vermillion pinstriping and wheels over a brown interior and beige top, this Phaeton carries an older restoration. Acquired by the present owner in August of 2016, it continues to show well and is equipped for active use including aftermarket seat belts installed for all five passenger seats. A perfect ride for an

outing for the whole family, you are unlikely to find another example of this top-of-the-line Phaeton heading the opposite direction.

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



102.

1972 FIAT 124 SPORT COUPE

Chassis no. 0191930

Engine no. 060674

1608cc DOHC Inline 4-Cylinder

Dual Weber Carburetor

104bhp at 6,000rpm

5-Speed Manual

Independent Front and Solid Axle Rear with Transverse Panhard Rod Rear Suspension
4-Wheel Power-Assisted Disc Brakes

Without Reserve

- Three owners from new
- Delivered new to the U.S.
- Tasteful, Abarth upgrades
- Reasonably priced *la dolce vita!*



THE FIAT 124 SPORT COUPE

The 124 Sport Coupe and Spider were derivatives of the popular 124 sedan. Introduced in 1967 and late 1966, respectively, the two-door 124s didn't hit U.S. soil until 1968. Given the 124's desirable handling qualities, the transition from practical to sporty required little more than some bodywork changes and performance upgrades—the chassis had already proved its mettle.

The Sport Coupe retained the sedan's wheelbase, it was 3.3 inches long and 8.3 inches wider than the four-door—but with less interior space. Power would initially come from a 1.4 liter four—up from the sedan's 1.1 liter, but the engine would grow to 1.6 liters in 1972—still with twin cams in alloy, cross flow cylinder heads fed by a single Weber carburetor. Suspension required little improvement—it was independent all around and well regarded, and discs at all four corners were unique for a car of this cost.

THE MOTORCAR OFFERED

The wild popularity and much longer production run of the 124 Spider has made Sport Coupes like the offered example a relative rarity. This example was delivered new through Imported Cars of Royal Oak to Charles Davis of Detroit, Michigan on March 30, 1972. Featuring all the upgrades of the 1972 model year, along with the stylish, creased coachwork that echoes the looks of much more expensive cars, this 124S is finished in classic Italian red paintwork over black trim.

Acquired by the seller, the car's third owner, a decade ago, it continues to show well today. Various Abarth bits have been included, such as the alloy four-lug Cromodora wheels, sporty steering wheel, and a few performance modifications to the engine and suspension while Ansa exhausts peek out from under the rear bumper.

The just over 50,000 miles on the clock are believed to be original and while it has been

repainted it is understood to be otherwise original. The cosmetics show nicely

on the car and rust—a perpetual worry with 124s—is understood to have been kept at bay. Inside the lucky occupants are welcomed by a beautifully detailed interior with all the correct details down to the Pioneer AM/FM/Cassette radio. A rare chance to acquire a 124 Sport Coupe, much less one as nice as this, offer the opportunity to enjoy true Italian motoring at a fraction of the cost of an Alfa, Maserati or Ferrari. This car is accompanied by its original warranty card, service manual, U.S. instruction book, and various period and contemporary road test reports on the model.

\$18,000 - 24,000
WITHOUT RESERVE

103.

2004 FERRARI 360 SPIDER

VIN. ZFFYT53A840138968

3,586cc DOHC 40-Valve V8 Engine
 Electronic Fuel Injection
 400bhp at 8,500rpm
 6-Speed Gated Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Under 10,000 miles from new
- Atypical Argento exterior with Black leather interior
- Innovative aluminum monocoque chassis construction
- Elegant and clean Pininfarina-designed Ferrari Spider



THE FERRARI 360

Ferrari's most successful model since the 308, the F355 was always going to be a hard act to follow. Clearly, in order to surpass the outstanding F355, its successor would have to break new ground rather than offer mere incremental improvements. By starting with a clean sheet of paper in designing the 360, Ferrari and its partner Pininfarina succeeded in doing just that, the new car attracting superlatives that put even its illustrious predecessor in the shade. Just about the only item carried over from the F355 was its glorious V8 engine, enlarged from 3.5 to 3.6 liters for the 360, producing 400bhp. Mounted longitudinally behind the similarly disposed engine, the 360's six-speed gearbox could be ordered with the F1-inspired paddle-operated gear change pioneered on the F355.

In every other respect the 360 was entirely new, the most striking break with Ferrari tradition being the body's frontal treatment: gone was the omnipresent oval grille, replaced by two separate intakes set low into the front wings. There was further innovation beneath the skin: a lighter, stiffer aluminum spaceframe/monocoque replacing the old tubular steel arrangement, resulting in a dry weight around 220lbs less than that of the F355. With its spaceframe structure, the 360 was intentionally designed to be offered in open form, and it wasn't long before Ferrari's 20th road going Spider could be purchased. In building the 360 Spider much was learned from its predecessor and the rather cumbersome and not always effective top mechanism was replaced with a far more efficient and workable system.



THE MOTORCAR OFFERED

This splendid Ferrari 360 Spider was properly specified with a delightful gated 6-speed manual as few things in the automotive world are as satisfying as the sonorous clink of a new gear being selected. Another detail suggesting the original owner was not your standard Ferrari buyer was the choice of Argento for the exterior color. A Nero black leather interior rounds off the remaining options.

Beginning life in the state of New Jersey, the spider would remain on the east coast for a large portion of its life. A second owner would be found just a year after the original purchase in 2005, and then another would take the car in several months later. After being purchased again in 2006, the spider would spend roughly 3 years in singular hands before being moved down to Florida. After a brief stint in the sunshine

down south, the Ferrari would return to the northeast. An owner in Rhode Island would keep the car for nearly 7 years before the most recent owner made the purchase in 2017.

To date, this 360 has traveled just 9,000 odd miles and presents in good condition. The body appears straight with the paintwork remaining in good condition, and the interior shows only minimal signs of wear. Seeing as manual Ferraris have gone the way of the dodo, this 360 presents a wonderful opportunity for its next owner to have the most direct control over Ferraris hallowed flat-plane crank V8, and with no roof, hearing the lovely motor is made that much easier.

**\$100,000 - 125,000
WITHOUT RESERVE**

104.**1939 SUNBEAM-TALBOT 2-LITER SPORTS TOURER**

Chassis no. 129200

1,944cc Side-valve Inline 4-Cylinder Engine
 Single Carburetor
 36bhp at 3,800rpm
 4-Speed Manual Transmission
 Leaf Spring Suspension
 4-Wheel Drum Brakes

- *Previously owned by the Cunningham Family*
- *Charming little British Roadster*
- *Rare, one-year-only model*
- *Lovely open-top touring car with 2-liter power*

**SUNBEAM-TALBOT**

Sunbeam, Talbot and Darracq in a sense encapsulates the history of the automobile in Great Britain in the first four decades of the 20th century as domestic manufacturers teamed up with French designers to take advantage of the innovations and refinements flowing from France, then the leader in automobile design and performance. Over time, however, the British developed their own talents, but the names persisted. Sunbeam-Talbot's name first appeared on a car - the 10hp Sports Saloon - in 1938. The latter had been first introduced as the Talbot 10 at the 1935 London Motor Show and was based on a lengthened version of the Hillman Aero Minx's under-slung chassis. Hailed by its makers as 'Britain's Most Exclusive Light Car', the new Sunbeam-Talbot Ten had been re-engineered by Chief Designer

Georges Roesch, whose brief had been to extract more power from the engine and provide sufficient room for four passengers, objectives achieved by moving the engine and gearbox forward by 3½" and equipping the Minx motor with an aluminum cylinder head. Introduced in 1939, the Sunbeam-Talbot 2-Liter was based on the Ten, though it used the 1,944cc side-valve engine from the Hillman 14 (later Humber Hawk). Due to the advent of World War II, few were produced.

THE MOTORCAR OFFERED

This charming little 1939 Sunbeam-Talbot 2-Liter Sports Tourer is a fully-British design, with a two-liter four-cylinder engine and 4-seat open coachwork that is both attractive and practical. This is a beautiful car finished in red with a black interior and top. In addition to its lovely chrome radiator grille it has dual horns, a central driving light, steel wheels, wide whitewall tires, hubcaps, and a folding windshield. Rarely seen in the U.S, the car sports good paint, solid chrome, and sound upholstery and interior trim. This Sunbeam-Talbot resided for many years at the late, legendary racing driver, sportsman and car manufacturer, Mr. Briggs Swift Cunningham's Greens Farms, CT based estate, among some incredible Cunningham motorcars.

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

1967 JAGUAR MK II 3.8 SPORTS SALOON

Chassis no. 235374BW

Engine no. LE4259-8

3,781cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

220bhp at 5,500rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

Without Reserve

- Offered from the Arnold E. Petsche Estate Collection
- Restored by UK-based Jaguar specialist Robin Burdon in the 1990s
- Equipped with performance and creature-comfort upgrades
- Classic Jaguar Sports Saloon in elegant Dark Blue over Grey livery



THE JAGUAR MK II

"One of the most impressive sights today is the rapid and purposeful progress of a Mark 2 Jaguar on a motorway, eating up the miles in the fast lane. Like the nose of a bullet, the rounded frontal shape looks right for high speed, and the sheer velocity attained is usually exhilarating." -*Autocar*.

One of the most readily recognized cars of the 1960s, thanks in part to countless appearances in films and on television, Jaguar's seminal Mk II saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. Introduced in October 1959, the Mk II replaced the Mk I, the Coventry firm's first unitary construction saloon car. Closely related to its immediate predecessor albeit extensively revised, the Mk II offered better all-round visibility courtesy of larger windows while the MK1's

rear wheel spats disappeared, and the rear track was widened, improving both roll-resistance and stability. Independent front suspension was by wishbone and coil springs, with a leaf-sprung live axle at the rear. This, combined with superior Dunlop disc brakes all round and a choice of 2.4, 3.4 and 3.8-liter XK engines, provided the discerning, string-back gloved, enthusiast driver with one of the finest sports saloons available in the 1960s. In its ultimate, 3.8-liter, overdrive-equipped form, the Mk II could reach 125mph with 60mph coming up in 8.5 seconds, impressive figures for a saloon of its size even by today's standards.

THE MOTORCAR OFFERED

From the ultimate iteration of the Mk II, this particular car features the 3.8-Liter XK engine and other upgrades the Jaguar Mk II during the production run. Finished in an elegant and very appropriate dark blue exterior color over a grey interior and fitted with a manual transmission in place of its original automatic, this Jaguar was restored between 1997 and 1998 by UK-based Jaguar Mk II specialist Robin Burdon and his company, Mk 2 Centre Limited. More modern creature-comfort elements have been added such as air-conditioning and head-rests, while the classic heritage of the Jaguar is easily noticeable. This lovely Jaguar has been part of the Petsche Collection since the 1990s and deserves serious consideration.

\$30,000 - 40,000
WITHOUT RESERVE

106.**1965 FIAT 600D SEDAN**

Chassis no. 2042968

Engine no. 2240652

633cc OHV Inline Four Cylinder Engine

Single Carburetor

28.5bhp at 4,600rpm

4-Speed Manual Transmission

Independent Coil-Spring Front and Trailing Coil-Spring Rear Suspension

4-Wheel Hydraulic Drum Brakes

- *Restored in Italy*
- *Fitted with a Nardi steering wheel and Abarth wheels*
- *Gets excellent gas mileage*
- *Excellent smiles to dollar ratio*

**THE FIAT 600**

In 1955 FIAT replaced its revolutionary Topolino small saloon, which had been around in one form or another since 1936, by introducing the successor '600' model at that year's Geneva Salon. Historically significant as the first rear-engined FIAT, the 600 was a masterpiece of automotive packaging, cramming accommodation for four into the same 2,000mm wheelbase as the outgoing two-seater Topolino, which it undercut on price. The integral chassis/body featured independent suspension all round, while the 633cc water-cooled four-cylinder overhead-valve engine produced 22bhp, which was good enough for a top speed of 100km/h. The most significant upgrade to this outstandingly successful design occurred in 1960 with the introduction of the 600D, which featured a 767cc engine, altered gearing and greatly

improved performance. Although conceived as basic transport for the masses, the 600 would prove to be extremely capable on the racetrack, where examples modified by Carlo Abarth regularly turned in giant-killing performances, dominating their class and humbling larger-engined rivals.

THE MOTORCAR OFFERED

This charismatic FIAT Saloon arrived on these shores about four years ago from its home country of Italy. Prior to coming stateside, it was restored in its homeland to its current condition and finished in the elegant color scheme of white over tan upholstery. Mostly stock, two fitting cosmetic additions are that of a Nardi steering wheel and a set of Abarth wheels.

Beautifully restored inside and out, this little FIAT presents beautifully. Close examination reveals a car that has always been cared for and not neglected.

Undeniably a happy and entertaining weekend ride!

\$15,000 - 25,000
WITHOUT RESERVE

107.

1962 MGA 1600 MK II ROADSTER

Chassis no. GHNL2/107065

Engine no. 16GC-U-6983

1,622cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

90bhp at 5,800rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

Without Reserve

- One owner from new until 2017
- Fully-evolved Mk II Roadster in striking livery
- Offered with extensive history file and weather equipment
- MG's classic 1950s sports car



THE MGA

Although the MGA 'EX182' prototypes debuted at Le Mans in 1955, by the time the actual race came around the design of what would be known as the MGA had effectively been finalized, the event itself being little more than a useful opportunity to check that everything was as it should be. Replacing the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed B-Series engine chosen as the power plant. Running gear was based on that of the TF, with independent front suspension and a live rear axle, but as far as its road manners were concerned, the far superior MGA was in an entirely different league.

Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its

first full year of production. After reliability issues plagued the Twin Cam model, engine enlargement was seen as the way forward. The result was a capacity increase from 1,489cc to 1,588cc that raised maximum power to 80bhp and boosted torque by 17 percent. Acceleration was improved and the MGA in '1600' form was now a true 100mph-plus car.

THE MOTORCAR OFFERED

Built in January of 1962, this example of the final and fully evolved 1600 Mk II was equipped as a left-hand drive Roadster and destined for the North American market. The car was bought new by a Mr. Fredrick Kunel, with whom the MGA would remain until 2017. The car has been black over red since new and was treated to a sympathetic restoration in the early 2000s. The mileage and interior are believed to be original, and the large history file attests to much devoted care. These quintessential British sports cars offer ample driving pleasure on the open road and make great entries into local rallies and club events.

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

108.**1957 FORD THUNDERBIRD**

Chassis no. D7FH356150

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

- *Beautifully restored example*
- *Ready for local shows and events*
- *Documented by copies of the factory built sheets*
- *The last of the classic Thunderbird*

**THE FORD THUNDERBIRD**

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



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

Today the original 1955-'57 Thunderbirds are among the most desirable and sought after of all post-war American automobiles.

THE MOTORCAR OFFERED

This fine example of Ford's classic Thunderbird left the Dearborn factory in August of 1957. Invoiced to Hollywood Motors Inc. of Hollywood, California, the car's first owner presumably lived in the Golden State. The Thunderbird had moved east by the 1970s, where it was owned by a Mr. Rodney Grant of Macon, Missouri. Purchased by Ronald Fuenfhausen in 1992, it was subsequently acquired by the current owner in Bonhams 2014 Greenwich Concours d'Elegance Auction.

Since buying the car, the vendor has enjoyed occasional, warm weather drives, maintaining the car as necessary. A large file of receipts from restoration and service work performed while in Mr. Fuenfhausen's ownership accompanies the sale of this car, as do copies of the car's build sheets. This lovely example is ready to enjoy at local car shows and events, or on a weekend drive.

\$18,000 - 24,000
WITHOUT RESERVE

1949 CADILLAC SERIES 61 CLUB COUPE

- Striking fastback Club Coupe 'Sedanette' model
- Early iteration of Cadillac's iconic tailfins inspired by the P-38 fighter plane
- Beautiful Triumph Blue Metallic paint scheme
- Classic and elegant Frank Hershey styling

Chassis no. 0120862008

331ci OHV V8 Engine

Single Carburetor

160bhp at 3,800rpm

4-Speed Hydra-Matic Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

**THE MOTORCAR OFFERED**

This 1949 Cadillac Series 61 Club Coupe is a beautiful example of Cadillac's fastback Sedanette model. Finished in elegant Triumph Blue Metallic over a grey fabric interior, this grand Coupe is in very good overall condition. After laying dormant for years, this handsome Cadillac benefitted from a restoration in 2009, bringing it to its current presentation. The metallic blue paintwork suits the car nicely and shines brightly like the extensive chrome work adorning the exterior. Inside, the period-correct grey cloth interior is in very good condition and retains some original pieces as well. Following its largely cosmetic restoration in 2009, the 331 cubic-inch V8 engine was overhauled in 2011 and fitted with a new exhaust system. The brakes and other mechanical components were tended to as well. More recently, the fuel system was completely refurbished, from rebuilding the carburetor to cleaning the gas tank and all the steps, hoses, and apparatus

between. Offered from a prestigious and well-known East Coast collection, this Series 61 Cadillac Club Coupe is a striking example of the legendary marque's elegant fastback model, ready to be driven and enjoyed by its next owner.

\$45,000 - 55,000

110.**2008 ROLLS-ROYCE PHANTOM DROPHEAD COUPE**

VIN. SCA2D68528UX16166

6,749cc DOHC V12
 Bosch Motronic MED7 Engine-Control Systems with Direct Fuel Injection
 453bhp at 5,350rpm
 6-Speed Automatic Transmission
 4-Wheel Self-Leveling Independent Air Suspension
 4-Wheel Ventilated Disc Brakes

- *From a Deceased Estate*
- *Cost \$500,000 when new*
- *Originally delivered to Naples, Florida*
- *38,000 original miles*
- *The pinnacle of wheeled luxury*

**THE ROLLS-ROYCE PHANTOM**

In January 2007 at the North American International Auto Show in Detroit, Rolls-Royce introduced a convertible of its range-topping Phantom sedan: the Phantom Drophead Coupé. With a price tag of over \$500,000, it was the company's most expensive model. The Drophead had clearly been influenced by the 100EX concept car of 2004, featuring rear-hinged doors and a front-end treatment similar to that of its experimental predecessor, plus a particularly striking interior boasting extensive yacht-inspired wood veneering.

THE MOTORCAR OFFERED

Travelling by motor yacht is nice, but when one must forgo the sea for the land, this black on black Phantom Drophead Coupé would no doubt provide a suitable alternative. Delivered new to Naples, Florida on June of 2008, this big convertible was certainly a fine 'land tender' to the owner's indubitably large ocean yacht. Remaining on the west coast of the Sunshine state for only a year, a trip across Alligator Alley brought the Drophead to its next owner in the Miami area in the fall of 2009.

With no winter of which to speak, the car was enjoyed with just over 36,000 miles travelling underfoot by the time the present owner acquired the Drophead in February of last year—by which time the car had moved to the West Coast of the US. Understood to have been well kept, it is noted that a service was performed by Classic Motor of Van Nuys, California in

October of 2016 at a cost of nearly \$9,000. Showing nicely today, it should be noted that there is a report of an accident having occurred in January 2012 on the otherwise clean CARFAX.

While it may have cost around half a million dollars to buy just a decade ago, today you can be assured the best parking lot the valet has to offer for a fraction of that. Grey Poupon, however, is not included.

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

1984 ROLLS-ROYCE SILVER SPIRIT

VIN. SCAZS42A8ECX08878

6,752cc OHV V8 Engine

Bosch Fuel Injection

237bhp at 4,000rpm

3-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

Without Reserve

- Purchased new by Sir Michael Caine
- Fewer than 23,000 original miles
- Reams of documentation
- Regularly Maintained by Marque Specialists

**THE ROLLS-ROYCE SILVER SPIRIT**

Based on the Silver Shadow II, the Silver Spirit and its long-wheelbase counterpart, the Silver Spur, were announced in the autumn of 1980. While the power unit remained Rolls-Royce's familiar and dependable 6,750cc V8, significant improvements were made to self-levelling rear suspension and the styling too came in for revision, with a lower waist line, increased glass area and a more modern angular look. Inside, the Crewe firm's exemplary standards of equipment and finish were maintained, the most noticeable change being the adoption of separate rear seats and the re-instatement of folding picnic tables. Despite its outward adherence to tradition, Rolls-Royce was not above equipping its new Silver Spirit with the latest in electronic advances. The Silver Spirit represents both adherence to typical Rolls-Royce practices while accepting the wonders of modernity.

THE MOTORCAR OFFERED

According to the order form signed off on August 30th, 1983, this fine luxury automobile would be first delivered to the esteemed Sir Michael Caine through the dealership in Beverly Hills. A well-appointed example, the exterior was finished in a pleasant Ocean Blue and Deep Blue two tone paint scheme. The interior was made to match with the top roll, instrument board roll, and under dash trim wrapped in light blue leather. The order sheet lists several other optional extras specified to the car. These include Mountain Blue lambswool rugs, medium colored wood, and an electrically operated sunroof.

After spending several years with the acting legend, the Rolls-Royce found a new owner in southern California. The vehicle finally departed for the east coast in 2006 when it was reported as being purchased by a Pennsylvanian. One more owner in the line

moved the car north to New York where it has remained until the present day, having covered fewer than 23,000 miles since entering Michael Caine's ownership when it was new. A plethora of invoices and receipts document the persistent maintenance given to the vehicle. Further documentation includes the order forms, certificate of origin, and the original manuals. As such a well taken care of example, this Silver Spirit presents well to this day and is sure to carry its new owners in comfort and style.

**\$18,000 - 24,000
WITHOUT RESERVE**

112.**1971 MERCEDES-BENZ 280SE 3.5 COUPE**

Chassis no. 111026.12.003702

Engine no. 116986.12.003263

3,499cc SOHC V8 Engine

Bosch Fuel Injection

200bhp at 5,800rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Top-of-the-line, hand built Mercedes-Benz*
- *Attractive Dark Blue over Parchment color combination*
- *Equipped with sun roof and Becker Grand Prix radio*
- *Offered with history file including manuals and service records*

**THE MERCEDES-BENZ 280SE 3.5**

"If you feel obligated to ask about the price you not only will never understand the car, you have branded yourself incapable of ever appreciating its virtues even if someone gave you one". *Car & Driver* on the Mercedes-Benz 280SE 3.5.

The 3.5-liter version of the 280SE typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s. The ultra-luxurious 280SE Coupe, Cabriolet and 300SEL saloon models were chosen by Mercedes-Benz to launch its magnificent new 3.5-liter V8 engine in 1969. An over-square design featuring a cast-iron block and aluminum cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced a torque 200bhp, courtesy of Bosch fuel injection and transistorized ignition. Thus equipped, the 280SE 3.5 was good for cruising speeds up near 125mph,

with 60mph reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures.

Although the equivalent SEL saloon used the "New Generation" body-shell, the Coupe and Cabriolet kept the coachwork that had debuted back in 1959 on the 220SE and, as befitted top-of-the-range luxury models, came equipped with automatic transmissions, air conditioning, power windows and stereo radio as standard. The 280SE 3.5 was to be the final model to feature this much-admired body style, and today these last-of-the-line top quality classics are highly sought after by discerning collectors. Both 280SE models featured a widened front grille plus other minor detail changes like trim and taillights. The new motor was a success, with 3,270 280SE 3.5 Coupes being built over two model years - quite impressive considering

it took four model years to sell 3,797 280SE Coupes with the six-cylinder engine.



THE MOTORCAR OFFERED

This elegant Mercedes-Benz 280SE 3.5 is a lovely example of Mercedes' large and powerful, hand-built Coupe. Finished in a stunning dark blue metallic over a parchment leather interior, this example retains its original engine and presents beautifully throughout. The bold Friedrich Geiger-designed body is quite straight and the dark blue paintwork suits the car well, adding to the elegance of the lines. The brightwork accents are acceptable, though it does show some signs of age. The parchment leather interior is in similar condition and largely original, with signs of age and good patina. This elegant Coupe offers an abundance of power and torque from the venerable SOHC V8 engine, and overall, this car is an honest, solid example of Mercedes-Benz top-of-the-line Coupe. The 280SE 3.5 Coupe is equipped with a sun roof - a desirable option on a closed car naturally - a stylish Becker Grand Prix radio

and Behr air-conditioning. Further luxurious amenities include power windows for all 4 passengers, and a beautifully wood trimmed cockpit. This Mercedes-Benz is offered with books and manuals, tools, and a history file which includes service history. These 280SE 3.5 Coupes epitomized an era of luxury, performance, and design for Mercedes-Benz that many consider the pinnacle of the legendary automakers Golden Era to date.

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

113.**1990 FERRARI TESTAROSSA**

VIN. ZFFAA17T0L0083954

4,942cc DOHC Flat 12-Cylinder Engine
 Bosch K-Jetronic Fuel Injection
 380bhp at 6,300rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Design icon of the 1980s
- Nicely maintained, well-kept example
- Optioned in classic Rossa Corsa
- Clear CARFAX report

**THE FERRARI TESTAROSSA**

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

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

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



THE MOTORCAR OFFERED

This 1990 example of the iconic boxer powered Ferrari has spent the better part of its life in the sunshine and dry air of southern California. Finished in the classic color scheme of Rossa Corsa, this V-12 powered gran-tourer also features a sleek black leather interior.

Little is known about the destination of the original delivery or the vehicle's first owner. According to the CarFax however, the earliest history of the vehicle dates to 1996 in Newport Coast, California, where the Ferrari was reported to have just 6,500 miles. Various title updates occurred in the Golden State through the new millennium accruing several thousand more miles and a handful of new owners. In 2014, the vehicle made the trip east to Wisconsin where a new owner is reported as taking care of the Italian thoroughbred. Another trip further east was made by the car in 2016 when the

vehicle was newly registered to the state of New Jersey. Since that date, it has remained in the state and currently shows 34,000 miles on the odometer.

A nicely presented, honest Ferrari, it appears in good shape both inside and out with no serious blemishes to be found. Showing just over 1,200 miles a year since leaving the showroom and offered with its tool roll in the front trunk, this Testarossa would make an excellent addition to any collection and certainly represents the future of the hobby with growing enthusiasm for the model among rising collectors.

**\$95,000 - 125,000
WITHOUT RESERVE**

114.

1998 LAMBORGHINI DIABLO VT ROADSTER

Design by Marcello Gandini

VIN. ZA9RU31B5WLA12884

5,707cc DOHC V12 Engine
Electronic Sequential Multi-Port Injection
492bhp at 7,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Brembo Ventilated Disc Brakes

- *Less than 18,000 kilometers from new*
- *One of only 200 VT Roadsters built*
- *The first All-Wheel Drive Lamborghini*
- *A supercar legend of the 1990s*



THE LAMBORGHINI DIABLO

After 17 years in production, the legendary Countach was replaced by the Diablo, which on its arrival was the fastest, most advanced and most expensive Lamborghini ever built. First exhibited publicly at Monaco in January 1990, the Diablo improved on its illustrious predecessor in every way, setting a new benchmark in supercar design. It came as no surprise to learn that it had been styled by Marcello Gandini, the man responsible for the Lamborghini Miura and Countach, for the family resemblance was obvious.

Beneath the skin there was a steel spaceframe chassis, developed from the Countach's, but constructed of square-section rather than round tubing and incorporating 'crumple zones' at front and rear. The use of carbon fiber composite panels, first seen in the Countach Evoluzione model, was extended to the Diablo, which also featured revised suspension capable of accommodating the envisaged future developments of four-wheel drive and active suspension. Stretched to 5.7 liters for the Diablo, Lamborghini's 48-valve V12 engine gained fuel injection for the first time, producing its maximum of 492bhp at 7,000rpm. Of equal, if not greater significance, maximum torque went up to 428lb/ft, an improvement of 55% over the Countach. Catalytic converters were standard, enabling the reworked V12 to meet emissions requirements worldwide.

With more power and a lower drag coefficient than the Countach, the Diablo easily eclipsed its forebear, exceeding 200mph (322km/h) on test. More importantly, its acceleration and top speed figures were marginally better than those of the Ferrari F40. Although one of the world's most expensive cars, the Diablo was not a limited edition model like the latter but a series production car with a luxuriously appointed interior reflecting its designers' intention to produce a civilized Gran Turismo as suited to city streets and motorways as the racetrack. Four-wheel drive Diablo VT, with 'VT' standing for Viscous Traction, and Targa-style open roadster versions soon followed and then came the Diablo SE (Special Edition.) Only 150 examples of which were built to celebrate Lamborghini's 30 years as a car manufacturer.





THE MOTORCAR OFFERED

This Diablo VT Roadster left the Sant'Agata factory in July of 1997 in the classic color scheme of red over tan and delivered new to California. Remaining in California for the first four years of its life and accumulating a mere 500 miles a year, it would head to the East Coast in 2002, residing in New Jersey and Florida before going to the Midwest in September of 2008 with only 8,586 km on the odometer (all Diablos have odometers in kilometers, even US market cars such as this one).

The vendor acquired this Lambo about 18 months ago with only 10,000 km showing—indicating just 900 km driven per year. The prior owner had kept the car carefully maintained next to his Testarossa, only driving it in sunny weather. Upon acquisition, the Diablo was refreshed with new tires, new battery, LED headlights, new speakers, new clutch rod and a mechanical check-up including replacing all the fluids.

Once the work was completed, a bucket-list trip was undertaken driving the car from Greenwich, Connecticut down to South Florida. The trip was reportedly to be an absolute blast with nary a mechanical issue.

Since arriving in Florida, the car has received an additional \$8,000 in service encompassing repairs to the vacuum system and hoses for the top release, cleaning and resealing the evaporator drain tube, air-conditioning system service including vacuum and recharge of the system, suspension work, replacement of the horn button in the steering wheel, new headlight switch assembly along with a new right headlight motor, a pair of two new oxygen sensors, a reset to the ECU and air bag computer, and a major mechanical service—among other things.

Showing fewer than 18,000 original kilometers (11,200 miles) from new, this

all-wheel drive monster of the 1990s is complete with its tool rolls and owner handbook. The subject car of innumerable posters that hung on the walls of thousands of teenage enthusiasts in the mid- to late-1990s, these Diablos are being rediscovered as one of the most exciting supercars of its era. And rest assured, despite being two decades old, it'll still turn heads where ever it goes!

\$90,000 - 120,000



115.**2009 DODGE VIPER ACR**

VIN. 1B3JZ69Z79V500334

512ci OHV V-10 Engine
 Electronic Fuel Injection
 600bhp at 6,000rpm
 6-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *From a Deceased Estate*
- *Exceptionally low mileage third generation Viper*
- *Top trim of the Viper lineup*
- *World-beating performance*
- *Fantastic Orange paint*

**THE MOTORCAR OFFERED**

In 2008, Dodge added quite possibly one of the most capable track cars ever to be offered to the public to the Viper lineup. Known as the ACR (American Club Racer,) this Viper was fitted with a plethora of performance extras geared towards making the American supercar a true track rat. Beginning with the exterior, a massive rear wing and aggressive front splitter, both constructed out of carbon fiber, were fixed upon the body to force the car onto the track surface with a generous amount of downforce. The suspension would receive a fully adjustable system from KW, complete with a front roll stabilizer bar, to help fine tune for each track the owner decides to visit. Lightweight Sidewinder wheels were wrapped in ultra-sticky Michelin Pilot Sport Cup tires. All of this allowed a seriously impressive 1.08 lateral G's to be held on the skid pad. Furthermore, the already spartan interior would lose a number of creature

comforts in order to shed performance threatening weight. If the owner desired even further levels of discomfort in exchange for speed, they could specify the "Hardcore" package, like the one offered here, that deleted the radio, speakers, under hood silencer, trunk carpet and tire inflator for an additional 40lbs of weight savings over the standard ACR. Most impressively, the ACR would go on to smash several production model track records at renowned race tracks across the globe such as the Nürburgring and California's Laguna Seca.

This 2009 model was sold out of a dealership in Sioux City, Iowa on October 22, 2009. The performance coupe was finished with a striking Viper Bright Orange with Black Stripe exterior making it more than easy to spot in any parking lot. The vehicle staying in the hands of its first owner until 2013, when it was sold to a collector

in Illinois. Well taken care of and rarely used, just over 800 miles appear on the dashboard.

"Complete a high-performance driving school prior to operating this vehicle" states the owner's manual for this formidable sports car. Not for the faint of heart, this Viper is guaranteed to thrill.

\$50,000 - 65,000
WITHOUT RESERVE

1954 DODGE ROYAL 500 PACE CAR EDITION

Chassis no. 38526401

Engine no. D502-24891

241ci HEMI V8 Engine

Carter AFB-4 Barrel Carburetor

Approx. 200bhp at 4,400rpm

2 Speed PowerFlite Automatic Transmission

Front Independent with Live rear axle

4-Wheel Drum Brakes

Without Reserve

- *Iconic model*
- *In the present collector ownership for more than 20 years*
- *Recently refreshed mechanically*
- *Perfect sporting classic for the summer*

**THE DODGE ROYAL**

1954 marks the second production year of the newly redesigned Dodge, but it was also a year of introductions for the brand. It would be the very first year for Royal line, a luxury trim placed above the more pedestrian Coronet, and Dodge would also offer their very first fully automatic transmission, the PowerFlite two-speed, across the entire model range. Last but certainly not least in importance, Dodge was given the opportunity to pace Indianapolis 500. Deciding to make the most of the opportunity, the model they chose to exhibit to the world was indeed a truly special one. A Dodge Royal Convertible, painted in conspicuous Pace Car Yellow with Jewel Black accents and a matching interior, would be loaded with the full flight of options available at the time. Capitalizing on their Hoosier land endeavor, Dodge decided to construct roughly 700 replicas of the pace car, finished in identical specification with all the performance options included.

THE MOTORCAR OFFERED

On offer is just one of those models originally sold to the public, it was always a model which fascinated and resonated with the current owner and some twenty years ago he was able to secure one for his collection. In the course of more than two decades, the car has shared stable with the finest of collectible automobiles, being used infrequently usually over the summer months.

With the last few years, after a period of inactivity it was entrusted to Bob Millstein's well-regarded Briarcliff Classic & Imported Car Service, where it was recommissioned for the road. When tested by a Bonhams specialist the Dodge was found to be on the button and driving well. Aesthetically the car has the appearance of a particularly original example and may well sport its original finish in places. The vehicle remains in the favored color scheme for the model and there are

signs of age on its extremities and edges most likely to receive wear through age, but generally it presents tidily. Its top seems to have been replaced in more recent years.

A great looking and ground-breaking model, these famed Dodges represent terrific value relative to performance and this would surely make a fun tourabout for the coming summer months.

\$25,000 - 35,000
WITHOUT RESERVE

117.

1934 ALVIS SPEED 20 SB SPORTS TOURER

Coachwork by Cross & Ellis

Chassis no. 11337

Engine no. 11787

2,511cc OHV 6-Cylinder engine

3 SU Carburetors

86bhp at 4,000rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- Well-documented history
- Elegant and powerful British classic era motorcar
- Offered with 1934 owner's manual, books and weather equipment
- One of just about 41 examples with attractive Sports Tourer bodywork



THE SPEED 20

"The new Alvis Speed Twenty is the type of car which looks right, feels right and is right. From the driver's point of view, the controls are all just where they are required and the power, speed and acceleration provided by the 'hotted-up' but, nevertheless, silky six-cylinder engine are literally an eye-opener to anyone accustomed to driving about in a more or less sedate manner in ordinary motor cars of medium size." - *Motor magazine* in praise of the new Alvis Speed Twenty in March 1932.

introduced in 1932, the Coventry-based firm produced the Speed 20 in four series, with SB being the second. Significant enhancements to the model were affected in 1933 when the SB model was announced at the Olympia Motor Exhibition in October. Chassis rigidity was enhanced by the provision of a cruciform section in the center, this and other cross members being

heavily drilled for lightness in the lengthened chassis. A completely new innovation was the arrival of independent front suspension, adopting a transverse front spring, while a new gearbox was introduced, and remote-control André Telecontrol shock absorbers enhanced the ride quality. Permanent jacks were a feature of the new model and both night driving and overall appearance were enhanced by the introduction of Lucas P100 headlamps. The SB was perhaps most notably important for the introduction of a fully synchronized transmission - the first time such a gearbox was used in a production car.

THE SPEED 20

Dispatched on June 6th, 1934 to Mann Egerton & Co. Ltd. of Norfolk, this rare Alvis Speed 20 SB was delivered in an envious combination of green over a green interior with green wheels and a black weather kit. The original owner, Mr. Martin Hodson, retained ownership of the lithe tourer for 25 years before selling it on to Mr. G.B. Pearce, Esq. of Hampshire after a small accident. Once repaired, during which time he communicated directly with Alvis, Mr. Pearce sold the Alvis to Al Chambers of Powell, Ohio, who intended to use the SB in Sports Car Club of America (SCCA) vintage races. Mr. Roy Tausch of Novelty, Ohio acquired the car from Mr. Chambers and continued to race the nimble British sports car at various events including at the 1977 Vintage Grand Prix at Watkins Glen. After Mr. Tausch's passing in 1982, 11337 was stashed away until 2006. John Graham of Red Triangle Cars spotted this rare Alvis



while assessing another car on the property and, after inspecting the car and finding it quite complete, acquired the car and started the restoration process.

This Sports Tourer, thought to be one of only 41 examples fitted with this attractive Cross & Ellis body style, was transported to Errol and Rod Tempero in Oamaru, New Zealand for its restoration. The bodywork was repaired and restored as needed. Its original engine was rebuilt along with the other mechanical systems, with emphasis placed both on correctness and drivability. The body was painted in its original green, while the interior and wheels were changed to fawn leather and silver, respectively, eschewing the monochromatic original specification for contrast that accentuates the car's beauty and proportions. One of the finest examples of this rare Sports Tourer,

this car offers looks, performance, build quality, and technology beyond most of its contemporaries.

\$180,000 - 220,000

Please note this car is titled by the Alvis Car number.

118.

1930 ROLLS-ROYCE PHANTOM I REGENT CONVERTIBLE COUPE

Coachwork by Brewster & Co.

Chassis no. S460MR

Engine no. 22609

7,668cc OHV Inline 6-Cylinder Engine

Single Updraft Carburetor

100bhp at 3,000rpm

3-Speed Manual Transmission

4-Wheel Servo-assisted Drum Brakes

- *Unique inlaid wood trim and custom cast inside door handles*
- *Document history from new.*
- *One of 18 original Regent Phantom I convertible coupes*
- *Numbers matching with documented history*



THE PHANTOM I REGENT

Introduced by Rolls-Royce in 1925 to replace the Silver Ghost, the New Phantom (retrospectively known as the Phantom I) boasted an entirely new overhead-valve six-cylinder engine displacing 7,668cc and, like the contemporary 20hp model, adopted a disc-type clutch and adjustable radiator shutters. Its chassis though, remained essentially the same as that of the later, four-wheel-braked Silver Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame.

Like its Silver Ghost predecessor, the New Phantom was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield, Massachusetts. Springfield commenced manufacture of the New Phantom in 1926

and by the second half of 1929 production had risen to 12 cars per week. This would prove to be the high point of Rolls-Royce of America's fortunes, the October '29 Wall Street Crash and the introduction of the Phantom II - re-tooling for which the US company could not afford - signaling the beginning of its decline. The Phantom I was in production for only five years, and the Derby-built models ran parallel with the Springfield cars but ended in 1929, whereas the American version continued until 1931, with a total of 1241 Springfield Phantom 1s being made.



THE MOTORCAR OFFERED

This particular Rolls-Royce Phantom I was delivered new to a Mr. John Bricchetto, a bank president and land owner in Sacramento, California. Mr. Bricchetto was clearly a man of great taste and means, and had the car delivered to him at The Hotel St. Francis, in downtown San Francisco. The car remained in his ownership until his death in 1934. The car dropped out of sight but remained in Northern California. After the war the car was in the ownership of Mr. Rafe Selfridge, a member of Selfridge family, founders of Selfridge department stores in London, England.

In the late 1950s Mr. Selfridge sold the car to his friend John Maxfield. Mr. Maxfield embarked on a fairly epic journey driving the Rolls from Barstow, CA to Gainesville, Florida. It is believed that it was in Maxfield's ownership that the car was repainted and fitted with its current upholstery. Mr. Maxfield continued to enjoy the car until

1973 when it passed to a fellow CCCA member Carter Farrar of Lakewood, Colorado. Mr. Farrar retained the car until his passing in 1998, when it was then sold on to Mr. Elliot Grossman in New York, who retained the car until 2012. It was at this time that it passed to the consigner who has retained the car since.

Today the car is in good order, used regularly on cruises up and down the scenic Blue Ridge Parkway in Virginia. The owner has been insistent on keeping it on the button. Its most recent service has been a complete rebuild of the ignition system. The car was recently inspected by a Bonhams specialist and the chassis is in remarkably original condition, even retaining its original pattern spring gators. It presents very well and with a great deal of patina and charm.

As it was when new, the great characteristic of this style of coachwork is its versatility.

Capable of offering full open motoring to breeze along in the sunshine, with none of the elegance of the car impeded, or proper isolation from the elements on colder or wetter days, this Phantom I can do it all. Anyone who has ever driven a well set up Phantom I will tell you that they are great tour cars. The 7.7 liter engine provides an overabundance of torque which makes them delightfully easy to drive. This engine is of course paired with a wonderful chassis with servo assisted brakes, and the exquisite deftness and precision of all the controls make the Phantom I one of the best driving experiences from the prewar era.

\$140,000 - 175,000

119.

**1910 NATIONAL SERIES S 50HP
“SEMI-RACING TYPE” ROADSTER**

Chassis no. 3204
Engine no. 7474

494ci T-Head Dual Camshaft Inline 4-Cylinder
Single Updraft Carburetor
50bhp
3-Speed Sliding Gear Manual Transmission with Cone Clutch
Front Semi-Elliptic and Rear $\frac{3}{4}$ Elliptical Leaf Spring Suspension
2-Wheel Rear Drum Brakes – Hydraulic Retrofit

- *In the care of the current owner since 2002*
- *Previously part of the William Ullom Collection*
- *Hugely powerful, massive four pot motor*
- *The distillation of a sports car—an engine with seats*



THE NATIONAL

The National Motor Vehicle Company of Indianapolis Indiana commenced business building electric runabouts at the outset in 1900s. As the industry evolved, so did National. By 1905, the company had designed and built perhaps the first 6-cylinder engine in a production auto in America. Their developments paved the way for their future racing successes. At the new Indianapolis Speedway, National and their big 50HP cars placed well and by 1911 National would field three cars. The inaugural Indy 500 race in 1911 saw them finishing seventh. 1912 would be their pinnacle success winning the second Indy in 1912 with Joe Dawson at the wheel. His average speed during the 500 miles was 78.22mph.

THE MOTORCAR OFFERED

The early history of this stunning National is not recorded, but it was previously part of the William Ullom Collection in Ohio, where it was one of a matched pair of Semi-Racing type roadsters.

In the mid-1990s, the car found its way to Oklahoma City where it was completely restored by experienced enthusiasts. It was restored on what the seller reports to be a reconstructed frame in “factory semi-racer” trim, complete with fenders, running boards, and full folding top. To go racing, one would simply strip the car down to its minimalist state just as the factory intended.

Following the acquisition by its current owner, it made its show debut at the famed “Old Car Festival” weekend at The Henry Ford Museum and Greenfield Village at Dearborn, Michigan 2002. Sparingly toured and enjoyed, it made its next appearance in March 2003 at the “Birthplace of Speed”



Centennial Celebration at Ormond Beach, Florida. Here the car performed on the beach and at one point famed drag racing legend "Big Daddy" Don Garlits took the passenger seat and experienced a spirited ride, later exclaiming that, "it was the most terrifying ride of my life"

For the past decade and a half, the National has called the Champlain Valley Transportation Museum its home, occasionally making appearances on the back roads during veteran automobile events. Most recently, in 2016, it was driven at the Ontario region HCCA summer tour. Its veteran drive described it as, "handling as if it were riding on rails." In further describing the experience, he continued that "its power is unceasing and it gives the feeling of stability and security that both belies and emphasizes its enormity."

The truest distillation of what an early race car should be, it does away with all the frivolities in the interest of speed and power. Promising a thrilling and engaging, open air experience not too different from flying in an "open cockpit" aircraft. It would be a welcome entrant on any number of desirable and exciting Veteran and Brass auto events.

\$125,000 - 150,000



120.**1925 FORD MODEL T ROADSTER**

Engine no. 9696694

176ci Inline 4-Cylinder Engine
 Single Carburetor
 20bhp at 2,200rpm
 2-Speed Planetary Gear Transmission
 2-Speed Rear Axle
 Rear Mechanical Drum Brakes

- Offered from the Arnold E. Petsche Estate Collection
- Restored by Richard Braund in 2011
- Sporty Model T Roadster
- Sinister and stealth looking all-black Model T

**THE FORD MODEL T**

Given the continuing success of the Model T, Henry Ford may perhaps be forgiven for refusing to contemplate an all-new replacement, preferring instead a succession of mechanical improvements and occasional styling makeovers. And he had a point, for 1923 was the Model T's best year ever, with more than two million sold despite the fact that it had been around for 15 years. However, by the middle of the decade declining sales had forced Ford to admit the need - not for a new model, perish the thought - but for a major revision for 1926, which was announced as the 'Improved Ford' in August 1925. In fact, it was yet another re-styling job and Ford went out of its way to reassure dealers and customers alike that mechanically the Model T remained unchanged. It did, however, have a modified chassis that lowered the car by approximately 1 inch, as well as more noticeable changes in the form of an

all-steel body (Fordor Sedan excepted) with up-to-the-minute lines that integrated wings, running boards and splash aprons in the modern manner. Moreover, for the first time since 1913 American buyers were offered a choice of colors on selected models: Windsor Maroon for the Fordor Sedan, Channel Green for the Tudor Sedan and Coupe. European plants had offered colors a year or two earlier.

THE MOTORCAR OFFERED

Trimmed in all black, this stealthy looking Model T Roadster means business. The car is known to have been in California for decades, before being purchased by the late Arnold E. Petsche of Arlington, Texas - an avid early Ford collector with a taste for the best and most desirable models of the legendary marque. Mr. Petsche entrusted Mr. Richard Braund with the Model T Roadster for a complete restoration, which was carried out between 2010 and 2011. Beautifully presented inside and out, this striking Roadster is ready to be enjoyed by the next caretaker.

\$18,000 - 22,000
WITHOUT RESERVE

Please note this car is titled by the engine number.

121.

1929 FORD MODEL A PHAETON

Engine no. A2343707

200ci L-Head Inline 4-Cylinder Engine
Single Carburetor
40bhp at 2,200rpm
3-Speed Manual Transmission
Leaf Spring Suspension
4-Wheel Mechanical Drum Brakes

Without Reserve

- Offered from the Arnold E. Petsche Estate Collection
- Beautifully restored example of the desirable open-top Phaeton model
- Elegant and appropriate livery
- Ready for local concours or touring events



THE MODEL A FORD

When introduced on October 22nd, 1927 – yet not sold until December 2nd that same year - the new Ford Model A was a radically different car from the Model T it replaced. The world had been waiting, as Henry Ford had indeed dragged out the introduction of his new motorcar for the masses. Although a flat-head four-cylinder engine remained, displacement climbed from 176cid to 200cid and horsepower doubled from 20 to 40. Meanwhile, the two-speed planetary transmission was replaced by a conventional clutch and three-speed manual unit. As with the Model T, suspension consisted of a pair of live axles with a pair of transverse leaf-springs.

Ford's new model was just as sturdy and reliable. It was also considerably more comfortable than its predecessor, although model for model it carried a price approximately \$100 higher. While production

was slow to start, by 1928 volumes were climbing. For 1929 sales were in full stride, and Ford was again fighting for market supremacy against its main rival; Chevrolet.

THE MOTORCAR OFFERED

This beautiful 1929 Model A Ford has been treated to a comprehensive cosmetic and mechanical restoration some decades ago. It is said that the car was shown at the Pebble Beach Concours d'Elegance at some point in the past, although this has not been documented at the time of cataloging. The sporting Phaeton bodywork is painted in a suitable and period-looking Sage Green color, with a neatly contrasting brown beltline and black fenders and wheels. The interior and top are all in very good condition and displays only light signs of aging. A very fine Model A Ford indeed.

**\$22,000 - 28,000
WITHOUT RESERVE**

Please note this car is titled by the engine number.

122.

1932 CHRYSLER CP8 CONVERTIBLE COUPE

Chassis no. 7526446

298.6 CI Straight 8 Engine
Single Stromberg Carburetor
100bhp at 3,400rpm
4-Speed Manual Transmission with Freewheeling
4-Wheel Semi-Elliptical Leaf Springs Rear and Front Suspension
4-Wheel Hydraulic Drum brakes

- *Superbly Restored with under 500 Miles*
- *Lovely Original Color Combination*
- *Elite Chrysler Luxury Model with Pioneering Features*
- *Accompanied by First Edition Manual and Restoration Photo Album*
- *AACA Award Winner*



THE MOTORCAR OFFERED

This lovely Chrysler CP8 presents today in its original factory color combination, a dark blue body with mid-blue fenders and elegant dark rose pinstriping. The top is black and the upholstery black leather, as per factory specifications. This 1932 model bears the original straight-8, naturally aspirated engine and coupled with the factory 4-speed transmission with the unique gas saving feature of a 'dash button-controlled freewheeling' system, permitting the driver to disengage the gears when cruising downhill at the touch of a button. Most surviving examples have had this mechanism either removed or disabled, but this CP8 continues to sport a fully functional freewheeling system.

Although much of its early provenance is undocumented, it is believed the car was owned by Pennie Parnes of Havertown, Pennsylvania prior to 1987. It was then sold to Marvin Jelnek of Omaha, Nebraska, who

orchestrated a meticulous restoration on the CP8. He had the frame removed and all components thoroughly surveyed and replaced or restored as necessary. The brightwork was exquisitely reworked and the car was painted in its original two-tone blue livery. The entire process was carefully documented in a photo-journal, including images of the car prior to and post restoration.

In 1990, the Chrysler convertible, chassis 7526446, was acquired by Robert Hibbard of Nesconset, New York, who exhibited the car in 1992 at the Antique Automobile Club of America and won the National First Prize in the Senior Class. The car was then placed in secure storage and remained with Hibbard until 2017, when it was acquired by the current owner with 146 miles on the odometer. Predictably, the seller reports that this rare CP8 is in excellent condition with the engine, transmission, chassis,

suspension, brakes and electrical system all 'as new'. The paint and brightwork are still superb, showing only minor wear. The car has remained in storage, coated in Cosmoline to inhibit deterioration, until very recently when it was recommissioned and fastidiously prepared for offering at auction.

With fewer than 200 miles on the restoration, this gorgeous 1932 Chrysler CP8 is extremely desirable and collectible, but is also superbly suited for events and shows, where it will most assuredly be prized and admired.

\$110,000 - 150,000

123.

1934 FORD MODEL 40 STATION WAGON

Chassis no. 86013170

221ci Flathead V-8 Engine
Stromberg 2-barrel carburetor

85bhp at 3,800 rpm

3-Speed Automatic Transmission

Solid axles

4-Wheel Drum Brakes

Without Reserve

- Great original woodwork
- Largely original example
- Beautiful patina
- Fun for the whole family



THE FORD MODEL 40

The 1934 Ford Station Wagon, with its more powerful 85 horsepower engine, now thoroughly developed and refined after three years in production and over a million built, is one of the most desirable. Its design, with long hood over the engine located behind the front wheels' centerline behind the sloped V-shaped grill with vertical chrome grille bars, would be drastically changed in subsequent years. Its four-passenger, four-door Station Wagon body has plenty of room for family, friends, picnic baskets and even the family dog.

THE MOTORCAR OFFERED

This delightful 1934 Station Wagon has been in the same family's care since the 1970s, and prior to that, it is believed to have been in the original owner's possession. Having been well maintained and cared for over its life, it has a wonderfully real and authentic appearance. It was resprayed in the 1970s, and some upholstery was accurately redone many years ago. It is free of any modern reproduction replacement parts. Having been stored well and out of the elements all these years, the original woodwork has held up nicely and has a rich glow restored cars usually lack. "Wouldn't change a thing" is perhaps the best way to describe its condition – a wonderfully even and great looking car that is ready to enjoy.

and unusable for anything but shows. To add insult to injury, they are generally prohibitively expensive. This example, on the other hand, is in highly original condition, a classic Ford Woodie wagon in a condition that is difficult to repeat.

50,000 - 60,000
WITHOUT RESERVE

Only very rarely do 1934 Ford Deluxe Station Wagons become available; when they do, they are usually trailer queens that are restored to beyond perfection

124.**1952 JAGUAR XK120 FIXED HEAD COUPE**

Chassis no. 679265

Engine no. W4087-8

3,442cc DOHC Inline 6-Cylinder Engine

Twin SU carburetors

160bhp at 5,000rpm

4-Speed Manual Transmission

Independent Front Suspension - Rear Semi-Elliptical Leaf Springs

4-Wheel Drum Brakes

- *Parked since 1992*
- *Delivered new to Los Angeles*
- *Eligible for numerous high-profile rallies and tours*
- *Documented by Heritage Trust Certificate*

**THE JAGUAR XK120**

The XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace an automobile, the body was conceived as a coachbuilt aluminum structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year! It was immediately obvious that the slow-to-produce alloy bodywork would have to go, and the car was swiftly re-engineered in steel. In conjunction with the Pressed Steel Fisher Company a new all-steel paneled body was developed, which retained the fabulous looks of the coachbuilt original while differing in minor external details.

THE MOTORCAR OFFERED

This left-drive XK120 Fixed Head Coupe was built on January 23, 1952 and left the Coventry factory on February 15th of that same year. Bound for Hornburg in Los Angeles, it was finished in Pastel Blue with Blue leather. Its original owner was not recorded in factory records.

Little is known about this Jaguar's history, but it had been in the garage of the current keeper for at least three decades. Repainted white and reupholstered with black leather at some point several decades ago, it last appeared to have seen the light of day in 1992 with the most recent registration expiring in October of that year. Kept in dry storage for the last quarter of a century, it has been unused and not seen the light of day until it was removed from the garage it had called home for so long.

A complete and well-preserved example, underneath its sheen of dust and cobwebs no doubt lies a cat ready to pounce. XK120s are regarded as fine tour cars, eligible for many desirable events, and with a bit of recommissioning, this example would be a fine chariot with which to participate in rallies like the California Mille, Colorado Grand, New England 1000, and more.

Offered with its Jaguar Daimler Heritage Trust Certificate, it is ready to be brought back to life and put to good use by its next, no doubt caring owner.

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

125.

1995 RANGE ROVER CLASSIC 4X4 ESTATE

VIN. SALHC1341SA652856

2,000cc inline 4-cylinder Turbo Diesel Engine
125bhp at 4,000 rpm

5-Speed Manual Transmission with Locking Transfer Case
Solid Front and Rear Axles
4-Wheel Disc Brakes

Without Reserve

- Late 'Classic' model with dual airbag dash
- Fully restored by specialist JE Robison
- Diesel Engine with 5 speed manual
- Great daily driver with go anywhere capability



THE MOTORCAR OFFERED

This particular LWB Land Rover was delivered new to the Dallas area in 1994. It then passed through 4 other owners, until acquired by the consigner in 2015. The Range Rover was in overall good condition, but the owner decided to build the ultimate Range Rover Classic. This task was entrusted to renowned British Car Specialist John Robison, at J.E. Robison Service.

European specification Land Rovers could be ordered with Diesel engines and manual transmissions. The 300TDI offered superior power and fuel economy to the gas powered V8, so the first step was to replace the original motor with an available TDI unit paired with a 5-speed manual transmission. These options were never available to US Land Rover clients. This engine has recently had the top end overhauled and was also fitted with a Alisport turbo with updated intercooler.

The chassis was extensively cleaned and coated with Waxoyl. Both axles, suspension, steering and brakes were overhauled. A new custom exhaust was fabricated. Coil springs with longer travel were fitted. The chassis stands on near-new Michelin XZL expedition tires. The body was stripped and finished in BASG Diamont British Racing Metallic, a correct 1995 Range Rover premium color. Lastly the interior was attend to. Starting with sound deadening, and a complete rebuild of the seats with new tan leather interior. The wood was also refinished by Madera concepts, noted automotive wood specialist.

Today this restored Land Rover is in stunning condition. It is a rare opportunity to acquire a sorted and restored classic Land Rover, fitted with desirable diesel engine with manual transmission in a configuration

that was not available to US customers. Useable as a daily driver or for weekends runs to the farmer's market, the opportunity to acquire this unique vehicle should not be missed. Costs to replicate this vehicle today would run well into six figures.

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

126.

1970 PORSCHE 911T 2.2 TARGA

Chassis no. 9110111751

Engine no. 6102551

2,195cc SOHC Flat 6-Cylinder Engine

2 Zenith Carburetors

125bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Matching numbers
- Well-documented example
- Classic and iconic early Porsche 911



THE MOTORCAR OFFERED

This 911T Targa was delivered new in Europe finished in the Silver Metallic over Black partial leather interior color scheme that it wears today. It was optioned with the Comfort Group package that included alloy wheels (5) and tinted glass, as noted on its Porsche Certificate of Authenticity.

The car had been imported to the US and the present owner acquired the car in Hershey, Pennsylvania in the summer of 1977. He sold it to a friend in 2002 with 70,377 miles on the clock and bought it back in 2016 with only 5,000 being added in that time. It has been carefully maintained and enjoyed with the records to prove it. Showing just over 78,000 miles from new, recent service works included a new set of tires (including the spare), fresh brake fluid, oil and filter change, new spark plugs and distributor points, valve adjustment, new brake flex lines, and four new shocks.

Incremental improvements have been fitted over the years to bolster the performance, comfort, and reliability of the car. These additions include a set of the all-important hydraulic Carrera timing chain tensioners, Turbo tie rods, H4 headlights, and a modern AM/FM stereo, in addition to a new set of stainless steel heater boxes. The trusty, original Marelli distributor is still in place along with the correct, original muffler.

Cosmetically, the car was repainted in its original color several years ago, the Targa top was restored by experts in Colorado, and Cocoa Mats line the foot-well.

Reported to be a good runner, the long-time owner describes the car as starting easily, running smoothly and shifting through the gears as a Porsche should. Complete with numerous receipts and files documenting its history, COA, owner's manual, tool kit, jack,

and the four repair/service manuals, this long-nose 911 is ready for its next owner to take into the backroads and do some carving.

\$70,000 - 90,000

1969 JAGUAR E-TYPE SERIES II 4.2 COUPE

- Classic example of Jaguar's legendary E-Type
- Retains matching-numbers engine
- Finished in the original as-delivered livery of British Racing Green over Cinnamon
- Offered with Jaguar Heritage Trust Certificate

Chassis no. 1R25890
Engine no. 7R3122-9

4,235cc DOHC Inline 6-Cylinder Engine
Dual Stromberg Carburetors
245bhp at 5,400rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes



THE JAGUAR E-TYPE

Introduced in 1961, the elegant 150mph Jaguar E-Type caused a sensation across the car world. Powerful and clad in sinuous bodywork, the E-Type was a markedly modern departure from its predecessors. The stunning performance was not coincidental, owing its racing pedigree to the venerable XK engine that propelled Jaguar to five overall Le Mans victories in the iconic C-Type and D-Type racers. Further innovations included the use of inboard disc brakes and independent suspension, furthering the performance and appeal of these sports cars. Initially equipped with 3.8-liter engines, by the end of 1964 4.2 liter units were used and continued to be implemented in the Series II cars introduced in September of 1968.

THE MOTORCAR OFFERED

Completed on March 4th, 1969, this left-hand drive E-Type Coupe left Jaguar's Coventry workshops sporting classic British Racing Green paintwork over a Cinnamon interior, the same color combination it retains today. According to the Jaguar Daimler Heritage Trust Certificate accompanying the car, this Series II E-Type was originally dispatched to the United States and, importantly, still retains its original engine. In 2013, this iconic sports car was restored by marque specialists to very high standards. The British Racing Green paintwork suits the car brilliantly and is in very good condition. The Cinnamon Leather interior is in similarly great condition and shows little use since its restoration. Under the clamshell bonnet, the original XK-type inline six dual overhead cam engine has received careful attention and is properly configured with its ribbed valve

covers and dual Stromberg Carburetors. All told, this Series II Coupe is very well presented. Equipped with a period radio and chrome wire wheels wrapped with appropriate thin white-wall tires; the Jaguar looks just right. Thanks to its 4.2-liter engine, overall condition, and head turning looks, this particular E-Type is equally ready to be enjoyed at speed by its next owner, as it would be at home on a concours lawn.

\$65,000 - 75,000

128.

1969 MERCEDES-BENZ 280SL

Chassis no. 113.044-12-00518950

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

- *Gorgeous triple green livery*
- *Includes both hard 'Pagoda' top and folding soft top*
- *Fitted with a period air conditioning system*
- *Perennially popular*



1969 MERCEDES-BENZ 280SL

In 1967, Mercedes introduced the third and final iteration of the 'Pagoda', the 280SL, and it then became apparent that some cars don't change, they just get better. "The Mercedes-Benz 280SL, the latest version of a line that began as the 230SL in 1963, is the same as ever, just better," concluded *Road & Track* after testing a 280SL in 1968. "For those who value engineering, finesse and high-quality construction, it's alone in the field," enthused the highly respected American motoring magazine, while its manufacturer considered the 280SL: "a Grand Tourer in the traditional sense" and "a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally)."

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 discs all around. These roadsters also have one of the most beautiful bodies produced in the 1960s. Thanks to their robust inline-six and their luxurious Mercedes interior, they are wonderful cars to be driven and enjoyed.

THE MOTORCAR OFFERED

If one is looking for the perfect all-around car for rallies, local shows and Sunday cruising, this might be the car. Beautifully presented, this 280SL would be the pride of anyone's garage.

The W113 on offer is finished in the handsome Moss Green (834G) exterior color, over a period correct green MB-TEX interior. The black convertible top complements the green exterior paint, and the Pagoda roof hardtop is finished in the same Moss Green paint as the rest of the car.

Today, the car retains its original Becker Europa radio in addition to a rarer, period air-conditioning upgrade. The lovely Benz is reported by the seller to be a fine driving machine and one that will no doubt provide many happy miles of top down motoring into the future.

\$60,000 - 80,000

2000 ASTON MARTIN DB7 VANTAGE VOLANTE

VIN. SCFAB4233YK400505

5,935cc DOHC 48-Valve V12 Engine
 Electronic Fuel Injection
 414bhp at 5000rpm
 5-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Present ownership for more than a decade
- Clean CarFax on file
- Iconic Aston looks



THE MOTORCAR OFFERED

Introduced at the Geneva Salon in March 1999, the DB7 Vantage was 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. To accommodate a new engine/transmission package, the existing DB7 bodysell was re-engineered, acquiring a new frontal structure and enlarged transmission tunnel. The 15" diameter wheels too were unique to the Vantage, which also featured cross-drilled and ventilated Brembo brakes and Teves electronic four-channel ABS.

The Vantage's hand-crafted interior featured traditional Connolly hide upholstery and could be trimmed and equipped to an individual buyer's personal requirements. A top speed of 165mph was claimed for the Vantage Volante convertible.

The CarFax provided with this car confirms that it originally arrived this side of the Atlantic destined for the Florida sunshine where it would be enjoyed for the next 3 or more years in the West Palm Beach and Boca Raton area. Like a 'snowbird' returning for the summer, in May 2003 it migrated north and is charted on Long Island, New York for the next three years through servicing/registration, latterly at Bentley Long Island in Jericho. It was there, having covered some 28,000 miles that it was acquired by the present owner, a seasoned collector with a particular leaning towards British cars of all eras.

Purchased in 2007, it has remained in the Greenwich locale for the last decade or more, being used generally in the summer months. All told, to this day, the odometer reading is just over 34,700 miles, a number

substantiated by its CarFax, which gives the car a clean bill of health. During this custody, it has been regularly serviced by Vantage Motors in Stamford.

Finished in Goodwood Green with a rich tan leather interior, its condition reflects its relatively modest mileage, with its most notable sign of age being some discoloration/wear to the leading edges of the front seats. With all the styling cues of the Aston brand, and in convertible form, these cars offer entry to an exclusive club at a more accessible price point, particularly when compared with their \$150,000-plus sticker price as new, and provide very fast open top motoring.

\$35,000 - 40,000

130.**1962 CHEVROLET CORVETTE ROADSTER**

Chassis no. 20867S101783

327ci OHV V8 Engine
 Single 4-barrel Carburetor
 Approximately 300bhp at 5,500rpm
 4-Speed Manual Transmission
 Front Independent Suspension - Live Rear Axle
 4-Wheel Drum Brakes

- *Sporting Corvette with manual transmission*
- *The very last year for the classic C1 Corvette*
- *Beautifully presented inside and out*
- *Era-evoking Fawn Beige livery*

**THE MOTORCAR OFFERED**

There was no doubt in GM General Manager Ed Cole's mind that the Corvette needed a V8 engine. Work on what became the 1955 V8 began as soon as Cole was instated as head of the Chevrolet Division. With it, the Corvette was transformed from an acceptable and attractive boulevard cruiser to a genuine performance machine. It was then down to Harley Earl's team of designers to upgrade the package, which they did with the introduction of the 1956 model. A stylish new design, wider and wilder than its predecessor, the Corvette gained popularity among America's youth, and with continuous styling refinements and updates, the model remained fresh. By 1958, the 'Vette featured a four-headlight front end and more chrome trim, while engine packages continued to grow in output. In 1961 the Corvette again received a substantial cosmetic make over, with the primary changes at the rear, which became far more sleek and modern.

By 1962, Chevrolet had firmly secured its position as America's sportscar builder and plans were well underway for the second-generation 'Vette that would debut the next year. Of course, prior to heading out, Chevy saved the best version of the first generation 'Vette for last—the '62 Fuelie. Of the 14,531 Corvette built in 1962, only 1,918 were ordered with the most potent available power plant, the 327 cubic inch, 360hp Rochester fuel-injected V8. It was little wonder as checking the box for RPO582 added \$484.20 to the bottom line—about 12% of the base price alone.

THE MOTORCAR OFFERED

Built in the last production year of the C1 Corvette, this sporting example exudes the epitome of performance and advanced technology. Finished in Fawn Beige over a matching interior, this Corvette is a beautiful example of the end-of-the-line model. Fitted with a matching hardtop, a 4-speed manual transmission, and a Wonderbar radio, this particular Corvette is a highly optioned example of the C1. The car received a restoration addressing both mechanical and cosmetic aspects some time ago but is said to have been used minimally since. The paint and brightwork present well, and the subtlety of the Fawn Beige color adds an elegance to the C1, particularly on the 1962 models with body-color side scallops. The car is offered with an owner's manual, history file, and a Rochester Fuel Injection unit.

**\$70,000 - 100,000
 WITHOUT RESERVE**

1996 CHEVROLET CORVETTE GRAND SPORT COUPE

VIN. 1G1YY2251T5600042

350ci OHV LT4 V8 Engine

Port Fuel Injection

330bhp at 5,800rpm

6-Speed Manual Transmission

4-Wheel Independent Suspension with Selective Real Time Dampening

4-Wheel ABS-Assisted Disc Brakes

- *From a Deceased Estate*
- *One of only 810 Grand Sport Coupes built*
- *Only 2,100 miles from new*
- *The Corvette C4's swan song*
- *Rare, Red and Black leather interior*

Without Reserve



THE MOTORCAR OFFERED

Introduced in 1984—after a one-year model hiatus—the C4 Corvette modernized Chevrolet's halo model and brought it out of the emission-choked doldrums. Entering the digital era with a host of new electronic features—including a digital dashboard—the C4 would carry Chevy through the 1980s and early '90s. The 1 millionth Corvette built was a C4 and the introduction of the ZR-1 brought the Corvette back to the top of the performance roost, a place it had not really set since the late 1960s.

For its final year of production in 1996, Chevrolet introduced a special model to help the C4 go out with a bang prior to the introduction of the new-for-1997 C5. Named Grand Sport in honor of the five lightweight Corvette racers than Zora Arkus Duntov designed in 1963 prior to The General's official exit from motorsport, the C4's swansong was a limited-edition of 1000 cars. Painted "Admiral Blue Metallic" with a

wide white stripe up the center and pair of red hash stripes over the right front wheel, there was more than just paint to make this model special. Under the hood, a massaged LT1 V8, now called the LT4, was made to produce an extra 30 ponies and power was funneled through only one available transmission—a 6-speed manual.

This example of the Grand Sport is number 42 of the 1000 (total, including convertibles) examples built. While most of the Grand Sports came equipped with a black leather interior, this is one of 217 fitted with the optional Red and Black leather interior—and one of just 86 to have said interior and the desirable, optional Z51 handling package.

Delivered new to Michigan in October 1996, this car had covered just over 2,100 miles since leaving the Bowling Green, Kentucky factory. Spending the bulk of its life in Chicagoland, this Grand Sport was

acquired by the vendor in January of 2015. Early in its life, Zora Arkus Duntov signed the front license plate insert, dash plaque, owner's manual, and sales brochure that accompanied the car.

This Grand Sport Convertible is a great opportunity to acquire a barely used example of one of the most refined fourth-generation Corvettes for a fraction of what it cost new.

\$25,000 - 40,000
WITHOUT RESERVE

132.**1967 CHEVROLET CORVETTE 427/435HP ROADSTER**

Chassis no. 194677S121763

Engine no. T0526JE 7121763

427ci OHV V8 Engine

3 2-Barrel Carburetors

435bhp at 5,600rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Powerful L71 big-block 427/435HP engine
- Attractive Marina Blue over Black livery
- Very fast Sting Ray Corvette from the end of the C2 model run
- Excellent choice for high-speed rallies such as the Copperstate 1000

**THE 'STING RAY' CORVETTE**

"The Sting Ray hit the American sports car market like a thunderclap, reminiscent of the knock-'em-dead debut of the Jaguar E-Type two years previously; comparisons were not slow to materialize. For the first time in history the Corvette was a sell-out success." Richard M Langworth, *The Complete Book Of The Corvette*.

To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Indeed, such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand. Styled in General Motors' Art and Colour Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo Coupe in the range. Beneath the

skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the center of gravity to be significantly lowered, improving both handling and ride. This new frame was the work of Corvette Chief Engineer, Zora Arkus-Duntov who said, "For the first time I have a Corvette which I am proud to use in Europe."

As had been the case with the previous (1956-62) generation of Corvettes, development proceeded slowly, being characterized by annual facelifts and few engineering changes of note. On the latter front, the long-overdue arrival of four-wheel disc brakes was the most significant development for 1965 while Chevrolet's 327ci (5.4-liter) 250bhp standard V8 was joined by an optional 396ci (6.5-liter) Big Block for '65 only, then a '427' until the

end of Sting Ray production in 1967. Now recognized as representing a 'golden age' for the Corvette, the Sting Ray version was manufactured from 1963 to 1967 and has since gone on to become a highly collectible classic car.



THE MOTORCAR OFFERED

This striking Marina Blue 1967 Sting Ray is a beautifully restored example of the most developed production year of the C2 Corvette. Underneath the 'power bulge' hood lurks the new-for-1967 427 cubic inch V8 engine. The engine number appears to have been re-stamped at some point, but the car is indeed believed to have had this engine option from new. Producing 435 horsepower, the big-block V8 was a hit for Chevrolet and while an expensive \$437.10 option, this top engine accounted for 16% of all Corvette sales in 1967. Like all L71-equipped cars, this car has no air-conditioning and a Muncie M21 4-speed manual transmission, a decision made by GM to guarantee reliability of this potent powertrain. Additionally, this Roadster is equipped with the must-have side exit exhausts covered by their distinctive vented shrouds, giving the car that thundering big-block tune going down the road.

Overall, this Corvette is in lovely condition, with vibrant paint, good brightwork, and a new white convertible top. The Marina Blue paint suits the car beautifully, and is neatly accented by the black hood bulge, or 'Stinger' as they are referred to. The interior is in good condition, with signs of light wear, but overall complete and attractive. This potent 427/435HP-optioned Corvette is offered with an owner's manual and should provide the new owner a healthy dose of driving pleasure. This would be a great car for high-speed rallies such as the Copperstate 1000, where the high-performance Corvette could really stretch its legs.

**\$90,000 - 110,000
WITHOUT RESERVE**

133.**1973 VOLVO P1800ES SPORTS ESTATE**

Chassis no. 6078.6108

1782cc 4-cylinder Engine

Bosch Fuel Injection

125bhp at 5,800 rpm

4-Speed transmission with O/D

Independent Front Suspension with live rear axle

Front, disc brakes, rear, drum brakes

- *Stylish and practical sports estate*
- *Well sorted, Restored example*
- *Lovely Sea Foam exterior*
- *Just under 50,000 miles from new*

**THE MOTORCAR OFFERED**

Introduced in 1960 and popularized by *The Saint* television series, starring Roger Moore, Volvo's pretty P1800 sports coupé, although no hairy-chested tire-shredder, was nonetheless something of a radical departure for the sober-sided Swedish concern. Lacking a sports car in its range, Volvo had started the project back in 1957, the man chiefly responsible being an engineering consultant, Helmer Petterson, who had designed Volvo's PV444. Carrozzeria Frua built the first three prototypes and it was intended that Karmann would undertake production, though this idea was vetoed by Volkswagen, Karmann's biggest customer.

Based on the 121 saloon, the P1800 was built initially by Jensen Motors in West Bromwich and employed Volvo's rugged, four-cylinder, overhead-valve engine in 1,778cc form. Breathing through twin

carburetors, this unit produced 100bhp, an output sufficient to propel the solidly built coupé to a top speed of around 105mph. The running gear was conventional, with independent front suspension and live rear axle, and all versions came with servo-assisted front disc brakes. Production of the P1800 was transferred to Sweden in 1963.

A capacity increase to 1,985cc was followed by the adoption of fuel injection in 1969, maximum power increasing to 130bhp, with four-wheel disc brakes standardized at the same time. By the end of the 1960s, the model was beginning to look dated but the introduction of the Reliant GTE-influenced P1800ES sports estate version extended its lease of life. Production of the P1800ES ceased in 1973 after 8,078 units had been built.

Beyond a line of 4 owners, little is known about the exact origins of this unique piece

of Swedish iron, but in more recent times, this coupe has undergone a thorough restoration. This work was conducted sometime around 2009 by a mechanic who was the antepenultimate owner. Some of the renovations included rebuilding the transmission, and installing new injectors, brakes, wiring harness, and pumps. The body was repainted to its original Sea Foam color and the Cognac interior received new carpets. Many further areas of the vehicle were addressed and documentation of the process containing further details was published once the work was complete.

With such an uncommon and unique shape, these Volvos has endured as classics over the decade, now is the opportunity to pick up a fine example.

\$20,000 - 30,000
WITHOUT RESERVE

C.1959 FIAT-ABARTH 750 RECORD MONZA

Chassis no. 676193

Engine no. 751536

747 cc 4-Cylinder Pushrod Engine

Single Two-Barrel Carburetor

43bhp at 6,000rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

Without Reserve

- Classic Zagato bodied sports car
- A model with great racing pedigree
- Barn find in running condition

**CARROZZERIA ZAGATO**

An innovative concern with a sporting pedigree second to none, Abarth branched out from producing induction and exhaust systems into selling performance kits for - mainly FIAT - production cars, later building a succession of aerodynamically stylish sports prototypes and limited-series production cars, many of which were produced in conjunction with Carrozzeria Zagato.

One of Carlo Abarth's most successful series of GT cars was based on the FIAT 600, the first of these handsome little Zagato-bodied coupés - the 750 - appearing in 1956. Although the 750 was production based the customer had such freedom of choice, including engine specification, that it is rare to find two identical cars. The 600 chassis was used with scant modification apart from changing spring rates and up-rating the front brakes

to twin-leading-shoe operation, yet despite this apparent handicap coped remarkably well with the Abarth's greatly increased performance. The latter was achieved by boring and stroking the 600's 633cc four-cylinder engine to 747cc and modifying or replacing just about every other component, the result being an increase in maximum power from 23bhp at 4,000rpm to 44bhp at 6,000 revs.

The next stage of development saw the 750 equipped with an Abarth-designed double-overhead-camshaft cylinder head that helped liberate 47bhp from the tiny engine, models thus equipped being dubbed 'Bialbero' (Twin-cam). Abarth's diminutive coupés were soon dominating the small-capacity classes in international GT racing. Indeed, in North American SCCA events the 1.0-liter Abarth was obliged to compete against rivals displacing up to 3.8 liters and still proved capable of winning!

THE MOTORCAR OFFERED

This highly original and complete Fiat-Zagato sports car is a recent barn discovery by Chasing Classic Cars star Wayne Carrini. The discovery of this remarkable triple Abarth collection is featured in a current season episode. Offered now in running condition, the Abarth will require either a restoration or careful recommissioning before regular use. The car is highly complete and appears quite sound.

This is a fairly straightforward car to get back to road condition thanks to its simple mechanicals and largely aluminum construction. Once back in action, it will reward its owner with a very fun to drive car eligible for many exclusive events.

\$30,000 - 40,000
WITHOUT RESERVE

135.**C.1957 FIAT-ABARTH 750 ZAGATO "DOUBLE BOUBLE"**

Coachwork by Zagato

Chassis no. 658862

Engine no. 603661

747cc 4-Cylinder Pushrod Engine

Single Two-Barrel Carburetor

43bhp at 6,000rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Worthwhile restoration project of a rare and desirable car*
- *Beautiful aluminum Zagato coachwork*
- *Mechanical parts are readily available*

**THE FIAT-ABARTH 750 ZAGATO**

An innovative firm with a sporting pedigree second to none, Abarth branched out from producing induction and exhaust systems to selling performance kits for - mainly FIAT - production cars. The company would later build a succession of aerodynamically stylish sports prototypes and limited-series production cars, many of which were produced in conjunction with Carrozzeria Zagato.

One of Carlo Abarth's most successful series of GT cars was based on the FIAT 600. The first of these handsome little Zagato-bodied coupés - the 750 - appearing in 1956. Although the 750 was production based, the customer had freedom of choice, including engine specification, so it is rare to find two identical cars. The 600 chassis was used with scant modification apart from changing spring rates and up-rating the front brakes

to twin-leading-shoe operation, yet despite this apparent handicap, the car coped remarkably well with the Abarth's greatly increased performance. The increase in power was achieved by boring and stroking the 600's 633cc four-cylinder engine to 747cc and modifying or replacing just about every other component. The result was an increase in maximum power from 23bhp at 4,000rpm to 44bhp at 6,000 revs. Tested by Autocar magazine in 1958, the Abarth Zagato 750 GT scorched through the standing quarter-mile in 20 seconds on its way to maximum speed of 95mph - outstanding figures for such a small-engined car.

THE MOTORCAR OFFERED

This Fiat-Abarth Zagato sports car is a recent barn discovery by Chasing Classic Cars star Wayne Carini. The discovery of this remarkable triple Abarth collection is featured in a current season episode. Clearly needing a full restoration, it is still a sound and solid basis for a rewarding project.

This Fiat-Abarth is offered as a restoration candidate. Its engine is removed but included with the car along with other components. A careful inspection of the car and its parts is recommended to ensure completeness.

\$10,000 - 20,000
WITHOUT RESERVE

136.

C.1957 FIAT-ABARTH 750 ZAGATO "DOUBLE BUBBLE"

Coachwork by Zagato

Chassis no. Not known

47cc 4-Cylinder Pushrod Engine

Single Two-Barrel Carburetor

43bhp at 6,000rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

Without Reserve

- Iconic Zagato body design
- Great restoration project of a worthwhile car
- Eligible for many exclusive events



CARROZZERIA ZAGATO

Carrozzeria Zagato was founded in 1920 by Ugo Zagato, in Milan, and the first bodies would roll out of workshop built out of aluminum on Fiat 501 chassis. Very soon Zagato added Alfa Romeo as a customer and would simultaneously build bodies on Bianchi, Diatto and Itala chassis. Maintaining a various group of products, aircraft parts were produced for Pomilio, for whom he had worked during the war. Forced to diversify during the 1930s, Zagato took on the building of truck cabs for Isotta-Fraschini, a job that kept him busy until Allied bombs laid waste to his workshops in 1943. A new plant in 1946, however, put the firm back in business, and Ugo's son, Elio, joined the company.

Zagato had a good amount of experience with Fiat, having built a 750 GT coupe on the Fiat 500 chassis beginning in 1952. A sports spider in 1953 had a tubular frame

and power trains from either the Fiat 1100 or 1400. Commissions from Alfa Romeo and Ferrari followed in short order. From 1955, Zagato took on the production of coupe bodies for Carlo Abarth's new Fiat-based 750.

The Abarth 750 was based on the Fiat 600, its 633cc engine enlarged to 747cc, which nearly doubled the horsepower. With Allemano building bodies for the spider version of his car, Abarth turned to Zagato for a coupe. The coachbuilder's sketches for the body had a roof so low that there was scant headroom for a person of normal stature, so twin bulges were put into the contour. The result was immediately nicknamed "Double Bubble," after a well-known brand of American chewing gum.

THE MOTORCAR OFFERED

This highly original and complete Fiat-Abarth Zagato sports car is a recent barn discovery by Chasing Classic Cars star Wayne Carini. The discovery of this remarkable triple Abarth collection is featured in a current season episode. The car is in need of a restoration, but it is quite complete and sound. A notable feature of this car is the enlarged fuel tank, perhaps alluding to some past competition use.

The car is accompanied by extra spares and components, so a careful inspection of the car regarding its completeness is recommended.

**\$10,000 - 20,000
WITHOUT RESERVE**

137.

1965 SUNBEAM TIGER MK 1 CUSTOM

Chassis no. B9470080LRXFE

331ci SOHC Sportsman 302 V8 Engine
4 Weber Carburetors
Est. 389bhp at 6,100rpm
5-Speed G-Force T-5 Manual Transmission
4-Wheel Custom Independent Suspension
4-Wheel Wilwood Disc Brakes

- *Restored and re-engineered with no expense spared*
- *The 80th Mk1 Tiger built*
- *Tastefully modified for giant killer performance*
- *Driven only 1000 miles since the restoration was completed*



THE SUNBEAM TIGER

Inspired by Carroll Shelby's successful practice of shoehorning a Ford V8 into the AC Ace to create the Cobra, Rootes asked Shelby to perform the same trick with its Sunbeam Alpine sports car. The project was instigated by the company's West Coast, USA distributor, Rootes American Motors Inc, which was located not far from Shelby American. Ford's 260ci V8 was chosen, and even though this had 'only' 164bhp on tap it was approaching double the output

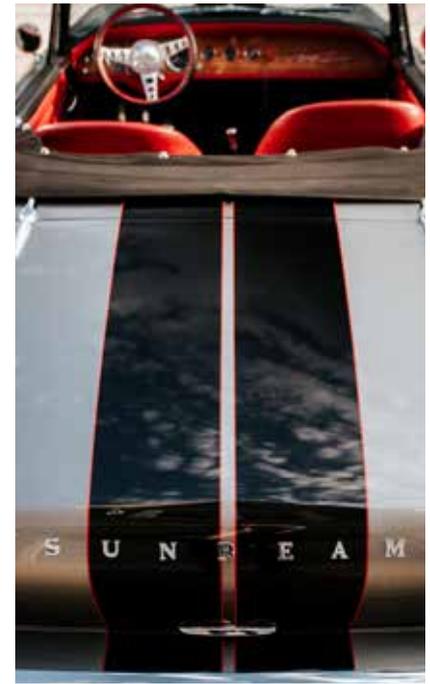
of the contemporary Alpine's 1.6-liter four. The transplant radically transformed the character of the car. Introduced in 1964, the Tiger kept the Alpine's basic layout but featured a stronger gearbox and rear axle plus rack-and-pinion steering. Vastly superior to its Alpine progenitor in performance terms, the Tiger stormed to 60mph in under ten seconds and peaked at around 120mph. Tigers would go on to enjoy success in both racing and rallying over the years.

THE MOTORCAR OFFERED

Among one of the earliest Tigers built, this Mk 1 is the 80th car to roll off the line of the 3,763 Mk 1s built. A long time California car, this lucky Tiger was the subject of an extensive and thorough restoration and reengineering program that took what was already a stellar, fast car and turned the dial to 11. With a goal of highlighting the elements that most closely associate Shelby with the Tiger—namely taking a little British sports car and giving it a heavy helping of American raw power, no expense was spared in completing the project.

Stripped to the bare metal, the original steel doors, trunk lid, hood, and unibody were all acid dipped and put on a rotisserie. The windshield was ever so slightly chopped two inches for a more aggressive look and the whole car was finished in a custom mixed one-off shade of PPG Metallic Tungsten with a pair of PPG Black Liquid Crystal





Shelby racing stripes. The interior was then trimmed in red leather with black inserts and the dash finished in Brazilian Rosewood.

But the real action is underneath the mirror finish. Under the hood is a punched out 302 V8 built by Tillack & Co. Ltd. Only the best components were used including AFR 185 Aluminum heads covering Comp camshafts with hydraulic roller lifters. SRP aluminum pistons ride on Carrillo rods attached to a Scat crankshaft. A Melin high performance oil pump connected to an Aviaid competition oiling system with custom oil cooler keep things lubricated while a Fluidyne high performance aluminum radiator keeps things cool. The nearly 400 horsepower are routed through a G-Force T-5 tranny, controlled by a custom aluminum pedal assembly, back to a Corvette rear end with 3.36 gearing. Custom engineered adjustable independent

rear suspension—supported by a reinforced unibody—replace the old live rear axle, while adjustable coil overs with custom A-arms top and bottom keep the front planted. 17" Vintage Wheel Works aluminum wheels shod in Bridgestone Potenza rubber and hung from adjustable Carrera racing shocks put down the power with massive Wilwood disc brakes to slow things down.

Completed in November of 2007, no expense was spared on the build. Even the Carroll Shelby was quite smitten with car and showed his love by signing the glove box. The present owner acquired the car in December of 2013 with only 75 miles on the odometer and has subsequently added less than 1000 more in the last five years. Since acquiring the car, several changes have been made to improve the car's ride and drivability including the instillation of four Weber carburetors in place of the fuel

injection system that was on the car when it was purchased, a Holley electric fuel pump, a new set of tires and wheels, a new exhaust system, and a new soft top. It is now ready to burn rubber with a new owner at a mere fraction of its original build costs.

\$90,000 - 120,000



138.

1959 AC ACECA

Chassis no. AEX674

Engine no. CL2349WT (see text)

1,991cc OHC Inline 6-Cylinder Engine

3 SU Carburetors

102bhp at 4,500 RPM

4-Speed Manual Gearbox

4-Wheel Independent Suspension with Transverse Leaf Springs

4-Wheel Drum Brakes

- One of just 48 Aceca's built in 1959
- Rare and desirable Sports Coupe with Alloy bodywork
- Tastefully upgraded with performance-oriented details
- 2015 Copperstate 1000 Rally participant



THE AC ACECA

Of them all, the Ace was the truest sports car: It could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours." -*AC Heritage*, Simon Taylor & Peter Burn.

The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired Barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2-liter, long-stroke six. This single-overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp plus) on tap, endowed the Ace with respectable, if not outstanding,

performance. A hardtop version - the fastback-styled Aceca - debuted at the Earls Court Motor Show in 1954.

The Aceca's hatchback body was constructed in hand-formed aluminum over a tubular steel framework, while the tubular chassis was more substantially built than the Ace's. To reduce noise levels within the cabin, AC mounted all major components on rubber bushes. The result was a well-engineered, light weight and extremely pretty GT car in the best AC tradition. The Aceca is also notable as being, along with the Aston Martin DB2/4, one of the first hatchback designs. Very few alterations were made to the Aceca during its production life apart from a change of engines, and in total just 151 were produced with the AC six.



THE MOTORCAR OFFERED

Produced in 1959, this stunning Aceca is one of just 48 built in 1959. Presented in a vibrant blue with a lateral white stripe across the hood and white roundels on the doors, this rally-ready Aceca recalls the famous livery of the famed Scottish racing team Ecurie Ecosse. The paintwork is in very good condition and the spare brightwork is well finished. During its restoration, this Aceca Coupe was given tasteful bespoke features to enhance its rallying ability while still having a period-correct appearance. From the outside, the wide-rim 72-spoke wheels, side exit exhaust and Monza-style fuel filler hint at the rallying intentions of this car that are expressed more fully inside and under the hood. Inside, the red leather-trimmed interior includes a roll cage, harnesses, and a bespoke dash with additional gauges to ensure safe operation during rallies.

Under the hood, the legendary, long-stroke AC overhead cam engine has been fitted with a trio of larger SU carburetors and other enhancements including a custom exhaust system that gives this car a great timbre. Please note, that the engine number does not match the number listed on the chassis plate, but as the numbers are off by just 19 digits, it appears to have been an early factory replacement engine fitted. In keeping with its rally pursuits, this car has a fire suppression system and exterior electrical shutoffs for safety. The sporting AC Aceca participated on the 2015 Copperstate 1000 Rally and has been shown at prestigious events such as the Concours d'Elegance of America at St. John's. This rally-ready Aceca is beautifully presented throughout with thoughtful enhancements that augment the driving experience.

\$160,000 - 200,000

139.

1964 ASTON MARTIN DB5 CONVERTIBLE

Coachwork by Touring

Chassis no. DB5C/1520L

Engine no. 400/1783 (see text)

3,995cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

282bhp at 5,500rpm

5-Speed ZF Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Disc Brakes

- *Delivered new to New York*
- *One of 123 DB5 Convertibles produced*
- *One of 39 original left-hand-drive example*
- *Continuous service history from 1976 to present*
- *Factory build sheet confirms original details*
- *Two owners from new, single owner since 1971*



THE ASTON MARTIN DB5

"More and more cars today reach the magical "ton" but those which can do it with the same ease and rapidity of the Aston can be counted on the fingers of one hand. High-speed stability and safety is not cheap to engineer, and with few people to pay the price, production costs are never reduced by the quantity of the work. The DB5 therefore fills a unique corner of the market, a corner at the top end both in the way it performs and the price one pays for the privilege." *Autocar*, September 18th 1964.

Introduced in 1963, the DB5 was a development of the preceding DB4 that had represented such a giant step forward in Aston Martin's post-war evolution upon its arrival in 1958. Classically proportioned, the DB4's Touring-designed body established an instantly recognizable look that would stand the marque in good stead until 1970. Its engine was still an all-alloy twin-

overhead-camshaft 'six' but the old W. O. Bentley-designed 3.0-liter unit had been superseded by a new design by Tadek Marek.

Proven in racing before it entered production in the DB4, the new 3,670cc engine featured 'square' bore and stroke dimensions of 92x92mm and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit. Touring's Superleggera body construction, which employed a lightweight tubular structure to support the aluminum-alloy body panels, was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely-strong platform-type chassis. Independent front suspension was retained, the DB2/4's trailing links giving way to unequal-length wishbones, while at the rear the DB4







sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. Five series were built as the model gradually metamorphosed into the DB5. The latter's distinctive cowl headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened Series V DB4.

The DB5's 3,995cc engine, first seen in the Lagonda Rapide, produced 282bhp and was mated to a four-speed, overdrive-equipped gearbox, a 'proper' ZF five-speed unit being standardized later. Other improvements included alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder

Harold Radford offered a shooting brake conversion.

1,021 DB5s were manufactured between July 1963 and September 1965, a total that included a mere 123 convertibles and 12 shooting brakes.





THE MOTORCAR OFFERED

This rare DB5 Convertible was ordered new by Michael Goth of Straatsburg, New York in November of 1964. Goth, a rising star in the world of sports car racing who would go on to have successful starts in SCCA, Can-Am, Tasman, and Formula 5000, clearly knew what he was doing when he ordered his DB5. Specified in the elegant and classic color scheme of Goodwood Green over Beige hides, there was no hesitation in ordering a raft of options including Normalair air-conditioning, a Bosch Blue Spot radio with power-operated aerial, a pair of detachable headrests for both front seats, chrome wheels shod in whitewall tires, a tonneau cover with center zip-in, and a detachable hardtop painted to match the car. A ZF 5-speed manual transmission rounded out the spec. This DB5 would be one of just 39 left-hand drive convertibles to roll out of the Newport

Pagnell factory. Factory records indicate the car was originally equipped with engine 400/1788, and the car appeared in the Aston Martin Owner's Club in 1965 and '67 with this motor, but between 1967 and 1971, the engine that currently sits in the car—400/1783—was installed. The original engine, 400/1788, at some point made its way into another U.S. delivered DB5 Coupe, DB5/1797/L. Given that both cars were registered in New York at the time, it was likely a swap performed by the local Aston Martin Lagonda agent.

The Aston was the perfect car with which to romp around the Hudson Valley when Goth wasn't attacking the race track in his Cobra, Lotus 23, McLaren M1A, or Lola T70. By 1970, Goth's racing career had taken him to the Tasman Championship, and thus he was spending more and more time on

the other side of the world in New Zealand and Australia. By late 1971, 1520 was for sale at Rollston Motors at 442 East 92nd Street in New York City, from which the current owner purchased the car just before Christmas on December 22nd, 1971.

Only seven years old at the time, the stylish droptop made an excellent daily driver. Used on trips between his Connecticut home and New York City office, the car was driven, enjoyed, and regularly maintained. When winter came, the top was put up and a set of skis were put on the back for a trip or two up to Stowe Mountain in Vermont. Moving part-time down to Florida in the early 1990s, the DB5 would be used to make the trip down to Palm Beach on at least one occasion. Sometimes street parked in front of his apartment, he would regularly find complimentary notes (and occasional offers



to purchase the car!) stuck under the wiper blade.

Several inches of receipts document the ownership and service history of the DB5 since the current owner's acquisition. Starting with the original Connecticut certificate of title from 1971—filled in by hand by the DMV clerk—meticulous care is recorded in each of the numerous receipts. Service records from the mid-1970s to today document the usual engine, brake, suspension, and transmission work one would expect to be performed. Having been a daily driver for some time, rust repairs were also carried out, all of which are documented both in receipts and photos of the work completed.

Today the car shows well, having received a repaint along with a fresh interior and top about 20 years ago—but never being

fully restored. Mechanically, the thick stack of records pertaining to its constant and regular maintenance speak to its operation today, and in a short drive in the car by a Bonhams specialist, it was reported to be a smooth runner that powered through the gears nicely. Still finished in the original scheme of Goodwood Green over Beige hides, the original hardtop was sold many years ago as the owner had practically never used it, and it was occupying loads of garage space. Additionally, while the original A/C compressor accompanies the vehicle, it is not presently installed.

Now after nearly half a century in a single owner's care, it is ready to move onto to its third keeper since leaving the factory floor of Newport Pagnell. Complete with its owner's handbook, jack, copies of its factory build sheet, British Motoring Heritage Trust Certificate, its 47-year-old Connecticut

title, reams of service records as well as photos of metal work repairs, one would be hard pressed to find another example that has been so continuously loved and enjoyed. The perfect entrant for any number of desirable motoring events, such as the Copperstate 1000, Going to the Sun Rally, Mountain Mille, Texas 1000, or an overseas rally such as the Holy Land 1000, you are all but assured to enjoy the ride and arrive in style!

James Bond probably would have had a DB5 Convertible...but Q no doubt could only get his hands on a more common Coupe.

\$2,000,000 - 2,500,000

140.

1963 MASERATI SEBRING 3500GTI SERIES 1

Coachwork by Vignale

Chassis no. AM101.01841

3,485 CC DOHC Inline 6-Cylinder Engine

Lucas Mechanical Fuel Injection

235bhp at 5,500rpm

5-Speed Manual ZF Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- *One of Only 348 Series 1 Sebrings produced*
- *Fully rebuilt numbers matching engine and injection system*
- *Desirable ZF 5-Speed Manual Gearbox*
- *Exceptional Candidate for Tours and Classic Rallies*
- *Giovanni Michelotti-Designed Coachwork by Vignale*



THE MASERATI SEBRING

Introduced in 1962, the Sebring was one of the final manifestations of the landmark 3500GT, which had been the linchpin of Maserati's program to establish itself as a manufacturer of road cars. A luxury 2+2, the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500 GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking.

Built on the short-wheelbase chassis of the Spider and likewise styled by Vignale, the Sebring Coupe arrived in 1962. By now a five-speed ZF gearbox, four-wheel disc brakes and fuel injection were standard equipment, with automatic transmission, air conditioning and a limited-slip differential available as options. With a hefty price tag, the new Maserati was some 22% more expensive than the contemporary Aston Martin DB5, its closest rival. Production ended in 1966, by which time 591 Sebrings had been built, 348 of which were in the more desirable first series.

THE MOTORCAR OFFERED

One of the most elegant and understated Grand Touring cars of the 1960s, the Maserati Sebring offered here is the much sought after Series 1 model fitted with the ultra-desirable five-speed ZF gearbox. According to the car's original factory order documents, it was delivered to Cornacchia Automobili di Milano, Italy, on September 4th, 1963 before its first owner, Mrs. Elena Gelmi Cattaneo took possession. Eventually making it way to the U.S., the car is believed to have been owned and cared for by an enthusiast for much of its life before being purchased by the consignor. Upon purchasing the car, the consignor discovered that aside from a repaint in the incorrect color, the seldom seen Series 1 was in superbly original condition. The odometer reading of just 70,000 kilometers was believed to be the actual mileage the car had traveled.



The decision was made to bring the car back to its original specification and glory. All of the glass was removed from the vehicle before it was brought down to bare metal and refinished in a concours quality respray in the original and fitting, glossy shade of red. While the car was disassembled for the paintwork, the brightwork was re-chromed and the original engine was sent off to be fully rebuilt, including the rare Lucas Mechanical Fuel Injection system. Over the years many Sebring owners have opted for the cheaper route of replacing the fuel injection system with an incorrect carburation setup, making an example complete with its original injection setup a rare sight. Receipts for the mechanical rebuild are on file, with the fuel injection overhaul alone costing over \$12,000. The engine itself is missing the more commonly seen engine number on the block, but it does possess its engine

internal number, which has been verified by Maserati Classiche department as the numbers matching engine with which the car was born. Evidence of this can be found on the original build records. The interior of the car was in outstanding condition so the decision was made to keep it largely original with the exception of recovering the front seats.

Accompanying the sale are a full host of documents including a copy of the original delivery note, technical and aesthetic characteristic document, the build records, and the certificate of origin. Thanks to the love and care that the consignor has given to this amazing Series 1 Sebring, today it offers an endless number of possibilities for its next owner. With its incredible presentation, the car is sure to draw a crowd at any show and with its fully rebuilt original engine and Lucas Mechanical

Injection system, the grand tourer would be an absolute blast to enjoy any number of driving events.

\$225,000 - 275,000



Carroll Shelby

THE SHELBY COLLECTION

Lots 141 - 163

Bonhams is pleased to offer selections from the personal collection of the legendary Carroll Shelby. An eclectic mix representing nearly a century of American automotive history, offerings include the ever enduring 1927 Ford Model T through to a 2012 Shelby GT500 Super Snake, a modern muscle heavyweight. Further, every stage of Shelby's fabled career is chronicled. A continuation series Cobra pays homage to his early partnership with the Blue Oval, while a selection of Shelby Mustangs displays his contributions of turning the pony car into a thoroughbred. The revitalization of the Chrysler brand in the 1980's brought about by Lee Iacocca, was greatly helped by Carroll's contributions. Initial Dodge Shelby prototypes, through to the final collaborations between the two powerhouses are all present. Shifting into the turn of the millenia, Shelby boldly moved into the next century with a home-grown creation of a from-the-ground-up supercar, and on offer is the very first example of the Shelby Series 1.

A humble Chicken Farmer from Texas, Carroll Shelby's story defines the ideals of the American dream and helped shape the automotive landscape of the second half of the 20th Century. Now is your opportunity to purchase a piece of history.



141.

1967 LINCOLN CONTINENTAL CONVERTIBLE

Chassis No. 7Y86G837905

462ci OHV V8 Engine

Single Carter 4-barrel Carburetor

340bhp at 4,600rpm

3-Speed Turbo Drive Automatic Transmission

Independent Front Suspension and Semi-floating Rear Axle with Parallel Leaf Springs

4-Wheel Power-assisted Hydraulic Drum Brakes

- From the personal collection of Carroll Shelby
- Iconic Kennedy era design
- Highly original and well preserved
- Attractive Light Blue Paint over Dark Blue leather

Without Reserve



THE LINCOLN CONTINENTAL

By the mid-1960s, Lincoln had clawed its way back to the top of the American luxury market, where it fought a steady battle with General Motors' Cadillac Division.

The 1966 models used a massive 462cid overhead-valve V8 rated at a muscular 340 horsepower. All new Lincoln Continentals came with automatic transmissions, power steering, power brakes, power windows, power seats, remote mirrors and a host of other luxury features. Although air conditioning was an extra cost option, more than 93 percent of the cars were fitted with it from the factory, while 97 percent of the cars left Dearborn with tinted glass.

THE MOTORCAR OFFERED

A Marti report confirms that this Continental Convertible was scheduled for a build date of April 5th, 1967 at the Wixom plant, but delays pushed the actual production date to the 27th. The car was outfitted from new in its current state with Powder Blue paint, a blue power top, and a blue leather bench seat. Among its full list of options were a limited slip differential, air-conditioning, and 8-track stereo with AM/FM radio. Code 84 denotes that the car was a home office reserve DSO (District Sales Office). Although the exact length of time is unknown, the car has been part of Carroll Shelby's personal collection for many years. With just over 61,000 miles on the odometer, the general condition of the vehicle appears to be in great, original shape. In addition to a Marti report, the car is accompanied by a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby. With its ownership history, attractive color

combination and effortless 1960s styling, this Lincoln Continental is sure to be cherished by its new owner.

**\$25,000 - 30,000
WITHOUT RESERVE**

142.**1983 DODGE SHELBY RAM PROTOTYPE**

VIN. 1B7FD14T9DS492434

360ci V8
 Single Holley Carburetor
 300bhp at 6,000rpm
 Automatic Transmission
 Independent Front Suspension Solid Rear Axle
 4-Wheel Disc Brakes

- From the personal collection of Carroll Shelby
- The original Shelby truck
- A Dodge commissioned Shelby experiment
- Ram styling at its finest

**THE SHELBY RAM PROTOTYPE**

The full-size Ram D150 pickup prototype was built as a styling exercise at the Santa Fe Springs California Shelby/Chrysler Development center as a one-of-a-kind vehicle built to resemble the prior year's Shelby Charger Prototype. The exterior featured the Shelby Charger color scheme of Santa Fe Blue and Radiant Silver topped with Shelby striping. The paint adorned a custom fiberglass tonneau cover, roll bar with off-road lights, side skirts, and front spoiler. The custom-made chrome crosshatch grille featured a large Chrysler Pentastar with a massive chrome front bumper and brush guard. The package is topped with a fantastic gold Ram logo. The interior's stock bench seat was replaced with bucket seats. A Direct Connection steering wheel, CB radio and custom switches for the off-road lights were also added. Underneath, the suspension was modified in order to lower the center of

gravity for better handling. Under the hood, the stock 318-cubic-inch engine was replaced with a 360-cid V-8 short block containing 10:1 pistons and a performance camshaft. The top end consisted of W2 cylinder heads with 2.02 intake valves, Holley Street Dominator intake manifold and Holley 600 CFM carburetor. All of these modification added up to over 300 brake horsepower. The 727 Torqueflite transmission with shift kit helped propel the full size truck to some very impressive speeds.

THE MOTORCAR OFFERED

The one and only Shelby Ram Prototype has spent the entirety of its life in California under the care of its creator, Carroll Shelby. The truck is a true testament to the capabilities of the Shelby Team. It is reported that during testing, the full size truck threw down 0-60 times in the mid 7 second range and quarter-mile times in the low 16 second range at speeds close to 90 miles per hour. Having covered less than 11,000 miles from new, the truck has been incredibly well preserved, with all of its unique one-off design cues in place. In addition to the promise of being one of the most interesting trucks present at any event it attends, the Prototype is offered with a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby.

**\$10,000 - 15,000
 WITHOUT RESERVE**

1935 CHRYSLER AIRFLOW SEDAN

Chassis no. 7014765

323ci L-Head Inline 8 Engine
Single Down-Draft Carburetor

115bhp at 3400rpm

3-speed Manual Transmission

Independent Front Suspension and Live Rear Axle

4-wheel Drum Brakes

Without Reserve

- From the personal collection of Carroll Shelby
- Iconic 1930s Styling
- Innovative chassis construction
- Believed to have been owned by Steve McQueen



THE CHRYSLER AIRFLOW

The Chrysler Airflow of the mid-1930s was the first truly aerodynamic streamlined American car. "It bores through the air," Chrysler advertised—and they could prove it, because the Airflow had been extensively tested in the wind tunnel. But it was more than its form that made the Airflow historically significant. Its steel, semi-unitized body was years ahead of the competition. Chrysler demonstrated the Airflow's structural strength by pushing one off a 110-ft high cliff, then driving the car away.

Introduced in 1934, the Chrysler Airflow was offered until 1937. The first year, with its curved "waterfall" grille, was the purest expression of the design; the 1935 through '37 models had a more vertical grille, designed give them a more conventional appearance. Today, the '34 is especially prized for its resemblance to the famed streamline train, the Burlington Zephyr. Both the Airflow and the Zephyr were art

moderne sensations at the 1934 Chicago World's Fair.

All Chrysler Airflows were closed models and their interiors were also unlike anything else on the road. Inspired by aircraft of the time, the Airflow's seats featured exposed chromed tubular frames. The cloth upholstery had leather accents and piping. A powerful Chrysler L-head straight-eight, backed by a three-speed manual transmission with overdrive, powered all Airflow models.

THE MOTORCAR OFFERED

The offered Airflow is a 1935 sedan that is believed to have been purchased by Carroll Shelby from the Steve McQueen Imperial Palace auction of 1984. Although there is no documentation to prove this at the current time, those once close to Carroll say that this is lot 557 from the McQueen auction catalog which pictures the car and describes it as restored and in excellent condition. Today, that description is still fitting as the car is in fantastic shape with the odometer showing just under 59,000 miles. Shocking and controversial when it was introduced, the Chrysler Airflow is today appreciated and celebrated as a predecessor of modern aerodynamic cars. It was, it turns out, truly a car ahead of its time. The car is offered with a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby.

\$30,000 - 40,000
WITHOUT RESERVE

144.**1969 FORD MUSTANG SHELBY GT500**

Chassis no. SFM480266

428ci OHV V8 Engine
 Single 4-Barrel Carburetor
 335bhp at 5,600rpm
 4-Speed Manual Transmission
 Independent Front with Live Axle Rear Suspension
 Front Discs and Rear Drum Brakes

- From the personal collection of Carroll Shelby
- Final development of the Shelby Mustang
- Fewer than 65,000 original miles
- Potent Cobra Jet Power

**THE GT500**

1969 was, effectively, the final year for the Shelby Mustang. By now assembly had shifted from Michigan to California where it was contracted out to A.O. Smith Corporation. Smith, an established Motor City contractor, had brought a level of serious manufacturing skill, supplier management, procedure and standards never seen at Shelby's facility where LAX met the vibrant (and sometimes extreme) subculture of Venice, California. Now largely designed and specified by Ford staffers, the 1969 Shelby Mustang was drastically different visually from the standard Mustangs, with a completely different nose and grille, a wide rectangular opening with blacked out grille flanked by 7" headlights and with Shelby's characteristic driving lights now smaller rectangular pieces below the attractive, but largely ineffective, bumper. The special Shelby hood had five ducts, three NACA-style

surface ducts replaced the complicated but entertaining shaker hoods of years gone by to supply cold air directly to the engine air intake and two extractors at the back of the hood relieving underhood pressure and exhausting heated air in front of the windshield.

A surface duct behind the headlights and a scoop behind the door and in front of the rear wheel arch that was ducted to the rear brakes continued the performance theme. The rear panel was completely different from the Mustang, housing a set of 1965 Thunderbird sequential taillights with the rear license plate placed between them and including a small ducktail spoiler. The area under the bumper where standard Mustangs carried their license plate contained two rectangular outlets for the Shelby's dual exhaust system. Standard wheels were unique 5-spoke Mag Stars with

alloy centers and chrome steel rims.

Under the hood lay the 428 Cobra Jet which had powered the '68 Shelby GT500KR. Both Ford and Shelby recognized the superiority of the high-performance CJ and made it the standard engine for 1969's Shelby Mustangs.

At the end of the 1969 model year 789 Shelby Mustangs were in-process at A.O. Smith. They were visually updated with black hood stripes and a chin spoiler and given new VINs. Otherwise the 1970s were exactly the same as the '69s making these two years essentially identical examples of the end of the Shelby Mustang series which had begun only a scant six years before.



THE MOTORCAR OFFERED

This top of the line GT500 was shipped to Pletcher Ford, Inc. of Jenkintown, Pennsylvania on January 29th, 1969, where it was purchased by its first owner, R.S. Ward of Lancaster, Pennsylvania. On June 6th, 1969, the wheels were replaced under the U-01 wheel recall campaign, at which point the car's mileage was recorded at 5,278. On October 10th of that same year, after having covered 9,156 miles, the car was brought in again for the U-05 fuel filler recall campaign. Ward would keep the car until 1997 when he sold it to Ralph Augustine III with only 59,140 miles on the clock. After about 3 years of ownership, Mr. Augustine traded the cobra jet to Don Breon Ford, in Jersey Shore, Pennsylvania. On April 27th, 2010, the Shelby was acquired through Stephen Becker, LLC of Atlanta Georgia, by the man who initiated its development, Carroll Shelby. The car was purchased with 63,767 miles as an unrestored, original survivor. It was picked up by Shelby's people in Atlanta and taken

to his facility in Gardena, California, before being moved to his Las Vegas facility. The icon appeared on Speedvision's "Pinks" during the highlight reel for the show.

Finished in an attractive deep maroon over an exceptional white and black interior, the car presents beautifully. The incredibly powerful Cobra Jet V8 is mated to the ultra-desirable 4-speed manual transmission. Having covered less than 65,000 miles from new, this superbly original survivor is in incredible condition. Upon inspection, it quickly becomes clear why Carroll chose to add this example to his collection. Offered with a Shelby vehicle authenticity certificate certifying that it was owned by Carroll Shelby, this best of breed muscle car is surely one of the most desirable examples in existence

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



145.**1982 DODGE SHELBY CHARGER PROTOTYPE**

VIN. 1B3BZ44B4CD278674

2,213cc SOHC Inline 4-Cylinder Engine

Single Carburetor

107bhp at 5,600 rpm

5-Speed Manual Transmission

Front MacPherson Strut with Semi-Trailing Arm Rear Suspension

Front Ventilated Discs with Drum Rear Brakes

- From the personal collection of Carroll Shelby
- One of a kind prototype
- The first of the Shelby Mopars
- Brilliant Santa Fe Blue Paint

**THE MOTORCAR OFFERED**

In 1983, Carroll Shelby and the Lee Iacocca would renew their storied partnership, this time within the MOPAR family. The very first product of this reunion would be a performance tuned variant of the Omni based Charger model. Shelby's first effort on the ubiquitous Chrysler 2.2 inline 4-cylinder involved increasing the compression ratio to 9.6:1 and installing a more aggressive camshaft. A modest increase of 13hp brought the grand total to 107hp and 127lb-ft of torque. Also aiding in the endeavor of increased acceleration was a close ratio 5-speed transaxle and a top gear ratio of 2.78. Lastly, a free-flowing exhaust system provided the coupe with a more aggressive growl. The consequence of these upgrades was a sub 10 second 0-60 time, an impressive statistic for the era, and a top speed of 117mph.

Despite all of this attention being spent under the hood, the real focus of the project was placed on making the vehicle handle with greatly increased precision and response. The difference behind the wheel was immediately noticeable thanks to a faster 14:1 power steering system. The suspension was treated to shorter stiffer springs all around that lowered the car roughly an inch. Low profile 195 section Goodyear Eagle GT tires provided increased grip and vented front disc brakes thoroughly reigned in the added speed.

The exterior was also graced with a brand new body kit. A functional front air dam, ground effect skirts and ducktail spoiler all aided increasing the aerodynamic balance of the sporty coupe. Beyond those additions the vehicle was instantly recognizable as a Shelby owing to decals and special paint options.

The vehicle present here is the one of a kind prototype model built in 1982 as a test bed to develop the full production models. Having covered fewer than 13,500 miles, it has remained in the personal ownership of Carroll Shelby as documented by the Shelby vehicle authenticity certificate and represents an important milestone in the amazing story of the man's life.

**\$10,000 - 15,000
WITHOUT RESERVE**

146.

1989 DODGE CSX VNT

VIN. 1B3BP94A5XN645021

2,213cc SOHC Turbocharged Inline 4-Cylinder Engine

Electronic Fuel Injection

175bhp at 5,300 rpm

5-Speed Manual Transmission

Front MacPherson Strut with Semi-Trailing Arm Rear Suspension

4-Wheel Disc Brakes

Without Reserve

- From the personal collection of Carroll Shelby
- The 1st of only 500 produced with less than 7,200 miles
- Formula 1 based Variable Nozzle Turbo technology
- The final direct collaboration between Carroll Shelby and Dodge



SHELBY CSX VNT

Limited to just 500 models, the 1989 CSX was a technological tour-de-force featuring not one, but two important innovations. The '89 CSX was one of the very first petrol powered production cars to feature a Variable Nozzle Turbo (VNT); a technology that reduced turbo lag thanks to movable vanes which manipulated the exhaust flow depending on engine speed, a technology that Porsche has more recently adopted. The "Fiberide" wheels mark the other key development Shelby brought forth with the CSX VNT. These utilized a fiberglass reinforced plastic construction in order to provide a stronger and lighter rims than those built of aluminum. Beyond these technical innovations, the car relied on the tried-and-true 2.2-liter four cylinder found in the other Shelby creations of the era. However, with the trick turbo and aluminum air-to-air intercooler, an impressive 205ft-lbs became available as low as 2100rpm and was maintained all the way through the rev-

range. Within the handling dimension, gas charged Monroe

Formula GP coilovers, which lowered the car roughly an inch, and upgraded anti roll bars on both axles worked in combination with Kelsey-Hayes brakes to create a much more responsive vehicle.

The exterior was also extensively refreshed for the final model year, and a Kaminari built body kit offered a cleaner aerodynamic profile thanks to a reshaped front and rear bumpers, side skirts, and rear wing. Exotic Red paint with gold decals and wheels completed the bold look and was the only color available for the '89 model year.

THE MOTORCAR OFFERED

Offered here is the very first 1989 Shelby CSX VNT built, 001. 001 has spent its entire life under the ownership of Carroll Shelby and is said to have been specially tuned to his liking. On a recent test drive, the car performed incredibly well and was a real joy to drive.

The 1989 CSX marks the final direct collaboration between Carroll Shelby and Dodge. A fitting send-off, this sporting compact offered outstanding innovations and incredible performance. Offered with a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby, this limited production model is sure to continue to attract the attention of collectors for decades to come.

**\$10,000 - 15,000
WITHOUT RESERVE**

147.

1968 FORD MUSTANG SHELBY GT350

Chassis no. 8T02J116102-00321

302ci OHV V8 Engine
 Single 4-Barrel Holley Carburetor
 250bhp at 6,000rpm
 4-Speed Manual
 Front Independent Suspension - Live Rear Axle
 Front Disc - Rear Drum Brakes

- From the personal collection of Carroll Shelby
- Desirable Raven Black Paint
- 3-Pedals and 4-speeds for ultimate control
- The ultimate in provenance and ownership history



THE SHELBY MUSTANG

Ford created a new class of car almost overnight with the introduction of the Mustang sports coupé part way through the 1964 model year, catching the rest of the US auto industry off guard. Brainchild of Lee Iacocca - subsequent savior of the Chrysler Corporation - the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of his long career with Ford. Aimed at the affluent young, for whom a car was as much a lifestyle statement as means of

transport, the Mustang succeeded brilliantly, achieving sales in excess of a quarter million by the end of '64. This remarkable debut was followed by a staggering 524,791 sales in 1965, earning Ford a fortune.

Legendary Texan racing driver Carroll Shelby's team had been campaigning Ford's Mustang 'pony car' with considerable success in North America, winning the SCCA's B-Production title three years running in the mid-1960s. Capitalizing on his success, Shelby began manufacturing modified Mustangs, which were officially sanctioned and sold through selected Ford dealerships. The first Shelby Mustang - the GT350 - arrived in 1965 powered by a modified version of Ford's 289ci (4.7-liter) small-block V8 producing 306bhp, with options of a 340-360bhp unit in competition trim or 400bhp supercharged. A four-speed Borg-Warner manual gearbox was the stock transmission on early Shelby Mustangs,

though a heavy-duty, three-speed automatic soon became available as an option.

The running gear was up-rated appropriately to cope with the GT350's increased performance, though outwardly there was little to distinguish Shelby's GT350 from the standard product apart from a pair of broad 'racing' stripes down the body centreline. On the open road there was, of course, no comparison.

When the factory introduced a 390ci 'big-block' V8 option on the Mustang for 1967, Shelby went one better, installing Ford's 428ci (7.0-liter) Cobra Jet V8 to create the GT500, one of the great, iconic musclecars of the 1960s. The Shelby Mustang continued to be based on the stock version, receiving the latter's styling changes and mechanical improvements while retaining its own distinctive special features until production ended in 1970.





THE MOTORCAR OFFERED

The 1968 GT350 offered is presented in the desirable Raven Black paint with a matching black interior. For this model year, Shelby and his team adopted the 302ci Windsor power plant, a stroked-out version of the small block with shortened connecting rods. In addition, a high rise aluminum intake manifold, larger Holley four-barrel carburetor, bigger valves, and a longer duration cam complete the performance upgrades made to the motor. As special products of Shelby American, these GT350 blocks are considered some of the strongest available. Furthermore, this Mustang utilizes a 4-speed manual to send its power to the rear wheels, making for a very engaging driving experience.

On January 5th, 1968, the Shelby was shipped to Theodore Robins Ford of Costa Mesa, California, where it was purchased by its original owner, Carl Trautman of

Cypress, California. Most recently, the car has remained under the care of Carroll Shelby himself, as documented by the Shelby vehicle authenticity certificate. As such, this example remains well preserved with only minor signs of wear found inside and out. With such a unique provenance, this GT350 is a must have for any Shelby or Ford enthusiast.

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

148.**1931 FORD MODEL A SPORT COUPE**

Engine no. A2468315

200ci Flathead Inline-4 Cylinder Engine

Single Updraft Carburetor

40bhp at 2,200rpm

3-Speed Manual Transmission

4-Wheel Semi-Elliptic Lead Springs with Three Quarter Floating Rear Axel

4-Wheel Mechanical Drum Brakes

- From the personal collection of Carroll Shelby
- Final year of the Model A
- Elegant color scheme
- A must-have for any collector

**THE MODEL A**

Ford practically owned that market with its indomitable Model T that had ruled America's roadways since it first rolled into driveways in 1908. But when old Henry Ford was finally convinced that the 'Tin Lizzie's' day was done, production was shut down for the change over from 'T' to 'A'.

The similarities between the 'A' and the 'T' were great. Both were four-cylinder, water-cooled vehicles with solid axles front and rear, leaf-spring suspension and mechanical drum brakes on all four corners. They were both rugged and inexpensive to run. However, there were at least 1,800 differences between the new cars. A simple matter of arithmetic, the 'T' had 5,000 different parts and the 'A' had 6,800. One of the biggest differences is that the Model T's flat head four displaced 176.7 cubic inches and produced 20 horsepower. The 'A' on the other hand, used a 200.5cid

engine to generate double the output to go through a new three-speed transmission to the rear wheels.

THE MOTORCAR OFFERED

This handsome Model A Sport Coupe sports a jet black paint job over a fitting saddle interior which is protected by a tan faux convertible top. The muted, period correct color scheme is well suited to the sporty bodywork. The car is an honest example of how Ford continued its dominance after phasing out the Model T in 1927. A thoroughly modern car for the time, an A Sport Coupe such as this was as desirable and dependable a car then as it is now. Legend has it that a Model A was the first car that Carroll Shelby had ever driven, helping to explain why this car has held a special place in his personal collection. The car is sold with a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby. This final year Model A is ready to provide its next care taker with years of top down motoring and some serious bragging rights.

\$20,000 - 25,000
WITHOUT RESERVE

1955 DESOTO FIREDOME

Chassis no 55251035.

291ci OHV Hemi V8 Engine

2 Carburetors

200bhp at 4,400rpm

3-Speed Powerflite Pushbutton Automatic Transmission

Independent Coil Spring Front and Semi-Elliptic Leaf Spring Rear Suspension

4-Wheel Hydraulic Drum Brakes

- From the personal collection of Carroll Shelby
- Stylish Two-tone Paint
- Forward thinking Virgil Exner design
- Performance modifications "Shelby style"

Without Reserve



THE DESOTO FIREDOME

DeSoto, originally intended to be Walter Chrysler's mid-priced car, was re-positioned in the corporate lineup after Chrysler purchased Dodge. From 1933, DeSoto was an upscale "idea car," countering GM's Oldsmobile. Advanced features pioneered by DeSoto included an attractive, Miller-inspired grille in 1932-33, hidden headlights in 1942 and a long-wheelbase, highly-trimmed Suburban prestige utility sedan built from 1946 to 1952.

Of relatively modest mechanical specification for most of its life, DeSoto became the second Chrysler Corporation marque to get V8 power, with a smaller version of Chrysler's new hemi-head V8 in 1952. Named "Firedome," the new model developed 160 horsepower from 276 cubic inches, only ten percent less power than Chrysler from 55 fewer cubic inches.

A stellar example of Virgil Exner's forward look design, two tone paint with chrome accented trim, elegant fins topping fang-shaped panels, and a long, low look made the car a favorite with consumers. Inside, the aeronautic inspired cockpit featured a gull theme creating a driver and passenger dashboard that was beautiful in its simplicity, and plenty of power features controlled by chromed switchgear. A pushbutton Powerflite transmission, optional in '55 and standard in '56, controlled the Hemi V8 under the hood. Debuting with 200bhp, another 55 ponies were summoned in 1956—enough to propel the car from zero to 60mph in just eleven seconds. The radical shape would eat away at Chevrolet and Ford market share and propel the DeSoto brand to the number 11 spot among car makers in the US.

THE MOTORCAR OFFERED

The vehicle on offer is a sleek 2-door Firedome model owned by the late Carroll Shelby. The coupe is adorned by a lovely light and dark blue two-tone paint scheme. Inside, the interior matches with a light blue treatment. Under the hood, as with most of Shelby's vehicles, the engine has been worked over to extract all of the Hemi engines potential. The powerful DeSoto is offered with a Shelby vehicle authenticity certificate certifying that it was owned by Carroll Shelby, in addition to a trunk full of spare parts. A standout in 1950s automotive design, this DeSoto will surely make a fine addition to any collection.

\$30,000 - 40,000
WITHOUT RESERVE

150.**1999 SHELBY SERIES 1**

VIN. 5CXSA1814XL000001

244ci DOHC Oldsmobile L47 Supercharged Aurora V8
 Computer Controlled Fuel Injection
 600bhp at 6,500rpm
 6-Speed ZF Manual Transmission
 4-Wheel Double Wishbone Independent Suspension
 4-Wheel Disc Brakes

- From the personal collection of Carroll Shelby
- Very first of only 249 Series 1s Built - CSX5001
- Fitted with a prototype Supercharger
- The spiritual successor Carroll Shelby's Cobra and the only car he designed from the ground up

**THE SHELBY SERIES 1**

Carroll Shelby is an automotive legend who needs no introduction. His formative creations in the 1960s that injected greater power into existing platforms such as the V8-powered AC Ace that became the Cobra and the performance enhanced Ford Mustangs that became GT350s and GT500s cemented the Texan and former chicken farmer as one of the greatest car

builders in history. After remaining quiet on the sidelines for quite some time, in the early 1980s Shelby began working with Chrysler before deciding to design his first all-new car from the ground up.

With development beginning in 1994 and a proposed release date of 1998, Shelby set out to create an enviable machine that would provide performance capable of trouncing the fastest cars coming from Europe—just as he had done decades earlier. Beginning with a chassis of extruded and formed 6061 aluminum, it was clothed with a skin of aluminum and carbon-fiber underpinned by bonded aluminum honeycomb for added stiffness and Kevlar floor panels for lightness. Under the hood sat an Oldsmobile Aurora-derived V8 attached to a ZF 6-speed manual gearbox from a Corvette. Altogether, the car weighed

in at just 2,650 pounds and rocketed to 60mph in just 4.4 seconds while the buttoned down chassis and suspension allowed it to turn 0.92 g on the skid pad.

In the end, production delays and compromises forced upon the car to meet EPA and DOT standards for 1999 pushed the delivery date a year back, the weight up a few hundred pounds, and the price up to \$181,824—nearly double the initial estimate. The car would last only one model year with a mere 249 rolling off the production line. Over a decade and a half hence, it remains as Carroll Shelby's last home-grown sportscar and the only one he created from soup-to-nuts.





THE SHELBY SERIES 1

This Shelby Series 1, which carries the Shelby serial number CSX5001, was the very first Series 1 to roll off the production line, as evidenced by the plaque placed in full view on the dash. CSX5001 has been under the ownership of Carroll Shelby for the entirety of the vehicle's life. CSX5001 was finished in the popular color scheme of silver with blue strips. Inside, prototype Sparco seats with a 4-point belt system ensures the occupants are strapped in for a wild ride. The car is also fitted with a unique roll bar giving its pilot a bit of added security. CSX5001 served as the proof of concept for the supercharger system that would later become an optional extra later on in production. With the addition of forced induction, and a special tune for Carroll's personal car, power was reportedly increased to a seriously impressive 600hp and the 0-60 time was dropped to 3.2 seconds. It is believed that fewer than

25% of Series 1s were fitted with the supercharger which carried a cost of over \$20,000. To cope with all of the forced induction power, the car was fitted with a beefed up 4-piston 4-wheel disc brake setup. To this day, the Series 1 still offers supercar performance. The utilization of advanced materials and resulting performance figures truly put the Series 1 ahead of curve and is sure to go down in history as one of the greats. Having covered only 10,085 miles, the car is fantastic condition. CSX5001 is offered with a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby. When considering CSX5001's rarity and incredible provenance, it quickly becomes a must have for any Shelby Collector.

**\$100,000 - 125,000
WITHOUT RESERVE**



151.**1987 DODGE SHELBY CHARGER GLH-S**

VIN. 1B3BZ64E3HD588876

2,213cc SOHC Turbocharged Inline 4-Cylinder Engine
 Electronic Fuel Injection
 175bhp at 5,300rpm
 5-Speed Manual Transmission
 Front MacPherson Strut with Semi-Trailing Arm Rear Suspension
 Front Disc Brakes - Rear Drum Brakes

- From the personal collection of Carroll Shelby
- Number 1 of only 1000 produced
- Fewer than 25,000 miles
- Last year of the GLH-S

**SHELBY CHARGER GLH-S**

1987 marked the final year of the front wheel drive L-body Dodge Shelby Charger, and in order to properly send off the model, Carroll Shelby purchased the final 1,000 examples to be shipped to his new Whittier Factory for further modification. Similar to other Shelby models of the era, the Charger utilized the SOHC 2.2-liter turbo engine. However, the addition of an intercooler, redesigned intake

manifold, high flow Bosch injectors, and an increased maximum boost pressure of 12psi resulted in a 30 horsepower increase over the standard GLH to 175hp and 175ft-lbf. The adjustable Koni shocks and upgraded anti-roll bars from the previous year's Omni GLH-S also found their way into the Charger. Lastly, 205 section tires wrapped around Shelby "Centurion II" aluminum wheels over vented discs cemented the final product as a true enthusiast's automobile.

Much like the Ford Model T, you could have the GLH-S in any color you wanted as long as it was black. Inside, all GLH-S Chargers shared identically specified grey interiors with leather wrapped steering wheels and shift knobs. Creature comforts such as air conditioning and a sunroof were both standard and each car was fitted with a Shelby plaque noting the order of production for each vehicle.

**THE MOTORCAR OFFERED**

The plaque of the model on offer presents the esteemed number of 001, marking this as the very first of limited examples produced. Furthermore, the vehicle has been held under the personal collection of the man himself, Carroll Shelby, for the life of the vehicle.

The Charger GLH-S is the definitive edition of the model and featured every performance upgrade Shelby's team could throw at it. In period, the swift coupe offered stiff competition, besting the likes of Porsche and BMW, all in an unconventional and affordable package at a cost of only \$12,995. Offered with a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby, Charger GLH-S 001 is above and beyond the finest of its kind.

**\$10,000 - 15,000
 WITHOUT RESERVE**

152.

2008 FORD MUSTANG GT500KR

VIN. 1ZVHT88S285167213

5,408cc DOHC V8 Engine

Electronic Fuel Injection

540bhp at 6,250rpm

6-Speed Getrag Manual Transmission

Front MacPherson Strut with 3-Link Solid Rear Axle

4-Wheel Disc Brakes

Without Reserve

- From the personal collection of Carroll Shelby
- First production KR presented to Carroll for his 85th birthday
- The only KR to have a non-standard CSM number (Carroll's birthday)
- Driven less than 150 miles from new



THE SHELBY GT500KR

Built to commemorate 40th anniversary of the very first GT500KRs, the 2008 edition was again a collaboration between the blue oval and Carroll Shelby's team of engineers. These vehicles would begin life as ordinary GT500s before being shipped to the Shelby Automobiles facility in Las Vegas where they were fitted with a myriad of performance parts and tuned. A revision of the ignition and air/fuel calibration in conjunction with a dual exhaust system and cold air intake gave rise to a 40 horsepower increase over the standard model to a grand total of 540hp. Straight out of the Ford Racing parts bin, dampers, stabilizer bars, and a strut tower brace replaced the standard equipment and the whole package was tuned by the company's own Special Vehicles Team. A low 4 second 0-60 time and a mid-12 second quarter mile time makes the "King of the Road" title a well deserved one.

Aesthetically, many of the cosmetic additions drew inspiration from the original Kings of the Road, albeit with more modern details. With twin nostrils and twist lock pins, the hood shares a resemblance to its forefather, but carbon fiber construction saves 15 pounds over the standard aluminum unit, bringing this pony car into the 21st century. The periodic table's 6th element can be further found being utilized in the mirror caps and front splitter. Lastly, 18" Shelby Alcoa alloy wheels wrapped in a KR specific Goodyear F1 tire compound allow the Mustang to pull a full G of steady state cornering force.

THE MOTORCAR OFFERED

The GT500KR on offer was gifted to Carroll Shelby at his 85th birthday bash and wears the unique CSM number "JAN112008", representing his birthday. The car has remained in Carroll's personal collection from new and is finished in Ebony Black with satin Ebony Stipes. Of the 1,011 GT500KRs produced during the 2008 model year, only 328 were completed in this color combination. Over the last 10 years, the car has traveled fewer than 150 miles, leaving it in phenomenal condition. The KR is accompanied by a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby, in addition to a photograph of Carroll with the car at his birthday bash.

\$50,000 - 75,000
WITHOUT RESERVE

153.**1988 DODGE SHELBY DAKOTA PROTOTYPE**

VIN. 1B7GN14X0JS662339

318ci OHV V8
 Single Carburetor
 200bhp at 4,200 rpm
 Automatic Transmission
 Independent A-arm Front Suspension - Live Rear Axle
 Front Disc, Rear Drum Brakes

- From the personal collection of Carroll Shelby
- The Shelby Dakota Prototype
- One-off cosmetic and performance modifications
- The original sport truck

**THE SHELBY DAKOTA**

Offered in 1989 only as a limited-production high performance variant of the Dodge Dakota Sport mid-size pickup, this was the first rear-wheel drive product to come out of Shelby workshop since partnering with Chrysler Corporation.

Like the Shelby products that had preceded the Dakota, the drivetrain received a plethora of upgrades. Gone was the 3.9 liter V6 of the more mundane pick-ups and instead a 5.2 liter overhead valve V-8 was shoe-horned under the hood. Due to the limited space available, the engine driven fan mounted on the front of the motor had to be removed in favor of electric fans, with a beneficial side effect of an added 5 horsepower. The total output was an impressive for the day 175 horsepower and 270 ft-lbs of torque, just about a 70% increase over the stock V6. The pickup also received a limited slip differential,

transmission cooler, 5-spoke hollow alloy wheels, and a slew of body mods including a unique air dam and bumpers. For what started life as a utility vehicle, a zero to sixty time of 8.5 seconds was an impressive figure for 1989, and only Dodge's previous performance truck, the Li'l Red Express, offered this level of performance in such a rugged package.

THE MOTORCAR OFFERED

The 1988 Shelby Dakota on offer is the prototype version of the future production vehicle. Being a prototype, the truck has unique, one-off design and performance elements throughout. Aside from the more obvious cosmetic differences, the prototype sits on a modified suspension system which results in the truck sitting much lower than the production version. The body hovers over a wide set of Elite 5 spoke aluminum wheels wrapped in massive Goodyear Eagle ST rubber. Under the hood, performance parts are everywhere, including the Direct Connection intake setup and Eldebrock performance valve covers. With less than 15,000 on the clock, the truck's one and only owner, Carroll Shelby, has kept it in excellent condition. The prototype is offered with a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby. If a Shelby Dakota was ever on your wish list, now is the time to strike.

**\$10,000 - 15,000
 WITHOUT RESERVE**

154.

1987 DODGE CSX

VIN. 1B3B544F2HN513458

2,213cc SOHC Inline 4-Cylinder Engine

Electronic Fuel Injection

175hp at 5,300 rpm

5-Speed Getrag Manual Transmission

Front MacPherson Strut with Semi-Trailing Arm Rear Suspension

4-Wheel Disc Brakes

Without Reserve

- From the personal collection of Carroll Shelby
- The 1st of only 750 produced
- Fewer than 15,000 original miles
- Innovative turbo technology



THE SHELBY CSX

With the Omni and Charger becoming long in the tooth by the late 1980s Dodge finally made the decision to replace the models with the K-car derived compact Dodge Shadow. Keeping up with the times, Shelby's relentless pursuit of speed meant that they would be adopting this new vehicle into their own portfolio. The recipe remained similar enough to their previous efforts. A 2.2-liter inline turbo 4 cylinder provided 175hp to the front wheels through a 5-speed manual gearbox. However, new additions included a larger turbo, an AiResearch T3, supplying peak boost of 12psi through an air-to-air intercooler. 0-60 could be achieved in an impressive 7.1 seconds as a result.

The suspension also saw a number of improvements with the inclusion of gas charged Monroe Formula GP struts with high rate coil-over springs which lowered the vehicle three quarters of an inch. Larger

anti roll bars were also fitted on both the front and rear. Kelsey-Hayes vented rotors up front and solid discs in the rear aided in the effort to reduce the high speeds the vehicle was now capable of. Shared with the Charger GLH-S, Centurion II brushed aluminum wheels were wrapped in Goodyear Eagle tires.

THE MOTORCAR OFFERED

Only 750 of these cars were completed for the 1987 model year and all were finished in identical specification. Two-tone Black and Silver paint adorned the refreshed bodywork that included unique front grill, air dam, side skirts, and spoiler. Inside, the vehicle came with some fine details in the way of a Shelby turbo gauge and simulated leather steering wheel. The CSX offered here is the first example built as noted on its numbered dash plaque and has been under the care of Carroll Shelby since it was built. The car is offered with a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby. The Dodge CSX surely deserves its place among the most interesting and rapidly appreciating collectibles from the era.

**\$10,000 - 15,000
WITHOUT RESERVE**

155.**1983 DE TOMASO PANTERA GTS**

Chassis no. THPNBT09281

Engine no. 07306

351ci V8 Engine

Single 4-Barrel Carburetor

266bhp at 5,400rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- From the personal collection of Carroll Shelby
- 1 of only 138 GTS models for the US market
- Believed to have only 7,350 miles
- Shelby's theme of European style with American muscle

**THE DE TOMASO PANTERA GTS**

Having established himself as a serious automobile manufacturer with the Mangusta Coupe, Alejandro De Tomaso commissioned Lamborghini designer Gianpaolo Dallara to produce the chassis for his new mid-engined supercar, the Pantera. Dallara opted for unitary construction for the steel chassis/body, abandoning the Mangusta's backbone frame.

Ford Motor Company was De Tomaso's partner at the time of the Pantera's introduction in 1971 and thus the Pantera, like the Mangusta, relied on Ford V-8 power. Mated to a ZF all-synchro, five-speed transaxle, the 351ci (5.8-liter) Cleveland engine varied in output depending on the destination market, and in European trim came with 330bhp on tap, enabling the Pantera to complete the 0-60mph sprint in a little over five seconds and touch 160mph flat out. Styled by Tom Tjaarda at

Carrozzeria Ghia, the stunning coupé body was in fact built by Vignale- both companies being part of De Tomaso's empire in the early 1970s. De Tomaso's longstanding relationship with the Ford Motor Company led to an arrangement whereby the Pantera was distributed through select Lincoln-Mercury dealerships in the US, where a lower compression, 248bhp Cleveland motor (meeting stricter emissions regulations) was introduced for 1972. The 1974 energy crisis led to a parting of the ways between Ford and De Tomaso, who continued to sell the Pantera in Europe.

Exceptionally long-lived for a supercar, the Pantera was still around in the 1990s, having undergone a series of upgrades. The first of these had appeared on the 'L' model of 1972, which featured 'impact resistant' bumpers and improved cooling and air

conditioning systems. Flared wheel arches distinguished the GTS model of 1974, which in European trim came with a 350bhp engine, larger wheels/tires and other performance enhancements. Introduced at approximately the same time was the GT/4, a development of the Group 4 competition cars of 1972-73.



THE MOTORCAR OFFERED

The Pantera presented here is a 1983 GTS model owned by the famed Carroll Shelby. In typical Italian sports car fashion, the exterior features a two-tone paint scheme of vibrant red with black lower panels. Inside, a tan interior rounds off the classic treatment. The De Tomaso has been used sparingly throughout its 30 years of existence, showing just over 7,350 miles on the odometer at the time of cataloging. Appearing original throughout, the car still retains its numbers matching engine. The concept of the Pantera is one that clearly resonated with Carroll and comes as no surprise that he would have one for himself. The car is accompanied by its tools, jack, and a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby. With such a famed owner, this Pantera is a must have for any De Tomaso or Shelby collector.

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



156.**1966 FORD MUSTANG SHELBY GT350
CONTINUATION SERIES CONVERTIBLE**

Chassis no. 6S2382

289ci OHV V8 Engine

Single 4-Barrel Holley Carburetor

306bhp at 6,000rpm

Automatic Transmission

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- From the personal collection of Carroll Shelby
- The 1st of only 12 continuation series GT350 Convertibles
- Recognized in the Shelby Registry
- Iconic Blue with White stripe livery
- The ultimate in provenance and ownership history

**THE MOTORCAR OFFERED**

The GT350 on offer comes from the personal collection of Carroll Shelby. The car is the 1st example of only 12 continuation series Shelby GT350s produced by Shelby from 1980 to 1982. Sound, rust-free '66 Mustang convertibles were sourced, stripped, and assigned sequential Shelby American serial numbers ranging from SFM6S2381 to SFM6S2392 that followed the last of the four GT350 convertibles built in 1966. Mechanical specifications were the same as in 1966. To power the new cars, Shelby managed to locate a cache of 12 NOS 289 K-Code "Hi-Po" engines at Ford in Detroit and both four-speed and automatic transmissions were made available. Exteriors were finished in blue with white Le Mans stripes or Wimbledon White with blue stripes; all cars included upscale "Pony" interiors and most were fitted with roll bars.

Refinements including a modern Craig stereo and speaker system, along with a full leather interior with mustang embossed armchair seats were added during the completion of this pony car. On the performance end, the car is said to have a number of unique performance enhancements, including a bottle of nitrous lying in trunk which is sure to make driving this thoroughbred quite the experience.

The Shelby Registry notes that the car was on display at the Imperial Palace Hotel and Casino in Las Vegas, Nevada during the 90s. After its time at the Imperial Palace, the car was put on display at Shelby American Inc. in Las Vegas where it has spent the majority of its life.

As documented by the Shelby Registry and the Shelby vehicle authenticity certificate,

the GT350 convertible has been under Carroll's care from new. The Shelby GT350 Convertible is one of the rarest Mustangs produced by Shelby and holds a special place in the saga.

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

157.

1987 DE TOMASO PANTERA GT5-S

VIN. 1A9PN8746JD111030

No Engine or Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- From the personal collection of Carroll Shelby
- 1 of only 136 GT5-S models built
- Used as the testbed for the Dodge Viper
- Important piece of automotive history



THE DE TOMASO PANTERA

Ford Motor Company was De Tomaso's partner at the time of the Pantera's introduction in 1971 and thus the Pantera, like the Mangusta, relied on Ford V-8 power. 160mph flat out. Styled by Tom Tjaarda at Carrozzeria Ghia, the stunning coupé body was in fact built by Vignale -both companies being part of De Tomaso's empire in the early 1970s.

The first major revision of the Pantera's body style occurred in 1980 with the introduction of the GT5 which, with its deep front air dam and delta-wing rear spoiler, represented one of the earliest examples of these aerodynamic devices being applied to passenger car design. Introduced for 1985, the GT5-S incorporated further revisions to the bodywork while its interior was significantly upgraded, rivalling that of many a luxury limousine.

THE MOTORCAR OFFERED

This GT5-S was used by the Shelby team as the testbed for the upcoming Dodge Viper. Throughout its life, the car saw numerous powertrains and suspension setups during testing. Carroll Shelby was pushing for the viper to be powered by a twin turbo 360ci V8 engine, which had shown great promise in this GT5-S. The twin turbo setup looked like it would be the powertrain of choice, until Dodge ultimately decided to move forward with the new V10 powertrain which they thought would give the car a more exotic appeal.

Today, the car is void of a powertrain, but its unique history and rarity, make it a great candidate for resurrection. Its next owner can experiment with the powertrain of their choice and build the car to their own tastes.

Although the car is sold without an engine, it does come with a Shelby vehicle authenticity certificate certifying that it was owned by Carroll Shelby, something that no other GT5-S can claim.

\$25,000 - 35,000
WITHOUT RESERVE

158.**1965 SHELBY 427 CONTINUATION SERIES COBRA**

Chassis no. CSX4194

428cu. in. OHV V-8 Engine
 Single 4-barrel Carburetor
 410bhp at 6,000rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- From the personal collection of Carroll Shelby
- Gifted to the 1999 Playmate of the year, Heather Kozar
- Less than 1,000 miles from new
- Aluminum body with a big block

**THE SHELBY COBRA**

Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Texan Carroll Shelby had gone racing in Europe in the late 1950s and realized that a combination of a lightweight American V8 engine and a proven European chassis was a winning recipe. He had a Ford V8 installed in the chassis of an AC Ace, named the result the 'Cobra', and proved his point.

Formalizing the arrangement, Shelby had AC Cars send Cobras - minus engines - from England to be finished off at his facilities in California. The 260ci (4.2-liter) prototype first ran in January 1962, with production commencing later that year. In 1963, the more powerful 289ci (4.7-liter) unit was standardized. Rack-and-pinion steering was the major MkII up-date; then in 1965 a

new, stronger, coil-suspended MkIII chassis was introduced to accommodate Ford's 427ci (7-liter) V8 engine, which in race trim could produce well in excess of 500bhp. Wider bodywork, extended wheel arch flares and a bigger radiator intake combined to create the definitive - and much copied - Cobra MkIII look.

Shelby's "dream team" of drivers included Ken Miles, Phil Remington, and Pete Brock, who were supported by other racing legends behind the scenes. The Ford-powered, AC Ace-derived Cobra was faster and more reliable than almost anything else produced, dominating the competition in almost every instance. The Cobra won the U.S. Manufacturer's Championship consecutively in 1963, 1964, and 1965. Shelby would go on to win the hotly contested 1965 FIA World Manufacturer's Championship in 1965 with the Pete Brock-

designed Daytona Coupe. Competition and semi, or 'street' competition (S/C) versions used the mighty 427. The 'S/C' had been created by the simple expedient of mildly 'de-tuning' 31 unsold competition cars. De-tuned? How does 0-100mph in 8.8 seconds and 165mph sound?

The Cobra set new standards of performance for road cars and was highly effective in competition. Just 1,000-or-so Cobras of all types were built between 1962 and 1967, and only 356 of those were the ultimate '427' version.



THE MOTORCAR OFFERED

Beginning in the late 1980s series production of the Cobra began once more under the "Continuation Series" moniker. Known as the CSX4000s, these cars were built over 20 years out of new chassis and some vintage parts while supplies lasted. CSX4194 comes straight out of the private collection of the man behind the car, Carroll Shelby. In the 1990s, Shelby American & Playboy Enterprises had partnered on various promotions, as part of one of those promotions, CSX4194 was gifted to the 1999 Playmate of the year - Heather Kozar. Ms. Kozar would only own the Cobra for a short time before she made an arrangement with Carroll in which he purchased the car back from her.

CSX4194 was built in the ultimate spec, with an all aluminum body cloaking the venerable 428ci V8 connected to a top loader 4-speed. With only 974 miles appearing

on the odometer at the time of cataloging, the vehicle has been sparingly used and as such, appears in phenomenal condition. CSX4194 is accompanied by a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby, in addition to photos of Ms. Kozar with the car. The Cobra is truly one of the all time great sports cars of the of the 20th century, punching far above its own weight in terms of performance. It is no question that these cars will endure as special in the eyes of enthusiasts, with CSX4194 being at the top of the list.

**\$100,000 - 125,000
WITHOUT RESERVE**

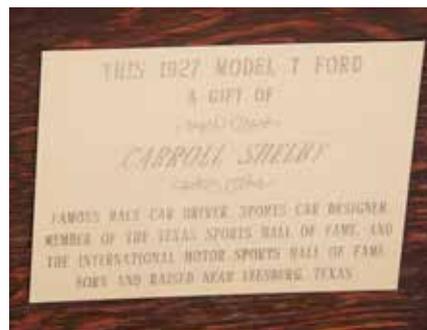


159.**1927 FORD MODEL T DEPOT HACK**

Engine no. 13494208

177ci Inline 4-Cylinder Engine
 Single Updraft Winfield Carburetor
 Approx. 35bhp
 2-Speed Planetary Manual Transmission
 Transverse Leaf Springs and Solid Axles Front and Rear
 Rear-Wheel Mechanical Drum Brakes

- From the personal collection of Carroll Shelby
- Utilitarian Depot Hack body
- Electric Starter
- An American Icon

**THE FORD MODEL T**

After spending his formative years as a motor manufacturer experimenting with a variety of models, Henry Ford pared the company's range down to just one – the Model T – destined to be the world's first mass-produced automobile. One of the most important developments in motoring history, the Model T arrived in October 1908, ushering in Ford's new one-model policy that would see more than 15 million sold worldwide by the time production ceased in 1927. Rugged, reliable and easy to drive thanks to its simple, pedal-operated transmission, the Model T introduced more people to motoring than any other car. Despite its apparent simplicity, the Model T was an advanced design for its day.

THE MOTORCAR OFFERED

This particular model T comes from the personal collection of racing legend Carroll Shelby. A plaque adorning the vehicle notes that it was at some point a gift for him to an unknown entity. Today, the engine, chassis, and depot hack body which is sure to provide plenty of utility, presents very well. Being a post 1926 Model Year, this Model T is fitted with an electric starter which became a standard feature on all models, and not an extra. An additional interesting detail is the Terlingua Racing Team crest adorning the bodywork. This organization was put together by Shelby with his close friends and can be found on racecars all over the world.

Attractively finished in black and nicely trimmed with wood, the car is sure to provide a great deal of enjoyment to its next owner, and will no doubt be welcome at any local car show or Model T event around

the country. Offered with a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby, if one was ever in search of this style and vintage Model T, this is surely the example to own.

\$10,000 - 15,000
WITHOUT RESERVE

2011 SHELBY GT 500 SUPER SNAKE

VIN. 1ZVBP8JS3B5158841

5,408cc DOHC V8 Engine

Electronic Fuel Injection

750bhp at 6,250rpm

6-Speed Getrag Manual Transmission

Front MacPherson Strut with 3-Link Solid Rear Axle

4-Wheel Disc Brakes

Without Reserve

- From the personal collection of Carroll Shelby
- 1 of less than 500 produced
- Tire shredding performance
- Under 1,000 actual miles

**THE SHELBY SUPER SNAKE**

Sitting atop the expansive Ford Mustang roster in the 2012 model year is Shelby's own GT500 Super Snake. This was, at the time, the ultimate expression of what Shelby and his team were capable with the Mustang platform during that year. An all new, all aluminum 5.4 liter supercharged V8 produced an earth shaking 750hp. The motor was simply the beginning of the modification however, with further refinements being added to the just about every other component. As a \$45,000+ option over the standard GT500, this super snake represents a serious leap in performance over its more common GT500 brethren.

THE MOTORCAR OFFERED

Less than 500 of these ultimate Mustangs were produced for the 2012 model year, and as documented by its Shelby vehicle authenticity certificate, the model on offer was delivered straight to the hands of the man himself, Carroll Shelby. CSM # 12SS0001 was the first Super Snake built in 2012, using a 2011 GT500 as the donor. His personal car was finished with a menacing black exterior with a matching black leather interior. Sparingly used, just under 1,000 miles appear on the dash at the time of cataloging. As a result of so few miles, the car is in excellent condition and appears as if it was produced yesterday.

The Shelby GT500 Super Snake epitomizes the meaning of the word muscle car. With such high-power figures, any throttle movement is sure to bring both a smile on the face of anyone driving and a healthy dose of burnt rubber out back. Couple

the high levels of performance with the exclusive ownership from the legend himself, this Mustang is not one to pass up.

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



161. 1969 FORD MUSTANG SHELBY GT500

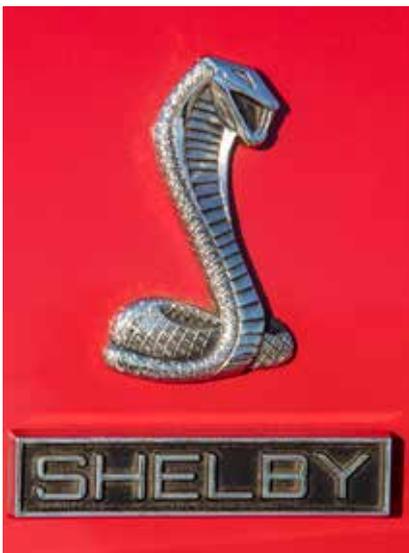
Chassis no. 9F02R482870

428ci OHV V8 Engine
Single 4-Barrel Carburetor
335bhp at 5,600rpm
3-Speed Automatic Transmission
Independent Front with Live Axle Rear Suspension
Front Discs and Rear Drum Brakes

- From the personal collection of Carroll Shelby
- Previously owned by Jackie Cooper
- Cobra Jet Power
- American muscle legend



THE SHELBY MUSTANG



1969 was, effectively, the final year for the Shelby Mustang. By now assembly had shifted in Michigan from California where it was contracted out to A.O. Smith Corporation. Smith, an established Motor City contractor, had brought a level of serious manufacturing skill, supplier management, procedure and standards never seen at Shelby's facility where LAX met the vibrant (and sometimes extreme) subculture of Venice, California. Now largely designed and specified by Ford staffers, the 1969 Shelby Mustang was drastically different visually from the standard Mustangs, with a completely different nose and grille, a wide rectangular opening with blacked out grille flanked by 7" headlights and with Shelby's characteristic driving lights now smaller rectangular pieces below the attractive, but largely ineffective, bumper. The special Shelby hood had five ducts, three NACA-style surface ducts replaced the complicated but

entertaining shaker hoods of years gone by to supply cold air directly to the engine air intake and two extractors at the back of the hood relieving underhood pressure and exhausting heated air in front of the windshield.

A surface duct behind the headlights and a scoop behind the door and in front of the rear wheel arch that was ducted to the rear brakes continued the performance theme. The rear panel was completely different from the Mustang, housing a set of 1965 Thunderbird sequential taillights with the rear license plate placed between them and including a small ducktail spoiler. The area under the bumper where standard Mustangs carried their license plate contained two rectangular outlets for the Shelby's dual exhaust system. Standard wheels were unique 5-spoke Mag Stars with alloy centers and chrome steel rims.



THE MOTORCAR OFFERED

Under the hood lay the 428 Cobra Jet which had powered the '68 Shelby GT500KR. Both Ford and Shelby recognized the superiority of the high performance CJ and made it the standard engine for 1969's Shelby Mustangs.

At the end of the 1969 model year 789 Shelby Mustangs were in-process at A.O. Smith. They were visually updated with black hood stripes and a chin spoiler and given new VINs. Otherwise the 1970s were exactly the same as the '69s making these two years essentially identical examples of the end of the Shelby Mustang series which had begun only a scant six years before.

On June 21st, 1969, the GT500 was shipped to Shelby Racing in Torrance, California carrying an MSRP of \$5,765.12. Power of course comes from the 428 cubic inch Cobra Jet Ram Air V-8 engine which Ford and Shelby conservatively rated at 335 horsepower and a gut-wrenching 445lb-ft torque. It puts the power through Ford's highly regarded C-6 automatic transmission and Traction-Lok differential with high speed gearing that takes full advantage of the CJ engine's torque.

The Shelby was purchased by its first owner, A. Rothschild of Playa Del Rey, California, on July 24th, 1969. Shortly after, the car made a few brief appearances at dealers to have minor odds and ends attended to, prior to being sent to Shelby Ford Inc, of South Lake Tahoe, California on August 19th, 1969. The Shelby Registry notes that the car made its way back to Los Angeles, where it was owned by the famed actor Jackie Cooper.

Under Jackie's ownership, the car was noted as being painted red with no side stripes. The next stop for the Cobra Jet was Mt. Vernon, Ohio, where it was owned by John Wright. It is unclear as to how long Mr. Wright owned the car, but as verified by the Shelby vehicle authenticity certificate, the car was eventually purchased by Carroll Shelby.

This is a rare opportunity for an astute collector to acquire a particularly significant Shelby Mustang from the last, and most highly developed, series.

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

162.**1987 DODGE SHELBY LANCER**

VIN. 1B3BX68B5HN417265

2,213cc SOHC Inline 4-Cylinder Engine

Electronic Fuel Injection

175bhp at 5,300 rpm

3-Speed Automatic Transmission

Front MacPherson Strut with Semi-Trailing Arm Rear Suspension

4-Wheel Disc Brakes

- From the personal collection of Carroll Shelby
- Number 1 of only 800 produced
- Swift family sedan
- Luxuriously appointed performer

**THE SHELBY LANCER**

1987 marked a move upmarket for the Shelby-Dodge partnership. The Lancer would be the most lavishly equipped model to date for the collaborators by offering a suite of luxury appointments in conjunction with impressive performance.

The drivetrain was largely shared with the prior year's GLH-S Omni, and as such the 2.2 liter inline 4-cylinder turbo pumped out 175hp and 175lb-ft of torque. Officially the motor was known as the Turbo II specification and it would find further use powering the '87 Shelby CSX. Not just a straight-line burner, Shelby's team also focused their attention on making the Lancer a performer in the corners. The Shelby Touring Suspension package utilized Monroe Formula GP shocks and struts with stiffer springs that lowered the ride height by a quarter inch. Thicker anti-sway bars were also installed front and rear. 205 section

Goodyear rubber wrapped around one-piece aluminum Shelby 15 inch rims allowed for a larger contact patch and less unsprung weight. Breaking performance was also increased thanks to Kelsey Hayes vented discs up front and solid discs in the rear. Inside is where the Lancer differentiated most from its Shelby Stable mates. Power mirrors, windows, door locks, and 120-watt Pioneer Stereo with 10 speakers and a graphic equalizer delivered full range of modern conveniences. Automatic optioned vehicles, like the one on offer, were fitted with ergonomic leather sports seats with ample bolstering. The only color available was Graphic red and the remainder of the exterior received an aggressive treatment. A deeper front air dam, side skirts, and decklid spoiler provided a refined aerodynamics, and the all the trim was finished in black.

THE MOTORCAR OFFERED

Just 800 of these models were completed in 1987, 400 automatics and 400 manuals. The Lancer available here is the first example produced and has remained in the ownership of Carroll Shelby since new. With close to 50,000 miles, Lancer number one was clearly one of Carroll's go-to modes of transportation when in California. Lancer number 1 is accompanied by a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby. A lesser known model of the relationship between Shelby and Mopar, this Dodge is sure to make an intriguing addition to any collection.

\$5,000 - 10,000
WITHOUT RESERVE

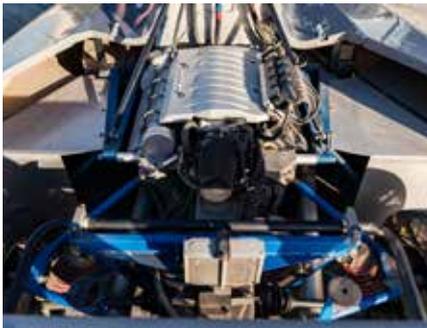
163.

1997 SHELBY AURORA V8 CAN-AM

244ci DOHC Oldsmobile L47 Aurora V8
 Computer Controlled Fuel Injection
 400+bhp at 6,500rpm
 Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

Without Reserve

- From the personal collection of Carroll Shelby
- The only Shelby Aurora V8 racecar
- Designed for the Shelby CAN-AM series
- Incredible power to weight ratio



THE SHELBY CAN-AM

In 1990 Shelby returned to his racing roots and designed a Dodge-powered CAN-AM spec race car. The cars were designed to be an inexpensive way for people to enter the racing scene. The chassis were built by Racefab Inc. of Rusk, Texas and housed a 3.3 liter 60 degree Dodge V6 in a special racing configuration making 255hp. Originally, the plan was to produce two versions of this car, with the 255hp version for the entry circuit and a significantly more powerful 500hp model for the brave. Since all the cars were identical, the winners were to be the people with the best talent, not the team with the most funding. The engines had Shelby seals on them ensuring that they could only be repaired by Shelby and that all the engines stayed mechanically identical.

The first race was a demonstration event during the SCCA National Championship Runoffs. The Shelby Can-Am class, and a pro series were launched by the SCCA in 1991. The pro series ran for six years.

THE MOTORCAR OFFERED

The Shelby Aurora V8 Can-Am car is a 1 of 1 configuration that was built by Shelby as a concept for the uprated 500hp Can-Am racer. The car was built using the powerful 32 valve DOHC V8 that was used in the Shelby series 1. Paying homage to the engine supplier, the lightweight body was painted in Oldsmobile Centennial Silver. The Shelby Aurora V8 car is the only one of its kind built by Shelby and aside from the time spent testing at Willow Springs, it has laid dormant in Carroll's collection. When considering the car's incredible provenance and amount of fun it would be on the track, it is hard to think of a better weekend toy. In addition to the bragging rights of owning a one off Shelby race car, the car is offered with a Shelby vehicle authenticity certificate certifying that the car was owned by Carroll Shelby.

\$20,000 - 25,000
WITHOUT RESERVE

Offered on a bill of sale



OTHER PROPERTIES

164.

2005 FORD GT HERITAGE EDITION

VIN. 1FAPP90S66Y400284

5,408cc DOHC Supercharged V8 Engine
Electronic Fuel Injection
550bhp at 6,500rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Extremely well-kept example*
- *Rare and Desirable Heritage Edition*
- *Very collectible and extremely powerful Supercar*
- *Fewer than 10,000 miles from new*



THE MOTORCAR OFFERED

In Ford Motor Company's long and hugely successful history, few events are as memorable and as important as the GT40 racing cars' four consecutive overall victories at Le Mans. Stemming from a failed acquisition of Ferrari, an understandably frustrated Ford enlisted Carroll Shelby and others to build a racing car with one mission: to beat Ferrari at Le Mans. With

their goals set high, the GT40 became the most iconic and successful underdog in Le Mans history.

Arriving in prototype form just in time for Ford's centennial celebration in 2003, the Ford GT borrowed heavily from the stunning design and profile of the GT40 and set out on a similar mission: to compete with, and surpass, the established supercars.

With this prolific power, the Ford GT will accelerate from 0-60 in about 3.5 seconds, hurtling on to some 205mph before the speed limiter kicks in. When production ceased in 2006, with just over 4,000 Ford GTs produced, the epic Ford had made its mark on automotive history once again - and became an instant collector's car.



The ultra-high performance Ford GT showcases the finest in advanced technologies, constructed on a lightweight aluminum chassis clothed in superplastic-formed lightweight composite and aluminum body panels. Powered by a mid-mounted, hand-built, supercharged quad-cam 550bhp V8 engine mated to a 6-speed manual transaxle and featuring racing derived suspension and braking systems, the GT avails the driver of astounding performance and power.



THE MOTORCAR OFFERED

Of the first-generation Ford GTs, none are more sought after than the Heritage Editions like the one we are pleased to offer. Officially titled the Heritage Paint Livery Package, this \$13,000 option was finished on just 343 cars and was only available during the final production year of 2006. The brilliant light blue and orange paint calls back to the famed Gulf Oil sponsored John Wyer Automotive Engineering cars which won the 24 hours of Le Mans in both 1968 and 1969. Furthermore, the GT presented here is one of just 20 fitted with the cast aluminum BBS wheels, making this a particularly unique example. A high-fidelity McIntosh audio system rounds off the last of the options listed on the window sticker.

Initially delivered to a Ford dealership in Las Vegas, the vehicle spent its first 10 years and 9,500 miles with its original owner in the southwest. In 2016, the supercar moved on to its second and current owner, a

gentleman based on the East Coast. Since being under the care of this collector, a new set of OEM Goodyear tires have been shod over the rare set of rims and a full protective film was applied over the vehicle's entire body to ensure shielding against chips and scrapes. Additionally, the car has been used very sparingly in the past couple of years and at the time of cataloging sits with roughly 10,000 miles. The car presents in excellent condition and has received exceptional care for the entirety of its existence.

Given its inimitable heritage, prolific performance, stunning design, and thrilling driving experience, Ford's supercar is a unique creation that will undoubtedly be revered for years to come. This particular GT offers a great opportunity to add a particularly rare and well optioned example to any collection.

\$395,000 - 420,000



165.**2000 BMW Z8 ROADSTER**

VIN. WBAEJ1349YAH60120

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

- Offered from the Arnold E. Petsche Estate Collection
- One-owner, low mileage, collector owned Z8 Roadster
- Extremely well-maintained example both mechanically and aesthetically
- Comes with factory hard top, dealer service records, and owners book
- Factory ordered vehicle complete with

**THE BMW Z8**

'That this new car, the Z8, is scorchingly fast comes as no surprise. It employs the potent 400-hp M5 powertrain, which endows the M5 sedan with the acceleration of a Corvette. Weighing about 500 pounds less than the two-ton M5, the Z8's performance is beyond question.' – *Car & Driver*.

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

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

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

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





THE MOTORCAR OFFERED

As one of the most exhilarating and bespoke sports cars to ever come out of the BMW factory, this one owner from new example is sure to check all the boxes. This was a factory ordered example, with the original ordering documents included. Being that the only options available were exterior color and interior color choices, this Roadster is equipped with one of the most visually appealing combinations of Titanium Silver over Black Nappa Leather, the same color combination used in the majority of BMW's Z8 press releases. Holding true to their motorsport roots, BMW only gave this car the ideal driving experience, consisting of 3-pedals connected to a 6-speed manual gearbox.

This car had a wonderful life since its delivery, sharing its home in part of an exclusive private car collection. Another important detail pertaining to this roadster

are the amazingly low number of miles, only 3,864 miles driven since new. The car does come with its early service records from the dealer, original ordering documents, owners book, and a clean Carfax. The factory hardtop, cover, and stand will also accompany this profound roadster. Overall condition is excellent due to the life of the car being spent in a well maintained surrounding.

**\$175,000 - 225,000
WITHOUT RESERVE**

166. Ω**1985 TOYOTA LAND CRUISER BJ40 CONVERTIBLE**

Chassis no. BJ40-062658

2,977cc Inline 4-Cylinder Engine
 Indirect Injection
 80bhp at 3,600rpm
 4-Speed Manual Transmission
 Front and Rear Leaf Spring Suspension
 Front Disc – Rear Drum Brakes

- Professionally restored by marque experts
- Menacing flat black paint
- Seldom seen convertible diesel variant
- Subtly enhanced with high-end upgrades

**THE MOTORCAR OFFERED**

The iconic BJ40 offered here is a desirable convertible diesel variant that is seldom seen in the United States. The truck has just received a comprehensive, fully documented, body-off restoration by marque specialists. Every aspect of this truck has been thoroughly inspected and either upgraded or restored. The countless hours of detailed and meticulous craftsmanship seamlessly blend the iconic, vintage design with modern technology, creating a one-of-a-kind vehicle.

During the restoration, the body was stripped to bare metal and media blasted prior to painting. The exterior is finished in menacing flat black with gloss black adorning key details. Inside, the well bolstered bucket seats and rear benches are covered in exceptional hand crafted, two-tone leather, providing comfortable experience for up to six passengers, who

are all protected by the custom-built, extra-strength roll-bar. Under its beautiful skin lies the fully rebuilt, indestructible 3-liter B-type engine and a four-speed manual transmission. Whether cruising on the highway or navigating the roughest of terrain, the Old Man Emu suspension components, steel wheels, and new BFGoodrich Mud-Terrain T/A tires ensure that this 4x4 is prepared for anything that you throw at it.

The overarching theme of the build was to keep true to the look and feel of the original icon, but sprinkled throughout are high-end improvements for a more enjoyable experience including items, such as LED lighting and a Bluetooth-enabled Sony sound system. 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

convertible BJ40 is a top example of the vintage Toyota Land Cruiser that would be the envy of the crowd whether at a show or off-road event.

\$65,000 - 85,000
WITHOUT RESERVE

167.

2009 CHEVROLET CORVETTE ZR1

VIN. 1G1YR26R395801234

376ci LS9 Supercharged Pushrod V8 Engine
Sequential Fuel Injection
638bhp at 6,500rpm
6-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Ventilated Disc Brakes

Without Reserve

- From a Deceased Estate
- Goes 0-60 in under four seconds
- 2-owners from new
- Under 300 miles from new
- A showroom fresh, nearly nine-year-old car



THE MOTORCAR OFFERED

After the 'King of the Hill' C4 ZR1, with its Lotus-massaged V8 and suspension ceased production in 1995, Corvette enthusiasts had a longing for a true supercar killer. It would be 14 long years before Chevy unveiled next ZR1—a monster of a machine with 638, supercharged ponies. Like the C4 ZR1, more than just raw power was on the docket. All those ponies were fed through a close-ratio, race hardened 6-speed manual back to a set of massive Michelin Pilot Sport 2 tires developed specifically for the ZR1. When it came time to rein in the speed, a set of carbon-ceramic, drilled disc brakes the size of large deep-dish pizzas did the job while standard Magnetic Selective Ride Control with track level suspension kept things planted no matter which direction you were headed. And harkening back to old (but not longer active) Lotus partnership on the C4 ZR1, lightness was added with carbon fiber front fenders, hood, roof, front

fascia, and rocker moldings. Oh, and there was a polycarbonate window in the hood to remind all comers that they'd be seeing taillights and burnt rubber from that point onward.

This Cyber Gray Metallic over Ebony leather interior ZR1 was supplied new to Rudolph Chevrolet in El Paso, Texas in July of 2009 with an original sticker price of just over \$100,000. The car soon made its way to Norman, Oklahoma where the bulk of its less than 300-miles-from-new were added from September to November of that same year. Acquired by the present owner in September of 2016, it shows like one would expect a practically unused car would—all but showroom fresh.

Now estimated at less than half of its original sticker price, but with only a touch more mileage than when it was first sold

for that aforementioned retail figure, it is a rare opportunity to buy a practically new car nearly a decade after it left the factory. If melting tires and acquiring speeding tickets are some of your favorite hobbies, look no further.

**\$45,000 - 65,000
WITHOUT RESERVE**

168.**1957 CHEVROLET CORVETTE 283/283HP ROADSTER**

Chassis no. E57S100398

Engine no. F924EL

283ci OHV V8 Engine

Rochester Mechanical Fuel Injection

283bhp at 6,200rpm

3-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- Top specification 'Fuelie' Corvette
- Classic Harley Earl open-top styling
- Correct early 3-speed transmission
- Retained by the original owner for 37 years

**THE 1957 CORVETTE 'FUELIE'**

Chevrolet's introduction of optional fuel-injection for the 1957 season was first tested as a solution to gas 'sloshing' of carbureted cars under race conditions at Sebring in 1956. Retrospectively it is amazing to think that Chevrolet was able to offer this, more than a decade before this would be the norm for most other cars. All at once, the term 'Fuelie' was born. In 1957, 6,339 Corvettes were produced, but only 714 were ordered with the 579B option box ticked for the \$484.20 Ramjet fuel injected V8 that delivered one horsepower for every cubic inch of engine capacity. It's little wonder so few were ordered given that a base Corvette retailed for \$3,176.32.

THE MOTORCAR OFFERED

This striking Venetian Red 1957 Chevrolet Corvette Fuel Injected Roadster is a great example of Chevrolet's iconic C1 Corvette. After 37 years with its original owner, this Corvette was sold back to its original dealership and restored by Harry Marx Chevrolet in Gilroy, California. After the completion of its restoration in 1996, this rare Corvette was proudly displayed at the dealership until 2004, at which point it was sold to a collector in Laredo, Texas, before being acquired by the most recent owner in 2009.

Equipped with a matching red hardtop, red interior and white side scallops, this eye-catching Corvette is in lovely condition, and is believed to have covered fewer than 100 miles since the restoration. The paintwork is very good and the brightwork is still very lustrous, if slightly mellowed. The interior is very nice, with correct materials

and patterns, and shows minimal use. This classic Roadster is fitted with the top-specification fuel-injected 283ci/283HP V8 mated to a three-speed manual transmission; a desirable and sporting combination. Included in the sale is an operation manual and an old original black California license plate. Ready for concours judging or participation in vintage rallies, this sporting Corvette deserves serious consideration.

**\$90,000 - 110,000
WITHOUT RESERVE**

169.

1959 DESOTO ADVENTURER SPORT COUPE

Chassis no. M491100225

383ci OHV V8 Engine

Single 4-barrel Carburetor

350bhp at 5,000rpm

3-Speed Push-button Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

Without Reserve

- *The top-of-the line DeSoto model*
- *Bombastic 1950s styling*
- *Luxuriously equipped with many power amenities*
- *Beautiful condition inside and out*



THE DESOTO ADVENTURER

Introduced in 1956, the Adventurer was DeSoto's high performance and uber-luxurious model, similar to sister-company Chrysler's 300 model. While in production, the top-of-the-line Adventurer progressively became more similar in features and design to the Chrysler, before the defunct DeSoto brand ceased production in 1961. By 1959, much of the bodywork was shared with Chrysler's 300 and demonstrates Virgil Exner's iconic Forward Look design program that often featured over the top details, exaggerated proportions, fins and futuristic touches inspired by the burgeoning jet age. Considered by some to be one of Exner's greatest designs of the era, the 1959 Adventurer is large, exaggerated, and flashy, with copious amounts of gold and chrome trim, elaborate interiors, and fins that typified the decade.

THE MOTORCAR OFFERED

This 1959 DeSoto Adventurer Sport Coupe is one of just 590 produced in 1959. Available only in white or black, this black Coupe is very well presented with beautiful brightwork that engulfs the car, from the gold wheels, badges, side strakes, and grille, to the generous doses of chrome on the bumpers, window surrounds, and trim. Inside, the swivel seats greet you to a nicely appointed complete interior that shows light signs of age, consistent with its restoration in the 1980s. The novel push-button transmission, power steering and air-conditioning adds to the comfortable ride, and under the hood, the high performance 383 cubic inch OHV V8 remains adorned by the larger induction system.

These late Adventurers were the ultimate ideas in design and direction for the company before shuttering in 1961 and are expressions of the limits of Exner's "Forward Look" design aesthetic.

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

170.

1959 MERCEDES-BENZ 300SL ROADSTER

Chassis no. 198.042.8500297

2,996cc SOHC Inline 6-Cylinder Engine
Bosch Mechanical Fuel Injection
225bhp at 5,800rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- Acquired by the present owner nearly 50 years ago
- One of only 1,858 300SL Roadsters produced
- Offered with both its Hard and Soft Top
- Original and unrestored
- Complete with service history since new



THE MERCEDES-BENZ 300SL ROADSTER

It's impossible to talk about the Mercedes-Benz 300SL Roadster without first referring to the car that spawned it – the legendary 300SL 'Gullwing' coupe. Originally conceived as a racing car, the 300SL racked up victories throughout 1952, in the process capturing the imagination of America's official Mercedes-Benz importer Maximilian 'Maxi' Hoffman.



Desperate for a car to sate the desires of his upmarket clients, he eventually persuaded the Daimler-Benz board to take the 300SL from racetrack to road. The designers and engineers refused to compromise on the purity of the original, so the bodywork was still primarily crafted to reduce drag as much as possible (although rumor has it that the elegant strips over the wheel arches were no more than fashionable cosmetic touches to make the car appeal to its American audience), and the steel panels cloaked a tubular chassis frame designed by Rudolf Uhlenhaut which weighed only 82kg.

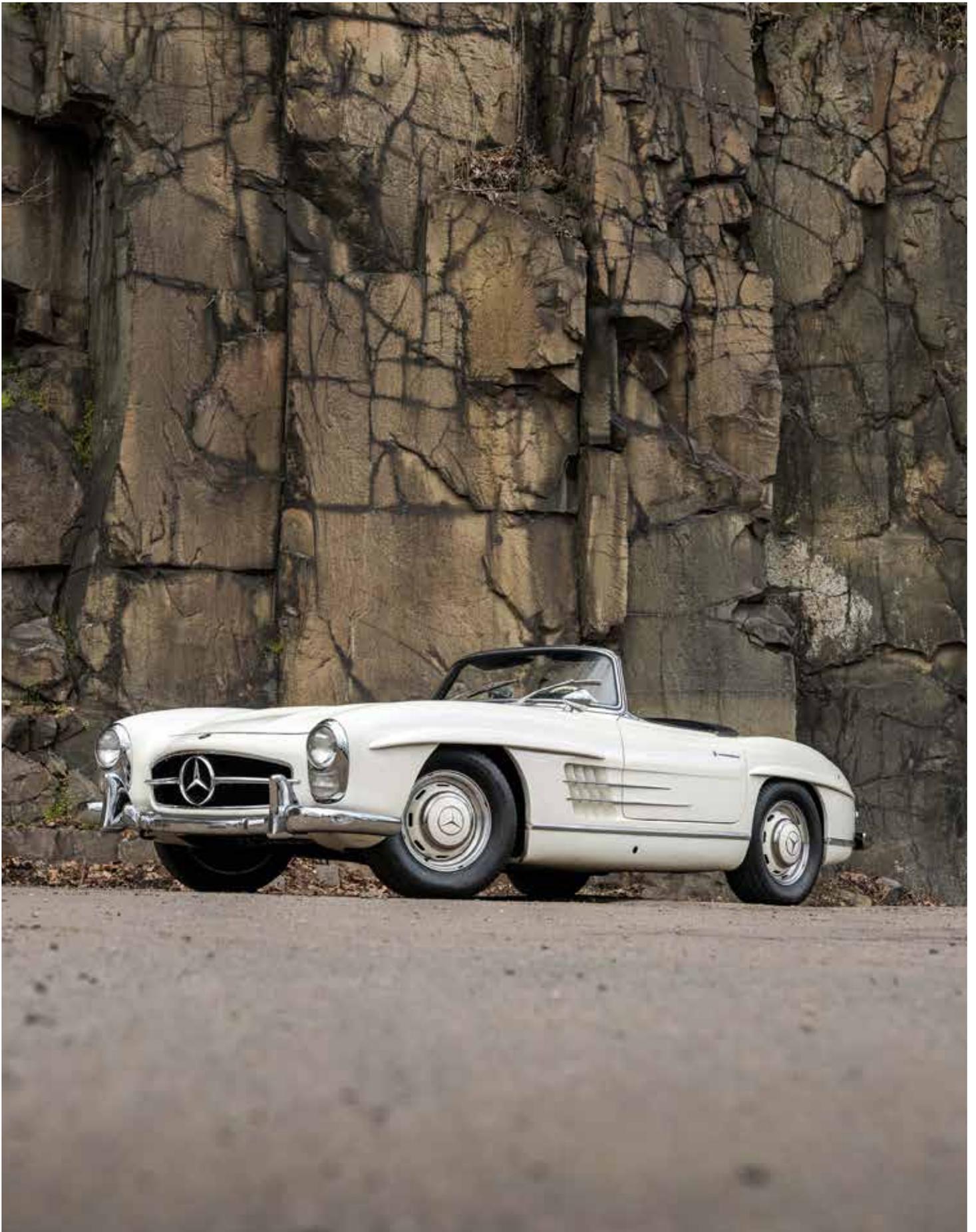
The iconic doors of the coupe were a byproduct of this chassis, which had much higher sides than usual, leaving limited vertical space for a conventional door. Production began at the Sindelfingen plant in August 1954 and over the next two and half years it proved a phenomenal success.

1,402 were sold, despite the colossal \$11,000 asking price.

By 1957, however, SL (the initials stood for Sport Leicht; Sport Light) sales were on the slide, and with the roadster body style proving popular in America – and feedback from customers suggesting they'd like more comfort and a larger trunk – Maxi Hoffman helped convince Mercedes-Benz that a convertible version could take over where the coupe left off.

Introduced at the Geneva Motor Show in May that year, the 300SL Roadster wasn't the result of a quick fix to meet owner demands. Mercedes re-engineered the whole car, taking the opportunity to fix some niggles that afflicted the 300SL—first and foremost the suspension. Although the double wishbone front layout was famed for its precision, the rear swing arm axle,







joined at the differential, had developed a reputation for tricky handling and sensitivity to cambers. Lowering the pivot point helped calm the 300SL's predilection for oversteer.

At the same time the fabulous 3.0-liter straight six, which featured fuel injection years ahead of its time, was boosted from 215bhp to 225bhp (torque output remained at 202lb-ft at 4,600rpm) and the chassis was redesigned with lower sills to accommodate normal swing-opening doors – although additional strengthening was required in the lower half of the chassis which saw the SL's weight grow from 1,310kg to 1,420kg.

Partially to increase load space and partially to create room for the folding fabric roof, the fuel tank capacity was reduced from 130 liters to 100 liters, but arguably the biggest benefit the Roadster gained over the Gullwing was superior ventilation. Due at least in part to the coupe's small in/out side windows, the hard top 300SL was regarded

by many as tough work on long trips due to heat buildup in the cabin. Even with its roof up the Roadster's wind-up windows allowed much better airflow through the cockpit.

By no means the poor relation to the Gullwing, the later refinements added to the Roadster made it a compelling proposition for collectors and enthusiasts despite a list price of \$10,950. And while the coupe had a model-run of under three years, the Roadster stayed in production until early 1963, by which time 1,858 had been built.





THE MOTORCAR OFFERED

A carefully maintained and lovingly preserved example, this unrestored 300SL has been in the care of a single enthusiast since 1970. With records documenting its history back to its original delivery, it is a rare opportunity to acquire one of the world's most legendary cars in such remarkably untouched condition—as if it had only just come off the Daimler-Benz line.

The original and regularly completed service book documents this car as leaving the Stuttgart factory on July 28, 1959. Finished in the classic color scheme of DB50G Cream/Ivory White over DB1663 Black leather, the 300SL arrived at Falvey Autos, Inc in Ferndale, Michigan less than a month later on August 24th. Not ultimately bound for the Mitten, the car ended up in the Denver, Colorado where it would enjoy active use. Maintained regularly by Buckley

Bros. Motors, Inc, the 7,600 mile service was completed on February 20, 1960 (although the mechanic incorrectly recorded the year as 1959) followed by the 11,400 mile service on October 19 of the same year. This Mercedes-Benz is recorded as having done the 19,000 miles service with 19,850 miles on the ticker on June 30, 1961. Service remarks continue through May 11, 1964 when the 41,800 mile service was completed with 42,284 miles indicated on the car. From there, receipts and invoices carry the story through the end of the groovy 1960s and into the 1970s.

Around 1970 the car headed east, with service receipts indicating around 77,000 miles in June of 1970. It was around this time, while the car was in Nashville, Tennessee, that the Roadster was spotted by a cousin of the current owner. The

cousin, then a student at Vanderbilt, knew his uncle was a car enthusiast and alerted him to the pretty, white 300SL that was for sale near his campus. Acting swiftly on his cousin's tip, he came down to find the car and purchased it on the spot.

Driven on rare occasions, the 300SL was the one car that received pride of place in his garage. Regularly serviced by local marque experts, the odometer now reads under 92,500 original miles. The constant maintenance of the car is evident both its cosmetic and mechanical condition. The paint shows well after nearly six decades and the interior has a lovely but only lightly worn patina. Since acquiring the car, a matching hardtop has been purchased and fitted to the car.



On a recent drive, the car started and ran well even though it had not received much active use in some time. Demonstrating the ample power, good handling, and capable brakes for which 300SLs are known, it felt alive and ready for action.

Complete with all of its original books—including owner's manual, service book, catalog, Becker radio instruction book, sales brochure, and even a map of Germany (should you have wished for European delivery), in addition to the jack, spare, a selection of tools, and loads of receipts, this beautifully presented and unrestored 300SL beckons its first new keeper in nearly half a century.

An excellent vehicle for anything from a Sunday drive to a proper tour, it is a welcome ticket to any number of highly

coveted events such as the Colorado Grand, California Mille, Copperstate 1000, and Going to the Sun Rally. And, of course, come this fall, a 300SL will be the only way to get into the premier Gullwing Group Rally in Arizona.

\$1,100,000 - 1,300,000



171.**1979 CITROEN 2CV**

Chassis no. GXYL02YL6266

Engine no. 02003648

435cc Opposed 2-Cylinder Air Cooled Engine

Single Downdraft Carburetor

12bhp at 3600rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- Beautiful restored example
- Great fun to own and drive
- One of the motoring icons of the 20th century
- Great beach or weekend car

**THE CITROEN 2CV**

Ranking alongside the Volkswagen Beetle, Mini, and Land Rover as one of the classic mass-produced cars of the post-war era, Citroën's quirky 2CV debuted in 1949. Intended to provide basic transport in a period of post-war austerity, the 2CV outlived its humble beginnings, going on to attain cult status as the favored car of the environmentally-concerned motorist. Although the original 375cc air-cooled flat-twin engine grew, eventually, to 602cc in 1961, the 2CV's performance remained modest at around 70mph flat-out, not that terminal velocity concerned the majority of its devotees, for whom the roomy interior, full-length sunroof and frugal fuel consumption were of far greater importance. Early 2CVs are now becoming increasingly sought after, with few original cars surviving the rigors of extreme mileage and maintenance on a shoestring budget. They have a purity and charm that gradually disappeared on later variants.

THE MOTORCAR OFFERED

This delightful French classic on offer is one of the later models and therefore benefits from several decades of refinement and development. Unfortunately, the true origins of where the vehicle's life began remains a mystery. However, the car was restored to a high standard in 2008 by a marque specialist, and great care was spent on making this a standout example. The exterior has been finished in a dazzling two-tone red and white paint and the interior sports the classic tartan cloth. The 2CV also has the fabric roof, allowing for *en plein air* four-passenger motoring when desired, but with full weather protection if needed. Since the restoration was completed, the vehicle has been well taken care of and to this day presents well inside and out. Additionally, the mechanicals are in proper working order.

This a rare chance to acquire a wonderfully presented example of the charming early *deux chevaux*.

\$15,000 - 25,000
WITHOUT RESERVE

172.

1912 OAKLAND MODEL 30 TOURER

Chassis no. 7500

201.1ci L-head inline four-cylinder engine
Single Updraft Carburetor
Approx. 30bhp
3-speed Sliding-gear Transmission
Solid Front Axle, Semi-floating Rear Axle
Rear-wheel Mechanical Brakes

- *Well proven car with many tours under its belt*
- *Handsome looking medium sized car*
- *Rare make seldom seen today*
- *Fitted with overdrive*



THE MOTORCAR OFFERED

This four-cylinder Model 30 Touring, an elegant offering from 1912, represents the Brass Era Oakland that America came to know and love. It was formerly owned by the well-known and very active AACA member Marty Roth, and it has been lovingly prepared for reliable touring by talented, knowledgeable specialists. The transmission was rebuilt by Oakland expert, Bud Jonas of Belden, Michigan, with an overdrive installed by Lloyd Young of Winchester, Ohio. The brass radiator was rebuilt by the noted Dick Runion. The magneto has been upgraded for easier starts and better running, and while the original head and taillights have been converted to electric power, the original brass acetylene tank still remains. A locomotive-style exhaust whistle helps with any distracted modern drivers.

Mr. Roth and the previous owner both toured in this car, which is a veteran

of many long-distance treks with the Horseless Carriage Club of America. It has also completed the famous Glidden Tour, which is regarded as one of the most strenuous tests that any early automobile can undertake. It is complete with front and rear tonneau covers, in addition to a correct top, side curtains, and light covers, which are all appropriate for a car that is expected to run in all kinds of conditions. The current owner installed an electric starter on the car, further improving its usability for long-distance driving, and also serviced the cylinder jugs with new pistons. A recent demonstration of the car found it started easily and comfortably cruised the road on a good clip. The overdrive unit provided a nice benefit for higher speed cruising with engine noticeably less strained.

This Oakland is a handsome looking proven touring machine from a brand seldom seen today. It should provide a fun entry into the world of brass era touring.

\$45,000 - 65,000

173.

1910 PANHARD ET LEVASSOR TYPE X7 LANDAULETTE

Coachwork by Rothschild

Chassis no. 26021

Engine no. 26021

Inline 4-cylinder Sleeve valve engine

Single Updraft Carburetor

Approx. 25bhp

4-speed transmission

Solid Axles Front and Rear

Rear Mechanical Brakes

- *Delivered new to New York City*
- *Superb quality motorcar*
- *Elegant formal coachwork*
- *Good chain of ownership*



THE PANHARD ET LAVASSOR TYPE X7

Today, Panhard Levassor automobiles are rarely seen in America, but in their day, this continent was a strong market for their products. Many were imported under the auspices of the enterprising gentlemen who had raced them in France, Messieurs Charron, Girardot. In the famed photograph of George J. Gould with his collection of early motorcars at Lakewood, New Jersey, a Panhard of a similar period to the one offered here was front and center, evidence that there were certainly a number of these cars in America. As they had been in Europe, they would also be raced. David Wolfe Bishop controversially ran the New York to Buffalo Endurance among other events in 1901, with his 30hp four-cylinder Phénix-engined Panhard.

While the presence of Panhards in America may be predominantly contained to after the turn of the 20th Century, in France the

firm was already approaching a decade of existence. In Bolster's famed book *The Upper Crust*, the Panhard is described in the second chapter of the automobile story, the topic concluding that following their win in the Paris-Bordeaux-Paris, "Thereafter, the pattern was set for the next decade, and to make the upper crust a car had to do well in the glamorous town-to-town races. As Panhards had the monopoly of racing successes for the first few years, this was the make to buy if you wanted the best."

The always innovative Panhard was one of the first to adopt the Knight patent sleeve valve engine design. The innovative design made for a smooth and quiet motor producing excellent power. The system would also be adopted by Daimler, Mercedes, Stearns and many other manufacturers of fine automobiles.



THE MOTORCAR OFFERED

This fine example of a formal Panhard intended for urban use was originally sold in New York city. It was very much in vogue to have an expensive foreign car for formal use in major cities. You were most likely to be seen entering and exiting your motor car in the city and having an exotic high end foreign machine was desirable. Panhard had plenty of experience building fine cars for city use, and their cars were quite common on the streets of Paris. The smooth nature of the sleeve valve engine would have been all the more desirable in this urban setting.

By the early 1960s, it had been acquired by Long Island collector Walter McCarthy. It came with two bodies, the landaulet it now wears, and a tourer. McCarthy restored it with the touring body, sourcing missing items as necessary. He toured with it extensively, as described in the car's chapter in Bob Stubenrauch's 1967 book *The Fun of Old Cars*.

Walt McCarthy sold the car to Bob Scarsella of Cold Spring Harbor, New York, who re-installed the landaulet body. It subsequently was in the collections of Helmut Peitz in Portugal and Abba Kogan in the UK. It was then acquired by Coburn Benson of Limerick, Maine, who had the engine disassembled, cleaned, re-babbited and align-bored by a local machinist. Benson sold it to the current owner, who had the engine re-assembled by Rich Fazio in Bridgewater, Maine. The interior, which had become very moth-eaten, was replaced in the current style by Terri Crew.

The car starts easily and runs well. The task was made easier by the unobtrusive installation of an electric starter. It idles smoothly and drives well through the gears. The clutch has been disassembled and cleaned and operates very smoothly. The

restoration is older with the exception of the interior. The collapsing rear roof is nothing short of elegant; the lowering side windows exhibits the fine woodworking. As previously described, this car was rare when new, particularly in the United States. As such, it represents an uncommon opportunity to acquire an exceptional Brass Era car to show or drive.

\$75,000 - 95,000

174.

1914 LOZIER MODEL 77 FIVE PASSENGER TOURING CAR

Chassis no. 8215

Engine no. 8207

389ci L-Head Inline 6-Cylinder

Single Updraft Carburetor

3-Speed Manual Transmission with Reverse

Semi-Elliptic Leaf Spring Suspension Front and Rear

2-Wheel Mechanical Brakes

- Large horsepower Brass Era car
- One of the brand names of its genre
- Offered from longer term Museum ownership
- Older restoration



THE LOZIER

The Lozier name is one that immediately conjures images of the swashbuckling era of Brass automobiles, chains thrashing, dust flying from huge capacity sporting automobiles, it sits in the immortal category alongside Simplex and others of its ilk.

Like many of these behemoths, the brand originated with an individual who had seen the potential of the automobile by being involved in some form of engineering or machinery manufacturing and chased that dream. In this case, that man was Henry Abraham Lozier, who like many, moved from making sewing machines and bicycle tubes to self-propelled vehicles. Indiana based originally, he moved to Plattsburgh, New York and first began building boat engines before focusing on automobiles from 1900 onwards. His genius was brief though, as he would die in 1903, leaving it to his son Harry to drive the business forward.

While some were interested in the mass market, Harry Lozier was always firmly directed towards the luxury and sporting genre. In 1910, one of his cars was entered in the first running of the Indianapolis 500 driven by Ralph Mulford, a driver who would become synonymous with the race. On the day he placed second behind the local favorite Marmon, but many felt victory had been his and questioned the timing and scoring of the race. They went one better winning the Elgin Cup that same year and in 1911 secured the Vanderbilt Cup. These successes filled the order books and so with capacity peaked out at his Plattsburgh factory, he was convinced to follow the industry to Detroit in 1910.

Results like this, a reputation for quality, and limited production which rarely exceeded 600 units in a calendar year put Lozier's

name in the history books such that it still resonates strongly today, but the move to Detroit changed their fortunes. Harry was thrown out of the company in 1912 and the loss of chief designer Frederick C. Chandler in 1913 heralded the 'beginning of the end'. By 1915 the company folded.

The Model 77 is one of their renowned models dating from the final years of Lozier's production. Much like a Rolls-Royce, it featured a six-cylinder engine cast in two blocks of three, totaling more than 6 liters in displacement. This motor was coupled to a three-speed transmission, with final drive by shaft. It would have set its first owner back some \$3,250 when new.



THE MOTORCAR OFFERED

This majestic Lozier can trace a history back to the roots of its founder, being formerly owned by the grandson of Harry Lozier. In 2006 it went on display at the Champlain Valley Transportation Museum in Plattsburgh, New York where it has resided for over a decade as part of their exhibition appropriately dedicated to the marque in its original hometown.

Prior to its arrival in the collection, the car had received a thorough and sympathetic restoration ensuring that today it remains in very presentable order and is reported by its owners to run very smoothly.

With the similar mechanical specification to its European contemporaries such as Rolls-Royce Silver Ghosts and Napier 60hp cars, this would clearly make an eminently usable

touring car for 'Brass and Gas' events, all the while carrying the talking point of the connection to its founder. All told, historians cite barely more than 30 examples of this famed brand that survive today, putting it in a very exclusive class.

\$300,000 - 400,000



175.

1931 ROLLS-ROYCE PHANTOM I TOWN CAR

Chassis no. S203PR

Engine no. 31030

7,668cc OHV Inline 6-Cylinder Engine

Single Carburetor

113bhp at 3,000rpm

3-speed Manual Transmission with Electronic Overdrive Fitted

Front Semi-elliptical Leaf Springs and Rear Cantilever Spring Suspension

4-wheel Servo-assisted Drum Brakes

- *Springfield Phantom with Original Coachwork from new*
- *One of 37 Brewster built Phantom I Town Cars*
- *Recent service by Marque Expert*
- *Delightful and Comfortable Long-distance Touring Car*



THE ROLLS-ROYCE PHANTOM I

In 1920 Rolls-Royce made the dramatic announcement: "A limited number of Rolls-Royce chassis will be produced at the American Works, the same quality of materials will be employed as in England. F. Henry Royce is Engineer-in-Chief of the American operations. The products of the American works will be drawn on for English as well as American patrons."

From the outset it was clear that the traditions of excellence established in England would be maintained in America. At the time Rolls-Royce had a one model policy and the first cars to be built in Springfield were the 7.4-liter, 40/50hp Silver Ghost, adopting English right-hand drive until 1925 when left-hand drive became available.

From 1926 to 1929 the Rolls-Royce Phantom I was produced in Springfield as the modernized replacement of the

then aging Silver Ghost. Total Springfield Phantom I production was 1,243.

Rolls-Royce introduced their pushrod-OHV straight-6 engine through the Phantom I. They also introduced advanced four-wheel servo-assisted brakes through the Phantom I via a licensing agreement with Hispano-Suiza.

US models offered larger Buffalo wheels and a centralized lubrication system sourced from Bijur, oiling 44 chassis wear points from the driver's seat. In addition, US supplied parts such as Chelsea clocks, Haverhill Auto Lighting headlights with Bausch & Lomb prizm lenses. Dual Dejon distributors, Mallory coils, and Trico wipers were also fitted to the US cars.



THE MOTORCAR OFFERED

This particular Phantom I Rolls-Royce was built in 1931. As the case with many expensive cars in the depression, the car was not sold until 1933. It was then fitted with its current attractive town car bodywork. Town cars were designed to provide their owners with discreet and luxurious transport. The car's original owner was Mrs. Leona Henschel, who resided in the famous San Remo building near Central Park. Clearly Mrs. Henschel had a great deal of taste and means, the back of the car was trimmed in West English cloth, with opulent wood veneer trim. Records indicate that she kept the car until through the war and into 1948. The car was then owned by Albert E. Gurge in Brooklyn, NY. The next owner was then Mr. John O'Rouche, again in Brooklyn.

It was after O'Rouche's ownership in 1955, that the car went south to North Carolina, to a Mr. E.D. Swain. The car remained in North

Carolina until 1978, when it was owned by Dominic Coppella. The car's next owner was a Rolls-Royce collector Theodore M. Diller, in OH, who would retain the car till 1992.

The car was acquired by its current custodian, in 2012, having purchased the car from David Burg, a noted Phantom 1 collector. Having a long history in the Rolls-Royce Owner's club the car was overall in very good condition. The owner however wanted utter reliability, and sent the car to renowned Rolls-Royce specialist Dick Fawley.

Dick Fawley embarked on a very comprehensive rebuild, including a complete engine rebuild with new alloy cylinder head, manufactured by Steve Litton. This gave an opportunity to increase the compression ratio. Along with the engine rebuild all the engine auxiliaries, carburetor, vacuum pump and generator were put in

new condition. The brakes and suspension were also rebuilt, finally the exposed chassis was cleaned and painted.

The car was recently inspected by a Bonhams Specialist and is overall in very good order. The rear upholstery is believed to be the original West English cloth. The fresh engine has very good power output and is also very responsive. The car shows very well in its current attractive tan and brown color scheme and is also offered with an original owner's manual. With the overdrive engaged the car cruises effortlessly. Welcome at any number of shows or as an excellent tour car for RROC, AACA, or CCCA driving events. This superbly sorted Phantom I is sure to be an excellent addition to any car collectors garage.

\$85,000 - 115,000

176.**2005 ROLLS-ROYCE PHANTOM**

VIN. SCA1S68405UX07583

6,749cc DOHC V12
 Bosch Motronic MED7 Engine-Control Systems with Direct Fuel Injection
 453bhp at 5,350rpm
 6-Speed Automatic Transmission
 4-Wheel Self-Leveling Independent Air Suspension
 4-Wheel Ventilated Disc Brakes

- *From a Deceased Estate*
- *2 owners from new*
- *Originally delivered to Beverly Hills, California*
- *Less than 28,000 original miles*
- *The pinnacle of wheeled luxury*

**THE ROLLS-ROYCE PHANTOM**

A historic model in the continuing history of the Rolls-Royce marque, the Phantom was the first all-new design to be introduced by the company following its takeover by BMW. To the relief of traditionalists, it looked nothing like a BMW, despite the underlying technology. Produced at a new factory near Goodwood in Sussex, the Phantom revived a great name from Rolls-Royce's past that had always been synonymous with unrestrained luxury. In keeping with the tradition established by previous Phantoms, the newcomer was a very large motor car, outstretching the old Silver Seraph (the last Crewe-built Rolls-Royce) by 18" while boasting a radiator shell 4" taller. Priced at around \$350,000 at time of launch, it was also 40% more expensive.

Rolls-Royce's relatively small size and resulting lack of development funding had meant that evolution rather than revolution had characterized the progression of its

cars; under BMW's stewardship however, the company was able to start afresh, embracing the best of modern technology. Thus, the Phantom's bodyshell was a state-of-the-art aluminum space frame structure, stiffer yet lighter than the equivalent steel body, whose rear-hinged rear doors revived a practice from bygone days. This arrangement not only provided easy access for rear-seat passengers but also enabled photographs of the occupants to be taken unobstructed by the open doors.

While the body structure represented the ultimate in automotive technology, its accoutrements remained entirely traditional in choice of materials, consisting of the finest hide trim, genuine woolen carpets and carefully selected wood veneers. Certain dashboard features recalled those of earlier models, while there was a choice of five-seater ('Lounge') or four-seater ('Theatre') accommodation.

THE MOTORCAR OFFERED

This two-owner Phantom sedan was delivered new to its first owner in Beverly Hill, California in November of 2004. Finished in the elegant and understated color scheme of Charcoal Grey Metallic over sumptuous Black leather and rich, dark stained walnut veneers, an exceedingly rare moon roof was among the options on this well specified Phantom.

Covering some 24,000 miles under the care of the original owner, the vendor acquired the car in October of 2016 and added another 3,000+ miles to odometer. Having covered less than 28,000 miles, this \$400,000-when-new über sedan can now be had at less than a quarter of its original purchase price. While the cost of entry may have become more reasonable, the level of luxury inside certainly hasn't depreciated!

**\$85,000 - 110,000
 WITHOUT RESERVE**

177.

1937 ROLLS-ROYCE 25/30 LIMOUSINE

Coachwork by Brewster & Co.

Chassis no. GRP41

Engine no. M26T

4,257cc F-Head Inline 6-Cylinder Engine

Single Downdraft Carburetor

Approximately 90bhp

4-Speed Manual Transmission

Independent Front Suspension with Live Rear Axle

4-Wheel Drum Brakes

- *Attractive Park Ward coachwork*
- *Elegant Rolls-Royce from the pre-war era*
- *A fine, hand-built motorcar of distinction*
- *Eligible for many RROC Club events*

**THE ROLLS-ROYCE 25/30**

Produced between 1936 and 1938, the Rolls-Royce 25/30 was introduced as a replacement to the successful 20/25 released in 1929. The impetus for creating the 25/30 was largely a desire for increased power to motivate the cars when equipped with elegant - and heavy - custom coachwork. Along with other advancements including changes to the braking system, the 3,669cc inline-6 engine was bored out to 4,257cc, while stroke remained the same. This increased displacement gave the updated model enough of a power increase to satisfy the demands of their clientele before the introduction of the Wraith in 1938.

THE MOTORCAR OFFERED

Clad in Limousine coachwork from noted coachbuilders Park Ward of London, this 1937 25/30 is an attractive example of this transitional model from Rolls-Royce. Finished in black and blue with contrasting coach lines, this Rolls-Royce is an honest example which has been the recipient of a restoration some years back. The blue sides and black upper body, fenders, and running boards suit the elegant Limousine bodywork well and the paintwork maintains a nice shine. The panel gaps and door fitment are quite good and speaks to how sound the car is. Inside, the front compartment is upholstered in black leather, contrasting with grey velour in the rear compartment. Rear passengers are separated via a retractable divider window, offering privacy on long trips. While the interior is well presented, the wooden accent pieces do show some fading and peeling. A hand-built

Rolls-Royce of the pre-war era, this elegant Limousine would be a splendid motorcar for weddings or other exclusive ceremonies.

\$35,000 - 45,000
WITHOUT RESERVE

Please note this car is titled by the engine number.

178.**1949 BENTLEY MK VI SPORTS SALOON**

Chassis no. B16LFV

4,257cc OHV Inline 6-Cylinder Engine

Single Twin-Choke Carburetor

Approx 130bhp

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- Offered from the Arnold E. Petsche Estate Collection
- Delivered new to Buenos Aires, Argentina
- Sporting and elegant Bentley of finest quality
- Offered with comprehensive history file dating back several decades

**THE BENTLEY MK VI**

After World War II when Bentley production resumed at the new Rolls-Royce facility in Crewe, England, the model being built was the Mk VI. The Mk VI marked a radical change for Rolls-Royce, being the first car to be offered by the company with factory designed coachwork. Very similar to the contemporary Rolls-Royce Silver Dawn, primary differences were to the grille,

trim and badging. Close fraternal twins in appearance, mechanically the two were identical.

Both the Rolls and the Bentley shared a 4,257cc F-head straight-six. Though Rolls-Royce and Bentley never released horsepower figures, output has been estimated at approximately 126-132 horsepower with induction handled by a pair of SU carburetors (Stromberg for LHD cars) and electrical components supplied by Lucas. Transmission was a synchromesh four-speed manual with choice of either floor or column selection. Independent suspension was used up front, with a live axle and semi-elliptic leaf springs out back. Front control of the drum brakes was hydraulic, with mechanical actuation of the rear drums. Between 1946 and 1952, a total of 4,946 Mk VI Bentley's left the works.

**THE MOTORCAR OFFERED**

The factory left hand drive example offered here has a particularly interesting history, having been delivered new to Mr. Guillermo Seiburger of Buenos Aires, Argentina, who later represented his country at the Olympics in sail sport. The Bentley later migrated to the US and passed through several caring custodians, before being acquired in 2007 by the late Mr. Arnold E. Petsche of Arlington, TX, where it joined his renowned car collection. An ideal vehicle for luxurious Grand Touring, the splendid Mk VI offered here exudes understated British elegance in an affordable and attractive package. The car is accompanied by a large history file, containing records dating back several decades.

\$30,000 - 40,000
WITHOUT RESERVE

179.

1912 CHALMERS MODEL 11 'THIRTY' TOURING

Chassis no. 28140
Engine no. K12063

226ci Inline 4-Cylinder Engine
Single Carburetor
30bhp
3-Speed Manual Transmission
Leaf Spring Suspension
Mechanical Rear Drum Brakes

Without Reserve

- Offered from the Arnold E. Petsche Estate Collection
- Well-preserved condition with exceptional patina
- Stored in a museum for more than half a century
- High-quality motorcar with desirable Touring coachwork



CHALMERS MOTOR COMPANY

Initially, Chalmers automobiles were produced under the Thomas Detroit name. E.R. Thomas had funded a lower priced car he could sell under the Thomas name. When the venture fell apart, the cars sold as the Chalmers-Detroit starting in 1908. Under the new name, they gained immediate market acceptance. The cars were offered in the higher-end \$1500-\$3000 price bracket and had good features and performance, although the company management was a bit divided over which market direction to go. Run by namesake Hugh Chalmers, Howard Coffin, and Roy Chapin, Coffin and Chapin wanted to produce less expensive cars for the growing \$1000 car market. Chalmers had grander visions and wanted to make a higher-quality performance-oriented car. Chalmers ended up with sole control of his company as Coffin and Chapin persuaded J.L. Hudson to fund a new car company under their investor's name.

Chalmers was now free to produce the cars he wanted to make. Already, the marque had distinguished itself on the racetrack. The resulting success and reputation had given the Chalmers company an impressive list of owners including Vanderbilts, Rockefellers, J. Herreschoff, and soon to be Packard chief engineer, Jesse Vincent. The name of the company was officially changed to Chalmers Motor Car Company in 1910, and Chalmers rose to become one of the nation's most popular builders. By 1915, they were building 20,000 cars annually.

THE MOTORCAR OFFERED

This highly original and beautifully patinated Chalmers-Detroit Touring car resided in a museum from the mid-1950s until 2015. The car has been left in largely original and unrestored condition, with the exception of minor maintenance work and a set of new tires. One can just see the history in this car; all 100-plus years of it! The car is largely complete and ran not long ago. This charming, high-end Chalmers deserves a close look, and is an opportunity not to be missed for the collector of preservation class automobiles.

\$30,000 - 40,000
WITHOUT RESERVE

180.

1930 CORD L-29 CONVERTIBLE SEDAN

Chassis no. 2927927

Engine no. FDA3007

298ci L-Head Inline 8-Cylinder Engine

Single Carburetor

125bhp at 4,000rpm

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- *Elegant Convertible Sedan coachwork*
- *Beautifully presented inside and out*
- *Innovative front-wheel-drive chassis*
- *Full CCCA Classic*



THE FRONT DRIVE L-29

Errett Lobban Cord introduced the L-29 in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines, the latter being totally redesigned that year. Powered by a straight-eight 'flat head' engine built by Lycoming – another one of Cord's companies – the L-29 featured front-wheel drive, then much in vogue at Indianapolis. An avid race fan, Cord had been impressed by the performance of the Harry Miller-designed front-wheel-drive Junior 8 Special, and in 1926 purchased the passenger-car rights to Miller's fwd designs. Cornelius Van Ranst was hired to assist with development, and by November 1927 the first prototype was ready for testing and assessment by Fred Duesenberg, Cord's Chief Engineer. Staff designer Al Leamy contributed the stylish coachwork, which was underpinned by Van Ranst's X-braced chassis frame – the world's first.

Production of the new car, now dubbed 'L-29', commenced at the Auburn, Indiana plant in April 1929 with a two-day press launch in June. The advantages conferred by the L-29's front-wheel-drive layout, chiefly, a low center of gravity and increased passenger space, were immediately apparent; while the freedom its low-slung frame gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic. Indeed, many connoisseurs consider the L-29 to be the most stylish American car of the period.

The L-29 was offered initially in Sedan, Brougham, Convertible Coupé and Phaeton versions, at prices ranging from \$3,095 to \$3,295. Unfortunately for Cord, just as his new baby was reaching dealers' showrooms the Wall Street Crash of October 1929 blew

away a huge proportion of his intended clientele. Despite a program of price cuts, sales never took off and the world's first practical front-wheel-drive production car was discontinued in 1932. Including cars supplied in chassis form to independent coachbuilders, only 5,010 L-29s were built, of which it is thought that around 300 of all types exist today.



THE MOTORCAR OFFERED

This elegant L-29 Convertible Sedan was sold new to a Mr. Silvey Speer in Atlanta, Georgia as a gift for his granddaughter. Unfortunately, given the economic tumult of the great depression, Miss Frances McKensie had to part with the car two years later, at which point it was purchased by a Mr. Austin Abbott. Mr. Abbott, a local Stutz dealer in Atlanta, used the car extensively over his approximately three-decade stewardship of this Cord. Nicknamed 'Blondie', Mr. Abbott used this car quite extensively in parades and events, the elegant Convertible Sedan often taking a place of honor in the festivities. Mr. and Mrs. Verney Bentley then acquired the car and continued to use it frequently for both public appearances and private enjoyment. By the mid-1980s, the aging Cord was owned by Mr. Murrell Smith, under whose ownership this car was restored to its current specification in the early 1990s.

Presented in a vibrant combination of cream with blue accents, this cord remains in beautiful condition throughout, a testament to the quality of the restoration and the care taken in the succeeding years. The saturated blue swage lines contrast well with the buttercream base color and the paintwork and brightwork remain vivid and lustrous. Inside, the tan leather interior is very nice, showing minimal use since its restoration. The innovative dash, showing all the information through rolling wheels and apertures, presents equally well. Under the hood, the green straight eight-cylinder engine is complete and well presented, though showing some signs of the age of the restoration. This elegant convertible is complete with various accessories including dual side-mount spares with spare-mounted mirrors, a trunk to match the tan convertible top, and an Elgin 8-day dash-mounted auto clock. This L-29 is a great example of

Cord's innovative front-wheel drive, fitted with elegant open-top, Convertible Sedan coachwork.

\$160,000 - 200,000

Please note, car is titled by the engine number.

181.

1934 PACKARD EIGHT 1101 CONVERTIBLE SEDAN

Chassis no. 375668

Engine no. 375707

320ci L-Head Inline 8-Cylinder Engine

Single Dual-Throat Carburetor

120bhp at 3,200rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- *Elegant Convertible Sedan coachwork with room for the family*
- *Desirable 1934-model year Packard*
- *Heavily accessorized and well optioned example*
- *CCCA and AACA Awarded example ready for shows or touring*



THE 1934 PACKARD

Charles Dickens may have written "It was the best of times, it was the worst of times" about the beginning of French Revolution, but it applied just as well to Packard in 1934. The cars were wonderful, offered in a profusion of models, body styles and optional accessories, but the Great Depression was at its deepest and even Packard's elite clientele were not buying. It was cold comfort when Packard finished the year with 42.7% of the luxury car market. Cadillac and Lincoln were in much worse shape but still afloat, unlike Marmon and Peerless who had called it quits in 1933. Pierce-Arrow was also well on its way to going out of business.

In the 1934 luxury market, Packard's accomplishment was truly remarkable, but it amounted to only 8,000 cars and they were spread out over three different engines and five different chassis.

While a few remaining independent coachbuilders continued to body Packard chassis, the economy and Packard's extensive catalog of finely-styled designs kept most Packard coachwork production in Packard's own facilities. That was, as it turns out, a serendipitous consequence as the Packard coachwork of the early thirties, and particularly 1934, is among the best of the period.

Packard relied on their traditional buttressed grille shell, which since 1932 was V-shaped with vertical blinds. The nose was complemented with V'd headlight lenses and the "down-tick" dart-shaped shoulder molding created by Hibbard & Darrin. Packard cataloged no less than thirteen standard bodies on the prestigious 1104 Super Eight alone. Deliveries of closed sedans predominated but it is the few, very special, open 1934 Packards that are most

appreciated today. These particular cars embody the essence of classic design and quality - their appeal is timeless.



THE MOTORCAR OFFERED

This elegant 1934 Packard Eight 1101 Convertible Sedan is one of just 7 examples of this body style on an 1101 chassis, according to the Rosters of Packard. A well-presented example, this Packard has received both the AACA and CCCA Senior awards. Painted in a stunning tri-tone scheme of tan, orange, and black, this Convertible Sedan has commanding presence. With tan sides and a tan top combined with black fenders, running boards, and accent lines, the upper body and wheels in orange and red add a bold pop of color. The older restoration is very solid and remains in beautiful condition. The paintwork is vibrant, the brightwork lustrous, and the Convertible top is taut and well fitted. Inside, the cognac-colored leather interior is in lovely condition, showing very little use since its restoration. The seats are complimented by brown carpets and the original steering wheel has a nice patina. A chrome heating duct

runs to the rear compartment to keep the passengers comfortable, along with dual ashtrays and cigarette lighters for an added level of luxury. The condition of this Packard makes it very attractive and a great candidate to be shown and driven by its next fortunate steward. Included in the sale are maintenance records and ownership documentation.

\$125,000 - 150,000

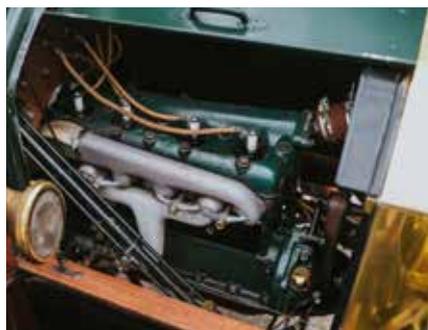


182.**1913 FORD MODEL T TOURING**

Engine no. 236814B

176ci Inline 4-Cylinder Engine
 Single Carburetor
 20bhp at 2,200rpm
 2-Speed Planetary Gear Transmission
 2-Speed Rear Axle
 Rear Mechanical Drum Brakes

- Offered from the Arnold E. Petsche Estate Collection
- Classic example of the 'Tin Lizzie'
- Sporty Model T Phaeton with 2-speed rear axle
- Desirable Brass-era Model T

**THE FORD MODEL T**

For years the Model T Ford has been the backbone of car collecting. The perennial popularity in the T since it came has bred a vast number of collectors who have collectively ensured their survival. Reference books, experienced mechanics, junk yards full of parts, and even newly manufactured reproduction parts and supplies have always been available to support the population of Model T's in various stages of restoration and preservation.

To those who haven't experienced a great Brass-era Model T Ford, they are about as much fun as you can have on four wheels. These cars exude charm and charisma like very few others. Ford really got it right with the early T's and when properly set up they perform remarkably well. Examples from 1913 and 1914 are the last of the real vintage T's and have a reputation for being the most drivable.

THE MOTORCAR OFFERED

This fine example of Ford's legendary 'Tin Lizzie' Model T is configured in the desirable Touring or Phaeton, four-door Convertible figuration. The car joined the renowned Ford collection of the late Arnold E. Petsche in 2011, and had previously been in a collection in Oregon. A very fine example of the Brass-era Model T Ford, this example sports an older restoration which has grown a lovely patina. A lovely example of what is arguably history's most important automobile.

\$14,000 - 17,000
WITHOUT RESERVE

Please note this car is titled by the engine number.

1923 FORD MODEL T ROADSTER PICKUP

Chassis no. 7392695

176ci Inline 4-Cylinder Engine
 Frontenac OHV Cylinder Head
 Approximately 35bhp at 2,200rpm
 2-Speed Planetary Gear Transmission
 2-Speed Rear Axle
 Rear Mechanical Drum Brakes

- Offered from the Arnold E. Petsche Estate Collection
- Equipped with desirable period Frontenac Overhead Valve Conversion
- Sporty and Practical Roadster Pickup conversion
- The perfect marketing tool for the Vineyard

Without Reserve



THE MODEL T TRUCKS AND PICKUPS

Early in the history of the Ford Model T, its robust construction, adaptable design and strong engine commended it to commercial users who recognized its potential as a goods hauler. Whole companies (Graham, for instance) became successful building conversion packages that turned Model T cars into light- and medium-duty trucks. Ford was not blind to the opportunity. Delivery vans and commercial Roadsters appeared in the Ford catalog as early as 1911. World War I saw Ford turning out ambulances in five-figure quantities and the first commercial quantities of Model TT Truck chassis appeared in 1918, becoming an important component in Ford's production thereafter.

Light trucks, however, were overlooked while Ford Touring cars and Roadsters provided the basis for many owner adaptations to meet specific needs for light

hauling. As with so many aspects of Model T production, however, eventually volumes became so high that even Ford could justify tooling to begin production of light-duty trucks. There were two variations, a fixed cab Pickup derived from the 2-door Coupe and an open-top Roadster Pickup which was particularly adapted to the needs of orchardists in areas where cold weather was not a concern. A Roadster Pickup with its top and windshield lowered could maneuver under rows of orchard crops, hauling fruit and supplying pickers and it was better at it than any other vehicle then or since.

THE MOTORCAR OFFERED

The handsome Roadster Pickup was acquired by noted, Arlington, TX based collector Mr. Arnold Petsche in 2010, and has since formed part of his esteemed early Ford collection. The car has been beautifully restored and is equipped with a long list of period-correct accessories, such as the Frontenac OHV cylinder head conversion, a wooden pickup bed, tilt wheel, 2-barrel carburetor, aftermarket water pump and pressurized oil filter system. Fitted with a Ruckstell two-speed rear axle, the car reportedly goes extremely well, enhancing its inherent versatility.

\$20,000 - 25,000
WITHOUT RESERVE

Please note this car is titled by the engine number.

184.**1935 FORD CZX SEDAN**

Chassis no. AZ257821

136ci Ford Flathead V8 Engine
 Twin Carburetors
 Approximately 60bhp at 4,000rpm
 4-Speed Manual Transmission
 4-Wheel Drum Brakes

- Charming Pint-sized Hot Rod
- Powerful Flathead V8 engine
- A Ford rarely seen in US
- Lovely period livery

**THE FORD CX**

In 1932, Ford released the Model Y in Britain, a new concept of a small car specifically tailored for markets outside the US, where tastes remained firmly with larger cars. Response to these shrunken Fords was so positive, the design of the Y was rescaled to create the Model 40 cars in the US. In 1935, when Ford's line was redesigned by Phil Wright, the spritely Fords got a similar treatment. The Model C was introduced with a 1,172cc engine that produced approximately 30 horsepower- a diminutive powerplant for a diminutive car. The CX was introduced later that year as a higher trim level.

THE MOTORCAR OFFERED

This charming 1935 Ford CX, sporting two-tone green and black paint with yellow contrasting wheels, is not your standard CX. While the car appears stock, the small 4-cylinder engine has been cast aside in favor of a punchier 136 ci Flathead Ford V8 engine. While these engines often delivered underwhelming performance in full sized cars, the 60-horsepower unit in this spritely Saloon has plenty of grunt. Restored in New Zealand in 2004, this CX is in lovely condition and maintains its stock appearance despite the comparatively monstrous engine beneath the bonnet. The installation of the V8 was well executed, and it is mated to a Ford Pinto 4-speed manual transmission, giving the little Ford longer legs and better use of the larger powerplant. This compact coachwork is well presented throughout, with good paintwork, spare brightwork, and a practical interior. While

quirky, this small Ford offers classic styling and a fun driving experience in a car seldom seen in the United States.

\$15,000 - 20,000
WITHOUT RESERVE

185.

The Dearborn Award-Winning
1936 FORD MODEL 68 DELUXE PHAETON

Chassis no. 32050750

221ci Flathead V-8

Single 2-Barrel Downdraft Carburetor

85bhp at 3,800rpm

3-Speed Manual Transmission

4-Wheel Semi-Elliptical Leaf Spring Suspension

4-Wheel Drum Brakes

- Dearborn Award-Winning example
- Ex-Jack Hogan Collection
- A capable touring car
- Exquisite presentation, truly the best of the best
- Early Ford V-8 Club Grand National award winner with "Walkaround" status



THE MOTORCAR OFFERED

This superb Phaeton had two excellent restorations during its 27-year tenure as part of the prestigious Jack Hogan Ford collection. Since its last restoration was completed, it has earned multiple awards including eight Early Ford V-8 Club Dearborn awards which speaks to the detail and quality of the restorations. In 2000 it was one of five Fords from the Hogan collection displayed at the Early Ford V-8 Club's meet in Dearborn, Michigan. All of them won the Club's Dearborn Award and this 1936 Phaeton earned the Club's Grand National award and Dearborn Emeritus status. It now has Early Ford V-8 Dearborn "Walkaround" status and is pictured sixteen times in the Club's restoration publication.

It is finished in Washington Blue, one of the most popular colors for V-8 Fords, with Tacoma Cream pin-striping, Brown leather interior and Heather cloth top and side curtains with Brown bindings to match

the interior. The exterior is highlighted by stainless steel spider wheel covers, trim rings, double wide whitewalls, an enclosed rear-mounted spare, Greyhound hood ornament, wind wings, and an outside mirror.

In last 7 years, the Ford has been cosseted in a climate-controlled facility in Prescott, Arizona, where it has enjoyed the dry climate and thrived. Its usual routine is a short drive around the historic town in the dry and warm air of the high desert. The car has been maintained to the highest standard and regularly visits classic car shows where it is a well-known champion. The flathead runs great, with excellent valve gaps and the clutch and transmission work flawlessly. The Washington Blue paint shows excellently and has been well cared for over the last 20 years. The car is well maintained and recently completed projects include the rebuild of the original Stromberg 97

carburetor to assure a steady and reliable 400rpm idle and excellent acceleration; the rebuild of the master brake cylinder and brake system; and re-conditioning of the side curtains and tools which are stored in a custom tool box. The appearance and reliability make this a perfect car for a collector, a family, and or a place with classic car touring fan.

The style and appeal of a 1936 Ford Deluxe Phaeton is timeless and universal, attributes which are abundantly apparent in this example which has been consistently judged among the best of the best.

\$50,000 - 75,000

186.**1929 FORD MODEL A 'FIRE CHIEF' SPEEDSTER**

Engine no. A3843359

200ci L-Head Inline 4-Cylinder Engine
 Single Carburetor
 40bhp at 2,200rpm
 3-Speed Manual Transmission
 Leaf Spring Suspension
 4-Wheel Mechanical Drum Brakes

- Offered from the Arnold E. Petsche Estate Collection
- Charming 'Kitty Hawk' Firetruck configuration
- Beautiful presentation throughout
- Ready for local concours or parades

**THE MODEL A FORD**

Few automakers resisted change as energetically as Henry Ford. Ole' Henry reckoned that the Model T that had served so well when introduced in 1908 still had life in it as the 1920s beckoned. The T had many merits. It was cheap, reliable and could be fixed by virtually any farmer, blacksmith or self-taught mechanic. It also put millions of Americans on four wheels and helped spread automobility to Canada, Great Britain, Australia and most other corners of the earth. When Ford finally decided that the sturdy 'Tin Lizzie' had run its course, the decade was half over. Production of the Model T ceased in May 1927, and only a few thousand of the new Model A were produced by year's end. While Ford was busy installing new tooling and preparing its assembly lines, Chevrolet was rapidly displacing Ford as the top seller of new automobiles in America.

THE MOTORCAR OFFERED

This charming Model A Ford has been configured into a lovely little Speedster-type firetruck. Painted 'fire engine red', the hood is adorned with gold leaf-type lettering saying 'Kitty Hawk - Fire Chief'. Extinguishers are fitted to the running boards, and little bucket seats make for a thrilling drive. Offered from the renowned early Ford collection of the late Arnold E. Petsche, this striking little helper is ready for new adventures.

\$18,000-24,000
WITHOUT RESERVE

Please note this car is titled by the engine number.

187.

1935 CHEVROLET MASTER DELUXE COUPE HOTROD

- From a Deceased Estate
- Built off an all-steel Chevy body
- Corvette-powered
- Classic hotrod looks
- Perfect for Cruise Nights and Drive-Ins

Chassis no. 21EAJ1138

350ci OHV LT4 V8 Engine
Port Fuel Injection
340bhp at 5,600rpm

4-Speed L460E Automatic Transmission with Overdrive
Independent Front Rack and Pinion Suspension and Live Rear Axle
4-Wheel Disc Brakes

Without Reserve



THE MOTORCAR OFFERED

Chevrolet's highly popular six-cylinder models of the 1930s helped consolidate the company's position as Ford's chief rival, but until then, its mainstay had been four-cylinder cars. Paving the way for the forthcoming 'six' the 1928 Chevrolet fours were larger cars than before and featured four-wheel brakes for the first time. Chevrolet introduced its new range powered by the famous 'Stovebolt' overhead-valve six in 1929, the 'Cast Iron Wonder' being enthusiastically marketed as 'a Six for the price of a Four'. Styled by Harley Earl at General Motors' Art & Colour department, the new line was known as the 'International' in its first year, subsequently becoming the 'Universal' and then the 'Independence' in 1931, when a taller radiator and headlamps mounted on a curved tie-bar were introduced as major styling innovations. The subsequent introduction of a lower price 'Standard Six' saw the original renamed 'Master Six' for 1933.

This '35 Master Deluxe Coupe was the top-of-the-line model offered in '35. Built from an original, all-steel '35 Chevy, this handsomely finished custom features a largely unchanged exterior but with all-modern mechanicals. Channeled onto a one-off boxed frame that was powder coated gloss black, this Jet Black, suicide-door custom is powered by a C5 Corvette-sourced LS big-cam engine mated to a trusty L460E overdrive automatic transmission. Power is delivered via polished, custom chrome wheels shod in modern, wide, whitewall tires. All new chrome and glass is fitted along with all-modern lighting. Inside, a Dakota Dash fronts the tan interior.

Maintaining a classic, rakish stance, this Chevy Custom is ready for the next cruise night or *American Graffiti* reenactment.

\$25,000 - 40,000
WITHOUT RESERVE

188.

1948 LINCOLN SIX PASSENGER CABRIOLET

Chassis no. 876H761099

305ci L-head V12 Engine
Single Carburetor
130bhp at 3,600rpm
3-Speed Manual Transmission
4-Wheel Leaf Spring Suspension
4-Wheel Drum Brakes

- *The last year for the 1st Generation Lincoln's top-of-the-line model*
- *Elegant Dark Red over Burgundy livery*
- *Smooth twelve-cylinder power*
- *CCCA Full Classic™*



THE LINCOLN CONTINENTAL

The idea to develop a top-of-the-line, exclusive Lincoln model struck Edsel Ford in the late 1930s.. Targeted to compete with the dazzling European models from companies such as Delahaye and Alfa Romeo, the prototype Continental, as it was fittingly named, was a one-off built for Mr. Ford's personal use. The prototype, designed by Ford's legendary chief stylist Eugene T. "Bob" Gregorie, was an elegant convertible, or "cabriolet" as they liked to call it, boasting a long, streamlined hood and fenders which elegantly shrouded its 12-cylinder power-plant.

Introduced to the public in 1940, the new luxury sedan was the finest model in Dearborn's offering, and nothing short of a sensation. The 1940-41 Continentals shared their pointed prow and curvaceous fender shapes with the streamlined contemporary Lincoln Zephyr; 1942 brought a complete

redesign featuring more squared-off fenders. When production resumed in 1946 following the war, the Continental essentially retained the 1942 styling. As the only post-WWII American cars powered by a twelve cylinder engine, it is not surprising that these Lincolns were expensive - the list price for the 1948 Continental Cabriolets was \$4,746, more than two and a half times the cost of a Ford V-8 Convertible.

During 1951 the Museum of Modern Art included a first-generation Continental in an eight-car exhibit honoring automotive design excellence, and collectors have been recognizing the 1940-1948 Continentals as collector cars from the early days of the hobby.

THE MOTORCAR OFFERED

The Continental offered here is one of just 452 Cabriolets produced for 1948, the final year for the first-generation design and the last Continental until the Mark II was introduced in 1955. Finished in Dark Red over a rich Burgundy interior, this beautiful Continental exudes great styling. The Continental underwent restoration in the 1970s, which has aged nicely. The odometer reads less than 54,600 miles - which is a figure believed to represent the cars original mileage. The Lincoln has remained in a prominent Greenwich-based collection for the past two decades, where it has seen little use. Fitted with tall, white-wall tires the Lincoln has a period-correct profile and deserves careful consideration.

\$40,000 - 60,000

189.

1941 CADILLAC SERIES 60 SPECIAL

Chassis no. 6343880

346ci L-Head V8 Engine
Single Twin-Choke Carburetor

150bhp at 3,200rpm

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Hydraulic Drum Brakes

Without Reserve

- Offered from the Arnold E. Petsche Estate Collection
- Beautifully restored while in previous ownership
- Attractive and complimentary color scheme
- Excellent tour car for Classic Car Club Caravans



THE CADILLAC SERIES SIXTY

The 1940s were a somewhat magical decade for Cadillac. Nearly every car they produced from 1940 through 1949 was in some way a standout. Every year's styling was handsome, and these cars remain much sought after. Cadillacs of this era were performance leaders among American cars. The 1940-42 design successfully translated 1930s-era classic Cadillac design cues into a more modern context. Cadillacs from this era truly lived up to their motto "The Standard of the World". The first Series 60 Specials of 1938 were bodied by Fleetwood; the 1939 and 1940 models, which used essentially the same design with updated front-end sheet metal and headlights, were built to the Fleetwood design by Fisher Body, and they were no less well-appointed and elegant.

THE MOTORCAR OFFERED

This luxurious Series Sixty Cadillac was purchased by renowned Arlington, Texas-based collector Arnold E. Petsche in 2013. The car came from a Minnesota-based collector, who had treated the car to a comprehensive restoration some time earlier. This Cadillac's elegant dark blue finish and luxurious two-tone interior seem quite appropriate in conveying the overwhelming elegance that this model represented in period. Adding to the fashionable appearance are wide whitewall tires with full factory hubcaps, a grille guard and bumper over-riders. The art-deco inspired dash, like the car itself, uses only a minimum of chrome to set off its design, and a classic large-diameter steering wheel instantly transports one to an age in which high tech did not dictate design. This car remains solid and eminently useable; and by being recognized as a Full Classic™

by the Classic Car Club of America, this icon of General Motors design would be a perfect tour car, especially for CCCA CARavans, where this most modern and drivable of Classics has long been a preferred favorite.

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

190.

1986 FERRARI TESTAROSSA MONOSPECCHIO

Design by Pininfarina

VIN. ZFFSA17A6G0062945

Engine no. 00262

4,942cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

380bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Desirable early single mirror model*
- *Own owner from new*
- *Comprehensive service history with recent "Major Service" completed*
- *Complete with books, tools, fitted luggage and more*



THE FERRARI TESTAROSSA

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

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

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

THE MOTORCAR OFFERED

An early monospecchio (single mirror) model, this well-kept example of the legendary Italian supercar is a desirable piece of Ferrari history. Chassis #62945 is as wonderful as they come having had only one caring owner since new.

#62945 rolled off the line in Italy in March of 1986. Finished in the always popular Corsa Red over tan leather, it was delivered to its Boston, Massachusetts owner destined for a comfortable life of minimal use and maximum pampering. Initially enjoyed at a clip of about 1500 miles a year for the first 16 years of ownership, from November of 2002 through today, a mere 2,300 miles would be added to the ticker. Despite such infrequent road use, the enthusiastic owner—whose garage housed additional prancing horses—regularly serviced the car at the local Ferrari dealer until 2010 and then at marque specialists European Motorsports in Lawrence, Massachusetts for the most recent job.



In the winter of 2017, the Testarossa was subject to the all-important and very costly engine-out belt service during which both tensioners, all five belts, and the water pump with bearings and seals were all overhauled, in addition to a valve adjustment and a new clutch. More recently, the interior was completely gone through, with the leather on the dash and driver's seat replaced and color matched to the originals. The CARFAX report documents the history and mileage, but notes a collision in November 2001. The accident, in which the car was backed into a pole, is documented by a photo showing the minor damage prior to repair. Additionally, a clerical error wherein the odometer reading was converted from kilometers to mileage has produced an erroneous mileage discrepancy.

Complete with all of the original books, tools, jack, proper folding keys, and pouch,

the numerous receipts documenting its service history also come with the car in addition to a copy of the window sticker and a complete set of fitted luggage that came with the car from new.

Coming from a prominent Ferrari enthusiast's long-term stewardship, this Testarossa is sorted and ready to use in a way that few, if any, are and is equally ready for the road as it for the show field.

\$110,000 - 150,000



191.

1986 LAMBORGHINI COUNTACH 5000S

Design by Bertone

VIN. ZA9CA05A7GLA12028

Engine no. L507V4/711237

5,167 CC DOHC V-12 Engine

Bosch KE-Jetronic Fuel Injection

455bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Ventilated Disc Brakes

- One of Only 676 Examples Built
- One owner from new
- Only 41,500 original kilometers
- Ultra-desirable, seldom seen livery
- Meticulously maintained and documented from new



THE LAMBORGHINI COUNTACH

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

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

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

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





further accentuated the outrageous styling of the Countach and was, unsurprisingly, the choice of most customers.

The Countach's largest potential market, the USA, remained untapped until the arrival of the 'emissions friendly' LP500S in 1982. While horsepower remained the same as the smaller engine, the updated 4,754cc unit delivered a welcome boost in torque. The final iteration of the Countach debuted in 1985 as the Countach 5000 Quattrovalvole, named for its thunderous 5,167cc engine and new four-valves-per-cylinder heads. This 420 horsepower version was capable of an astonishing top speed of 300km/h, making it – at the time - the world's fastest car.



THE MOTORCAR OFFERED

This outstanding icon is one of only 676 Countach Quattrovalves produced. The Lamborghini is fittingly finished in Bianco Polo Park White, with an exquisite Red leather interior. Equipment includes the iconic and functional rear wing, correct factory phone dial-style OZ alloy wheels, air-conditioning, Alpine AM/FM stereo radio with cassette, tinted glass, remote mirrors, and driving lights.

Ordered on July 8, 1986 and manufactured at the Sant'Agata Bolognese factory in that same month, according to the copy of its original Manufacture Certificate of Origin, it was finished on August 18, 1986 and shipped to Meadowland Car Import in North Bergen, New Jersey. From there the car went to its first, and only, owner in New England who received the car himself on the 22nd of the same month.

An enthusiast owner and fanatical record keeper, virtually every scrap of paper relating to the car has been retained with several thick file folders documenting the regular and meticulous maintenance. Starting with the aforementioned copy of the MSO, as well as a copy of the original invoice and the check used to pay for the car, it continues through the usual service to the engine, brakes, transmission, suspension, etc. While the maintenance has been constant and regular, the overall use has not, with the car only sparingly used these many years resulting in only 41,500 kilometers (25,800 miles) appearing on the odometer.

This magnificent Countach is the definition of an 80s supercar and as a result is one of the most recognizable cars in the world. As the age of the car increases, so does the number of people who begin to look

at the Countach as much more than just a supercar – many consider the Countach an era defining memento. When considering its rarity, low miles, ultra-desirable livery, and long-term enthusiast ownership, this example deserves some serious attention.

\$280,000 - 340,000

192.

1968 MERCEDES-BENZ 280SE CABRIOLET

Chassis no. 111.025-12-000619

Engine no. 130.980-12-005276

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

160bhp at 5,500rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Lovely example of the Classic W111-series Mercedes-Benz*
- *Elegant and understated color combination*
- *Equipped with Kuhlmeister air-conditioning and Becker Grand Prix radio*
- *Classic German luxury*



THE MERCEDES-BENZ 280SE



Publicly displayed for the first time at the Frankfurt Auto Show in 1967, Mercedes-Benz's fifteen 'New Generation' models went on sale the following January. But although the fuel-injected 280SE saloon shared its bodywork with the 'New Generation' 280S, the 280SE Coupe and Cabriolet retained the elegant looks of the outgoing 250SE that had debuted back in 1959 on the 220SE; the 2,778cc overhead-camshaft six-cylinder Type M130 engine though, was all new. In fuel-injected 'SE' form the M130 produced 160bhp at 5,500rpm, an output sufficient to propel the manual transmission model to 118mph, with the automatic not far behind.

Just as important in an age when automobile induced atmospheric pollution was becoming a hot political issue, was the fact that the M130 brought with it improved fuel economy and more efficient control of emissions. Production of the 280SE Coupe

and Cabriolet totaled a little over 5,000 units between 1968 and 1972 when production ceased. Today, these timelessly elegant Grand Tourers are keenly sought after by connoisseurs of fine automobiles.



THE MOTORCAR OFFERED

This lovely example of the timeless W111 Mercedes-Benz 280SE Cabriolet was completed at the Stuttgart-based Mercedes-Benz factory in 1968. During the 4-year production run only 1,390 of these open 280SEs were produced, making this a relatively rare sight on the road.

This elegant 280SE cabriolet, which was taken down to the bare metal and resprayed in its original color of Anthracite Grey, shows well inside and out. The exterior paint shows well in the as-factory delivered color. The chrome and bright work appears original, and in equally good shape. Once inside, the rather original interior in beautiful black leather invites, neatly contrasted by elegant burl wood, which has also been detailed to the highest standards. A period-correct Becker Grand Prix radio adorns the dashboard area, and the correct Kuhlmeister air-conditioning

system rounds out the opulent interior appointments.

The luxurious Mercedes-Benz is neatly fitted with color-coded hubcaps. The open cabriolet design looks fantastic from every angle, and the car exhibits a level of class that can be compared to few other cars of the era. With an automatic transmission, power windows and air-conditioning, the car retains some very desirable options. Offered with original books and a deal brochure, this stylish 280SE Cabriolet is perfect to be used on Sunday drives. The high build quality of these fine automobiles makes them very reliable and user friendly, and one could actually imagine using a car of this quality as a daily driver. Classic, elegant and of very high quality, this Mercedes-Benz would be a great fit in any collection.

\$130,000 - 160,000



193.

1965 PORSCHE 356SC COUPE

Coachwork by Karmann

Chassis no. 222001

Engine no. 813680

1,582cc OHV Flat 4-Cylinder Engine

2 Twin-choke Weber Carburetors

95bhp at 5,800rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Final and fully evolved version of the 356
- Recently completed restoration
- Numbers matching
- Well documented, including Kardex, COA, and decades of records



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.

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. Outwardly very similar to the final 356Bs, the ultimate 356C model arrived in 1963 sporting four-wheel disc brakes, among numerous detail improvements, notably a new ZF steering gear and a more 'calm' 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 356SC Coupe is one of the last to be built; rolling out of the Stuttgart factory on February 26, 1965 destined for the US Southwest Distributor in San Antonio, Texas. Its Kardex and Certificate of Authenticity note its original colors as Champagne Yellow over Brown leatherette with the option boxes ticked for a driver's Talbot mirror, rear compensating spring, chrome wheels, fog lights and headrests. Dealer installed options include the rear luggage rack and radio. The first owner is recorded as Robert C. Johnson of Macon, Georgia.

The Porsche would soon find its way to the West Coast where records indicate it would spend the next 37 years in the care of a single owner in Bend, Oregon. During his ownership, the car was repainted a

non-factory gray but otherwise enjoyed and maintained. In 2013, shortly after being acquired by the current owner, a three-year restoration began to bring the 356 back to its former glory. Stripped to the bare metal, the car was returned to its original color scheme with paint to sample by John Wilhoit and the paintwork done by Champion Auto Body in Phoenix, Arizona. The interior was furnished by Autos International, the gauges restored by North Hollywood Speedo, and the original, numbers matching engine was rebuilt by Porsche expert Jack Staggs in San Clemente, California. Care was taken in replicating the original factory specification right down the correct German square weave in the carpets.



Today, the now two-year old restoration shows beautifully, and the car is reported to be a strong performer. This stunning 356SC Coupe is offered with the Porsche-issued COA, a copy of its Kardex and an owner's manual, original jack, spare, tool kit, and reams of documentation going back the 1960s. The apogee of the pushrod-356's development, this SC offers all the benefits of nearly two decades of progress and represents the final and fully evolved iteration of the legendary 356 Porsche.

\$100,000 - 130,000

194.**1967 FIAT DINO SPIDER**

Chassis no. 135AS0000438

Engine no. 135B000000488

1,987cc DOHC V6 Engine

3 Weber Carburetors

162bhp at 7,200rpm

5-Speed Manual Transmission

Independent Front Suspension by Coil Springs, Semi-Elliptic Leaf Rear Suspension

4-Wheel Disc Brakes

- *Much mechanical work completed in this ownership*
- *Iconic representation of the model*
- *Rare example*
- *Great sporting open Italian car*

**THE FIAT DINO**

Although perennially in the shadow of Ferrari's Dino model, the Fiat Dinosaurs represent an important intermediate milestone on the way to a six-cylinder Ferrari. Named after Enzo's late son Alfredo "Dino" Ferrari, who is credited with inspiring the design of the V6 powerplant, Dino was originally to be a marque name in its own right. Intended as a lower-priced, entry-level Ferrari, the mid-engine car arrived for 1968.

Dino Ferrari died in 1956, after a long battle with muscular dystrophy. The Dino car became a memorial to him, its engine brought to reality by Alfa Romeo's renowned engineer Vittorio Jano. Enzo Ferrari, meanwhile, desired to use the engine for Formula 2 competition, which required 500 production vehicles for homologation. Thus was born the front-engine Fiat Dino, of which some 1,650 were built between 1966 and 1969.

Road-going adaptation of what was basically a racing engine was undertaken by Fiat's Aurelio Lampredi. Produced at Turin, the dohc 1,987 cc aluminum powerplant was rated at 160 PS (158 bhp), and backed up by a five-speed manual gearbox. Front suspension was by control arms and coil springs; at the rear a live axle rode on single-leaf semi-elliptics. Wheelbase was 88.8 inches. A Pininfarina spyder was introduced at the Turin Motor Show in 1966; a year later a four-seat, extended-wheelbase coupe, designed by Giorgetto Giugiaro and built by Bertone, was shown at Geneva.



THE MOTORCAR OFFERED

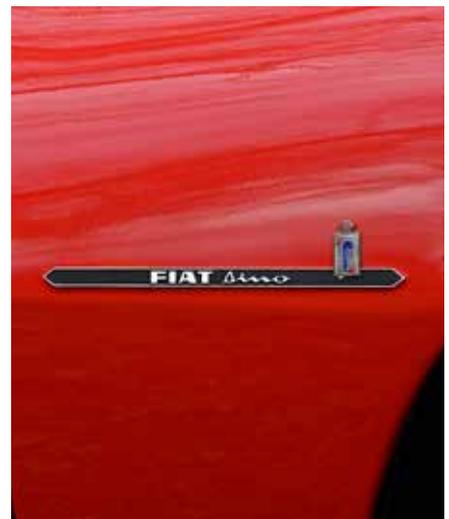
According to information supplied by Wally Clark of the FIAT Dino register this car was formerly on the West Coast with a Mr. Sarabia or California. It later migrated East into the Collection of Paul J. Burt, from who the current custodian acquired the FIAT.

Residing in its present ownership for the last four years, during this time the car has been systematically mechanically refreshed by its enthusiast owners. Within the first two years of ownership this work has included rebuilding the engine, transmission, carburetors, and starter, with much of the work carried out by engine specialist Terry Myr and detail work by Concours judge and expert Adam Hammer. The maintenance has been continuous with an extensive refresh of the engine by George Evans of Evans Automotive in Columbus, Ohio being

completed more recently. In addition, the electrics have also received additional been gone through. All of this was completed with the aim of putting the car into good usable order.

Finished in traditional Italian Rosso livery, the overall presentation of the car is reported to be very good and heightened by recent refreshing of the chrome trim.

**\$100,000 - 125,000
WITHOUT RESERVE**



195.**1974 ALFA ROMEO 2000 GT VELOCE**

Design by Bertone

Chassis no. AR3023824

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

- *Desirable end-of-the-run 2000 GT Veloce*
- *Beautifully presented inside and out with much restoration work performed*
- *Classic Giorgetto Giugiaro styling with sporting Alfa Romeo driving characteristics*
- *Great car for spirited weekend drives*

**THE ALFA ROMEO GIULIA**

The first of Alfa Romeo's much-loved Bertone-styled Coupes - the 1.6-liter Giulia Sprint GT - was launched in 1963. Penned by Giorgetto Giugiaro at Bertone, the design was both sporty and elegant, and has surely become timeless. Mechanically the new 2+2 was much the same as the Giulia TI sports saloon, featuring a five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and disc brakes all round. A 1300 model - the GT Junior - arrived in 1966 and the range was further extended the following year by the launch of the 1750 GTV, the latter powered by a 1,799cc, 118bhp version of Alfa's classic twin-cam four housed in a four-headlamp version of the existing bodyshell and running on 14" - down from 15" - wheels. A short-lived but nonetheless popular model, the 1750 GTV was replaced by the 2000 GT Veloce version in 1972. The latter retained its predecessor's coachwork but with

minor detail styling changes, and came with improved performance courtesy of its torquey, 132bhp engine. Driver's cars par excellence in the best Alfa Romeo tradition, Bertone's timelessly elegant Giulia-based Coupes are among the most exciting sports models of the 1960s and '70s and all versions are highly sought after today.

THE MOTORCAR OFFERED

This lovely Alfa Romeo 2000 GT Veloce was produced in April 1974, and was most likely destined for the US market, more specifically California. Finished in a dark burgundy color over a sand beige interior, this smart Bertone-designed 2000 GT Veloce has been the recipient of a repaint in recent years, and today presents beautifully throughout. Mechanically, the Alfa Romeo has been attended to by Alfa Performance Connection in Orange, California. The twin-cam, all alloy, 2-liter engine is a delight, and the 5-speed box enables the driver to stay on the power band. Presented in stock and unmodified condition, this sporty Alfa Romeo would be a great companion on twisty backroads and is a very usable collector car.

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

196.

1970 TRIUMPH SPITFIRE MARK III

Chassis no. FDU90993L

1,296cc Inline OHV 4-Cylinder Engine
Single Stromberg Carburetor
Approx. 70bhp at 6000rpm
4-Speed Manual Transmission
Independent Suspension Front and Rear

Without Reserve

- *Classic British Roadster*
- *Restored example*
- *Fitted with sports exhaust*
- *Attractive Blue paint*



THE MOTORCAR OFFERED

Named after the iconic WWII fighter aircraft and launched in 1962, the Triumph Spitfire was such a success that the basic design remained virtually unchanged until 1970. The Spitfire was closely based on the Herald saloon, inheriting that model's all-independent suspension and 1,147cc engine, while the chassis was shortened and reconfigured as a 'backbone' type. Disc front brakes were standard equipment and the pretty Michelotti-styled 'Spit' was good for 90mph. The Spitfire was better equipped and arguably better looking than its main rival, BMC's Sprite/Midget, and met with instant success, particularly in North America. A restyled Spitfire - the MkIV - with revised bonnet and rear end treatments was announced for 1971. The engine was still the 1,296cc overhead-valve four as introduced on the MkIII, but there was new 'swing spring' rear suspension to tame previous

handling quirks, and an all-synchromesh gearbox. Inside, the dashboard now had its instruments grouped ahead of the driver. Deservedly popular both at home and abroad, the Spitfire had attracted over 300,000 customers by the time production ceased in 1980.

According to a plate fastened to the body of this Spitfire, construction was completed in October of 1970. Beyond this fact, little is known about the subsequent history of this British classic. In 2008, however, the car received a cosmetic restoration. 2016 would see the vehicle subjected to a mechanical restoration totaling \$7,000 that would bring the roadster to proper working condition. As a modification away from the stock specification, a more raucous exhaust was fitted out back to provide the car with a more serious growl and a quartet of Minilite type wheels can be found on all four

corners. Even with exterior treatment being completed years ago, the exterior appears to be straight and the paint shows well. Over the years the car has been sparingly used with just an average of 1,000 miles being put on the odometer a year.

A true roadster in the classic British tradition, this Spitfire is sure to provide many more miles of open top motoring for its next owners.

\$20,000 - 30,000
WITHOUT RESERVE

197.**2013 DODGE VIPER SRT-10 GTS COUPE**

VIN. 1C3ADEBZ0DV300099

512.5ci OHV V-10 Engine
 Electronic Fuel Injection
 640bhp at 6,200rpm
 6-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *From a Deceased Estate*
- *One of 150 Launch Editions*
- *Just Under 1,000 Miles*
- *One Owner*
- *Classic Blue and White Livery*

**THE MOTORCAR OFFERED**

After a 2-year hiatus beginning in 2010, Dodge would revolutionize the nameplate with the introduction of the 5th generation in 2012. The essence would remain true to the Vipers of old: A large displacement V10 powering the rear wheels housed in a swooping body with an expansive hood. However, all the other finer details were subject to great change. Dodge had the defined goal of turning their once notorious widow maker into a more driver friendly, docile performer. Simultaneously, the interior fitments had to be a comfortable and luxurious place to be.

These goals would all be thoroughly achieved with the new car. Every performance metric was increased thanks to 640bhp from the 8.4-liter engine, 4 piston Brembo brakes delivering immense stopping power, Massive Pirelli tires gluing the car to the road and an aluminum and carbon construction ensuring both stiffness and light weight. Most importantly, computer aided traction control systems made their first appearance ever on a Viper, greatly decreasing the tendency for the vehicles tires to break loose. This was fundamentally a much more refined car and would be competitive with just about all of its contemporary rivals.

The 2013 model on offer is one of the special Launch editions made to commemorate the latest generation of Viper. Each car features a plaque noting the production order with this car wearing 99/150. These coupes were all finished

in Viper Blue with White stripes, and the interiors were covered in Black Laguna leather. Also included were special 5 spoke rims. Altogether, the complete package harkens back to the first-generation GTS cars of the 1990s. Originally delivered and sold out of a dealership in Texas, the vehicles one owner registered the car in Illinois and used it sparingly over the next couple of years. As a result, just under 1,000 miles show on the odometer making this a fresh example indeed.

Now is the opportunity to get an almost-new Viper for a sum well under the original asking price. America's supercar is surely a staple for any collection.

\$60,000-75,000
WITHOUT RESERVE



198.

2004 DODGE VIPER SRT-10 CONVERTIBLE

VIN. 1B3JZ65Z24V100549

506ci OHV V-10 Engine

Electronic Fuel Injection

500bhp at 5,600rpm

6-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

Without Reserve

- *From a Deceased Estate*
- *Well taken Care of, Low Mileage Example*
- *Just Two Owners From New*
- *The Raw American Supercar*
- *Classic Viper Red Over Black Leather*



THE MOTORCAR OFFERED

In 2002 Dodge introduced the thoroughly overhauled and redesigned 3rd Generation Dodge Viper. The formula remained largely the same as its forerunners with a massive 506ci V10 sitting under a long hood and powering the rear wheels. Power was increased to an unbelievable 500bhp and 525lb-ft of torque. With these ratings with a lack of any traction aids, the Viper would remain just as much of a lairy beast as the preceding examples. Originally offered exclusively as a roadster, the design carried over many of the same design cues such as the expansive hood and rearward cabin. However, many creature comforts lacking from the original release in the early 90s would be included in this more refined model, so owners luckily received such simplistic luxuries like power windows straight off the bat. Furthermore, the chassis was even stronger and lighter than its predecessor shaving nearly 80lbs off the curb weight.

This 2004 Roadster was delivered to its first owner finished in the classic Viper red with a black leather to Leavenworth, Washington in the spring of the same year. This original owner would take care of the car for nearly 9 year and used the car sparingly with roughly 300 miles being put onto the odometer each of those years. In 2013, the Viper was placed into new set of hands within the state of Washington. This would be the latest owner of the vehicle, and now just 3,000 miles appear on the dash. This roadster presents in wonderful condition inside and out. Something that should come with little surprise considering its limited use of the last decade and a half.

The Viper has carried the torch of being one of America's great supercars, and now is the opportunity to pick up a fine example.

\$35,000 - 45,000
WITHOUT RESERVE

199.

1980 FERRARI 512 BERLINETTA BOXER

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 31363

Engine no. 00611

4,943cc DOHC Flat 12-Cylinder Engine

4 Weber Carburetors

360bhp at 6,200rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Beautifully presented example of the Berlinetta Boxer*
- *Desirable early-production carbureted 512 model*
- *Classic Rosso Corsa with black Boxer trim*
- *Iconic Ferrari Berlinetta Boxer*



THE FERRARI BERLINETTA BOXER

Ferrari's first mid-engined 12-cylinder production road car, the 365 GT4 Berlinetta Boxer, was seen as early as 1971 in prototype form but did not go on sale until 1973. Designed to compete against the contemporary Lamborghini Miura and newly designed Countach, the 365 GT4 BB represented a major departure for Enzo Ferrari, replacing the front-engined Daytona. Ferrari had previously been of the opinion that such a powerful mid-engined road car would be too much for his customers, but eventually realized otherwise after the success of the mid-engined Dino racing cars, and of course the V6 mid-engined Dino road cars.

The stunningly handsome and very rapid Ferrari 512 Berlinetta Boxer, or 512 BB, was introduced at the Paris Auto Show in October of 1976, although actual production had begun several months earlier. The 512

BB was the successor to the 365 GT4 BB and offered a similar mechanical layout and exterior appearance. The new car included the addition of a new front chin spoiler and NACA intakes on the flanks. There were also now just four taillights instead of the previous six.

Most notably, the 365BB/512BB series was Ferrari's first with a 180-degree flat 12-cylinder engine in a production car. The four camshafts on these engines were belt-driven, another "first" for Ferrari. The 512's engine produced 360 DIN bhp at 6,200rpm, breathing through a quartet of Weber three-barrel carburetors. Bosch K-Jetronic fuel injection replaced the carburetors in late 1981 to help meet increasingly tough US exhaust emission regulations - the car's name was altered to reflect this change. As a result, horsepower dropped to 340 and

torque to 333 foot-pounds at 4,600rpm. The injected Berlinetta Boxer still however remained a strong performer, capable of 0-60 from a standing start in just six seconds flat and reaching almost 175mph (the factory claimed an optimistic 188mph), covering the standing quarter-mile in 14.2 seconds at 103.5mph.

A plush leather interior, full instrumentation, electric window lifts, three-point inertia seat belts, and air-conditioning were standard. A unique "single-arm, twin blade" windshield wiper was fitted to help clear the huge windshield glass. *Road & Track* magazine called the 512 BB "the best all-around sports and GT car we've tested".



THE MOTORCAR OFFERED

Offered here is a factory left-hand-drive, carbureted 512 Berlinetta Boxer. The car was completed at the Maranello Ferrari works in March of 1980, and most likely delivered new to the European market. By the mid-1980s, the Rosso Corsa Berlinetta Boxer had relocated to the United States, where it was owned by a Mr. Jim Hunter of White Bear Lake, Minnesota. By this point, the car is reported to already have been EPA and DOT certified for the US market, and the odometer reading in a period Ferrari Market Letter advert was reported at 17,000 kilometers. By 1988, the Boxer was in the hands of Mr. Mike Hains of Wethersfield, Connecticut, with an odometer reading of 13,000 miles - surely this reading was simply a calculation to miles from the kilometers-per-hour odometer. The car was owned by a Mr. David Bothe of Fountain

Valley, California by the early 1990s, before being acquired by collector Mr. Doug Schoch, with whom the car is believed to have remained with for many years, during which time the car received much in the way of cosmetic and mechanical maintenance.

Today, this 512 BB shows beautifully throughout. Presented in classic Rosso Corsa finish, neatly contrasted by iconic black Boxer trim and with a Nero Black leather, it is fitted with the attractive period alloy wheels shod on Michelin XWX tires. This wonderful Ferrari is supplied with a comprehensive history file and owner's manual and will surely present its next owner with a thrilling driving experience.

\$225,000 - 275,000

200.**1958 JAGUAR XK150 3.4 ROADSTER**

Chassis no. S830667DN

Engine no. V4194-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

220bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- Offered from the Arnold E. Petsche Estate Collection
- Received a comprehensive restoration in factory color combination
- Matching numbers engine
- Comes with Jaguar Heritage Certificate

**THE JAGUAR XK150**

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

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and 4-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen.

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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drop head coupe forms, the open roadster version not appearing until the following year. At 190bhp, the standard 3.4-liter engine's maximum power output was identical to that of the XK140, so performance was little changed. Overdrive and a Borg-Warner automatic gearbox

were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S.



THE MOTORCAR OFFERED

Built on the 10th of June, 1958; this Jaguar XK150 Roadster was delivered in the beautiful combination of Cream (also referred to as Old English White) over Red Leather with a Fawn colored soft top. Being one of the 1,173 cars to be exported, the car was later dispatched to Jaguar Cars of New York on the 26th of June, 1958.

This XK150 Roadster received a comprehensive restoration in recent years by the very capable hands of Jeff's Resurrections based in Taylor, Texas. The car was restored to match its factory delivered livery, and even today the car presents in excellent form. The body is in fantastic condition, with good panel fitment, while the paint is still shining strong. The engine bay shows very nicely, with engine operation running smoothly and the transmission shifts and functions well.

The interior is in fine condition showing very little patina since the restoration. The car did receive a special burlwood dash which replaced the leather covered dash panels, and contrasts quite nicely against the red hide. Sparingly driven since its restoration, this XK150 is in excellent overall condition and would make quite the statement in for any collection, show, or rally.

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



201.

1970 MERCEDES-BENZ 280SE 3.5 COUPE

Chassis no. 111026.10.000741

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

- *Top-of-the-line, hand-built Mercedes-Benz*
- *Recipient of comprehensive 3-year restoration*
- *Equipped with sun roof and Behr Air-Conditioning*
- *Attractive Tunis Beige exterior*



THE MERCEDES-BENZ 280SE 3.5

"If you feel obligated to ask about the price you not only will never understand the car, you have branded yourself incapable of ever appreciating its virtues even if someone gave you one".

Car & Driver on the Mercedes-Benz 280SE 3.5.

The 3.5-liter version of the 280SE typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s. The ultra-luxurious 280SE Coupe, Cabriolet and 300SEL saloon models were chosen by Mercedes-Benz to launch its magnificent new 3.5-liter V8 engine in 1969. An over-square design featuring a cast-iron block and aluminum cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced a torquey 200bhp, courtesy of Bosch electronic fuel injection and transistorized ignition. Thus equipped, the

280SE 3.5 was good for cruising speeds up near 125mph, with 60mph reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures.

Although the equivalent SEL saloon used the "New Generation" body-shell, the Coupe and Cabriolet kept the coachwork that had debuted back in 1959 on the 220SE and, as befitted top-of-the-range luxury models, came equipped with automatic transmissions, air-conditioning, power windows and stereo radio as standard. The 280SE 3.5 was to be the final model to feature this much-admired body style, and today these last-of-the-line top quality classics are highly sought after by discerning collectors.

THE MOTORCAR OFFERED

On offer is a truly wonderful, fully restored 280SE 3.5 Coupe. Not much is known about the vehicle's early history, although the car is a true V8 model ordered from the factory with an extremely rare 4-speed manual transmission. After being purchased from a Florida dealership in 2015, this classic Mercedes underwent a comprehensive restoration to bring up to the most exacting standards. Over the course of 3 years the body was stripped down to bare metal with fenders being changed and refurbished where necessary. The exterior received factory Tunis Beige paint making for an elegant overall appearance. The work under the skin continued with the engine being taken out of the bay to received attention and a new clutch. Also fitted to the engine is a stainless-steel exhaust that will not only resist corrosion but also provide a pleasant V8 rumble as it moves along the esteemed areas the car is destined for.



Inside the attention to detailed continued, with the interior being fully reupholstered in period correct grained leather. New carpets were placed throughout and the wood also received proper refurbishment. Fitted with a slew of sought after options, a Behr air-conditioning system provides cool air for summer drives and a sunroof aids in lighting and ventilation. The work done to the car was done with the utmost care and the car presents beautifully.

An already rare Mercedes Model, with only 3,270 being produced worldwide, the manual box is sure to make this a desirable car indeed. All of the work has been photo documented and accompanying the big coupe are the owner's manual, tool roll, and build sheet. These high-quality, stylish V8 powerhouses are the last of the classic, hand-built cars to come out of the Mercedes workshops in Stuttgart. They

offer timeless styling and extreme luxury in a very usable package, accounting for why they are so highly prized today. This beautiful Coupe is a great way to experience the legend of the opulent and powerful 280SE 3.5, a model carrying the distinction of being one of the marque's most highly prized models of its generation.

\$150,000 - 180,000



202.**2010 DODGE VIPER SRT-10 FINAL EDITION**

VIN. 1B3AZ6JZXAV100428

510ci OHV V-10 Engine
 Electronic Fuel Injection
 600bhp at 6,000rpm
 6-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *From a Deceased Estate*
- *Exceptionally low mileage third generation Viper*
- *One of 50 Final Edition models*
- *The raw American supercar*
- *Final development of 4th Generation*

**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

Being the Final Edition SRT-10 this viper sports the latest developments of the 4th generation cars as well as some cosmetic touches to commemorate the end of production. Just 50 of these unique vehicles would be produced during the model year and all were finished in a Graphite Clear coat with a black center stripe traced in red. The interior features black leather with red accent stitching and a number plaque noting the order of production of each vehicle. Under the skin this last development of the body style was powered by a massive 600 horsepower 510ci V10, making 0-100mph achievable in just 11 seconds.

This Viper was originally delivered to Michigan and was purchased by its first owner in 2011. After a couple hundred miles and year of ownership, the vehicle changed hands to another enthusiast in Tennessee.

This stewardship would last much longer than the first and would continue into 2016. At that point the third and most recent owner out of Texas purchased the car.

**\$70,000 - 80,000
 WITHOUT RESERVE**

203.

2009 CHEVROLET CORVETTE Z06 GT1 CHAMPIONSHIP SPECIAL EDITION

VIN. 1G1YG26E095400033

429ci LS7 Pushrod V8 Engine
Sequential Fuel Injection

505bhp at 6,300rpm

6-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Ventilated Disc Brakes

Without Reserve

- One of only 125 GT1 Championship Edition Corvettes
- Of the 125, one of only 55 Z06s
- A mere 31 miles from new
- A nine year old 'new' car
- Offered from a deceased estate



THE MOTORCAR OFFERED

Ever since Zora Arkus-Duntov joined Chevrolet, racing has been integral to the success of its halo sports car—the Corvette. Since a V8 found its way under the hood in 1955, thanks of course to Zora, 'Vettes have found success in just about every form of sports car racing. In 2009, Chevrolet celebrated its recent success in GT1 racing with the GT1 Championship Special Edition Corvette. And boy was their plenty to celebrate—Chevrolet had won the American Le Mans Series GT1 Manufacturers Championship for eight years running, was the 24 Hours of Le Mans GT1 Champion five times over, and had notched over 70 victories in the American Le Mans Series.

This Corvette is one of the 125 Championship Editions Corvettes built and one of only 55 Z06 examples. The Special Edition, option RPO GT1, included a raft of unique cosmetic touches such as

C6.R livery inspired graphics, ZR1-style full width spoiler and chrome wheels, custom ebony leather interior with yellow stitching, GT1 embroidery on the seats, center console armrest, and instrument panel, special engine cover, and two unique color options—45U Velocity Yellow and 41U Black.

Delivered new to Marc Heitz Chevrolet in Norman, Oklahoma in July of 2009, it was soon acquired by its first owner later that same month. Since rolling off the assembly line in Bowling Green, this 'Vette has covered a mere 31 miles—making it one of the lowest mileage C6s on the planet. After selling in the Midwest the car was later registered in 2016 to Montana with its most recent owner. Essentially a new car, it is a rare opportunity to acquire a factory fresh, Special Edition Corvette almost a decade after it left the dealership when new.

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



204.

1987 PORSCHE 930 TURBO COUPE

VIN. WP0JB0934HS050900

Engine no. 68H00913

3,299cc SOHC Turbocharged Flat 6-Cylinder Engine

Bosch Fuel Injection

282bhp at 5,550rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- A low-mileage example
- Offered with books, records, and tools
- Long-term California car
- Classic Porsche color combination
- One of the most raw and exciting production cars ever built



THE PORSCHE 930 TURBO

"It offers the finest blend of ultimate performance and refinement I have ever come across..." – Paul Frère on the Porsche 911 Turbo.

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 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 - hence only four speeds in the gearbox - being capable of racing from a standstill to 100mph in 14 seconds.

What set the 911 Turbo apart from its peers was the relaxed way this stupefying performance was delivered. Comparing the Turbo to similarly quick 'he-man' cars such as the Holman & Moody-tuned Cobra 427 and the Ford GT40, Motor's Roger Bell reckoned what made the Porsche so different was that it "hurls you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car."

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. For

1978 the Turbo's engine was enlarged to 3.3 liters, 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 160mph. Sadly, US Porsche customers were only able to enjoy the newly enlarged Turbo for a couple of years before increasingly tough emissions legislation forced its withdrawal from the North American market. More refined than hitherto yet retaining its high performance edge, the Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age.



THE MOTORCAR OFFERED

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, and it is quite rare to find an example that has been as carefully maintained and unfettered as this.

Delivered new to California and still in very original and well-maintained condition, this 930 is trimmed in the elegant Silver over Linen leather, and was ordered from new with a full complement of factory options including air conditioning, driver and passenger lumbar support, alarm system, cruise control, driving lights, and power windows, locks and sunroof. All of its original stickers, including door jamb label and under-hood trim label are still present along with its original tool roll, air compressor kit, receipts from recent service work, owner's manual, and warranty and maintenance book - which has been

stamped with service work done by the previous owners.

As is commonly known, Porsches of this era were finished at Porsche AG as 'worldwide chassis' meaning that many have a different prefix in the stamped VIN as the one the car is identified under. This car was given worldwide chassis number WP0ZZZ93ZHS050900, as stamped on its chassis-tub, but was then assigned the US-market specific VIN of WP0JB0934HS050900 once it was eventually slated for US delivery. The car's Porsche issued Certificate of Authenticity is also based on its ultimate US-market VIN number.

Retaining its original Blaupunkt radio - a rarely seen detail as most were swapped out with modern head units, correct Fuchs wheels, and showing 63,300 miles - a figure

corroborated as original by its clean CarFax report, this largely original 930 Turbo will no doubt continue to thrill and excite. The experience at the wheel of this beast will provide the closest thing to a time machine, taking you back to an era when electric nannies like stability control were barely wisps in the burnt rubber emanating from this Turbo's massive rear tires.

\$90,000 - 120,000

205.

1968 JAGUAR E-TYPE SERIES 1½ 4.2-LITER ROADSTER

Chassis no. 1E17088

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

- *Beautifully restored example of the classic Jaguar E-Type*
- *Lovely Cotswold Blue over Biscuit livery*
- *Equipped with air-conditioning and period radio*
- *Accompanied by history file, tools and owner's manual*



THE JAGUAR E-TYPE

Introduced in 3.8-liter form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and a 150mph top speed. Nowadays it would be impossible for a single model to cause such a stir but here was a civilized production sports car that looked like a Le Mans prototype and could outperform just about anything else on the road.

The E-Type's design owed much to that of the racing D-Type: a monocoque tub forming the main structure while a tubular space frame extended forwards to support the engine. The latter was the 3.8-liter, triple-carburetor, 'S' unit first offered as an option on the XK150. An optimistic 265bhp was claimed but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly because it weighed around 500lb (227kg) 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.

The first significant up-grade occurred in October 1964 with the launch of the 4.2-liter version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. The top speed remained unaltered, the main performance gain resulting from the larger engine being improved acceleration. From September 1968 Series II E-Types, incorporating safety upgrades previously fitted only in America,

were released worldwide. In addition to revised lighting and switchgear, the front air intake was larger and sat behind a full-width bumper.



THE MOTORCAR OFFERED

This lovely late-production Series 1 - colloquially known as a Series 1½ - Jaguar E-Type Roadster was built during the winter of 1967/68 and left the Browns Lane Jaguar factory in Coventry not long after. While the car's early history remains unknown, it is believed to have been delivered new to Jaguar's biggest market for these exceptional sports cars; North America. As a transitional car built in between the Series 1 and 2 production, it features the more delicate Series 1 type tail lights but has the upgraded rocker switches mounted in the dash and the open headlights fitted out front. This left-hand drive Roadster has received a comprehensive restoration which appears to have covered both the mechanical and cosmetic parts of the car and is finished in the very appropriate Cotswold Blue exterior color over a Biscuit

leather interior. A black soft top is fitted, and chrome and brightwork shines beautifully. Chrome wire wheels are mounted in each corner and shod on appropriate radial tires. The Series 1½ retains the good looks and style of the Series 1 E-Type, with the upgraded 4.2-liter powerplant and improved gearbox present. This elegant E-Type Roadster is accompanied by a comprehensive history file, owner's manual, tools and convertible top boot, and is optioned with the rare air-conditioning system, a period radio, and back up light. A great car for tours and rallies, where an ear-to-ear grin is virtually guaranteed once out on the open road with the top down.

\$90,000 - 130,000

206.**1952 MERCEDES-BENZ 170 SB**

Chassis no. 191010.00614/52

Engine no. 121920.10.009891 (see text)

1,897cc SOHC Inline 4-Cylinder Engine

Single Twin-choke Carburetor

Approx 100bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Offered from the Arnold E. Petsche Estate Collection
- Upgraded with many creature-comforts and 190SL engine
- A sporty little Mercedes-Benz Sedan
- Offered with large history file containing restoration photos and records

**THE MERCEDES-BENZ 170 SERIES**

A landmark model for the Stuttgart-based manufacturer, the four-cylinder, 1.7-liter 170 V was introduced in 1936 and formed the mainstay of Mercedes-Benz production in the immediate post-war years. In May 1949, an improved version – the 170 S – was introduced, which came with a 1,767cc engine equipped with an aluminum cylinder head and producing 52bhp, a 37% improvement over the 170 V. The suspension too had undergone considerable development, a thoroughly modern double wishbone/coil spring design being adopted at the front, while at the rear the track was widened, and telescopic shock absorbers fitted. Production of the 170 S continued until 1955.

In January 1952, the Mercedes-Benz 170 Sb replaced the 170 S model. The car now received a works number of its own, becoming known internally as the

'Mercedes-Benz W 191'. Both cabriolet versions had been withdrawn in November 1951, with cabriolet buyers now being catered for by the cabriolet versions of the 6-cylinder Mercedes-Benz W187 220 model. A diesel engine was also introduced in the series at this point.

THE MOTORCAR OFFERED

This charming little Mercedes-Benz 170 Sb has been part of the renowned collection of the late Arnold E. Petsche for more than three decades. Many upgrades were carried out while in Mr. Petsche's ownership, including the installment of air-conditioning and an engine swap to the much more powerful SOHC 190SL-type engine. The comprehensive restoration file accompanying the car attests to a full restoration and dates the cars history back to before Mr. Petsche's ownership. Surely one of the most comfortable and powerful 170 Sb Sedans available anywhere, this Mercedes-Benz Sedan looks spectacular in black over red.

\$18,000 - 24,000
WITHOUT RESERVE

1969 MERCEDES-BENZ 280SL

Chassis no. 113.044-12-005925

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

- Fitted with a Becker radio
- Recent cosmetic restoration
- Includes both hard 'Pagoda' top and folding soft top
- An icon of German design

**1969 MERCEDES-BENZ 280SL**

The last of a popular and extremely successful line begun with the 230 SL of 1963, the Mercedes-Benz 280 SL was introduced in 1967 powered by a new 2.8-liter six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250 SL's. The 280 SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessors.

Autocar was full of praise for the 280 SL's effortless performance: "Those going abroad will be pleased to know that the 280 SL can sustain 100mph with ease, and still have a good bit in hand for surging up to 120mph when traffic and conditions permit. All the time the engine is smooth and it has a sweet song to its exhaust note, which starts as a deep throb and builds up to a busy hum at maximum revs."

THE MOTORCAR OFFERED

When it comes to collector cars that belie their age and perform as well as a modern car, there are few machines that can hold their own like a 280SL. Be it a 1000 mile tour or a Sunday drive, a W113 is equally suited to conquering the task.

This US-delivered 280SL is finished in its original color scheme of Signal Red (563H) with a black top and a body colored Pagoda hardtop. The interior is finished with black upholstery. The automatic transmission and the Becker Grand Prix radio were among the option boxes ticked.

The car was the recent recipient to a cosmetic restoration that attended to the entire exterior of the car. Among the recent work was a new paintjob, freshly redone bumpers and chrome, and a new Hartz top.

Still fitted with its original Becker radio, it is complete with its books and manual. Whether with the hardtop fitted or with only the sky above your head (and the soft top at the ready should it be needed), this 280SL is the perfect chariot in which to cruise

\$60,000 - 80,000

208.**1966 JAGUAR E-TYPE SERIES 1 4.2-LITER ROADSTER**

Chassis no. 1E12683

Engine no. 7E12022-9 (see text)

4,235cc DOHC Inline 6-Cylinder Engine

3 SU HD8 Carburetors

265bhp at 5,400rpm

5-Speed Manual Transmission (see text)

4-Wheel Independent Suspension with Adjustable Gas-Filled Shocks

4-Wheel Wilwood Disc Brakes

- *Professional restored example built to drive*
- *Numerous understated modern upgrades*
- *Less than 2,000 miles on the restoration*
- *The perfect car for a weekend drive*

**THE JAGUAR E-TYPE**

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

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

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

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward subframe. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce 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 blue over grey E-Type Roadster is an example of how great a vintage car can be with a few modern touches. Previously the subject of a \$100,000 restoration in the early 1990s, it had suffered some accident damage when it was acquired by its antepenultimate owner, an experienced Jaguar restorer, in 2004. Looking to turn the car into more of an enjoyable driver rather than an out-and-out show car, the decision was made to restore the car with modern-day technology to alleviate the features most often negatively associated in the E-Type.

The body was carefully gone through with any damaged sections replaced with brand new Martin Robey sheet metal and professionally welded to ensure tight fit and factory quality alignment. The finished body was stripped, professionally finished with two dual stage primer coats, four layers of PPG basecoat in brilliant blue, another four layers of PPG clearcoat, and finally

wet sanded, polished and buffed. Inside, the interior was professionally finished and installed in grey hides, the steering wheel was replaced with a new Motolita 15" unit, and the stereo was discretely fitted with an iPod jack. On top of it all, a new Stayfast canvas convertible top in navy with a matching black convertible boot cover was fitted.

The engine, from a later Series II car but mechanically very similar to the 4.2 liter six that was originally fitted in the car, was professionally rebuilt and fitted with a new solid state SU fuel pump, distributor with electronic contacts, ceramic coated headers, and an ANSA exhaust system. Ahead of the motor, a modern, aluminum radiator built especially for E-Types was installed. Additionally, the rear differential was completely rebuilt with new bearings and gaskets and the shell powder coated. Between that and the engine, a 5-speed

manual transmission from a Toyota Supra was fitted for crisp, fast shifting action and an extra gear for cruising.

The drivetrain wasn't the only thing to receive attention, however. All six shocks were replaced with adjustable gas-filled pipes made just for the E-Type, Wilwood brake calipers gripped new pads and rotors, and new tires shod the freshly chromed rims.

The work was completed in March of 2012, and two years later the car was purchased by the vendor. Driven only 1,975 miles since the completion of the restoration, it is replete with its tools and owner's manual. The perfect car to hop in and enjoy, it is ready to provide open road pleasure to its next owner.

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

Sold on a salvage title

209.**1961 AUSTIN-HEALEY 3000 BT7**

Chassis no. HBT7L/11954

2,912cc OHV Inline 6-Cylinder Engine

Twin SU HD6 Carburetors

132bhp at 4,750rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

Front Disc and Rear Drum Brakes

- *Comprehensive Restoration*
- *Wonderful California Sage paint*
- *A British Classic*
- *Great touring car*

**THE AUSTIN-HEALEY 3000**

The "Big Healey" retained the essence of its curvaceous long hood/short deck progenitor, the Austin-Healey 100/4 roadster of 1953. Designed as a sports car and indeed quite successful in rallying and racing, the Austin Healey had by 1960 evolved into the far more civilized and capable machine as offered here. The enlargement of its C-Series six-cylinder engine to 2,912cc and the adoption of Girling front disc brakes differentiated the new-for-1959 Austin-Healey 3000 from the preceding 100/6. Contemporary road tests typically recorded performance figures of 114mph top speed and a 0-60mph time of approximately 11 seconds.

In 1960, the second production year for the six-cylinder Healey's, 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.



THE MOTORCAR OFFERED

The contemporary story of this British classic picks up in January 2009. Donald Gault of Ontario, Canada purchased the car at an auction and soon after was treated to a complete frame off restoration by Autodreams, also in Ontario. The whole process took one year to complete, and the bill totaled just over \$100,000. Each dollar spent is accounted for in the many invoices included within an appraisal done once the work was finished.

This appraisal goes into full detail regarding the work throughout this extended project. The drivetrain received a fresh engine, and the preresferred components from the intake system all the back to the exhaust received attention. The transmission is an original unit that was refurbished, and suspension received equal attention where needed with new bushings and joints also being installed. When it comes to the mechanicals, one should have little to worry about as just

about every component was touched.

Cosmetically, the Healey is in equally fantastic condition. The body was fully disassembled and treated where necessary with the proper methods to bring the piece back into shape. From there the body received a 'show quality' California Sage Metallic paint job. All the chrome was redone and shine with a great deal of luster. Inside, the interior has been entirely reupholstered and dash has been covered in leather. In the direct view of the driver, the original smiths were completely refurbished.

The work done to this Healey goes far beyond what is reasonable to describe in such a short description, and with such a large sum being spent bringing it to such a high standard, it should come as no surprise that the vehicle is in good shape even 10 years after the work was completed. The big six Healeys are a staple of the

automotive collecting world and are enjoyed by enthusiasts across the globe, making participation in clubs and meets more than easy. Put the top down on a nice sunny day and miles of smiles are sure to follow.

**\$50,000 - 65,000
WITHOUT RESERVE**



210.

1959 DODGE ROYAL LANCER 2-DOOR HARDTOP

Chassis no. M332110515

Engine no. 1851829

383ci OHV V8 Engine

Twin Carburetors

295bhp at 4,600rpm

3-Speed Push-button Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- *Just one owner for five decades*
- *Over-the-top '50s styling*
- *Handsomely equipped and trimmed*
- *Striking livery*



THE DODGE ROYAL SERIES

Produced from 1955 through 1959, the Dodge Custom Royal was the top of the line trim level, slotted above the Royal and Coronet. Starting just behind the door, the huge tailfins on the 1959 Dodge extend all the way to the back of the car, seemingly detached from the side panels like backswept wings. The dramatic eyebrows over the headlights and confident, protruding bumpers with intricate grillwork and dynamic jet-inspired elements are emblematic of 50s flash and excess. Combining design excess with powerful

engines, these large cars are the final word in 50s flamboyance and optimism, nicely distilled in the slogan for the 1959 Dodge, "The Newest of Everything Great and the Greatest of Everything New"





THE MOTORCAR OFFERED

Finished in white with pink fins and side accents, this 1959 Dodge Royal Lancer 2-Door Hardtop is an eye-catching expression of '50s American style. With swiveling seats, dramatic bodywork, a high horsepower engine, and a push-button automatic transmission, this Dodge is a very attractive example of these stylish American Coupes. Well-presented throughout, the paintwork is good, and the expansive body has great lines defined by an abundance of brightwork, which appears to have been upgraded with the Custom Royal trim package. The wild pink, black, and white interior is in good condition, with just light distortion on the dash pad and door panels. Under the hood, the large V8 engine has recently been tended to and this big Coupe is driving with ease. A copy of this car's original broadcast sheet is included in the sale and adding to the cars pedigree is 5 decades of singular ownership. All told, this

Royal Lancer is a solid, extensively original example of Dodge's era-defining model that should turn heads, as it was intended, wherever it goes.

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



211.**1954 KAISER SUPERCHARGED MANHATTAN**

Chassis no. 5421-2355

Engine no. 2176172

3703 CC Flat Head 6-Cylinder Engine

Single Carburetor

140bhp at 3,650rpm

3-speed Manual Transmission with Overdrive

Independent Front with Live Axle with Semi Elliptical Rear Suspension

4-wheel Drum Brakes

- *Rare Marque produced by Niche Automaker*
- *Supercharged Model with upgraded horsepower*
- *Elegant Styling and Color Combination*
- *Largely Original, Highly Unique*

**THE KAISER MANHATTAN MOTORCAR**

The Kaiser Manhattan is a unique and rare marque. Built from 1953 -1955, only 4,109 Mannhattans were produced by the small and independent auto company, Kaiser-Frazer, before it was elbowed out of the market by the Big Three. This niche brand was launched by two entrepreneurs, Henry Kaiser, an industrialist and shipbuilder with solid financial backing, and his partner George Frazer, who together were able to exploit the burgeoning post-war demand for new automobiles, while the pre-war monoliths were struggling to reestablish their brands. Recognizing this narrow window of opportunity, Kaiser-Frazer leased a vast but vacant auto-plant from Ford and the Kaiser automobile was born. The Manhattan – which retailed for \$2,444 and was deemed the ‘safest car around’ – was the last of the Kaiser-Frazer offerings before they closed their doors in 1955.

THE MOTORCAR OFFERED

This example of the Kaiser Manhattan was built in 1954 and benefits from the addition of a supercharger, which became a standard production feature towards the end of that year. Engineers at Kaiser-Frazer used the same supercharger as was applied to the Thunderbird, thus raising the horse power of the Manhattan from 115 to 140bhp. The car was instantly lauded for its power and performance, featuring a 3.7-liter engine with the popular hydromantic transmission, which Kaiser-Frazer marketed as providing ‘two engines in one – economy coupled with energy’.

The styling is exquisite with a jet-air scoop grille, elegant tear-drop headlights and enormous wrap around rear window. This delightful example is quite original, with factory interior. It presents in stylish cream paint with an eye-catching contrast green roof with a lovely cream and green interior

and consul accents, and Kelsey Hayes wire wheels. It is in good overall condition, showing only 46K miles on the odometer.

This exclusive Kaiser Manhattan is a highly collectible automobile for its rarity, avant-garde styling and impressive performance. Pleasantly authentic and presenting in a superb and unique color combination, this 1954 model offers an opportunity to acquire a lovely post-war icon, produced for a very brief window in automotive history.

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

1969 LINCOLN CONTINENTAL MARK III

Chassis no. 9Y89A863615

460 CI V-8 Engine
Single 4-Barrel Carburetor
365bhp at 4,600rpm3-Speed C-6 Automatic Transmission
Independent Front with Live Axle Rear Suspension
Front Disc - Rear Drum Brakes

Without Reserve

- *Single Owner Since New*
- *38,000 Miles, Largely Original, Rust Free*
- *Stunning Color, with White Leather Interior*
- *Fully Loaded from Factory*

**THE LINCOLN MOTORCAR**

When Lee Iacocca of Ford discussed the styling of the new Lincoln model with top designer Gene Bordinat, he basically directed him to put a 'Rolls-Royce grille on a 1965 Thunderbird'. The result was the iconic Lincoln Mark III – a grandiose and boxy fusion of the fourth generation Lincoln Continental and the fifth generation Thunderbird, designed specifically to compete with Cadillac's popular and luxurious Eldorado. A resounding success from its initiation in September 1968, the Lincoln Mark III outsold the Eldorado in its first year. With minimal financial investment in the design of the new model, the Mark III successfully transformed the loss-leading Lincoln-Mercury division of Ford within a few months by presenting a powerful and attractive luxury car which combined the most popular features in the automotive marketplace.

THE MOTORCAR OFFERED

This superb Lincoln Mark III is a first-generation example of the model, built during the early days of an extensive production run which culminated in almost 31,000 automobiles – testimony to the popularity of the Mark III's styling and performance. Set on the same side-rail frame as the Thunderbird, the Mark III packs a solid 300 pounds of extra weight with its lavish bodywork but can still achieve 0-60mph in 7.7 seconds, thanks to the 365-horsepower delivered by the 460 ci, V-8 motor. Also standard for this model were vacuum activated headlights, power steering, power brakes and windows, a spacious interior with split bench electrically adjustable front seats, and a faux-wood applique décor on the instrument panel and door trims.

This example is dressed in an exquisite and unusual pale raspberry, with a black vinyl roof and white leather interior. Believed to have been in the care of a single and exacting owner since new, the car has matching numbers, no rust and only 38,000 miles on the odometer – an anomaly by any standards.

Largely original, superbly preserved, this lovely Lincoln Mark III is a time warp automobile, guaranteed to turn heads and initiate nostalgia whether exhibited in a collection, museum or cruising the highways.

\$12,000 - 16,000
WITHOUT RESERVE

213.**1966 PLYMOUTH VALIANT SIGNET CONVERTIBLE**

Chassis no. VH27B62594626

225ci Slant 6 Engine
 Single 2-Barrel Carburetor
 145bhp at 4,000 rpm
 3-Speed Automatic Transmission
 Front Independent Torsion Bar Suspension
 4-Wheel Drum Brakes

- *Neat, trim, solid little saver*
- *Trusty slant-six iron block*
- *Period white over blue*
- *Plymouth makes it*

**THE MOTORCAR OFFERED**

To compete with the increasingly popular Volkswagen Beetle and AMC Rambler, then Chrysler President Lester Lum Colbert established a committee to develop a compact car for the 1960 model year. A Virgil Exner design and originally classified as a distinct brand, the Valiant as it became known, debuted in London in late 1959. Taking the Plymouth namesake in 1961, the Valiant was less radical in configuration than GM's Corvair, but more aesthetically daring than the also-then-new Ford Falcon: Exner's styling was considered sleek, crisp with lines that flowed in a dart or wedge shape, inspired much in part by Chrysler's Ghia d'Elegance and Adventurer concept cars. By 1966 the Valiant's Exner bodywork had been completely reskinned and had seen its wheelbase shortened. Its tailfins and cat-eye tail lamps gave way to a split grille with fine-patterned insert, a beveled-edge rear decklid, heavier bumper design and a rather

rectilinear contour to its forward fenders. Second generation Valiants could be had as a 2-door coupe or hardtop, 4-door sedan, station wagon and convertible.

Offered today is one such example of the later second generation Valiant presented in a fabulously period, white over blue livery. Having rolled off the Hamtramck assembly floor in 1966, this premium Signet trim level example is fitted with a B code 225ci Slant-six mated to a column-shift 3-speed automatic and is believed to be the original driveline. A recent tuneup including filters, plugs and wires purportedly leave said driveline functioning beautifully. A power operated blue convertible top, power steering and a Plymouth Trans Audio AM radio appoint this trim little saver, while turbine-style hubcaps embellish its 14" steel wheels.

An automobile of restrained taste and refined design for the owner who would prefer to be courted than displayed, this Valiant is the perfect pick for a weekend of motoring or weeknight ice cream outing. A natural choice for Connecticut summer cruising, go ahead and drop the top - we'll drop the hammer.

\$20,000 - 30,000
WITHOUT RESERVE

214.

1961 MGA 1600 MKII ROADSTER

Chassis no. GHNL2/105962

1,622cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

90bhp at 5,800rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- Fresh from long term storage
- The ultimate and final development of the MGA
- Attractive Old English White with Red interior
- A great summer project

**THE MGA**

Replacing the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed B-Series engine chosen as the power plant. Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production. After reliability issues plagued the Twin Cam model, engine enlargement was seen as the way forward. The result was a capacity increase from 1,489cc to 1,588cc that raised maximum power to 80bhp and boosted torque by 17 percent. Acceleration was improved and the MGA in '1600' form was now a true 100mph-plus car.

THE MOTORCAR OFFERED

This MGA Roadster is an example the final iteration of the handsome MGA—the MkII. The final evolution of the model, it is finished Old English White over red hides with a black top.

The car has not seen road use in some time and presented today having been freshly awoken from its long slumber. A very complete example, it would make a lovely some project—whether it is a full restoration or a sympathetic refurbishing. Fitted with an optional luggage rack to complement the truck space offered, it will make an excellent tour car that, some say from a distance, looks just like a Ferrari 375MM.

\$15,000 - 20,000
WITHOUT RESERVE

215.

Believed to have been delivered new through Al Cosentino/FAZA 1963 FIAT ABARTH MONOMILLE GT UPGRADED TO BIALBERO SPECIFICATION

Chassis no. 110-0380
Engine no. 1586414

982cc OHC Inline 4-Cylinder engine with Abarth special casting cylinder block, fitted with Abarth Bialbero Twin Cam Head.
2 Twin-Throat Weber 40 DCOE Carburetors
Approx. 102 bhp at 7200 rpm
5-Speed Manual Transmission (see text)
4-Wheel Independent Suspension
Girling Disc brakes front and rear

- One of four known survivors
- Known ownership history
- Present ownership since 1983
- Original matching numbers block fitted with Bialbero head



THE ABARTH MONOMILLE

An innovative firm with a sporting pedigree second to none, Abarth branched out from producing induction and exhaust systems into selling performance kits for production cars, later building a succession of aerodynamically-stylish sports prototypes and limited-series production cars.

Although his competition cars had been immensely successful, what Carlo Abarth lacked was a practical road-going GT car suitable for daily use. The model that filled this gap in the range was the Monomille (single cam, 1,000cc), introduced in 1961. This new pocket-sized Gran Turismo would be offered in two versions: the Monomille Scorpion (1961-1962) bodied by Beccaris, and the 'duck tail' Monomille GT (1963-1965) with bodies by Sibona & Basano. Based on the FIAT 600D platform and featured hand-made aluminum coachwork, these eye-catching little coupés were capable of

a top speed of 170-180km/h (105-112mph) depending on gearing, despite having only 60bhp on tap. Three types of Monomille GT were offered: two street versions with bumpers - one with exposed headlights, the other with headlights under Plexiglas cowls; and a lightened competition version with cowed headlights and no bumpers.

Hand built and necessarily expensive, the Monomille cost some 30% more than the contemporary Porsche 356 and sold in limited numbers. Expert opinion differs with regard to the number produced; some sources stating that as many as 100 were made, others as few as 25. Whatever the case, only four street Monomille GTs with bumpers and exposed headlights are known to survive: '110-0381', '110-0390'; '110-0380'; and '110-0386' (the car offered here). Today these exclusive and exquisite little sports cars are highly sought after by Abarth collectors.

THE MOTORCAR OFFERED

For more than 30 years, this fabulous 'giant-killer' Abarth has resided in the present custody of a true enthusiast of these cars. Fastidious in the detail of his research over the course of this time, he has been able to establish a fully documented, succinct chain of ownership back to its early days.

Purchased by him from Peter Fisk in 1985 (*3), copies of papers on file show the car to have been bought by Fisk in 1972 from Charles Berwind of Webster, in Monroe County, New York, who in turn had purchased it from William SS Gard, of Rochester, New York. These transactions all took place in 1971/2, and it is thought that Mr. Gard was the first private owner.

It is the owner's well-informed opinion that the car was originally imported to the USA by Al Cosentino, of FAZA fame. It is the self-same one depicted and described in the book Abarth – the King of Small Cars as the inside of the front hood still shows rippled



dents to the structure of the underside consistent with a parking ‘ding’ in the airport lot shortly after it arrived from Milan being collected by Cosentino. If that is the case, it arrived in April 1963, and according to Cosentino’s recollection, would have been the one destined for the New York Auto Salon FAZA Stand that year.

FAZA stood for Fiat Abarth Zagato Allemano – the operation and ‘team’ consisted solely of Al and his black Labrador, but what they lacked in numbers, they made up for in work ethic. Cosentino was as renowned for his ability to wring the last ounce of power out of his Abarths as for his erratic nature. An article in Veloce Today, perhaps describes him best, “He was like a flywheel disintegrating at 10,000rpm, his energy and emotions went everywhere, flying here, there and everywhere, yet totally focused on Abarth”

In the course of this tenure, the car was restored at first with the intent of maintaining a vintage racing career. As it had been acquired from Fisk, its original crankcase was with the car but no longer fitted, so with sporting intent, its single cam engine was rebuilt with a Bialbero head. In this new guise, the car proved a potent racing mount, and was enjoyed for the next 20 or more years.

Routinely campaigned at Lime Rock, recent years have seen less of such activity. Initially the car was retired for refurbishment of its body, which was carried out by Automotive Restorations in Stratford, Connecticut, and then on completion of that work, it was used for only a handful more outings. Having only 60bhp on tap. Three types of Monomille GT were offered: two street versions with bumpers - one with exposed headlights, the other with headlights under Plexiglas cowls;

and a lightened competition version with cowed headlights and no bumpers.

Hand built and necessarily expensive, the Monomille cost some 30% more than the contemporary Porsche 356 and sold in limited numbers. Expert opinion differs with regard to the number produced; some sources stating that as many as 100 were made, others as few as 25. Whatever the case, only four street Monomille GTs with bumpers and exposed headlights are known to survive: ‘110-0381’, ‘110-0390’, ‘110-0380’; and ‘110-0386’ (the car offered here). Today these exclusive and exquisite little sports cars are highly sought after by Abarth collectors.

\$150,000 - 180,000

216.**1966 JAGUAR E-TYPE 4.2 LITER ROADSTER**

Chassis no. 1E13061

Engine no. 7E 9086-9

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

- *Matching numbers engine*
– see text
- *Bold Signal Red paint over Black*
- *Timeless Design*
- *Accompanied by tools and Jaguar Daimler Heritage Trust Certificate*

**THE JAGUAR E-TYPE**

If Les Vingt Quatre Heures du Mans has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.



There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for Autosport shortly after the car's debut. Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 140mph-plus top speed. The design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-liter, triple-carburetor, 'S' unit first offered as an option on the preceding XK150. Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage

platform accessed via the side-hinged rear door.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained. The latter was replaced when the 4.2-liter engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.



THE MOTORCAR OFFERED

Completed in the springtime, May 17th 1966, this lovely Series 1 4.2 Liter Roadster was originally finished with a Cream exterior, Black top, and a Black leather interior. As noted on the Jaguar Heritage Trust Certificate, Mr. G. Thornton, the original owner, decided to forego the typical ordering process and instead organized to pick up the vehicle at the factory for a personal export delivery. Presumably, this was done so Mr. Thornton could enjoy bumbling around the scenic lanes of the car's homeland before shipping the Jaguar to its new home in the United States.

Unfortunately, the grander history of this beautiful Series 1 is not known. Based on the current condition of the vehicle however, one can infer that it has received a restoration at some point, including a color change and that this has now aged

somewhat. The bright Signal Red paint shows in good condition and the body appears straight with good shut lines. In addition, the interior presents well with fresh looking black leather adorning the seats. Most importantly, the original engine has remained with the car from the beginning with only the head being replaced by Jaguar sometime early in the roadster's life. Lastly, the car will be accompanied by its tire changing kit, tools, and the aforementioned JHTC.

A good driver quality Jaguar E type, ready for the summer months ahead.

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

217.**1987 BMW M6**

VIN. WBAEE1403H2560325

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

- Offered with extensive records
- Accurate mileage supported by a clean CARFAX
- Factory books, manuals, and radio
- A car for the Zealots

**THE MOTORCAR OFFERED**

Stylish, fast, well-engineered and Karmann styled like the preceding 3.0CS/CSi, the newcomer M6, brainchild of BMW's Motorsport department, was similarly well-specified featuring all-independent suspension, four-wheel disc brakes and a close-ratio five-speed gearbox. A development of the M1 supercar's 3.5-liter, 24-valve, six-cylinder unit capable of 256hp sat atop an improved and stiffened chassis, supported by revised suspension, bigger brakes and a limited slip differential.

Bonhams is proud to offer this unmolested U.S. delivered example of the increasingly popular classic from the famed Bavarian marque. Sold new to Griffith BMW in York, PA, the car arrived with its first owner Richard J. Hoover of Wrightsville, PA on October 12th, 1988 finished in Schwarz over Lotus White Nappa leather sport seats. Having been enjoyed by just three

enthusiastic owners since Mr. Hoover, the vehicle has not once suffered accidental damage and is reported by the seller to be driving exceptionally well.

Evidence of quality custodians can be found upon inspection. Fresh and proper Michelin TRX tires wrap factory 15in BBS wheels whilst invoices dating back to 1987 totaling in excess of \$30,000 can be found within the vehicle's extensive history file. Most recently, one such receipt for a 22 hour labor-intensive service covers a clutch replacement as well as replacement ignition components, transmission mounts, a valve adjustment, a replacement radiator, replacement fuel lines and an assortment of rubber hoses and bushings.

The underside of the trunk lid contains a surprisingly comprehensive set of small hand tools complete with dust cloth, while the original first-aid kit and unused spare

tire can be found just below. A converted R134 A/C unit and recently overhauled self-leveling suspension are reported to be fully functioning ensuring comfort as the driver is whisked along. An uncommon occurrence for owners to put forth an effort retaining these items, this car comes with its original service booklet with dealer stamps, manuals, accessory booklets and original BMW radio with power antenna.

Only 1,767 of these cars were ever made for the U.S. market; the survival rate, accounting for inevitable wastage from overzealous enjoyment, is sure to be a relatively modest sum making them eminently collectible and a future classic.

\$40,000 - 50,000
WITHOUT RESERVE

218.

1991 LOTUS ESPRIT TURBO SE

VIN. SCCFC20BXMHF60115

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

Without Reserve

- Thrilling turbocharged performance
- An exciting modern collectable
- One of the fastest cars on the road in 1991



THE LOTUS ESPRIT

One of the longest running 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, the sports car 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 Chargecooler.

THE MOTORCAR OFFERED

This top-of-the-line fourth-generation Lotus Esprit Turbo SE is finished in bright red over tan. The turbo SE is believed to be one of only 22 SE models produced in 91. Being a 1991, the car is fitted with anti-lock brakes and driver's side air-bags. Today, the car presents very well and has clearly been maintained to a high standard. At the time of cataloging, the odometer reading was 35,725, though the Carfax reports a slight discrepancy in 2011. Upon inspection, the condition of the car is commensurate with a vehicle that has traveled a very short distance and would lead one to believe that the actual mileage is within a few thousand of the current reading. The Carfax also shows that in 2009 at 33,585 miles, the transmission was rebuilt, and the clutch was replaced. The car received another service in 2015, and was most recently treated to an oil and filter change in 2016. When

considering the extremely low production numbers, superb performance, and great condition, this Lotus Esprit makes for a wonderful, modern collectable that is sure to be cherished for years to come.

\$25,000 - 35,000
WITHOUT RESERVE

219.

1935 MG MIDGET P-TYPE 2-SEATER

Chassis no. PA2015

847cc SOHC Inline 4-Cylinder Engine
2 SU Carburetors
36bhp at 5,500rpm
4-Speed Manual Transmission
4-Wheel Leaf-Spring Suspension
4-Wheel Drum Brakes

- *Beautifully restored example*
- *Sporting and desirable 2-seater version of the legendary P-Type Midget*
- *Presented in its factory-delivered livery*
- *Fun entrant to a host of driving events*
- *Documented by factory build records*



THE MG P-TYPE

"This latest model is a marked improvement in all respects over its forbears", reported The Autocar after road-testing the new P-Type in November 1934. A replacement for the successful J2 Midget, the PA followed the general lines of its predecessor but was equipped with a more robust version of MG's 847cc, four-cylinder, overhead-camshaft engine. A cross-flow cylinder head, stronger, three-bearing crankshaft and better lubrication marked the key developments made with this motor.

Chassis alterations, many resulting from competition experience, included a longer wheelbase, strengthened transmission and 12"-diameter (up from 8") brakes. Top speed was in the region of 75mph. Built in two- and four-seater variants, the PA in the latter form was the last Midget to offer sports car motoring for the whole family.



THE MOTORCAR OFFERED

Finished at the Abingdon MG factory in April 1935, this charming P-Series Midget was configured as the more sporting 2-Seater version, finished in duotone color-scheme of Dublin Green over Ulster Green, and trimmed with an Apple Green interior. The new MG was purchased in July of 1935 by its first owner, a Mr. G. Robinson of Kent, UK. The car is believed to have remained in the UK for many decades, before it was exported to New Zealand, where it reported to have been owned by a Mr. Frank Carter in the 1980s.

Offered with copies of period factory paraphernalia and the model's instruction manual, as well as copies of the original build sheets and early registration cards, this beautifully presented P-Type must be one of the finest examples available anywhere. Solidifying this claim is a AACA National first prize. Eligible for many driving events, the Midget offers its next owner a healthy dose of fun, pre-war British motoring at a fraction of "big-brother Bentley" pricing.

\$55,000 - 70,000

By the early 2000s, the sporting P-Type resided in Colorado, USA, where it is believed to have gone through a comprehensive restoration. It was awarded its AACA National First Prize in 2003 and still looks very fresh. It has recently had its carburetors rebuilt by SU specialist Joe Corto and is reported to be in fine running order.

220.**1917 STANLEY STEAMER 7 PASSENGER TOURING CAR**

Chassis no. 17545

2-Cylinder 20 steam hp.
 Full-Elliptical Rear & Semi-Elliptical Front Leaf Spring Suspension
 Original 2-Wheel Brakes.
 Emergency Hand Operated Expanding Brake on Rear Wheels

- *7 passenger tourer.*
- *Largly original and complete.*
- *Intriguing and rewarding project*
- *Last on the road in 1972*

**THE STANLEY STEAM CAR**

The Stanley Twins began making steam cars in 1897 and re-entered the market in 1902, having sold out to Locomobile in 1899. Stanleys were powered by a double-acting two-cylinder engine and benefitted from the use of a fire-tube boiler that was reinforced with piano wire and fitted with a safety valve. Because early Stanleys did not incorporate any sort of recovery system, vented steam was lost to the atmosphere. After 1914, that issue was resolved with a fairly efficient condenser system, which greatly increased the distance traveled without stopping for a refill of water.

THE MOTORCAR OFFERED

This particular Stanley Steamer was built in 1917 and fitted with attractive and sporty 7 passenger touring body. The early history remains unknown. However, anecdotal info has the car new to the Sacramento area. In 1947 the car passed into the ownership of Mr. George Moe and remained with the family until 1988.

The car was last on the road in 1972 and retains many of its original features, including most of the original interior, and many of its original fittings. John Doerr purchased the car from the Moe family in 1988 and a restoration began. Mr. Doerr only got as far as stripping the suspension and frame, primer painting them, and replacing some of the under-floor wood. The current owner stored the car while acquiring complete steering box renovation parts, new and proper running board skirts, and a spare top to pick extra parts from.

For a car that is over 100 years old, it is in remarkably solid condition with its original linoleum, complete aluminum floorboard trim, much sought after generator, battery charging regulator and charge indicator, pumps, automatic controls, etc.

Anyone who has ever driven a steam car will tell you that they are a remarkable driving experience. Twenty steam horsepower produces an incredible amount of torque carrying a full complement of passengers comfortably at rural 2-lane highway speeds. When the restoration is finished, it will be welcome on any number of tours or on the concours lawn.

\$15,000 - 25,000
WITHOUT RESERVE

221.

1929 PACKARD CUSTOM EIGHT 640 TOURING

Engine no. 172900

384ci L-Head Inline 8-Cylinder Engine
Single Carburetor
105bhp at 3,200rpm
3-Speed Manual Transmission
Semi-Elliptic Leaf Springs Front and Rear
4-Wheel Drum Brakes

Without Reserve

- In single-family ownership since new
- Stored away for more than half a century
- Desirable open Touring sixth-series Packard
- CCCA Full Classic™



THE 1929 PACKARD EIGHT

1929 brought substantial change to Packard's products, notably a new Standard Eight line which replaced the earlier Twin Six models. These sixth-series Packard's were among the most attractive and imposing of the Classic Era, with long hoods, sweeping fenders and large oval-backed headlights (a one-year-only feature). With seven main bearings and a rigid one-piece cylinder block casting, it was quiet enough that it impressed even the notoriously finicky road testers at *The Autocar* in England who noted that "... the big car has the power of traveling right up to a high speed without fuss, without suggestion that the engine is doing much work, without harshness, yet with plenty still in reserve."

THE MOTORCAR OFFERED

This charming barn-find Packard is a very complete example of the desirable 7-Passenger Touring variant. According to the chassis plate mounted on the firewall, the Packard was delivered new on October 24th, 1929 - the day more commonly referred to as 'Black Thursday'- The first day of the 1929 Stock Market Crash. The selling dealer was a Plemmons Motor Co. The first owner was Mr. Frank Barnard - the consignor's great-grandfather. Mr. Barnard was in the lumber business, and as business got tough and the Packard too expensive to run, he put the car in storage at his home in Norfolk, CT. The car remained in the family and was gifted to the consignor by her dad some years ago. New tires were installed in 2017, but other than that the Packard remains as stored condition. It is always nice to find a Packard which has been hiding, but very few have

been in single family ownership since new. Surviving today, this Packard is an opportunity not to be missed.

\$60,000 - 80,000
WITHOUT RESERVE



The Packard in 1957

222.**C.1907 THOMAS-DETROIT MODEL C TOURER**

Chassis no. 7146

Engine no. 7180

354ci T-Head Inline 4-Cylinder Engine
 Single Carburetor
 Approximately 40bhp at 1,500rpm
 3-Speed Manual Transmission
 Front and Rear Leaf Spring Suspension
 Rear Drum Brakes

- Offered from the Arnold E. Petsche Estate Collection
- Beautiful presentation with excellent paint and brass work
- Sporting Touring configuration with room for five
- Offered with comprehensive history file

**THE E.R. THOMAS DETROIT COMPANY**

Like so many of his pioneering contemporaries, Erwin Ross (E. R.) Thomas was in the bicycle business prior to manufacturing automobiles. During the 1890s, E. R. was the managing director for H. A. Lozier & Co. who produced the famous Cleveland bicycle. However, he recognized the huge potential in the newly evolving automobile business and left Lozier to take over the Buffalo Automobile and

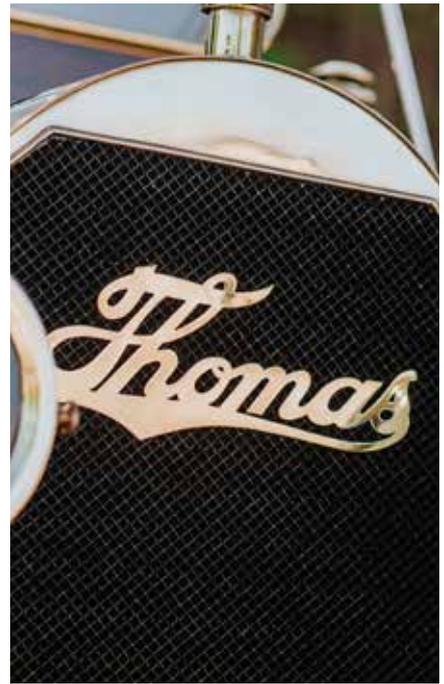
Auto-Bi company, which was known for its production of bicycles and motorcycle engines. In 1900 E. R. changed the company name to Thomas Auto-Bi, and by 1901 Thomas claimed to build more air-cooled motors than anyone else.

E. R. had bigger things in mind however, and the first Thomas automobiles were introduced in 1903; small runabouts described in the catalog as the happy medium between the cheaper and more expensive cars. By 1905 the Thomas Company was building bigger four-cylinder cars dubbed 'Thomas Flyers'. Thomas Flyers soon gained notoriety among the faster and more flamboyant Touring cars of their day. E. R. had an eye for flair and his huge powerful cars showed it - they were often finished in bright colors and loaded with many ornate brass accessories. The 1907 sales catalogue boasted "You can't go by a Thomas Flyer, so go buy one!"

The Thomas name endures and is most readily remembered for its most astounding victory in one of the greatest automotive competition events of the time, the 1908 Le Matin sponsored 'The Great Race'. The route went from New York (in the dead of winter) across the U.S. to San Francisco, then by ship to Alaska, and across the Bering Strait, either by ship or by ice to Siberia. To be certain that the Yukon and the Bering Strait would be covered in ice, the race purposely began in the winter. Many of the dirt-covered trails had never been traveled by a motorcar.

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





THE MOTORCAR OFFERED

The incredible performance of the Thomas boosted sales and in September of 1909, the light six Model M was introduced for the 1910 model year. The Model M was a much-improved development from the previous year's Model L, with a new T-head engine replacing the L-head. The massive engine required a bigger hood and radiator, giving the car much more presence. While sales literature called the Model M a 40-horsepower, factory charts showed these engines developed a maximum of 64 horsepower at 1,500rpm. To demonstrate the incredible flexibility and reliability of the newly designed six cylinder, a Model M was taken on a demonstration run after all of its gears except high and reverse were removed from the transmission. The car was driven from Buffalo over the Berkshires, the White Mountains, the Green Mountains and the Adirondacks and back to Buffalo - all in top gear!

This stunning Brass-Era motorcar has been treated to a comprehensive restoration in the past decade, with much of the work done by Macedon, NY-based restoration shop, Concours Classic Motor Cars. The car's early history and whereabouts remains unclear, but the large history file accompanying the car attests to ownership by a Mr. J. Herbert Carpenter Jr., the son of an original buyer of a 1908 Thomas 4-60, of Oxford, Maryland from at least the 1950s through the 1970s. By the 2010s, the car was in the North East, owned by a Mr. Christopher Thomas, and later his daughter, Mrs. Joanna Steele, from whom the late Mr. Arnold E. Petsche purchased the car.

The car remains in beautifully restored condition, with the brass work in excellent condition, and a fine black paintjob over the green chassis and wheels. A wonderful, high-horsepower car for Brass-Era tours, this lovely example is ready for the next caretaker.

**\$125,000 - 175,000
WITHOUT RESERVE**

223.**1940 LINCOLN ZEPHYR THREE-WINDOW COUPE**

Chassis no. H72353

292ci Flathead V-12 Engine
 Single Carburetor
 120bhp at 3,900rpm
 3-Speed Manual Transmission
 Leaf Spring Suspension
 4-Wheel Hydraulic Drum Brakes

- *Largely Original Zephyr Coupe*
- *Tasteful aesthetic upgrades*
- *Iconic Design by ET "Bob" Gregorie*
- *One of 1,256 Zephyr Coupes built for 1940*

**THE LINCOLN ZEPHYR**

The 1940 model year was a transitional year for Lincoln as the new Zephyr-chassis based Continental went into production just as the last of the huge Lincoln Model Ks super-luxury cars were delivered. Meanwhile, the 1940 Lincoln-Zephyr was a clean, beautifully detailed car that appeared to have evolved from the 1939 models, but it was in fact an essentially all-new car.

The new second generation Zephyr continued the basic frontal design pioneered on the '38, although the low waterfall grill was larger, and the headlamps mounted in the fenders were the new sealed-beams that were being adopted industry-wide in 1940. At the rear, the dramatic taper of earlier Zephyr bodies was replaced by a fuller design that allowed wider rear seating and added luggage room.

An L-head (or 'flathead') V-12 continued to power the 1940 Zephyr. Displacement, however, was upped to 292 cubic inches and maximum horsepower was now raised to 120. The rugged Zephyr 3-speed manual transmission was now shifted via a steering column-mounted lever. Instrumentation was new as well, with most instruments placed directly in the driver's vision instead of in the center-mounted clusters found in earlier models.

With its "teardrop" shaped design, the Zephyr was aerodynamically superior over many of Lincoln's competition at the time. This iconic shape mated to a not so ordinary V12 engine, was a recipe destined to go down in history as one of the most significant cars of the era. Among one of the most popular cars to modify in the early hot rodding days; finding original, stock appearance Zephyr's is becoming increasingly more difficult.



THE MOTORCAR OFFERED

In 1940, Lincoln produced just 1,256 Zephyr three-window coupes. Showing just 68,626 miles at the time of cataloging, this mileage is believed to be true. Finished in Lincoln Maroon paint, it appears to be have been resprayed many years ago by a skilled painter. Despite the age, the paint still presents beautifully with a fine patina; and would be a proper candidate for touring or for show. The interior is believed to be largely original, and finished in maroon cloth with the correct factory gold trim.

The V12 engine is mechanically sound, and runs smooth. Generally, this Lincoln is a solid driving example with all operational components. This beautiful Lincoln comes equipped with its original tools and jack. The trunk area appears to be very original as well, with its spare white wall tire in the correct enclosure. This is an extremely well-preserved example of Lincoln's streamlined

design, and would be an excellent complement for any collection.

**\$100,000 - 140,000
WITHOUT RESERVE**

224.

1954 CUNNINGHAM C-3 COUPE

Coachwork by Vignale

Chassis no. 5440

Engine no. C53-8-1852 (see text)

331ci OHV Chrysler FirePower Hemi V8 Engine

4 Zenith Single-Barrel Carburetors

220bhp at 4,000rpm

4-Speed Chrysler Fluid-Matic Semi-Automatic Transmission

4-Wheel Coil Springs with Independent Front Suspension and Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- One of only 25 C-3s produced
- Well-known history
- Runs and drives
- Has been off the road for nearly 50 years
- A very complete restoration project



THE CUNNINGHAM C-3

The son of a wealthy banker, the aptly named Briggs Swift Cunningham would become the epitome of the American Sportsman thanks to his passion for speed, relentless drive, and access to ample funds. Beginning in 1940 racing his 'Bu-Merc'—a modified Buick chassis with a Buick engine and Mercedes-Benz SSK bodywork, he would seriously step up his racing efforts after WWII.

In 1950, Cunningham entered a pair of Cadillacs Series' 60s in LeMans—a stock fastback coupe and an aerodynamic roadster with custom bodywork dubbed 'Le Monstre' by the by the French. Finishing 10th and 11th overall, the experience—along with his other racing efforts—led him to develop his own racecar in 1951. His debut effort, the Cadillac powered C-1 saw no track time given the lack of financial support from Cadillac. Turning to Chrysler, who was

willing to sell its Hemi V8s to Cunningham at a 40% discount, in 1951 Cunningham developed the C-2R off the C-1's chassis. While powerful, the C-2 was hampered by its portly weight, DeDion rear axle, and 3-speed transmission that limited engine braking and put undue additional wear on the drums brakes.

By this point, the organizers of LeMans had established a new rule requiring manufactures to homologate their racecars by producing at a number of road going units to participate in the race. Prompted by the rule—and looking to capitalize on selling road cars to fund his racing efforts, Cunningham set out to create a street version of the C-2R—the C-3. Featuring a ladder-tube frame similar to the C-2R's, the C-3 featured independent front suspension and a live rear axle, the latter of which weighed significantly less than the C-2R's

DeDion rear axle. Power came from a 331ci Chrysler Hemi V8. After building one C2 body on a C-3 chassis, as a cost saving measure, bodywork was done by Vignale in Italy, with completed coachwork sent to Cunningham's West Palm Beach factory for final fitment.

Retailing for \$9,000 for a coupe and \$10,000 for a convertible when new—nearly three times the price of a Corvette—only 25 complete C-3s would leave the factory. This was all that was needed, however, for Cunningham to continue his racing efforts—now with the improved C-4R.



THE MOTORCAR OFFERED

The fourth from last C-3 produced, and the antepenultimate of 20 Coupes built, this car was originally numbered 5232 but was renumbered by the factory to the number it carries today, 5440 (this, and three other unsold C-3s received new serial numbers and plaques in February of 1954). First registered in 1954, its original owner was William C. Rands Jr.—the son of a Detroit-based bicycle part supplier magnate who had a second home in Boca Raton, Florida. Rands kept the car only about a year before selling it to fellow Michigander Howard Girardin. Mr Girardin made swift work of customizing his new car, including changing the color from the original black to red, replacing the engine with one from a new Chrysler 300, and running the power through a Chevrolet transmission. After three years, he listed the car for sale in *Road & Track* magazine, first in the July 1958 issue and then two months later in the

September issue before selling the car to a young man from Syracuse.

The subsequent decade of the car's history is not fully known, but it is believed to have been spotted—in black and cream livery—in Newport, Rhode Island in 1965 by journalist, and now rally organizer extraordinaire, Rich Taylor. By the late 1960s, 5440 was plying the roads of Connecticut before ending up in the garage of a Mr. Frederick in New Jersey and later in a junkyard in Queens, New York. It was at that junkyard that the car was saved from the great highway in the sky by New Yorker George Anita. When found, the car was described as being in rather rough shape, with the windshield, engine, and transmission missing. Anita installed another Chrysler V8 in the car along with TorqueFlite transmission before swapping it to Ali Lugo of Connecticut for another C-3, a Convertible s/n 5441, in the

early 1970s. It wasn't a complete swap, however, as Anita kept some items from the car including the left instrument cluster and the brass serial number plaque. Lugo took his new car and transferred the dash and remaining instruments and knobs to Stu Barnette—then owner of C-3 s/n 5229—before advertising the car in *The New York Times* in July of 1977 for \$2500. Larry Tory, also of New York spotted the listing and purchased the car from Lugo. At the time, 5440 was finished in cream over brown trim and the body was said to be badly dented and rusted. Tory stripped and repainted the chassis before listing it in early 1980 *Road & Track* and then in the March 1980 issue of *Hemmings Motor News* from which it was sold to Dean Dietrich of Hinsdale, Illinois.

Dietrich was intent on restoring the car, sending it to a shop in Iowa not long after purchase. The restoration would be stillborn,







however, as the car would sit basically as it had been purchased for a score of years before being discovered and acquired in 2000 by Daniel Rapley of Connecticut. From Rapley the C-3 went to Derrick Durst and in 2001 was purchased by the current owner. Still in rough shape and incomplete, another attempt at restoration began, this time more in earnest. Using information gleaned from fellow Cunningham owners to reconstruct the damaged bodywork, especially at the tail, Obermeyer's 41 Auto Body in Allenton, Wisconsin began to bring the Cunningham back up to snuff. The entire frame was separated from the car and rotisserie restored. Parts that could not be fabricated were sourced separately, including a new windscreen to replace the broken one on the car and a rebuilt correct-type 331 cubic inch Chrysler Hemi V8 to go in place of the later motor fitted in the car. Further hard-to-

find Cunningham pieces were taken from Cunningham chassis number 5236, a late production example that had never been bodied. From s/n 5236 came the Chrysler semi-automatic transmission, the four Zenith carburetors and the unique Cunningham manifold onto which those carburetors were mounted.

Beyond the damaged bodywork, some trim pieces had gone missing. Those that could not be located, such as the chrome pieces around the hood and grill as well as the dashboard, were fabricated by International Restoration in Oaklawn, Illinois. Beyond the metalwork and trim, the car also received mechanical work that has made it a running and driving car—although it has rarely been run as the interior is still in rough, incomplete shape. Unsalvageable



as it sits, the remains of the interior could provide a good rubric for patterns. Once the bodywork was completed, the car was painted in the two-tone white and navy blue it wears today.

Alas, as has often in the car's past, other projects have kept its restoration sidelined. Recently completed work includes a new set of correct wheels, hub caps and tires, the rebuilding of one of the carburetors, an engine tune-up, and service to the transmission and brakes. With the current owner's restoration work now stretching over nearly two decades, some receipts are included but not every record can be found, in addition to a selection of photos both before and during the restoration.

Ready to finally be finished by the next eager owner, this Cunningham C-3 is lusting to be put back on the road after nearly a half century. One of just 20 C-3 Coupes produced, it is a rare opportunity to join an exclusive club of owners.

And should you wish to learn firsthand what it is like restore and own a Cunningham, just come to Greenwich. After all, every single C-3 ever built is coming to the Concours, so your odds of stumbling upon another Cunningham owner are as good as they will ever be!

\$300,000 - 400,000

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MK2 VOLANTE**

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FINAL CALL FOR ENTRIES

'2 VEV' - the Essex Racing Stable
1961 ASTON MARTIN DB4GT ZAGATO
Chassis no. DB4GT/0183/R



The ex-Richard Shuttleworth
1934 ALFA ROMEO TIPO B MONOPOSTO
Chassis no. 5007



Bonhams is delighted to announce the 25th annual auction at the world-renowned Goodwood Festival of Speed.

Some of the world's finest motor cars have been sold at the Bonhams Goodwood Festival of Speed Sale and this year will continue that tradition with this magnificent Aston Martin DB4GT Zagato and 1934 Alfa Romeo Tipo B.

Further entries are now invited. To consign your motor car, please contact the department.

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*Acquired new by John Surtees CBE
and offered direct from the family*
1957 BMW 507 ROADSTER



**1929 BENTLEY SPEED SIX
'LE MANS' TOURER**

Coachwork in the style of Vanden Plas
Chassis no. SB 2751

Current ownership since 1978
1951 BENTLEY R-TYPE CONTINENTAL
Coachwork by H.J. Mulliner
Chassis no. BC11A



Bonhams

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Winner 'Le Grand Prix du Salon' Paris 1950
Matching-numbers and exceptional restoration
1948 TALBOT-LAGO T26 RECORD
SPORT COUPE DE VILLE
Coachwork by Saoutchik

In same ownership for 55 years
Delivered new to nobleman A.J. Player
Highly original, matching numbers example
1931 BENTLEY 8 LITER 'SILENT BLOC' SALOON
Coachwork by Vanden Plas

Superb, award winning restoration
Original body and drivetrain
1964 SHELBY COBRA 289

QUAIL LODGE AUCTION

CONSIGNMENTS NOW INVITED



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Ex Ford Museum, matching numbers
1913 ROLLS-ROYCE LONDON TO EDINBURGH SILVER GHOST
Coachwork by Reuters

Sold at Simeone 2017 for \$1,001,000



From the Estate of David L. Van Schaick
1929 BENTLEY 4.5 LITER 'LE MANS REPLICA' FABRIC TOURER
Coachwork in the style of Vanden Plas

Sold at Simeone 2017 for \$585,500



1963 CHEVROLET CORVETTE 327/360HP ROADSTER

Sold at Simeone 2017 for \$82,500

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Saturday October 6, 2018

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*The ex-Tony McAlpine, Jack Ehret,
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1951 VINCENT 998CC BLACK LIGHTNING
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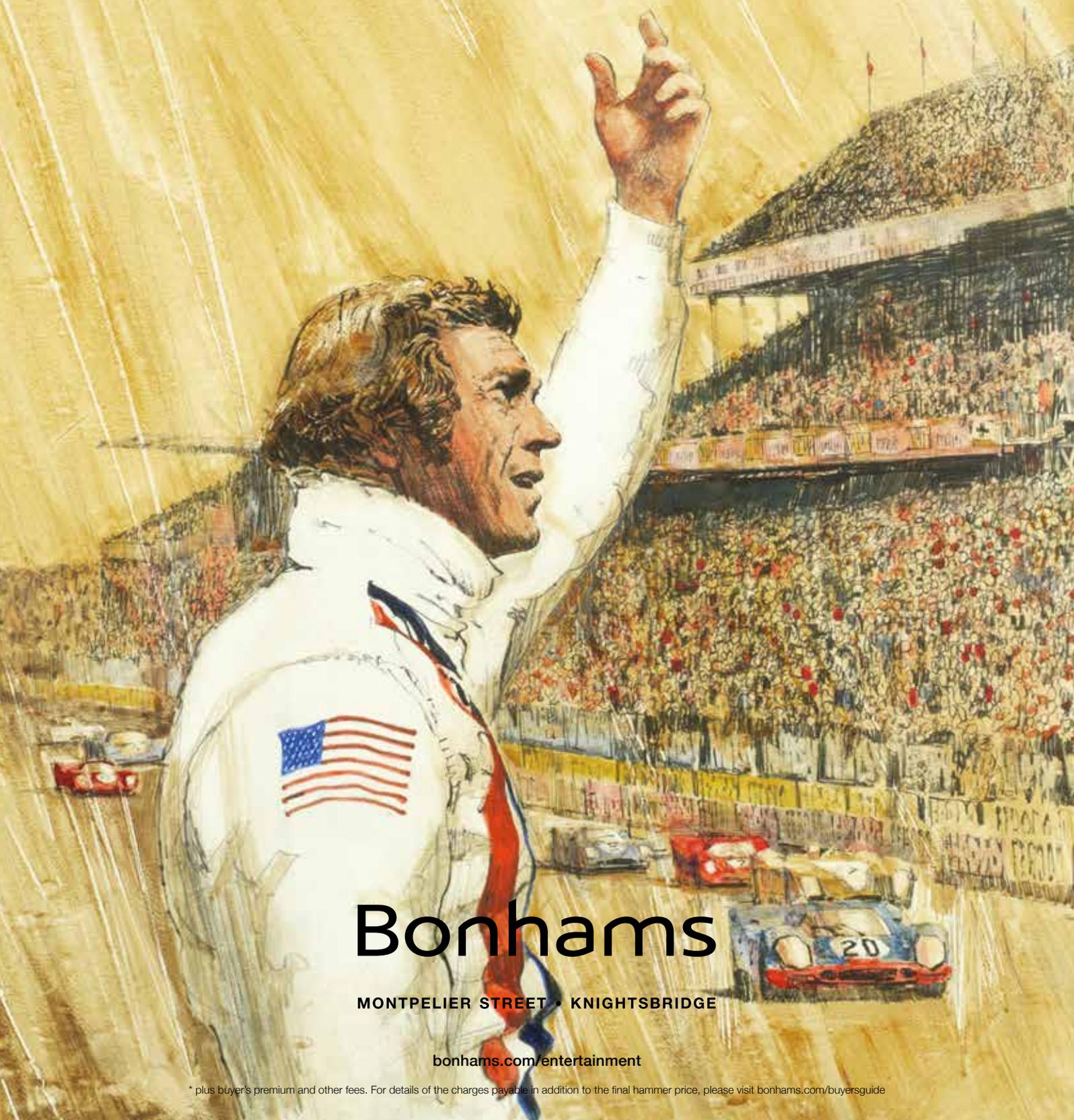
Wednesday 18 July 2018
Knightsbridge, London

**LE MANS: THE ORIGINAL POSTER
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Cinema Center Films /
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plus buyer's premium and other fees. For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide

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Friday 8 June	San Francisco
Thursday 12 July	London
Friday 14 September	San Francisco
Thursday 27 September	London
Friday 16 November	Hong Kong
Thursday 29 November	London
Friday 7 December	San Francisco

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Wednesday 6 June	Edinburgh
Friday 17 August	Hong Kong
Wednesday 3 October	Edinburgh
Wednesday 12 December	Edinburgh

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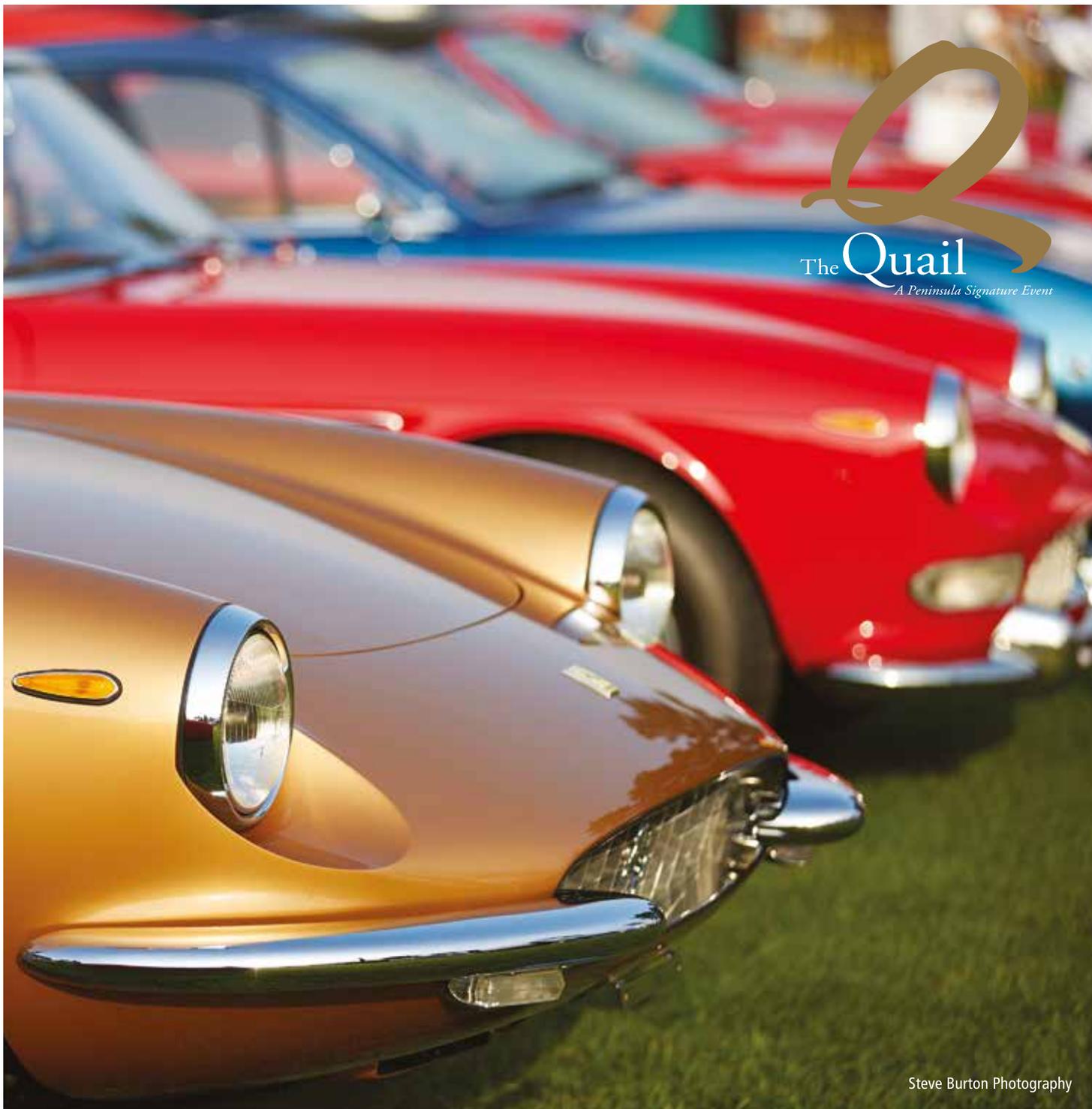
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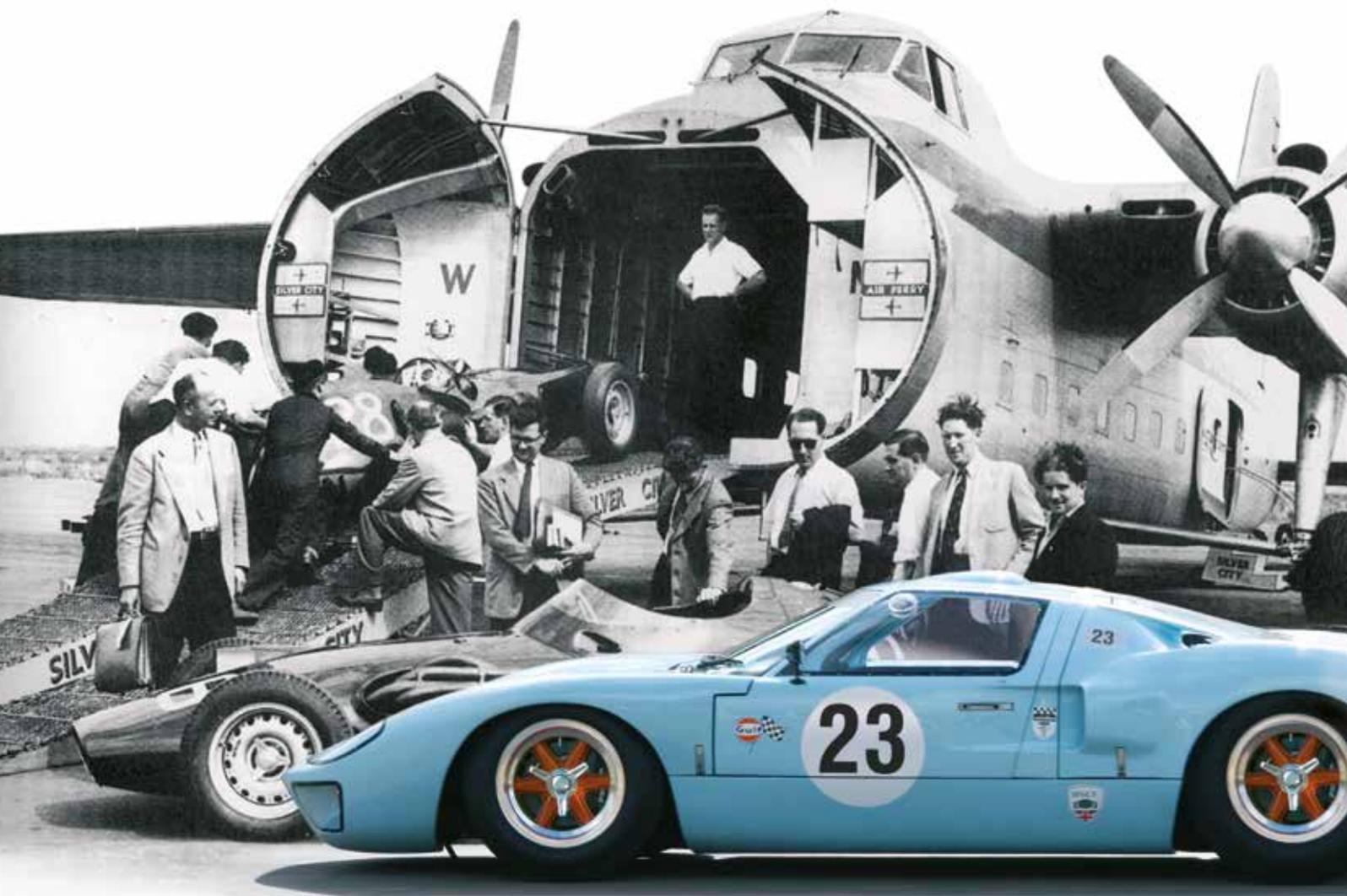
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CONDITIONS OF SALE FOR MOTOR VEHICLES AND AUTOMOBILIA

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom it acts as agent.

1. DEFINITIONS

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local or affiliated entity Bonhams may engage to assist with the Sale.

1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).

1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).

1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.

1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.

1.6 'Lot' means each lot of property purchased at the Sale by the Buyer.

1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.

1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.

1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.

1.10 'Sale' means the auction held in conjunction with the Greenwich Concours d'Elegance in Greenwich, Connecticut on Sunday, June 3, 2018.

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 TWELVE PERCENT (12%) on the first Two Hundred Fifty Thousand Dollars (\$250,000) of the Hammer Price of such lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds Two Hundred Fifty Thousand Dollars (\$250,000), 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 Two Hundred Fifty Thousand Dollars (\$250,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on the amount of Hammer Price above Two Hundred Fifty Thousand Dollars (\$250,000) up to and including Four Million Dollars (\$4,000,000), and TWELVE AND A HALF PERCENT (12.5%) on any amount by which such Hammer Price exceeds Four Million Dollars (\$4,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot, and, unless the purchaser is exempt by law from the payment thereof, any Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New Jersey, New York, Pennsylvania, Texas, Virginia, Washington, D.C., Washington state, or other applicable state or local sales tax (or compensating use tax).

8.3 No Buyer's Premium for Lots Being Sold to Benefit AmeriCares: No buyer's premium will apply to any Lot (Lot Nos. 22 - 26) being sold to benefit the charitable organization AmeriCares.

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 4:00 p.m. local Eastern Time on Monday, June 4, 2018. 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

CONDITIONS OF SALE FOR MOTOR VEHICLES AND AUTOMOBILIA

may pay by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

11. REMOVAL OF LOT

11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.

11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. RISK OF LOSS OR DAMAGE TO LOT

The Buyer shall be responsible for any loss or damage to the Lot from the time the contract of sale is made as described in paragraph 9.1, and neither Bonhams nor its employees or agents shall be liable for any loss or damage to or caused by all or any portion of the Lot from and after that time.

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.

13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales

or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).

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 New York City, New York or San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

Mediation and Arbitration Procedures

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties will equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be admissible in any subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration

CONDITIONS OF SALE FOR MOTOR VEHICLES AND AUTOMOBILIA (CONTINUED)

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.

Please mail or fax or email the completed Registration Form and requested information to:

Bonhams Client Services Department
580 Madison Avenue
New York, NY 10022
Tel +1 (800) 223 2854
Fax +1 (212) 644 9009
bids.us@bonhams.com

Bonhams

Sale title: The Greenwich Concours d'Elegance Auction	Sale date: June 3, 2018
Sale no. 24810	Sale venue: Roger Sherman Baldwin Park, Greenwich, CT
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 and Automobilia: I will collect purchases myself by 4pm June 4 <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 Greenwich Concours d'Elegance Auction on June 3, 2018.

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' Greenwich Concours d'Elegance Auction on June 3, 2018.

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.

INDEX

Lot No.	Year	Model	Lot No.	Year	Model
138	1959	AC ACECA	108	1957	FORD THUNDERBIRD CONVERTIBLE
195	1974	ALFA ROMEO 2000 GT VELOCE	156	1966	FORD MUSTANG SHELBY GT350 CONVERTIBLE
117	1934	ALVIS SPEED 20 SB SPORTS TOURER	147	1968	FORD MUSTANG SHELBY GT350
139	1965	ASTON MARTIN DB5 CONVERTIBLE	144	1969	FORD MUSTANG SHELBY GT500
129	2000	ASTON MARTIN DB7 VANTAGE VOLANTE	161	1969	FORD MUSTANG SHELBY GT500
209	1961	AUSTIN-HEALEY 3000 BT7	164	2006	FORD GT HERITAGE EDITION
178	1949	BENTLEY MK VI SPORTS SALOON	152	2008	FORD SHELBY MUSTANG GT500KR
217	1987	BMW M6	160	2012	FORD MUSTANG SHELBY GT500 SUPER SNAKE
165	2000	BMW Z8 ROADSTER	124	1952	JAGUAR XK120 FIXED HEAD COUPE
189	1941	CADILLAC SERIES SIXTY SPECIAL SEDAN	200	1958	JAGUAR XK150 3.4 ROADSTER
109	1949	CADILLAC SERIES 61 CLUB COUPE	216	1966	JAGUAR E-TYPE 4.2 LITER ROADSTER
179	1912	CHALMERS-DETROIT MODEL THIRTY TOURING	208	1966	JAGUAR E-TYPE SERIES 1 4.2-LITER ROADSTER
187	1935	CHEVROLET MASTER DELUXE COUPE HOTROD	105	1967	JAGUAR MK II 3.8 SPORTS SALOON
168	1957	CHEVROLET CORVETTE 283/283HP ROADSTER	205	1968	JAGUAR E-TYPE SERIES 1½ 4.2 ROADSTER
130	1962	CHEVROLET CORVETTE ROADSTER	127	1969	JAGUAR E-TYPE SERIES II 4.2 COUPE
132	1967	CHEVROLET CORVETTE 427/435HP ROADSTER	191	1986	LAMBORGHINI COUNTACH 5000 QV
131	1996	CHEVROLET CORVETTE GRAND SPORT COUPE	114	1998	LAMBORGHINI DIABLO VT ROADSTER
203	2009	CHEVROLET CORVETTE Z06 GT1	223	1940	LINCOLN ZEPHYR THREE-WINDOW COUPE
		CHAMPIONSHIP SPECIAL EDITION	188	1948	LINCOLN CONTINENTAL CABRIOLET
167	2009	CHEVROLET CORVETTE ZR1	141	1967	LINCOLN CONTINENTAL CONVERTIBLE
122	1932	CHRYSLER CP8 CONVERTIBLE COUPE	212	1969	LINCOLN CONTINENTAL MARK III
143	1935	CHRYSLER AIRFLOW	218	1991	LOTUS ESPRIT TURBO SE
171	1979	CITROEN 2CV	174	1914	LOZIER MODEL 77 FIVE PASSENGER
180	1930	CORD L-29 CONVERTIBLE SEDAN			TOURING CAR
224	1954	CUNNINGHAM C-3 COUPE	140	1963	MASERATI SEBRING 3500GTI SERIES 1
155	1983	DE TOMASO PANTERA GTS	206	1952	MERCEDES-BENZ 170 SB
149	1955	DESOTO FIREDOME	170	1959	MERCEDES-BENZ 300SL ROADSTER
169	1959	DESOTO ADVENTURER SPORT COUPE	192	1968	MERCEDES-BENZ 280SE CABRIOLET
157	1987	DETOMASO PANTERA GT5-S	128	1969	MERCEDES-BENZ 280SL
116	1954	DODGE ROYAL 500 PACE CAR EDITION	207	1969	MERCEDES-BENZ 280SL
210	1959	DODGE ROYAL LANCER 2-DOOR HARDTOP	201	1970	MERCEDES-BENZ 280SE 3.5 COUPE
145	1982	DODGE SHELBY CHARGER PROTOTYPE	112	1971	MERCEDES-BENZ 280SE 3.5 COUPE
142	1983	DODGE SHELBY RAM PROTOTYPE	219	1935	MG MIDGET P-TYPE 2-SEATER
154	1987	DODGE CSX	214	1961	MGA MKII ROADSTER
151	1987	DODGE SHELBY CHARGER GLH-S	107	1962	MGA 1600 MK II ROADSTER
162	1987	DODGE SHELBY LANCER	119	1910	NATIONAL SERIES S 50HP
153	1988	DODGE SHELBY DAKOTA PROTOTYPE			"SEMI-RACING TYPE" ROADSTER
146	1989	DODGE CSX VNT	172	1912	OAKLAND MODEL 30 TOURER
198	2004	DODGE VIPER SRT-10 ROADSTER	221	1929	PACKARD EIGHT 7-PASSENGER TOURING
115	2009	DODGE VIPER ACR	181	1934	PACKARD EIGHT 1101 CONVERTIBLE SEDAN
202	2010	DODGE VIPER SRT-10 FINAL EDITION	173	1910	PANHARD ET LEVASSOR TYPE X7 LANDAULETTE
197	2013	DODGE VIPER GTS	213	1966	PLYMOUTH VALIANT SIGNET CONVERTIBLE
199	1980	FERRARI 512 BERLINETTA BOXER	193	1965	PORSCHE 356SC COUPE
190	1986	FERRARI TESTAROSSA MONOSPECCHIO	126	1970	PORSCHE 911T 2.2 TARGA
113	1990	FERRARI TESTAROSSA	204	1987	PORSCHE 930 TURBO COUPE
103	2004	FERRARI 360 SPIDER	125	1995	RANGE ROVER CLASSIC 4X4 ESTATE
135	C.1957	FIAT-ABARTH 750 ZAGATO "DOUBLE BOUBLE"	118	1931	ROLLS-ROYCE PHANTOM 1 REGENT
136	C.1957	FIAT-ABARTH 750 ZAGATO "DOUBLE BUBBLE"			CONVERTIBLE COUPE
134	C.1959	FIAT-ABARTH 750 RECORD MONZA	175	1931	ROLLS-ROYCE PHANTOM 1 TOWN CAR
215	1963	FIAT ABARTH MONOMILLE GT	177	1937	ROLLS-ROYCE 25/30 LIMOUSINE
106	1965	FIAT 600D SEDAN	111	1984	ROLLS-ROYCE SILVER SPIRIT SEDAN
194	1967	FIAT DINO SPIDER	176	2005	ROLLS-ROYCE PHANTOM
102	1972	FIAT 124 SPORT COUPÉ	110	2008	ROLLS-ROYCE PHANTOM DROPHEAD COUPÉ
182	1913	FORD MODEL T TOURING	158	1965	SHELBY 427 COBRA
183	1923	FORD MODEL T ROADSTER PICKUP	163	1997	SHELBY AURORA V8 CAN-AM
120	1925	FORD MODEL T ROADSTER	150	1999	SHELBY SERIES 1
159	1927	FORD MODEL T DEPOT HACK	220	1917	STANLEY STEAMER 7 PASSENGER TOURING CAR
186	1929	FORD MODEL A 'FIRE CHIEF' SPEEDSTER	137	1965	SUNBEAM TIGER MK 1 CUSTOM
121	1929	FORD MODEL A PHAETON	104	1939	SUNBEAM-TALBOT 2-LITER SPORTS TOURER
148	1931	FORD MODEL A SPORT COUPE	211	1954	SUPERCHARGED KAISER MANHATTAN
123	1934	FORD MODEL 40 STATION WAGON	222	C.1907	THOMAS-DETROIT MODEL C TOURER
184	1935	FORD CZX SEDAN	166	1985	TOYOTA LAND CRUISER BJ40 CONVERTIBLE
185	1936	FORD MODEL 68 DELUXE PHAETON	196	1970	TRIUMPH SPITFIRE MARK III
101	1937	FORD MODEL 78 DELUXE PHAETON	133	1973	VOLVO P1800ES SPORTS ESTATE



LOT 224 - 1954 CUNNINGHAM C3 COUPE

EB 1793

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