

Bonhams



QUAIL
MOTORCAR
AUCTION

Live & Online
FROM LOS ANGELES

Los Angeles, California | August 14, 2020



LOT 20 - 2018 BUGATTI CHIRON



LOT 77 - 2014 BUGATTI VEYRON



LOT 33 – 1936 MERCEDES-BENZ 500K OFFENER TOURENWAGEN

Friday, August 14, 2020 at 11am PST
Live and Online from
Los Angeles, California

QUAIL MOTORCAR AUCTION

Live & Online
FROM LOS ANGELES

BONHAMS

7601 W. Sunset Boulevard
Los Angeles, California 90046

580 Madison Avenue
New York, New York 10022

601 California Street, Suite 150
San Francisco, California 94108

bonhams.com/quail

PREVIEW

Please see page 4 for a list of Preview
by Appointment locations to include the
Petersen Automotive Museum.

AUCTION

Live from Bonhams Los Angeles
7601 W. Sunset Boulevard
Los Angeles, California 90046

AUCTION NUMBER: 25839
Lots 1 - 107

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BIDS

+1 (212) 644 9001
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motors.us@bonhams.com

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

Please see pages 4 to 6 and 231 to 234
for bidder information including Conditions
of Sale, after-sale collection and shipment.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

FRONT COVER

Lot 61

BACK COVER

Lot 53

HISTORY FILES AND CONDITION REPORTS

History files are available for review in digital
format. Please contact motors.us@bonhams.com
for either a written condition report or to sched-
ule a video review of a car on offer. Additional
photographs of all lots can be viewed online at
bonhams.com/quail.

Bonded pursuant to California
Civil Code Sec. 1812.600;
Bond No. 57BSBGL0808



General Information



THE PENINSULA BEVERLY HILLS

PREVIEW BY APPOINTMENT

The Quail Motorcar Auction preview is open to the public by appointment with no admission fee. Lots on offer are being shown at several regional venues listed below. Bonhams strongly encourages interested bidders to attend an in-person, preview by appointment or to schedule a virtual preview appointment with a specialist. Please contact Gordan Mandich for inquiries and scheduling: +1 (323) 436 5412, gordan.mandich@bonhams.com.

Los Angeles Preview

Wednesday August 12 10am to 5pm
Thursday August 13 10am to 5pm
Friday August 14 10am to 12pm
Petersen Automotive Museum
6060 Wilshire Blvd, Los Angeles, CA 90046
Lots on View in LA: 10, 13-15, 17-21, 24-27, 29, 31, 33, 34, 36, 39, 43, 44, 46-49, 51, 52, 54, 55, 57, 59-67, 70, 71, 73-75, 77, 80, 82-85, 90, 91, 93, 95, 99-101, 104-107

New York Preview

Monday August 10 to Friday August 14
Bedford Hills, NY
Lots on View in NY: 11, 12, 22, 30, 37, 38, 41, 50, 53, 56, 58, 69, 72, 76, 78, 86, 87, 102, 103

Other Preview Locations

Greenville, South Carolina, By Appointment, Lots 16, 23, 28, 35, 68, 81, 96, 98
Uxbridge, Massachusetts, By Appointment, Lots 32, 40, 45, 97
Memphis, Tennessee, By Appointment, Lots 42, 89, 94

Los Angeles Accommodations

The Peninsula Beverly Hills is Bonhams' chosen hotel for clients traveling to Los Angeles to preview by appointment. Please contact christi.osborne@bonhams.com for rate inquiries and assistance with reservations.

AUCTION

The live and online Quail Motorcar Auction will be conducted at Bonhams' Los Angeles gallery, 7601 W. Sunset Blvd, Los Angeles, CA 90046. Bidder attendance will be subject to Los Angeles COVID-19 guidelines in effect on August 14, 2020.

COVID-19 REQUIREMENTS

In accordance with government guidelines, masks are required at in-person preview appointments and at the auction should a limited audience be permitted. Bonhams will have protective masks, hand sanitizer and gloves available for client use. Social distancing guidelines will also be followed.

BIDDER REGISTRATION

Registration for the Quail Motorcar Auction is complimentary. Registered bidders may bid in real time online and via telephone or absentee bids. Client Services will answer questions regarding in-person attendance at the auction after August 10, 2020.

Our Client Services team is available to assist prospective buyers with the registration process in advance of the auction. All registration requirements must be met and documentation provided timely prior to the auction in order for bidding to be authorized with an assigned bidder number. Registration requirements include completing our Registration Form, providing a current driver's license or passport identification, a secondary article with matching name, proof of residence, a bank reference and dealer license, if applicable. Examples of bank references can be found at the back of this catalog.

By registering to bid at auction, registrants agree to be bound by Bonhams' Conditions of Sale provided in the back of the auction catalog and online on Bonhams' website. Auction catalogs are available for purchase by contacting Client Services.

BIDDING METHODS

- | | |
|--------------------|---|
| Online Bidding: | Watch the auction online and submit real time bids. Advanced registration is required. Please see the Legend on Page 5 for additional information. |
| Telephone Bidding: | Bid via telephone during the auction with a Bonhams representative. To ensure availability, telephone bids must be arranged 48 hours prior to the auction. Bonhams will phone the bidder several lots in advance and will execute bids upon instruction by the bidder. |
| Absentee Bidding: | Bidders may submit an absentee bid, also called a commission bid, which is the bidder's maximum bid for a lot. After an Absentee Bid Form is completed in advance of the auction, a Bonhams' representative will execute the bid on behalf of the client, buying the lot either under or at the maximum bid and against other bidding and reserves. |

To reach our Client Services Department for more information and for registration, please call +1 (212) 644 9001 or email bids.us@bonhams.com. To view the auction live, please go to www.bonhams.com/quail/live.

Buyer Information

CONDITIONS OF SALE: DISCLAIMER OF WARRANTIES

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

Bonhams strongly encourages interested bidders to perform their own due diligence inspecting lots on offer by attending an in-person preview by appointment or to schedule a virtual preview appointment with a specialist. Please contact Gordan Mandich for inquiries and scheduling: +1 (323) 436 5412 or gordan.mandich@bonhams.com.

TITLE DOCUMENTS

Some of the motor vehicles in this auction 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 registrable vehicles, following the auction, historical documents and accompanying items may ship with the vehicle or from Bonhams' offices. Titles will be mailed via FedEx from our Los Angeles office within 30 days. Titles that are announced as 'in transit' at the time of auction may take additional time. For inquiries and updates, please contact Bonhams' Dealership and Compliance Manager, Aleksandra Krypciak, +1 (415) 503 3322, aleksandra.krypciak@bonhams.com.

BUYER'S PREMIUM

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. CHARITY LOTS 1 through 6 will not be subject to a buyer's premium.

TAXES AND LICENSE FEES

Buyers are required to pay any applicable state or local sales or use tax, import duty (see Legend) and/or license and documentation fees on their purchases, as the case may be. The amount of any such sales or use tax, duty and/or fees to be collected by Bonhams from the buyer will be determined by Bonhams in its sole discretion and are additional to the final bid price and buyer's premium. Exemptions from taxes, duties or fees will be subject to the timely receipt of documentation acceptable to Bonhams as determined in its sole discretion.

In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold both a valid resale certificate and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

Purchased lots picked up by an ICC licensed carrier and shipped directly to any of the following states will be subject to applicable sales and/or use taxes of such jurisdiction, unless exempted by law: Alabama, Arizona, California, Colorado, Connecticut, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Nebraska, Nevada, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Texas, Utah, Virginia, Washington DC, Washington State, West Virginia, Wisconsin and Wyoming.

In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold both a valid resale certificate and be a licensed automobile dealer in the applicable state, and furnish documentation of the same to Bonhams' Cashier Department prior to or at the time of purchase.

LEGEND

Ω Import Duty: Motor vehicle import duty calculated at 2.5% of the import value and associated import fees are payable by the buyer on all lots marked with an Omega symbol Ω. If the purchased lot is exported within certain criteria, the duty may be refundable.

♦ Online Bidding Note: Special formalities are required to bid on this lot. Contact Client Services at +1 (212) 644 9001 or bids.us@bonhams.com at least 48 hours in advance of the auction. Please also note Online Bidding is not available for this lot.

PAYMENT & LOT COLLECTION DETAILS

PAYMENT DEADLINE AND VIRTUAL CASHIERING HOURS:

Payment Deadline: 5pm PST on Wednesday, August 19, 2020

Cashiering Hours:

Friday	August 14 during the auction and up to 6pm PST
Saturday	August 15 from 9am to 3pm PST
Monday through Wednesday	9am to 5pm EST

For buyers who plan to collect their purchases immediately, Bonhams strongly recommends paying by wire transfer or certified check (bank draft). Lots will not be released to buyers until full and final payment is received by Bonhams. Payment made by personal or business check may result in property not being released until purchase funds clear our bank. Cash payments are not accepted. Bidders may also pre-arrange suitable check or credit approval with Client Services.

For payments made by bank transfer, Bonhams' bank details are below. Please include your client identification number on the wire transfer instructions.

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

LOT COLLECTION DEADLINE:

5pm PST on Wednesday, August 19, 2020
Please contact Gordan Mandich for inquiries and scheduling: +1 (323) 436 5412 or gordan.mandich@bonhams.com

Los Angeles preview lots (10, 13-15, 17-21, 24-27, 29, 31, 33, 34, 36, 39, 43, 44, 46-49, 51, 52, 54, 55, 57, 59-67, 70, 71, 73-75, 77, 80, 82-85, 90, 91, 93, 95, 99-101, 104-107) will be uplifted from Petersen Automotive Museum by end of day on Saturday August 15. If the buyer would like to collect the lot from PAM on Saturday August 15, Bonhams must be informed of the proposed collection time on Friday August 14. If no such arrangements are made, lots will be uplifted to local storage. Uplift charges will apply. Storage charges will begin to accrue to buyer as of 5pm PST on Wednesday, August 19, 2020.

New York preview lots (11, 12, 22, 30, 37, 38, 41, 50, 53, 56, 58, 69, 72, 76, 78, 86, 87, 102, 103) will remain at the storage facility in Bedford Hills, NY until Wednesday, August 19 at 5pm PST. A buyer can continue to store with this facility after 5pm on August 19th by informing Bonhams of their plans and agreeing storage terms directly with the facility. If no arrangements are made, Passport Auto Transport will automatically collect and store the lot(s) at the Passport Auto Transport storage location that is geographically closest to the Bonhams lot preview location.

Buyer Information (continued)

All other preview lots will remain at the respective preview location until Wednesday, August 19 at 5pm PST. If no arrangements are made by the deadline, Passport Auto Transport will automatically collect and store the lot(s) at the Passport Auto Transport storage location that is geographically closest to the Bonhams lot preview location.

Uplift and storage shall be at the buyer's sole risk and expense. Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to its standard rates and ultimate destination of the vehicle(s). For applicable charges, please consult with Passport in advance of purchase.

Purchased lots become the buyer's risk once the hammer falls. Storage, collection and uplift for paid and unpaid lot removal is at the buyer's sole risk and expense. Overseas buyers are strongly advised to make collection arrangements with Bonhams in advance of the auction.

Buyers may have an authorized agent collect their purchases according to the collection deadline. It is the buyer's responsibility to ensure that their designated agent has the auction venue details, bill of lading showing where the lot will be transported and proof of the buyer authorization for collection of the lot(s).

Bonhams will release the lot only once all payment requirements have been met including payment of taxes and any applicable fees. Buyers and/or their agent are responsible for collecting all available parts, logbooks, title, keys and any other accompanying documents.

Transport Arrangements

Representatives of Bonhams' preferred carriers are available to provide shipping quotes and transport information.

Domestic Motorcar Transport

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

International Motorcar Transporters

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

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

Acknowledgements

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2020 QUAIL MOTORCAR AUCTION CATALOG:

AKG Images
Aston Martin Heritage Trust
CARS USA
Checkered Flag 200
Collector Car Garage
Ed Brown + Michelle and The Tow Guy
Ed Watts and Passport Transport
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David Neyens
Dino Boyckes
George and MBZ Motors

Jaguar Heritage Trust
James Machinist
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Mercedes-Benz Classic Center
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Motorcar Studios
Quail Lodge & Golf Club
RROC
Scot Elrod and AutoConcierge
Steve Burton

Ed Tatios
The Peninsula Signature Events
The Peninsula Hotels Group
The Petersen Automotive Museum
Dan Vaughan and ConceptCarz
Verity Spencer
Warren Barnes and Schumacher Cargo Logistics
WRS Spezial JB GmbH
Xavier Maignan and Collector Car Vault

Photography Credits

MOTORING PHOTOGRAPHER PAWEŁ LITWINSKI
After more than a decade of specialization in this field, Paweł's work is easily recognized. His photos show unique brilliance (clarity) and depth. His artistry and instinct in his choice of location and angles evoke the period and particular qualities of each car he shoots.
www.litwinski.com

Paweł Litwinski: Lots 10, 12, 14, 17, 18, 19, 20, 21, 25, 26, 27, 29, 33, 34, 36, 43, 44, 46, 47, 48, 51, 52, 53, 54, 55, 57, 59, 60, 61, 62, 63, 65, 66, 67, 70, 73, 75, 77, 80, 84, 91, 100, 101, 104, 106, 107.

Nick LaCasse:	42
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Brian Rozar:	98
Sydney Cummings:	11, 38, 72, 78, 103
Clint Davis:	96
Philip Dutton Photography:	76
Keiron Berndt:	13, 24, 31, 49, 82, 95
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Tangcla Photography:	88
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Robin Adams:	83, 85
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Jasen Delgado:	23, 74
Jeremy Scott:	16
Sean Smith:	50, 58, 69
Trace Taylor:	28
Dan Vaughan:	76

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Paul Gaucher



Gregor Wenner



Michael Haag

Welcome

Bonhams welcomes you to our first American 'Live & Online' Auction based out of our Los Angeles, Sunset Boulevard gallery.

In creating this new format, we have brought together the key components that our clients value in a live auction: we are offering great cars with a traditional catalog, and most importantly these culminate in a focused moment of sale and transaction by the auctioneer. This will be a fully streamed auction, as all Bonhams sales have been since 2012. Should bidders wish, they can bid online in real-time using the platform we established eight years ago. Only in terms of previewing has our concept evolved for the current 2020 climate with car previews by appointment.

Our thanks go to our partners who are making the preview aspect possible, most importantly the Petersen Automotive Museum here in Los Angeles where the majority of the cars will be on exhibition and the Collectors' Car Garage in New York.

We are hugely grateful to The Peninsula Hotels Group for their support on this venture. While we are disappointed not to be in the luxurious settings of Quail Lodge & Golf Club this August, the Peninsula Beverly Hills will welcome clients who wish to travel to Los Angeles for the preview. We look forward to returning to Carmel Valley in 2021.

In the truest Bonhams' traditions, we have assembled a wide variety of collector cars from pre-war icons to contemporary hypercars, many fresh to the market from long term private ownership and a large number offered without reserve.

We respect that the decision to participate in the auction requires the utmost comfort and appreciation of the cars offered. For this reason, all of the cars are in the custody of Bonhams and our department is ready to provide you with copies of history files, walk around inspections or answers to any questions you may have.

Wherever you are in the world, we thank you for your interest in this pioneering auction and look forward to assisting you.

Bonhams International Motoring Team

Charity Lots



As part of this year's Quail Motorcar Auction, Bonhams is pleased to offer an array of exciting lots with proceeds going directly to Rancho Cielo Youth Campus and Americares charitable organizations. Lots 1 through 6 will not be subject to a buyer's premium.

For many years, The Peninsula Signature Events' *The Quail, A Motorsports Gathering* has worked with Rancho Cielo as one of their charity partners. Because the traditional Monterey Car Week cannot take place due to COVID-19 restrictions, Bonhams and Quail Lodge/The Peninsula Signature Events are happy to be supporting this Salinas, California organization dedicated to the education of at-risk youth. Rancho Cielo's mission is to transform the lives of at-risk youth and empower them to become accountable, productive and responsible citizens. They believe that the solution for our youth lies in education and work readiness.

For more information, please visit: www.ranchocieloyc.org.

Bonhams has also chosen for proceeds to go to Americares, who we have worked with at our Greenwich Concours d'Elegance Auction for the last several years. We are happy to have another opportunity to raise funds for Americares who is using every resource to fight the COVID-19 pandemic. Americares is focused on frontline health workers, keeping them safe so they can continue to do life-saving work on behalf of patients with COVID-19 and those in need of care for other essential health services and life-threatening conditions in vulnerable communities.

For more information, please visit: americares.org.



1

THE PENINSULA SIGNATURE EVENTS PACKAGE, MOTORSPORTS & MOTORCYCLE GATHERING TICKETS 2021

The Peninsula Signature Events is offering a combination package that can't be denied! For 2021 or a future year, the buyer will receive two Hospitality tickets to *The Quail Motorcycle Gathering* in May and two Premier tickets to *The Quail, A Motorsports Gathering* in August. Both sets of tickets include gift bags and *A Motorsports Gathering* includes VIP Parking – which any Monterey Car Week attendee knows is the icing on the cake. Car and motorcycle enthusiasts start your bidding!

\$2,000 - 2,500

2

QUAIL LODGE & GOLF CLUB TWO NIGHT STAY ACCOMPANIED BY A CLASSIC CAR RENTAL

Escape to beautiful sunshine and a calm, inviting atmosphere. We are grateful to Quail Lodge for creating a getaway for a fortunate buyer. Quail Lodge has donated a two night stay to include breakfast and a welcome amenity. The buyer of this lot will also enjoy a half day rental from Monterey Touring Vehicles-Classic Car Rentals. See yourself on a scenic drive in one of their vintage car selections! Please note that the timing of this stay is subject to Quail Lodge's availability. Bid well and enjoy!

\$1,200 - 1,600



2

3

THE PENINSULA CHICAGO HOTEL EXPERIENCE, TWO NIGHT STAY AND SPA TREATMENT

In support of Rancho Cielo, The Peninsula Chicago is generously offering two nights in a Deluxe Suite with an American Breakfast for two people. The buyer of this luxurious lot will also enjoy a one hour spa treatment for one person. In the heart of Chicago, The Peninsula Chicago has proudly received a Forbes Travel Guide Five-Star rating each year since its opening and was named the TripAdvisor Travelers' Choice #1 Luxury Hotel in the U.S. in 2019. Please note that the timing of this stay is subject to The Peninsula Chicago's availability. This will be an incredible experience to remember!

\$3,000 - 3,500



3

4

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. Bonhams is grateful for Passport's continued charitable support.

\$2,000 - 2,500



4

5

PETERSEN AUTOMOTIVE MUSEUM VAULT TOUR AND PRIVATE TEST DRIVE

The buyer of this lot will enjoy two Vault Tour tickets along with a private 45 minute test drive of a vehicle of PAM's choosing. In the Vault Tour, guests will view iconic and rare cars, motorcycles and trucks spanning over 120 years of automotive history. Guided tours feature vehicles from 6 different regions and explore the history of the automobile, from early legends to modern supercars. Visitors will see head-of-state cars, American classics, cars belonging to Hollywood legends, award-winning hot rods and many other surprises. Take this special opportunity and ride with it!

\$1,500 - 2,000



5

6

HODINKEE, A LOT OF ALL FIVE SWATCH FOR HODINKEE EDITION SISTEM51 WATCHES EVER CREATED, INCLUDING WATCHES: A GUIDE BY HODINKEE

For a bit of summer whimsy for the watch collector, HODINKEE has kindly donated one of each of their Swatch for HODINKEE Edition Sistem51 watches ever made. This assortment of five watches includes HODINKEE's first book, Watches: A Guide by HODINKEE, published by leading publisher Assouline. The watch selections include models SISTEM51 HODINKEE SUMMER EDITION, FLIK FLAK HODINKEE SUMMER EDITION (for the kid in your family!), Swatch Sistem51 Blue Edition for HODINKEE, SWATCH SISTEM51 HODINKEE GENERATION 1986 and Sistem51 HODINKEE Vintage 84. For full descriptions of each watch model, please see the Bonhams.com/quail online catalog. Mix and match, enjoy the variety of designs, fun and affordable, stylish!

\$700 - 1,000

No lots 7 to 9.

HODINKEE



6

Q

10.

2018 MERCEDES-BENZ C63 AMG CABRIOLET

VIN. WDDWK8GB0JF622015

3,982cc 32-Valve Bi-Turbo V8 Engine
Electronic Fuel Injection
469bhp at 5,750rpm
7-Speed AMG Speedshift Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Elegant Designio Cardinal Red Metallic over Platinum Pearl and Black livery*
- ★ *Nearly factory fresh condition and less than 2,600 miles from new*
- ★ *Still under factory warranty*
- ★ *Light and nimble AMG sports car*

★ *Previewing in LA*



THE C63 AMG

The furiously fast Mercedes-Benz C63 AMG is one of the most powerful cars in its class and features a 4.0-liter 32-valve V8 engine equipped with two turbochargers, manufactured and tuned by the talented engineers at the Affalterbach, Baden-Württemberg based AMG headquarters. Power shared among the Coupe, Sedan and Cabriolet body styles available ranges from 469 horsepower and 479 lb.ft of torque in standard trim, to 503 horsepower and 516 lb.ft of torque in the C63 S trim. Performance numbers are equally as exciting, as they are anything but a slouch. The standard Mercedes-Benz C63 AMG specs will rocket the car from 0-60 mph in just 3.9 seconds, while the S shaves off one-tenth of a second for its already impressive 0-60 sprint.

It comes standard with active sports exhaust, and the AMG Speedshift seven speed transmission sends the power to the rear through an electronic differential. Massive 15.4-in front brakes are drilled and slotted, and the Race Start feature provides optimal ignition and transmission settings for a blistering launch. AMG Dynamic Select allows you to personalize the settings for throttle response, shifting and suspension and exhaust. Deep bucket seats and ambient lighting are complemented by a cabin fragrance system and Burmester surround sound. Nine airbags and a Pre-Safe Plus are standard equipment, while AWD is not an available option, which is how it weighs in at only 3,800 lbs.

THE MOTORCAR OFFERED

Manufactured during July of 2017, this sporty and elegant Mercedes-Benz C63 AMG Cabriolet was delivered new to the U.S. market as a 2018 model-year car. Finished in a lovely Designio Cardinal Red Metallic over a Platinum White Pearl and Black Nappa Leather livery, the option list included Premium Burmester surround sound system, Advanced Lighting package, Comand Multimedia package, Parktronic package, red color-coded seatbelts and soft top, and 19-inch AMG sport wheels. The retail price was \$88,270, and the new Cabriolet was delivered to California where it has remained since. With just 1,530 miles on the odometer at the time of cataloging, this powerful AMG drop top presents much like new and remains under factory warranty. It should be noted that the vehicle is due for a service.

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

- ★ Fitted with rarely seen rear fender skirts
- ★ Swingin' '60s droptop motoring
- ★ Attractive color scheme
- ★ Lovingly restored
- ★ Previewing in NY

1965 VOLKSWAGEN BEETLE CABRIOLET

Coachwork by Karmann

Chassis no. 157657748

Engine no. 113 129701

1,200cc OHV Air-cooled Opposed 4-Cylinder Engine

Single Solex carburetor

53bhp at 4,200rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc, Rear Drum Brakes



THE MOTORCAR OFFERED

One of the most popular automobiles ever produced, Volkswagen's iconic Type 1 Beetle sold in the millions, and one of the best-loved was the Cabriolet, built by Karmann of Osnabruck, which also built the svelte little Ghia-styled coupe. The Karmann cabriolet first appeared in 1949, and this quite popular model remained in production until 1980, with almost 332,000 units manufactured. With its fully padded "baby-buggy" folding fabric top, Karmann Cabriolets allowed four occupants reasonably comfortable seating while soaking up the sun's rays. Cabriolets were more than simply Beetle sedans with their roof removed; Karmann heavily reinforced and strengthened the sills and lower cowl, and added a transverse brace to the floor pan. Cabriolets were generally better-finished than their coupe brethren, including such niceties as twin back-seat ashtrays, a vanity mirror on the passenger-side sunvisor, alloy stone guards on the rear fenders, and wheel trim rings.

This Yukon Yellow over black vinyl Cabriolet was the recipient of thorough restoration prior to the current owner's acquisition of the car in 2018. Fitted with a rare and classy set of rear fender skirts, the motor was rebuilt in 2008 by Karl's Customs in Phoenix, Arizona. Recent work in the current ownership includes regular maintenance by Park Place Holdings in Portsmouth, Rhode Island along with the fitment of retrimmed correct-type 1967-style seats and wipers to replace the '68 high back seats and wipers in the car when it was purchased. Reported to run well, this Beetle is no doubt ready to provide loads of smiles to the next lucky owner.

\$18,000 - 24,000
WITHOUT RESERVE

12.

1969 MERCEDES-BENZ 280SL

Chassis no. 113.044-12-004824

Engine no. 130983.12.002924

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

160bhp at 5,700rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Just one caring owner and a little over 64,000 miles from new
- ★ Highly original, matching-numbers example still in the factory delivered livery
- ★ Factory-equipped with Pagoda hardtop and Behr Air Conditioning
- ★ Serviced and maintained routinely by Mercedes-Benz of Greenwich

★ Previewing in NY



THE MERCEDES-BENZ 280SL

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

In 1967, Mercedes introduced the third and final iteration of the 'Pagoda', the 280SL, 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 all-wheel disc brakes. These Roadsters also have one of the most beautiful bodies produced in the 1960s. Thanks to their robust inline-six and their luxurious Mercedes-Benz interior, they are wonderful cars to be driven and enjoyed.



THE MOTORCAR OFFERED

Completed at the Stuttgart-based Mercedes-Benz factory during the summer of 1968, this highly original example of the classic Pagoda was equipped from new with Behr air conditioning and destined for the US market. The striking Mercedes-Benz was finished just as it appears today, in the stunning Burgundy exterior color, over a black MB Tex interior with neatly contrasting grey German square weave carpets.

The 280SL was purchased new on October 5th, 1968, from Autobahn Motors in Trenton, New Jersey. The purchaser, a resident of Princeton, NJ and later Greenwich, CT, has kept the Mercedes-Benz in his ownership ever since. The car has been treated to much refurbishment and light restoration work in recent years by Mercedes-Benz of Greenwich, CT, and receipts on file can attest to both mechanical and cosmetic work, totaling

more than \$13,000. A repaint of the exterior has been performed as well, in the original Burgundy color.

This highly original 280SL benefits from diligent care by just one single owner from new and is fitted with the desirable factory-installed Behr air conditioning system. The dashboard is adorned by a period-correct Becker radio, and the interior reveals just how well this car has been taken care of since new.

With just 64,030 miles on the odometer at the time of cataloging, this beautiful 280SL remains in highly original condition and gives one the feeling of quality craftsmanship which these fine motorcars are known for.

The history file retains the original bill of sale, along with the aforementioned service and maintenance records.

**\$70,000 - 90,000
WITHOUT RESERVE**

13.

1936 ROLLS-ROYCE 25/30 SEDANCA COUPE Coachwork by J. Gurney Nutting & Co

Chassis no. GRM 7

Engine no. S28K

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

- ★ *Supremely elegant combination of Rolls and Gurney Nutting*
- ★ *Illustrious provenance*
- ★ *Offered with copies of factory records*
- ★ *Older restoration with excellent potential*

★ *Previewing in LA*



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.

J. Gurney Nutting was founded a year after the end of the First World War and in the early Twenties they began to be commissioned to build coachwork for Rolls-Royce chassis,

receiving acclaim for their outstanding Sedan de Ville designs, which became the choice of the Prince of Wales, later King Edward VIII, the Duke of York, later King George VI, and the Duke of Kent, earning the company the Royal Warrant between 1931-35. With the advent of the merger and founding of Bentley Motors Ltd. 1931, such designs could also be found on the contemporary Bentley also in the 1930s.

Much of the reputation of the coachbuilder's success as a brand, can be attributed to the brilliant designer A.F. McNeil, who penned some of the most graceful lines on Rolls-Royce and Bentley chassis, and was renowned at home and overseas for Sedan de Ville and Sedan Coupé styles. In fact, that honor may be shared by John Blatchley, his understudy, who later continued in his

mentor's footsteps when McNeil moved to the now Jack Barclay owned James Young concern in 1937.

Blatchley was noted particularly for his introduction of the 'Razor Edge' designs on coupes and sedans, something that in later life he would state his influence to have been the great French Carrossiers, nevertheless automobiles such as the car on offer today owe their modernity and style to his pen.



THE MOTORCAR OFFERED

GRM 7 is a perfect example of Blatchley's handiwork, and is understood to have been their design study number 266. According to copies of the factory records on file it was ordered on May Day, 1936 by H.R. Owen who sold the car to H.D. Chaplin of Fulmer in the Buckinghamshire region, to the Northwest of London. The completed rolling chassis was delivered to J. Gurney Nutting approximately 84 years ago on August 7th, 1936, for them to execute their craftsmanship, leading to Mr. Chaplin's delivery. At some point, it passed through another esteemed agency, being that of Vincents of Reading, for it still wears a dash plaque and door jamb plates for this company.

Unusually for these cars, its post-war history is arguably more interesting than before the hostilities, for it is understood that in the early

1950s the car migrated to the U.S. and for a while would become the property of Nelson Rockefeller, the former Vice President of the United States and Governor of New York, who was noted for his appreciation of Rolls-Royce and would no doubt have recognized the rarity and elegance of its coachwork.

Subsequent owners are recorded as C. Fred Brown of Arizona and Ohio, and later James and Donna Metheny of Ohio. At some point along the way it is evident that the car received a refurbishment and either then or prior, the Sedanca panel of the bodywork was sealed in the closed position, perhaps in more austere times. The car remains that way today. Its restoration has in former years been well lauded, garnering awards at the CCCA Ohio Region Stan Hywet Hall & Gardens Car Show, among others.

As viewed, its refurbishment has now aged somewhat and the paintwork, most likely being a lacquer finish has started to craze in places, and shows signs of age around the most used areas of openings and close proximity to the road. Despite this, its elegance shines out, from the graceful lines, to the opera lamps on the scuttle, and faux 'pram irons' which break the rear quarter panels, all are unmistakable Gurney Nutting cues.

Gurney Nutting's Sedanca Coupe on these cars represent one of the greatest collaborations of with a car manufacture, and the potential of this car cannot be overlooked, particularly when one adds its pedigree into the mix.

\$100,000 - 130,000

14.

1973 TRIUMPH GT6 MK III
Design by Giovanni Michelotti

Chassis no. KF22951U

Engine no. KF21985UE

1,998cc OHV Inline 6-Cylinder Engine

105bhp at 5,300rpm

Twin Zenith-Stromberg Carburetors

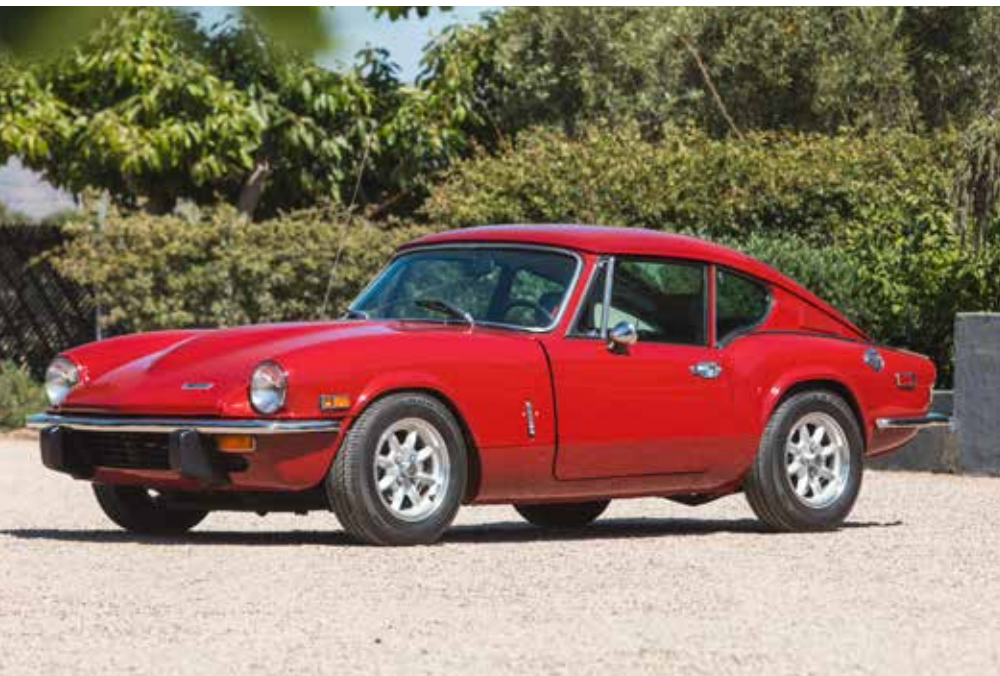
4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc - Rear Drum Brakes

- ★ Beautifully presented inside and out
- ★ Sporty and elegant Michelotti design
- ★ Powerful, 2-Liter six-cylinder engine
- ★ Accompanied by owners and workshop manuals

★ Previewing in LA



THE TRIUMPH GT6

Triumph extended its commission the legendary designer, Giovanni Michelotti, to design a GT Fastback variant of Triumph's Spitfire in the early 1960s originally called the GT4. Due to the Spitfire's small output 4-cylinder engine, the added weight of the GT bodyshell resulted in poor performance, shelving the GT4 project for Triumph. Triumph used the design of the GT4 in their racing programs for the 1964 and 1965 seasons resulting in a 13th overall and a 1st in class at the 24 Hours of Le Mans in 1965. Due to its racing success, Triumph reconsidered the project of the GT Spitfire. The new GT6 for 1966 now featured a 2.0-liter, six-cylinder engine from the Triumph Vitesse producing 95bhp. Certain changes were required due to the increased power such as a new radiator mounted further forward in the car and the

gearbox with synchromesh on all 4 forward gears. The interior of the GT6 was well equipped; a wooden dashboard housed a full complement of instruments, with carpets and heater included as standard.

1970 saw the final major facelift for the GT6 known as the Mk III. The bodyshell was now revised to match the changes made to the Spitfire Mk IV. These changes included a cut-off rear end, recessed door handles and a smoothed-out front end. Nearing the end of production for the 1973 model, the rear suspension was changed to the "swing-spring" layout as in the Spitfire Mk IV.

THE MOTORCAR OFFERED

This lovely 1973 Triumph GT6 Mk III was completed at the Coventry-based Triumph plant during June of 1973. Equipped as a left-hand drive car, the car is believed to have been delivered new to the sports car hungry US market. It formed part of a large collection of collector cars in Georgia for a number of years and appears to have been pampered and well cared for. The Carmine Red paint, interior, and chrome is all beautiful condition, and the car performed very well on a recent test drive. Offered with owners and workshop manuals, this powerful and sporty, Michelotti-designed GT Fastback is ready to take on twisty backroads.

\$25,000 - 35,000
WITHOUT RESERVE

15.

1955 SUNBEAM-TALBOT ALPINE MK III ROADSTER

Coachwork by by Thrupp & Maberly

Chassis no. A3501351/ODLRX
Engine no. A3501351/ODLRX

2,267cc OHV Inline 4-Cylinder Engine
Stromberg Down-draft Carburetor
92bhp at 4,200 rpm

4-Speed Manual Transmission with Overdrive
Independent Front Suspension - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- ★ Expertly restored to show-quality condition
- ★ Winner at many prominent Concours d'Elegance
- ★ Rare and desirable factory left hand drive, Mk III example
- ★ Retains matching numbers engine and body work

★ Previewing in LA



THE SUNBEAM-TALBOT ALPINE

Hand-built by the old London firm of Thrupp and Maberly - coachbuilders by appointment to Queen Victoria - the Sunbeam-Talbot Alpine was produced in limited numbers. Unveiled in early 1953, its model name was chosen to celebrate the company's successes in the difficult winter-time Alpine Rallies of the early 1950s. This design achieved immediate success, winning a Coupe des Alpes trophy in the 1953 event with London theater director Shiela van Damm and navigator Anne Hall, the duo completing the event without any penalties. Famed drivers Sir Stirling Moss and John Fitch also rallied successfully in Sunbeam Talbot Alpines, and the Alpine was chosen as Cary Grant and Grace Kelly's dapper ride in the popular movie To catch a thief.

THE MOTORCAR OFFERED

This elegant and rarely seen Sunbeam-Talbot Alpine Mk III Roadster is the 255th example of just 300 produced. As a Mk III it features the special wheel trim, more elegant dash layout, and about 15% more horsepower. The car is believed to have resided in the mild Californian climate for many decades and was retained by one single owner for approximately 40 years. The previous owner - a Southern California-based connoisseur of fine British motorcars - treated the Alpine to a comprehensive rotisserie restoration completed in 2018, retaining Auto Projects Restoration shop, supervised by Lowell Peterson. The mechanicals were handled by British Motor Service, while SoCal Upholstery trimmed the interior in fine, imported Italian leather and luxurious wool carpets, with matching canvas top and weather equipment. Post restoration, the stunning Alpine toured

the Southern California show circuit, and scored top honors in many places, including Best of Show at the Newport Beach Peninsula Concours and Tustin Quail Car Show, and class wins at the Huntington Beach Concours, Laguna Beach and Enderle Car Show. Accompanying the sale is a car cover, workshop manual, and a sterling silver engraved pendant detailed to the car. Suitable for show or simply as a weekend touring car, this Alpine is a rare British jewel certain to turn heads wherever it appears, with its stunning chestnut-colored leather interior, and elegant red exterior on the Thrupp & Maberly built Roadster coachwork.

\$75,000 - 95,000
WITHOUT RESERVE

16.

1957 ALFA ROMEO GIULIETTA SPRINT VELOCE Coachwork by Carrozzeria Zagato

Chassis no. 4458
Engine no. 1315 (see text)

1290cc DOHC Inline 4-Cylinder Engine
Dual Weber 40DCOE Carburetors
95bhp (est)
4-Speed Manual Transmission
Independent Front and Live Rear Axle Suspension
4-Wheel Hydraulic Drum Brakes

- ★ *One of only 18 SVZ produced and the only one originally fitted with a Double Bubble roof*
- ★ *Extensive period race history including the 1960 Targa Florio*
- ★ *Complete with both its FIA Passport and FIVA Identity Card*
- ★ *Eligible for the world's most sought after events including the Mille Miglia and Colorado Grand*
- ★ *Previewing in SC*



THE GIULIETTA SPRINT VELOCE

Alfa Romeo returned to automobile manufacture fairly quickly after World War II, but it was not until 1950 that a new design became available. This was the 1900, a unit body sedan with a twin overhead cam 1,884cc four-cylinder engine. It was the first Alfa built on a real production line – all previous cars had been largely hand-built – and also the first with left-hand drive. Until 1950, Alfa production had hovered around 400 units annually. With the 1900, this increased almost tenfold. A 1900C Sprint coupe was introduced with body by Carrozzeria Touring and a Spyder cabriolet by Pininfarina, both built in much smaller quantities.

In 1954 came Alfa's second new postwar design, the Giulietta. Powered by a DOHC four of 1,290cc, it came as a unibody 2+2

coupe by Bertone, called "Sprint," and was capable of 102mph in basic form. The more powerful Sprint Veloce, introduced in 1956, would do 110. Its basic design was the work of Orazio Satta, with Alfa since 1938, who was also responsible for the 1900.

In the Spring of 1955, a sedan version (Berlina) became available, and soon afterwards a Spider convertible by Pininfarina. The Berlina was most popular, particularly in Italy, with nearly 193,000 built in eleven years. Joining the standard models in 1957 were two limited-production models, the Sprint Speciale, a long-tail coupe by Bertone, and the Sprint Zagato, a short-tail version by that Milanese coachbuilder.

Carrozzeria Zagato was formed in 1920 by Ugo Zagato, who had learned his craft as an apprentice in Cologne and worked for

Corrozzzeria Varesina in Italy. Borrowing money to purchase tools, he opened his own shop in Milan in 1920, building first on Fiat 501 chassis. Zagato subsequently built bodies on Fiat, Bianchi, Diatto and Itala chassis, while also making aircraft parts to supplement the business. A master of aluminum, he excelled at lightweight sports bodies, and clothed the classic Alfa Romeo 6C roadsters in the late 1920s and early '30s.

When war came to Europe, Zagato built truck cabs for Isotta Fraschini until his plant was bombed in 1943. With a new factory in 1946 and the help of his eldest son, Elio, Zagato began building coupe and spider bodies for Fiat. By the mid-1950s, work for Alfa Romeo resumed, and included a 1900 SS, and the Giulietta Sprint Zagato coupes, which followed from a rebuild effort on the Giulietta Sprint Veloce that Carlo Leto di Priolo crashed during the 1956 Mille Miglia.



4458 at the 1960 Targa Florio ©Klementaski Collection

THE MOTORCAR OFFERED

Between 16 and 18 Giulietta Sprint Veloce Coupes (SVZ) were rebodied by Zagato before a factory effort was commenced to send Sprints straight to Zagato (SZ). The ultra-lightweight aluminum body shed a significant amount of weight from the original steel-bodied Bertone designed cars and proved to be very effective on the track.

This Sprint Veloce Coupe was built in Portello on May 20, 1957 and purchased new by Sergio Cannara from Busseto-Parma on May 20, 1957 and registered with the Italian registration number "PR 36055". Cannara, an nearly six-and-a-half-foot tall gentleman racer, participated in the July 6, 1957 Castel d'Acque – Vernasca event with the original Bertone coachwork before sending the car to Zagato in late 1957. Completed in 1958, the reskinned Alfa featured a Zagato's iconic 'Double Bubble' roof to accommodate Mr.

Cannara's height—the only Sprint Veloce Zagato to be so equipped, plexiglass windows all around, covered headlights, and finished in white over red leather trim.

For s/n 4458's first recorded outing in its sleek new coachwork on May 24, 1959, Cannara drove the car to first place in the Castell'Arquato – Vernasca event and repeated the feat with another first place victory on June 30 in the Predappio - Rocca delle Caminate race. Cannara is known to have raced the car in two subsequent events, Trieste – Opicina on July 26 (where he placed in the event is not recorded) and the Corsa dei Colli Torinesi hill climb event on August 30 where he finished in first place. With the season over, the car was sold on February 6, 1960 to Clelia Rossi and registered with the plate "SA 38082" with a copy of Automobile Club d'Italia registration certificate including

details of the transfer.

Rossi, a racer in her own right, repainted 4458 red and continued racing the car. A picture of her looking chic as ever next to her stunning SVZ documents that Italians just do it better when it comes to style and cars. Three months into her ownership, Rossi enlisted Roberto Lippi's Scuderia Setteccolli to enter the car in the 1960 running of the famous Targa Florio. In preparation for the event, the SVZ was fitted with a new engine complete with an overbuilt water pump for improved cooling. Running as car number 32 with Fernando Natella at the helm and Pietro Flordelisi navigating, the Alfa completed all ten laps but is recorded as having been over the time limit and thus it's final place in the race was not recorded. Two months later the Alfa entered in the Targa Vesuvio hill climb on July 3, 1960 where it placed third with Napolitano Antonio Covino at the wheel. Four days after



his race, Covino purchased the car from Rossi and registered to plate "NA 173748". Continuing its life as a race car and still plenty competitive, Covino drove his Alfa to a first-place finish in the August 28, 1960 Selva Fasano hill climb. The 1961 Four Hours of Pescara on August 15, 1961 was the last recorded race in which the car was entered. Entered by Lippi's Scuderia Settecilli and again with Fernando Natella in the hot seat, the SVZ finished 22nd overall and 9th in class. In addition to the above races in which the car is known to have competed, it undoubtedly raced in other events as well. At some point after its known history in the early 1960s ceases the car was involved in an accident in which it was likely rolled and was subsequently retired and largely forgotten until it was rediscovered in an Italian body shop by Angelo Strada of Milan in the mid-1990s. Still

showing its unrepaired body damage, broken windows, and missing Weber carburetors, Strada bought the car in 1997.

Upon acquisition, restoration work was swiftly begun to bring the car back to its original glory. Racing success does not always come without incident, and the battle worn scars on this car were evidence of just that. The body work was straightened, repaired, and repainted in the original white paint scheme in which the car had first been delivered. Inside, pains were taken to carefully restore the thickly padded headliner, vinyl bucket seats, and plexiglass windows while the carpets were recreated down to the color, fabric type, and even stitches of the original. Pictures of the body being restored are on file.

Entering the collection of the current owner on September 8, 2007, it was subject to further restoration, this time of the mechanical type. The competition-spec double over head camshaft head was sent to Michael Besic in Illinois, the Weber 40DCOE carburetors went to specialist Mark Dubovick of Florida, and the final assemble, restoration of the undercarriage, and road tests were completed by Gene West and Melvin McCalister, also of Florida. Again, photos of the work completed document the work done.

In 2009 the Alfa went to Daytona where it was driven on the track for a non-competitive event and did the same thing at Sebring a year later. In 2013 the Double Bubble Alfa appeared on the lawn at the Amelia Island Concours d'Elegance.



Today the car retains its race prepared good looks. Offered with copies of photos from its early history, documentation from the Automobilità Storica Alfa Romeo, and detailed in both Luigi Fusi compendium on the marque Alfa Romeo: Tutte le Vetture dal 1910 and Gino Giugno Giulietta Sprint Veloce Zagato, the car is further abetted by its FIA Passport and FIVA Identity card. Complete with its jack, reproduction tool kit, owner's handbook, service manual, spare parts catalog, and roadside safety triangle, the car even has both a set of steel wheels and rare, lightweight alloy Borrani competition rims.

Originally accepted for this year's Mille Miglia—an event that was delayed from May to September and that the owners are forgoing to see the car off to a new home—this Alfa Romeo Sprint Veloce Zagato is a suitable and welcome entry to countless

highly prized events around the world including the Colorado Grand, California Mille, aforementioned Mille Miglia, Tour Auto, and of course the Targa Florio Classica—among many others. Few cars offer you a spot on as many events and even fewer look as good doing the events—the opportunity to acquire this SVZ is not to be missed!

\$300,000 - 400,000

This vehicle is titled under the VIN AR149304458.

17.

1953 ALFA ROMEO 1900CS BERLINETTA Coachwork by Pinin Farina

Chassis no. AR1900C.01534

Engine no. AR1306.18248

1,884cc DOHC Inline 4-Cylinder Engine

2 Twin-choke Weber Carburetors

est. 150bhp at 5,800rpm

5-Speed Manual Transmission

Coil Spring Suspension

4-Wheel Hydraulic Alfin Drum Brakes

- ★ Desirable 1900 'Corto' Coupe in elegant Pinin Farina design
- ★ Professionally prepared for road rallies and driving events
- ★ Beautifully and authentically presented inside and out
- ★ Eligible for the most exclusive events, including the Mille Miglia

★ Previewing in LA



THE ALFA ROMEO 1900

Although ostensibly a humble family conveyance, the 1900 was endowed with sporting credentials which extended beyond its type of power unit, owners enjoying the benefits of wishbone and coil spring independent front suspension and an exceptionally well located live rear axle. It should have surprised nobody therefore, when the 1900's potential was realized in the form of two high performance derivatives. Launched in 1951, the 1900 Sprint featured bodywork by Pinin Farina (Cabriolet) and Touring (Coupe), both models utilizing the 100bhp engine of the 1900TI sports saloon.

Although commissioned to produce the factory's official cabriolet model, Pinin Farina also built Coupes on the 1900 Sprint chassis. According to the seminal book 'Millenove' by H-J Döhren, only 100 examples of the

stunningly beautiful Pinin Farina coupe were built on the short 1900 Sprint chassis between 1952 and 1953. Although its Coupe featured a steel body, as opposed to the Touring Superleggera design with its aluminum panels over a tubular steel supporting structure, Pinin Farina used weight saving methods in its design, employing steel panels with a thickness of just 0.7 mm, while the bonnet, boot lid and dashboard were all aluminum. As a result, the much rarer Pinin Farina 1900 Coupe weighs just 50kg more than the Touring variant, enough for a very lively performance from the 100bhp engine, the top speed claimed being a very respectable 180km/h (111mph).

THE MOTORCAR OFFERED

This sporting 1900CS Pinin Farina Berlinetta has in the past formed part of several prominent collections and was treated to much restoration and service work by Italian classic car expert Raffi Najarian of The Pit Stop. The engine rebuild was performed with the goal to bring the car up beyond CSS specifications, and included the installation of a CSS crankshaft, larger pistons, and dual Weber 44 DCO carburetors feeding into an Abarth intake manifold and exiting from newly installed exhaust. The final rebuild was dialed in and refined bringing power up to roughly 150bhp. Further work included the installation of an oil cooler, electric fuel pump, new fuel tank, and a supplementary electric cooling fan, all of which required redoing the electrical with new wiring as needed. Substantial time was further spent improving the car's suspension and braking systems,



with new Alfins drum brakes fitted while the front A-arms were updated to a 2500 system. The original column mounted four-speed transmission was updated to a newer a five-speed transmission with a floor-mounted shifter and a new clutch. As the mechanical work was completed, the engine bay was fastidiously detailed and carefully finished with as many authentic components as possible.

Today this handsome Pinin Farina 1900 CS presents very nicely with a quality high-gloss finish of the deep red paint, and in keeping with the performance theme, the car is finished with beautiful Borrani wire wheels. The interior reflects the performance lineage with a focus on spirited driving. The leather covered rally-style Zagato seats complete the performance picture, giving excellent lateral support, and vintage style competition seat belts are installed. The rear parcel shelf and

leather straps offer a nice finishing touch to the interior, which is handsomely finished with a period correct flat Nardi wooden steering wheel, accented by the Alfa Romeo center insignia.

The engine compartment has been maintained since the rebuild, continuing to feature correct finishes, authentic parts, proper lines and materials, offering a uniform finish and slight patina resulting from recent but only minor use. Having been properly serviced and wonderfully updated, the car drives very smoothly, and has completed multiple California Mille events among other rallies. Accompanying the car is a set of tools, tool roll, and a matching wire spare wheel.

The lovely 1900CS benefits from professionally refined mechanical improvements and a delightful visual

presentation in a wonderfully drivable road car. It offers an entry to the most discerning concours and driving events globally, such as the Mille Miglia Storica or Colorado Grand. The beautifully proportioned Pinin Farina Coupe coachwork matches the size and chassis layout of the 1900 Corto perfectly, and the torquey dual overhead cam engine offers plenty of power. The large Alfin drum brakes are competition derived, and the coil spring suspension will ensure great road holding on twisty mountain roads. Here is a chance to acquire a rare, coachbuilt Italian marvel, from one of the most romantic periods of motoring.

\$275,000 - 350,000

18.

2018 MERCEDES-BENZ E63-S AMG WAGON

VIN. WDDZH8KB0JA375692

3,982cc 32-Valve Bi-Turbo V8 Engine
Electronic Fuel Injection
603bhp at 5,750rpm
9-Speed AMG Speedshift Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes
4-Wheel Drive

- ★ *Extremely powerful and luxurious Mercedes-AMG Sports Wagon*
- ★ *0-60 in mph in just 3.3 seconds and optional drift mode*
- ★ *Just over 200 miles from new and still under factory warranty*
- ★ *Among the fastest Wagons ever produced*

★ *Previewing in LA*



THE E63-S AMG

At its introduction, the Mercedes-Benz E63-S AMG was the most powerful E-Class ever produced. The talented engineers at the Affalterbach, Baden-Württemberg based AMG headquarters accomplished this through the 32-valve 4.0-liter bi-turbo V8 engine, putting out a staggering 603 horsepower and 627 lb.ft of torque. As for performance, the E63-S will run 0-60 mph in 3.3 seconds, while top speed is electronically limited to 186 mph. Directing the power to all four wheels is the AMG Performance 4MATIC drive system and Mercedes-AMG Speedshift MCT 9-speed sport transmission. What's more, the drive system in the E63-S also comes equipped with Drift Mode; activated while the car is in Race mode, this mode turns the car into a pure rear-wheel drive car, making it easier for the driver to get the tail out.

Inside the luxurious cabin, the Burmester audio system will play your favorite tunes at cinema-like audio quality, while another soundtrack comes from AMG active performance exhaust system. When opened, it allows the turbos to spool instantly for a melodious launch. Offered in both Sedan and Wagon body styles, the E63-S will not be intimidated by even the most exotic super cars.

THE MOTORCAR OFFERED

Manufactured during November of 2017, this exceptional top-of-the-line Mercedes-Benz E63-S AMG Wagon was delivered new to the U.S. market as a 2018 model-year car. Finished in a stealth black on black livery, the list of optional extras included various additional AMG bits and pieces, including the premium Distronic package, Advanced Lighting package, Warmth and Comfort package, Night package, High Gloss Brown Ash Wood Trim, 20-inch AMG alloy wheels and Performance Exhaust System. The retail price was \$116,560, and the new Sports Wagon was delivered to California where it has remained with just one owner ever since. With just 206 miles on the odometer at the time of cataloging, this powerful and luxurious E63-S AMG Wagon remains much like new and remains under factory warranty. It should be noted that the vehicle is due for a service.

\$75,000 - 90,000
WITHOUT RESERVE

19.

2017 FERRARI GTC4 LUSSO

VIN. ZFF82WNA6H0224081

Engine no. 224081

6,262cc DOHC 48-Valve V12 Engine

Electronic Fuel Injection

680bhp at 8,000rpm

7-Speed Dual Clutch Transmission

4-Wheel Independent Suspension - AWD

4-Wheel Carbon Ceramic Disc Brakes

- ★ *Luxurious, front-engined V12 Gran Turismo Coupe*
- ★ *Nearly factory fresh condition with just 1,068 miles from new*
- ★ *US-market car with just one California owner from new*
- ★ *Elegant livery of Grigio Titanio Metallic over Cuoio leather*
- ★ *Previewing in LA*



THE GTC4 LUSSO

The Ferrari GTC4 Lusso turns all nonsense on its head. For this is a wagoned all-wheel-drive Ferrari that is truly, deeply desirable. Just as well, because appending the Lusso name to the FF's successor invites comparison with what is still widely regarded as one of the most beautiful road-going Ferrari of all time - the 250 GT Berlinetta Lusso from the early 1960s. But it's semantics, nothing more. "Lusso" means luxury in Italian, and the term is used on this Ferrari in a purely literal context. GTC4 Lusso describes, simply, a luxurious Gran Turismo Coupe whose engine drives all four wheels. The GTC4 Lusso is built around the same basic hardware as the FF, though virtually every component has been upgraded or improved. The big change over the FF is the integration of active four-wheel steering, a first on a Ferrari GT. Developed from the setup first seen on the track-rat

F12tdf, the GTC4 Lusso's system does all the usual rear-steer tricks to enhance stability and agility, plus what Ferrari calls thrust-vectoring control, the ability to turn only the inside rear into the corner to further improve chassis response under certain conditions

THE MOTORCAR OFFERED

This GTC4 Lusso was manufactured during December of 2016, as a 2017 model-year car. It was ordered as it appears today in Grigio Titanio Metallic over Cuoio leather interior, and featured the powerful, 6.3-Liter V12 engine, which would be discontinued for the model soon after. As the CarFax reports, this is a one owner California car with only 1,068 miles from new at the time of cataloging. This GTC4 Lusso remains in impeccable condition, but a service is recommended. It is breathtakingly quick and capable when you want it to be, yet impressively smooth and comfortable when you need it to be. The Ferrari GTC4 Lusso is the real deal; a Gran Turismo front-engined V12 Ferrari you can drive all day, every day.

\$175,000 - 225,000
WITHOUT RESERVE

20.♦

2018 BUGATTI CHIRON

7,933cc Quad-Turbocharged W16 Engine
Duplex 32-Point Electronic Fuel Injection
1,500bhp at 6,700rpm
7-Speed Twin-Clutch Manual Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes
All-Wheel Drive

- ★ *Less than 400 miles from new*
- ★ *The epitome of hypercar achievement*
- ★ *Over \$400,000 in special options*
- ★ *The only US-Spec example finished in full green carbon*
- ★ *Displayed at Pebble Beach, the Quail, and the Petersen*

★ *Previewing in LA*



THE BUGATTI CHIRON

In the spring of 2000, Dr. Ferdinand Piëch, then chairman of the Volkswagen Group, stood before industry notables at the Geneva Auto Salon, and in reserved, yet convincing tones, pronounced that subsidiary Bugatti would produce a supercar — armed with 1,000 horsepower and assigned the goal of accelerating from 0 to 60mph in less than three seconds, reaching speeds over 250 mph, and cossetting the occupants in comfort and luxury.

Applause, and some amused barks, greeted Piëch's remarks — only a few production cars of the day could exceed even 600 horsepower — but no one dared doubt the man who had engineered the all-conquering Porsche 917 racecar, for years the fastest machine on pavement. Piëch's legendary mania for perfection meant that Bugatti would be free to utilize every resource in its quest.

Five years later, Piëch's promise was fulfilled by the Bugatti Veyron, which astonished the automotive world with a 1,001bhp quad-turbo 16-valve engine that elevated the mid-engine two-seater into the realm of the hypercar.

Piëch's plan, of course, included further development of the Veyron, which culminated in the 1,183bhp Super Sport setting a land-speed record of 267.8mph. The success of these thrusts into the future of the automobile only fed the fires that had forged the Veyron, and the result is the spectacular motorcar offered today, the Bugatti Chiron.

Named after Louis Chiron, a legendary Bugatti driver, the Chiron shares much with its forerunner, including the carbon-fiber structure, Haldex all-wheel drive, independent suspension with limited slip differentials at each axle, and W16 quad-turbo engine.

Bugatti learned much from the Veyron's ten-year production run, from countless hours of testing and development, and from customer feedback, that the Chiron is vastly improved in every dynamic measure: stability at high speed, road-holding, passenger comfort, ease of driving, and, in the most telling area for a hypercar, power delivery.

It would take several volumes of dense engineering to fully explore the Chiron's technology. A few examples of this progress include a monocoque structure that's 8-percent stiffer than the Veyron's, putting it on par, says Bugatti, with the chassis of an LMP1 endurance racer; a new adaptive suspension system; active underbody aerodynamics; a stiffer and wider carbon-fiber chassis; the largest clutches ever fitted to a production car; and a superior wheel and tire setup.



The longer, lower, and wider Chiron also sports a new look, dominated on each side by the Bugatti “C,” which forms historic ties to such classic Bugattis as the Type 57SC Atlantic. However, more than simply a visual homage, the two are principally large intake scoops for engine cooling, a striking example of the Chiron’s design philosophy: “Form follows performance.” Another, less apparent melding of design and function are two inlets inboard of the front headlamp arrays that channel air to the massive front brakes. Numerous other visible and hidden technical tricks serve to keep the Chiron firmly planted at the same time its mechanicals are treated to conditions favorable for survival in the face of the scorching performance and heat generated by the midship-mounted powerplant.

The most powerful Bugatti engine ever, the Chiron’s revised W16 is rated at 1,500PS (1,479bhp) along with a spine-tingling 1,600Nm (1,180 lbs./ft) of torque, which is delivered in an almost flat curve from 2,000-6,000rpm on the way to its peak at 6,600rpm. The power gains come from increased boost pressures from four larger turbos, two on each bank of cylinders and now configured to run sequentially. The two smaller units work alone from 2,000rpm to 3,800rpm, when the other two larger turbos begin to contribute forced induction. More air needs more fuel, which is supplied by 32 revised Duplex injectors, and more power needs more cooling, which is more than adequately supplied by a total of ten radiators circulating almost 50-liters of coolant between them. Moreover, the Chiron’s exterior was, from the start, specially designed to optimize air intake for the cooling systems as well as to increase downforce and reduce lift.

The engine itself — four banks of four cylinders around a common crankshaft — received so many upgrades that 95 percent of the parts have new numbers. The internals, including titanium con-rods, are lighter and stronger, the crankshaft is new, and a weight-saving regimen led to use of carbon fiber for the chain housing, intake tube, and improved charge air cooling system. At the back is a new, less restrictive titanium exhaust system with six tailpipes. Two of the pipes exit downward on the left and right sides of the car, creating a diffuser that increases downforce at speed.

Bugatti says the revised W16 can propel the Chiron from 0 to 60mph in 2.4 seconds, 0 to 124mph in 6.5 seconds, and 0 to 186mph in just 13.6 seconds. It also recently set a world record for a run from 0mph to 249mph and back to 0mph in just 42 seconds. Credit



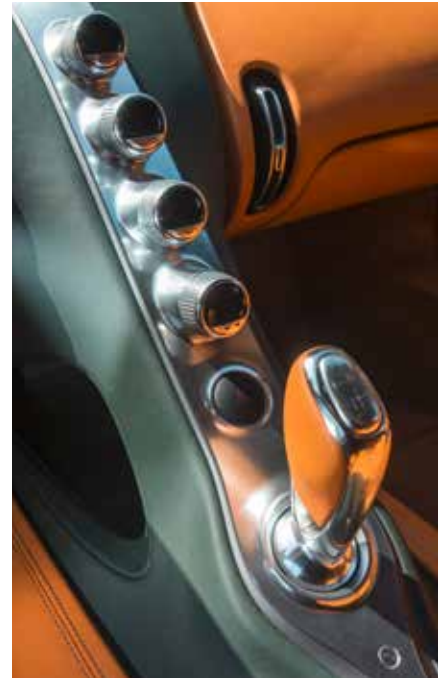
the new, huge carbon-ceramic brakes for this amazing feat. Though Bugatti lost the 254mph top-speed record it had earned with the Veyron, factory representatives insist a new attempt will be made with the Chiron. Unofficial guesstimates put the car's top speed at well over 280mph, above the current restricted 261mph of the production car, but getting tires to stay together at such a high speed is a serious technical challenge.

Unlike the Veyron, which used Michelin's PAX wheel and tire system, the Chiron sports conventional rims and tires — that is, if being rated to run 261 mph can be considered conventional. Wheel size is up an inch on each axle over the Veyron, and Michelin again is the tire of choice — hand-built Michelin Pilot Sport Cup 2s, 285/30R20s up front and 355/25R21s in the back, with larger contact patches than before (Bugatti test driver Andy

Wallace has said that Michelin is working on an uprated version for the attempt to reclaim the top-speed crown.) The brief calling for better handling includes a new ZF electronic steering rack and external reservoir Sachs shocks.

The cockpit is a handsome amalgam of functionality and luxury, formed from carbon fiber, fine leather and aluminum. Distinctive elements include the unique lighting strip that runs down the middle of the roof, echoing the exterior's two "C" shapes and the character line that bisects the top of the car and divides the rear window into separate panes; a steering wheel carved from a single chunk of aluminum; a large analog speedometer (300mph top end; 500km/h in Europe); three high-resolution screens; and a series of vertically placed knobs in the center stack that control various systems controls and readouts.

Driving the Chiron is best described as "There's nothing else like it." Imagine running faster than a prototype racer on Le Man's Mulsanne Straight but comforted by a/c and a terrific stereo. Test driver Andy Wallace reports that the Chiron is still accelerating strongly when the engine hits the limiter at 261mph. Most of us would be happy exploring the Chiron's top speed in "nanny mode," a mere 236mph. At that speed, says one Bugatti executive, "You can make an abrupt lane change...and the car reacts immediately. You feel your cheeks being pulled out when you do."



THE MOTORCAR OFFERED

With over \$400,000 in options, Bugatti Chiron #795094 is undoubtedly one of the most spectacular builds to leave Molsheim. The car is optioned with a full carbon fiber body and engine cover, and is the only US specification car finished in full green carbon. Painted 'Caractère' Diamond Cut wheels house the massive black brake calipers, of which the fronts are the largest calipers on any production car ever made. The cockpit and comfort seats are adorned with a special full leather duotone, split in green and Terre d'Or. The combination of materials and colors chosen for this one-off build must be seen to appreciate its beauty and fluidity. Bugatti was so impressed with the build that they chose to have the car displayed at the 2018 Quail motorsports gathering, the 2018 Pebble Beach Concours d'Elegance, and the 2018 Bugatti customer reception at the Petersen Automotive Museum.

With less than 400 miles on the odometer at the time of cataloging, the hypercar is essentially brand new. All recommended services, including the first annual service have been performed, and the car remains under its factory 4-year worldwide warranty until. Accompanying the car is the window sticker, build records, service records, and the stainless steel flight case full of the factory supplied extras. It's pristine beauty would be a high-performance exclamation mark to any collection, but this car deserves the ownership of a serious motoring enthusiast. There is no other automobile that so deftly combines such ferocious performance with the premium levels of comfort and driving ease. As Ferdinand Piëch once suggested, his Bugattis would be cars that can rule the autobahn by day and then attend the opera that night. This exquisitely optioned 1 of 1 example in a stunning custom livery is the epitome of

hypercar achievements. Its sale presents an incredible opportunity to acquire what many consider to be the ultimate road-going machine.

\$2,500,000 - 2,800,000

21.

2008 MERCEDES-BENZ SLR McLaren ROADSTER

VIN. WDDAK76F58M001531

5,439cc DOHC Supercharged V8 Engine
Multi-Point Fuel Injection
617bhp at 6,500rpm
5-Speed AMG Speedshift R Transmission
4-Wheel Independent Suspension
4-Wheel Carbon-Ceramic Disc Brakes

- ★ *Special Ordered new by Mr. Gerhard Schnuerer*
- ★ *Less than 2,000 miles from new*
- ★ *Exceedingly rare Saks Edition*
- ★ *Offered with immense file and accompanying items*

★ *Previewing in LA*



THE MERCEDES-BENZ SLR McLAREN

Introduced in 2005, their new SLR Supercar (SLR for Sport Leicht Rennsport) allowed Mercedes-Benz and its then Formula 1 partner McLaren to showcase their collective experience in the development, construction and production of high-performance sports cars and, just like its legendary 300SLR predecessor of 1955, incorporated technological developments that were ahead of their time. The heart of any car is its engine, and that of the SLR McLaren is truly outstanding. Produced at Mercedes-Benz's AMG performance division, where each unit was the responsibility of one engineer who carried out the entire assembly process, it is a 5.5-liter, all-alloy, 24-valve, supercharged V8 producing 617bhp, making it one of the most powerful engines to be found in a series-produced road-going sports car. Impressive though this peak horsepower figure is, it is

the torque produced by this state-of-the-art 'blown' motor that is its most remarkable feature. The torque curve is almost flat: there is already 440lb/ft by 1,500 rpm and well over 500lb/ft between 3,000 and 5,000 revs.

A front-engined layout was chosen for the SLR in the interests of optimum weight distribution, handling dynamics and braking stability, the motor's dry-sump lubrication system - more commonly found in competition cars - enabling it to be mounted lower in the chassis. The five-speed automatic transmission, already used in several high-performance Mercedes-Benz models, has been specially optimized for very high torque and also offers the driver the option of choosing between different shift characteristics using the Speedshift system.

Extending the long-term technological collaboration that Mercedes-Benz and McLaren enjoyed in Formula 1, the SLR's carbon fiber composite monocoque body/chassis structure was produced in the latter's all-new facility in Woking, England. Carbon fiber has been used for decades in the aeronautical industry and in the construction of Formula 1 cars but is comparatively rare in series-produced road cars because of the expense involved in manufacturing composite structures by hand. Using several patented innovations, Mercedes-Benz and McLaren brought a measure of automation to the carbon fiber manufacturing process, enabling the material's benefits of low weight, exemplary rigidity and strength, corrosion resistance and significantly higher energy absorption in the event of an impact, to be offered in the SLR.



THE MOTORCAR OFFERED

The pioneering use of composite technology was also extended to the brake discs, which are manufactured from a fiber-reinforced ceramic material capable of withstanding extremely high temperatures and offering a level of fade resistance hitherto unattainable in series-produced road cars. Topping off this technological tour de force is the electronically controlled rear spoiler, which rises to an angle of 65 degrees when the driver brakes heavily, boosting the braking effect by increasing aerodynamic drag and lending the SLR outstanding stability when braking from high speeds.

This exceptional SLR Roadster was special ordered new by Mr. Schnuerer with the exceedingly rare SLR Saks Edition package. The car was specified in the truly stunning shade of 710 Crystal Palladium Gray, a color that must be seen in person to truly appreciate its complexity and beauty. The signature 19-inch turbine wheels house a set of gold brake calipers, hinting that this is not your "ordinary" SLR. The interior sports the SLR Saks Edition L12 Copper Silver Arrow leather, a two-tone steering wheel and tons of carbon fiber. After all of the option boxes were ticked, the total sticker price came out to \$547,750! As with all of the cars from the Schnuerer collection, the SLR has been meticulously maintained. All of the services have been carried out by an authorized Mercedes-Benz dealership. The car is accompanied by an immense history file

which documents the service history, the original window sticker, manuals, books, and accessories.

Today, having only covered 1,745 miles from new at the time of cataloging and always receiving the best of care from Mercedes-Benz, this rare Mercedes-Benz SLR McLaren Roadster Saks Edition presents in exceptional, nearly showroom-fresh condition inside and out. A rare collaboration between two iconic powerhouse manufacturers coupled ultra-low production numbers and insane performance figures, Mercedes-Benz SLR McLarens represent an incredible value in today's market and are sure to be coveted by future generation. Do not miss an opportunity to acquire what must be one of the finest examples in existence.

\$200,000 - 250,000

22.

1961 JAGUAR E-TYPE SERIES I 3.8 ROADSTER

Chassis no. 875524

Engine no. R1662-9

3,781cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *The 524th example produced, featuring desirable early-production details*
- ★ *Well-documented example retaining matching-numbers engine*
- ★ *Stunning factory-delivered livery of Indigo Blue over Grey*
- ★ *Offered with Heritage Certificate, comprehensive history file, books, tools and many spare parts*

★ *Previewing in NY*



THE JAGUAR E-TYPE

In 1958, Jaguar technical director William Heynes and designer Malcolm Sayer convinced their boss, Sir William Lyons, that a new production sports model was needed. Thus was born the E-Type, one of Jaguar's longest-running and most revered models.

Actually, the E-Type already existed as a concept. Developed from the racing D-Type in 1956, it had been put aside when Lyons abruptly canceled the competition program. Dusting off the prototype, an aluminum-bodied roadster with 3.4-liter XK engine and independent front and rear suspension, Heynes and Sayer reengineered it for steel, and a 3.8-liter engine as used in the Mk IX saloon.

The engine and transmission aside, the production E-Type was all new. It combined a multi-tube front chassis with a monocoque

center section. Front suspension was similar to the XK 150's wishbones and torsion bars, but the rear was revolutionary. Comprising transverse lower links and fixed-length driveshafts, its wheels were suspended on coil spring-shock absorber units, two to a side. The differential was mounted to a hefty steel crossmember and hosted inboard disc brakes. Anti-roll bars were installed front and rear.

At 2,520 pounds, it was 500 pounds lighter than the XK 150 and more powerful to boot. The 3.8-liter twin cam engine was fed through three SU side draft carbs and developed 265bhp. A top speed of 150mph was easily achieved with the standard 3.31 to 1 gearing, and some speculated that optional taller gears would be good for more. In its day, the E-Type was bested only by Ferraris and the

Mercedes-Benz 300SL. Its debut came at the March 1961 Geneva Motor Show, to universal applause and plaudits from the pundits.

From the start there were two models, a soft top with roll-up windows, called "roadster," and a fixed-head coupe. At \$5,595 for the roadster and \$300 more for the coupe it was more than twice the price of an MGA but also twice the car. On the other hand, its sticker was barely half that of a 300SL.



THE MOTORCAR OFFERED

Offered here is a desirable, early-production example of the iconic Jaguar E-Type. This car was the 524th example produced, and therefore features the flat floor in the driver's and passenger footwells, the lovely aluminum trim on the center console and dash, and the more Roadster-like bucket seats. All in all, these early production examples offer the purest design and driving experience. Completed at the Browns Lane Jaguar Works on September 13, 1961, the new E-Type was configured as a left-hand drive Roadster and finished in the stunningly beautiful Indigo Blue exterior color, over a grey leather interior and blue Roadster top. The car was dispatched from the Works on September 28, 1961, and destined for Jaguar Cars of New York, USA. According to the Jaguar Daimler Heritage Trust Certificate on file, the first recorded owner was a Mr. Charles M. Donly of Pittsburgh, Pennsylvania.

The E-Type Roadster is accompanied by a comprehensive history file, which documents long-term ownership between two separate enthusiasts going back to 1985, and diligent service and maintenance records. The exterior color has been changed from the factory original Indigo Blue to Carmen Red (a period-correct E-Type color), and the interior has been retrimmed in black. Gauges, brightwork, and the classic wood-rimmed steering wheel all appear to be original, and a lovely period radio is affixed to the dashboard. There are some imperfections in the paintwork, but the exterior chrome is in beautiful condition. Some corrosion is reported on the floors, but the car would pass as a great driver-level E-Type as it sits and would then be a great candidate to eventually restore back to the original Indigo Blue over grey livery. Most importantly, the car retains its original, matching-numbers engine and cylinder head.

With spare parts readily and quite inexpensively available, and great club support, these early E-Types are true and tested collector cars to own and enjoy. The car is offered with its Jaguar Heritage Trust Certificate documenting the matching-numbers status, a large history file containing many receipts and records, full tool set, jack, knock-off hammer and owner's manuals. This charming E-Type Roadster, being an early, first production-year example with covered headlights and dainty taillights, is considered by many to be the purest and most desirable example of the model.

\$90,000-130,000

23.**1936 CORD 810 WESTCHESTER**

Chassis no. 2140A

289ci Lycoming flathead V8 engine
 Single FE15 Stromberg Carburetor
 125bhp at 3,500rpm
 4-Speed Pre-Selector Electric Manual Transmission
 Independent Front Suspension - Live Rear Axle
 4-Wheel Hydraulic Drum Brakes

- ★ *Timeless, Gordon Buehrig design*
- ★ *Innovative Front-wheel drivetrain*
- ★ *Lycoming V8 engine*
- ★ *From the penultimate year of Cord production*
- ★ *Owned by the Key Collection since 2009*

★ *Previewing in SC***THE MOTORCAR OFFERED**

One of the few automobiles deemed worthy of inclusion in the Museum of Modern Art in New York, and arguably the most easily recognised American car of all time, the Cord 810 debuted in November 1935, receiving a rapturous reception at US automobile shows. The work of a team headed by Duesenberg designer Gordon Buehrig, the 810 body style with louvred 'coffin' nose, streamlined, spat-shaped wings and absence of running boards would prove immensely influential, its distinctive features being borrowed by most mainstream manufacturers by the decade's end.

The 810's arrival marked the end of a hiatus in Cord production, its predecessor - the L29 - having disappeared in 1931. Errett Lobban Cord had introduced the L29 in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines.

Powered by a Lycoming straight eight, the Cord L29 featured front wheel drive, then in vogue at Indianapolis. Its front-drive layout made for a low-slung frame, and the freedom this gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic.

Front-wheel-drive like the L29, the 810 differed from its predecessor by virtue of its more compact Lycoming V8 engine and four-speed, pre-selector gearbox. Set further back in the chassis, the former endowed the 810 with better balance and came with 125bhp in standard trim or 170bhp when supercharged. Custom sedans on a longer wheelbase joined the four-model 812 range for 1937, though it is doubtful whether any independent offering ever matched Buehrig's original Beverly

fastback sedan for sheer style. Priced competitively in the \$2,000-3,000 range, the 810/812 should have been a huge success, though, sadly, this was not to be. The Cord Corporation was in deep financial trouble, and when its proprietor sold up in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well.

This example of a car widely recognized as one of the top ten automotive designs of all time was purchased by the consignor in July 2009. A CCCA Full Classic that would complement any car collection.

\$50,000 - 70,000
WITHOUT RESERVE

2001 ROLLS-ROYCE PARK WARD

VIN. SCALD61E11CX07565

5,379cc SOHC v12 engine

Electronic fuel injection

322bhp at 5,000rpm

5-speed Automatic Transmission w/ od

4-wheel independent suspension

4-wheel disc brakes

- ★ One of only 127 made
- ★ Top-of-the-range LWB model
- ★ Less than 32,800 miles from new
- ★ Single family ownership

- ★ Previewing in LA



THE MOTORCAR OFFERED

Whenever a new Rolls-Royce appears, it is the manner in which tradition is weighed against innovation that most intrigues the public, and there was certainly no lack of new components in the Silver Seraph of 1998; exterior door handles and the occasional switch excepted, nothing was carried over from its predecessor. The most significant break with tradition was, of course, the adoption of BMW engines, the Seraph's power unit being the 5.4-litre, 60-degree V12 of the range-topping 750i, its engine management system appropriately reconfigured for the heavier Rolls-Royce. The ZF five-speed automatic gearbox is likewise sourced from the 750i, and once again its electronics, which control shift points, are re-programmed to suit the different application.

Premiered at the 2000 Geneva Motor Show and introduced for the 2001 model year, the extended-wheelbase version of the Silver Seraph took its name from Rolls-Royce's in-house coachbuilder, Park Ward, which had been wholly owned since 1939. The Park Ward had 10" (250mm) added between its front and rear doors, increasing the legroom for passengers. The Silver Seraph ceased production in 2002 when manufacture of all Rolls-Royce motor car ended at the historic Crewe factory, by which time only 127 of the LWB Park Ward variant had been hand built. This Park Ward has been in the same family since new. Finished in Black paint over Champagne leather, this rare Rolls is further optioned with veneered picnic tables, contrasting leather piping, navigation, veneered door panels, rear seat

air conditioning controls and chrome wheel finishers. This vehicle includes books, tool kit both umbrellas and a clean Carfax report. Usually serviced only at authorized Rolls Royce dealerships, this car comes with over \$28,000 worth of recent dealer service invoices. Quoted in *Car* magazine, project director Tony Gott said, 'For the first time, this is a Rolls-Royce that genuinely offers the owner the choice of driving or being driven, because it is a car one would really enjoy driving.'

\$60,000 - 80,000
WITHOUT RESERVE

25.²

1986 ASTON MARTIN V8 VOLANTE

VIN. SCFCV81C2GTL15429

Engine no. V/580/5429/LFA

5.7-Liter Quad-Cam V8 Engine

4 Weber Dual-throat Carburetors

393bhp at 5,400rpm

5-Speed Manual ZF Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Superbly prepared, matching-numbers factory LHD V8 Volante*
- ★ *Upgraded to Vantage engine specifications*
- ★ *Expertly restored in appropriate Balmoral Green over Natural livery*
- ★ *Offered with an abundance of restoration records and documentation*

★ *Previewing in LA*



THE ASTON MARTIN V8 VOLANTE

Aston Martin had initially intended the DBS to house its new V8 engine, but production difficulties meant that the car first appeared with the DB6's 4.0-liter six. Bigger and more luxuriously appointed than the DB6, the heavyweight DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 finally arrived in 1969. Staggering performance of the new V8 justified the claim that it was the fastest production car in the world. The most successful Aston Martin ever, the V8 survived the changes of ownership and financial upheavals of the 1970s, enjoying a record-breaking production run lasting from 1969 to 1989, with 2,919 cars sold. Throughout the long production run every car leaving the factory was completely hand built which included hand formed aluminum body panels, assembly of the engine, leather and walnut interior trim and numerous other appointments.

THE MOTORCAR OFFERED

Aston Martin V8 Volante chassis no. 15429 was completed at the famed Newport Pagnell factory in October of 1985, as a 1986 model-year car. One of the very last factory carbureted examples, the Volante was configured for the US market as a left-hand drive car and finished in Jaguar Regent Grey over a Natural leather interior. It was shipped to Star Motor Cars in Houston, Texas and sold to its first owner, Ms. Susan L. Smith in February of 1987. The Aston Martin remained in Texas until 2003, when purchased by the second owner, Mr. James Taylor of Los Gatos, California.

Invoices from the impressive history file attests to approximately \$30,000 worth of work completed during Mr. Taylor's ownership at renowned Aston Martin specialist Autosport Designs of Long Island, New York. Upgrades included the conversation to run a factory-correct ZF 5-speed manual gearbox.

15429 was purchased by the consignor from Mr. Taylor in 2011 and has since been restored and refined while in his custodianship, with absolute perfection in mind. In 2012, ProtoTech Services Ltd in Edmonton, Alberta was retained to fully rebuild the original engine and upgrade it to near Vantage specifications. Disassembled to a short-block, the engine was bored to 5.7-litres, fitted with 10:1 pistons, Vantage cams, new timing chains, ported heads and Vantage headers, among other things.

The stock 42mm Weber carburetors were retained and rebuilt but not upgraded to 48 mm Vantage carburetors. This was done to maintain drivability and excellent mid-range rpm performance. A new MSD ignition system was fitted for improved reliability and performance. A European air box was sourced and installed, and a new clutch was fitted. Ancillaries such as the radiator, water



pump, fuel pump, starter, alternator and power steering pump were rebuilt or replaced as well. Further, the Volante received a full mechanical restoration of the steering rack, brakes, bearings, suspension and electrical systems. A 2018 dyno test of 15429 revealed an impressive 314 horsepower at the rear axle which translates to 393 brake horsepower. The black convertible top was replaced in 2016 to original specifications, while all rubber weatherproofing was replaced with Aston Martin parts. 15429 was professionally painted in 2019 by McKay Auto Body in Calgary, Alberta.

The car was stripped and blocked, and then received three coats of the period-correct color "Rolls-Royce Balmoral Green" as seen on the car today, while receiving three coats of clear. The underside of the hood was repainted in flat black, while the rocker panels were removed, and the underside of the car was rust proofed.

Inside the seats were refurbished, and all wool carpeting in the interior and the trunk replaced with correct Wilton carpeting sourced from England.

Today, 15429 presents exceptionally well inside and out. The body is straight and the paint close to flawless. The Volante is fitted with the desirable European-style stainless steel bumpers, and now appears exactly the way it would have been equipped for those markets in that model year. Built to Vantage specifications, with the exception of the carburetors, the Volante has very strong acceleration and stellar handling. The odometer reading of 49,700 miles is indeed believed to reflect the original mileage and can be backed up by the CARFAX reports, service receipts and other documents. The history file for 15429 is utterly impressive, and contains an abundance of restoration and service receipts, dyno sheets, copy of the factory build sheets and photos of the body

restoration and engine rebuild. Retaining its original, matching-numbers engine, Vantage specification upgrades and the ZF 5-speed manual configuration, this factory left-hand drive Aston Martin V8 Volante deserves serious consideration, and must be among the best prepared examples on the market today.

\$175,000 - 225,000

Q

26.♦

1929 MERCEDES-BENZ MODEL 630 K TOWN CAR Coachwork by Castagna

Chassis no. 36278

Engine no. 78662

6,240cc SOHC Supercharged Inline 6-Cylinder Engine
100bhp at 3,100rpm - 140bhp with Compressor Engaged
4-Speed Manual Transmission
4-Wheel Leaf Spring Suspension
4-Wheel Mechanical Drum Brakes

- ★ Originally delivered new to America
- ★ Exquisite formal Castagna design
- ★ In the present ownership since 2009
- ★ Former 'The Star' Cover Car

★ Previewing in LA



THE MERCEDES-BENZ 'K'

At the end of The Great War, both Daimler and Benz went back to producing cars. Trading conditions in the early 1920s though, were extremely difficult: the War had left Germany's economy in ruins and there was rampant inflation. Of the 86 German car factories operating in 1924, only 19 were in existence three years later. If the two great rivals were to survive, it would have to be in partnership. On 1st July 1926, Daimler and Benz completed their merger, the two companies having paved the way with a technical co-operation agreement in 1924. By this time, Paul Daimler, founder Gottlieb's son and the company's Chief Engineer, had moved to Horch, his place being taken by Professor Ferdinand Porsche. Like his predecessor, Porsche was an advocate of forced induction and although he would leave Daimler-Benz in 1928, his legacy was a range of supercharged Mercedes cars that are the stuff of legend.

Daimler-Motoren-Gesellschaft had introduced the world's first supercharged production cars, the 6/25/40hp and 10/40/65hp four-cylinder models, at the 1921 Berlin Automobile Show. (The three figures refer to nominal rated horsepower, horsepower un-blown and horsepower with blower engaged respectively). On his arrival early in 1923, Porsche busied himself further developing the blown four and eight-cylinder racers designed by Paul Daimler, and the 15/70/100hp and 24/100/140hp supercharged, six-cylinder production models that would debut at the Berlin Automobile Show in 1924. After the 1926 merger these were reclassified as types 400 and 630. That same year a 'K' (Kurz = Short) version became available for the first time, on a wheelbase reduced from 12' 4" to 11' 2" (3,750 to 3,400mm). Displacing 6.3 litres, the 630 K's single-overhead-camshaft six-cylinder engine produced a mighty

160bhp with the Roots supercharger engaged (by pressing the throttle pedal to the floor) and in this specification the 630 K could justifiably claim to be the world's fastest production touring car, with a top speed of over 90mph (145km/h).



THE MOTORCAR OFFERED

Affordable by only the wealthiest of connoisseurs, the Model K was produced in strictly limited numbers, only 267 of all types being completed between 1926 and 1932. In Germany these would have been bodied by the likes of Erdmann & Rossi, Reuter, Papler, Zschau and Balzer while others were fitted with 'factory' coachwork by Sindelfingen. Some chassis found owners in the USA and were bodied there, but the rarest Model Ks are those few completed in Italy with coachwork by Stabilimenti Farina or Castagna. Only a relative handful of Model Ks was bodied by Carrozzeria Castagna, including the beautiful Town Car offered here, chassis number '36278'.

Milan-based Carrozzeria Castagna had been founded in the mid-19th Century when Carlo Castagna took over the carriage-making business of his erstwhile employer,

a Mr Ferrari. With the coming of motorised transport, Castagna turned to making motor bodies, specialising in the chassis of prestigious makes including Isotta Fraschini, Mercedes-Benz, Hispano Suiza, Daimler, Lancia, Duesenberg and Alfa Romeo. By 1920 Castagna was Italy's biggest coachbuilder, with approximately 400 employees. However, the collapse of the American economy in the early 1930s and resulting closure of Isotta Fraschini was a serious blow to Castagna, which lost its biggest market and best customer at the same time. The firm went into decline, bodying its last cars in the early 1950s, but was revived in the mid-1990s and continues today.

On file are copies of the original factory build information for this car, which confirms that Mercedes K with Kommission Number 47578, equated to car number 36278, with

engine number 78662. This car was sold on November 5, 1929 and destined for the Mercedes-Benz Company of New York, for their client, Mr. Robert Crawford of 745 7th Avenue, New York City. Its coachwork had spent the summer being built in Italy at Castagna, in the form that it remains to this day, with the final order being satisfied on January 7th, 1930. It is possible that Crawford was inspired by 'Roxy' Rothafel, of the Roxy Theater, who also had his 'SS' Mercedes penned by Castagna.

For many years, it was understood that this car's original owner was Charles Murray of Tulsa, Oklahoma, USA, a wealthy oil man and land developer, but this contradicts the factory records, and so unless Mr. Crawford ordered on behalf of Murray, it is likely that he was the next owner in this car's journal. During the late 1920s/early 1930s, Charles Murray and his





wife, Marion lived at New York's Waldorf-Astoria Hotel, occupying a penthouse suite with their daughter. They employed a German chauffeur to drive the Model K, which no doubt caused quite a stir whenever it ventured downtown. When the Murrys moved back to Tulsa the Mercedes went with them, remaining in the family's possession until their daughter Marion's death in 1964. The following year the Model K was sold to Dr Charles Eads of Tulsa, who together with his mechanic spent the greater part of a year restoring it, a process that included repainting the body in its original livery of dark brown with olive green wings and re-trimming the interior in less flamboyant style. Dr Eads owned the Model K for the next three years, during which period it was a regular concours winner.

In 1969, '36278' was purchased by Harry Rinker of Newport Beach, California, the car's departure from Tulsa after more than 40 years

prompting a farewell reception that was reported in the local newspaper. While in Mr Rinker's ownership, the Model K Town Car won countless awards at Southern California and M-BCA events. In 1989, the Castagna was featured in The Star, the Mercedes-Benz Club of America's house magazine, with an extensive article written by renowned automotive historian Dennis Adler, its contributing editor. It was acquired by the immediate preceding owners 'The Marbella Collection' in approximately 2000.

In 2009 Bonhams offered this magnificent Mercedes at our Paris Retromobile Auction from that longer-term Spanish ownership. It was acquired then by the current owner, who has maintained the car alongside others of its brethren to his exacting standards.

\$1,000,000 - 1,400,000

27.**1965 PORSCHE 356SC 1600 CABRIOLET**

Chassis no. 162151

Engine no. 821844 (see text)

1,582cc OHV Flat 4-Cylinder Engine

2 Twin-choke Carburetors

95bhp at 5,800rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Desirable, fully-evolved, end-of-the-run 356SC Cabriolet*
- ★ *Cherished in current ownership for more than 48 years*
- ★ *Beautifully presented in the factory-delivered livery of Irish Green over Light Brown*
- ★ *Offered with an abundance of parts, spares and restoration records*

★ *Previewing in LA***THE PORSCHE 356**

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's great sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminum-bodied coupe powered by a VW-derived, 46bhp 1100cc air-cooled flat four to a powerful autobahn burner carrying a complex, two-liter four-cam boxer Carrera engine, producing 130bhp. The car's steady development brought not only coupes, but introduced luxurious cabriolets, speedsters, and roadsters. In all there were more than 76,000 examples built by the time production ceased in 1965.

The 356B, produced from 1960 through 1963, represents the mid-point in this design's progression. In what is known as "T5" form, the B introduced new front and rear sheet-metal, while retaining the curved front trunk lid and rounded fenders of the 356A series.

The B also added some features demanded by American customers, such as raised front and rear bumpers with over-riders to better protect the body from parking mishaps. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with redesigned rear seats. A "Super" model with raised compression added an extra 15bhp over the standard version, while the even hotter Super 90 added 30bhp – a full 50% more power than the base car.

The 356 made its final transformation with the Type 6 body in 1963. Designated 356C, it had a new ZF steering gear and added compensating springs at the rear, the latter calming the swing axle suspension. Four-

wheel disc brakes were also part of the revision, and a 12-volt electrical system became available. Two 1,600cc engines were offered, the "C" version with 75DIN (European horsepower, rated 88 by SAE), and the "SC" with higher compression and counterweighted crankshaft making 95DIN (107 SAE).



THE MOTORCAR OFFERED

This fine example of the 356SC was completed at Porsche's Zuffenhausen Works as a 1965 model-year SC Cabriolet. This very car, chassis no. 162151, was the 14th to last 356 to roll off the production line and was essentially manufactured alongside the all-new 911 at the time. Indeed, you can say that this very car benefitted from the many upgrades and improvements which Porsche implemented during the long and successful 356 production run. The new 356SC Cabriolet was finished as it appears today, with the Cabriolet bodywork painted Irish Green, and the cockpit trimmed in Light Brown Leatherette, and is believed to have been delivered to the European market from new. The Porsche would later migrate to the US, where it was purchased by the consignor in 1972, and has since remained in his devoted care, receiving both mechanical and

cosmetic attention as needed. In the early 1990s, the original engine was removed, and a period-correct 356SC unit (number 821844) was rebuilt at fitted, by noted engine builder 'Maestro'. The car was later professionally repainted, in the original Irish Green color.

Today this lovely 356SC Cabriolet - from the very end of the celebrated model's production run - presents beautifully throughout, with great shine to the exterior paint, good fit and finish, and a nice patina to the light brown interior. Fog lights are fitted in the front, and a newer black convertible top is fitted with a matching top boot available to cover it when down. The car runs on slightly wider wheels, giving it better road holding, and a wood-rimmed steering wheel is fitted to handle the hairpin turns. An abundance of spare parts and maintenance items accompany the sale

of the car, including wheels, Solex carburetors, cylinder heads, heat exchangers, the original steering wheel, old original upholstery pieces, gasket sets and weather stripping, along with a large box of restoration and service records, 356 books, the Porsche issued Certificate of authenticity and original owner's manuals. A newly purchased original Porsche tool kit is offered with the car as well, along with what appears to be the original jack. Now offered from 48 year of cherished ownership, this desirable, 14th from the end 356SC Cabriolet is ready for its next custodianship.

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

28.

1966 CHEVROLET CORVETTE 427/425HP ROADSTER

Chassis no. 194676S125374

Engine no. T0622IP6125374

427ci OHV V8 Engine

Single 4-Barrel Carburetor

425bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Recent inspection by NCRS judge
- ★ Original engine fitted
- ★ Devastatingly handsome Nassau Blue with white interior
- ★ Includes matching blue hardtop
- ★ A great Corvette for high speed rallies and tours

★ Previewing in SC



THE CHEVROLET 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 Color 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 coupé 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 road holding 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.' Now recognized as representing a 'golden age' for the Corvette, the Sting Ray was manufactured from 1963 to 1967 and has since gone on to become a highly collectible modern classic.

The Sting Ray customer could take his or her pick from an extensive range of factory options, with the result that seldom are two cars exactly alike. 1966 was the first year a Corvette could be ordered with the optional 427ci big block engine, which gained notoriety as one of the most powerful ever offered for public sale when in 1967 it became available in L88 configuration with 560bhp on tap.

Although the L88 was listed for a few more years (latterly with 'only' 430 claimed horsepower but almost certainly more) only 20 cars were ever delivered with this stupendous engine, probably because it increased the list price by almost 25%!

It is very hard to argue with the attraction of the big block Corvette. There is nothing subtle about these extremely powerful and loud cars, and in the subsequent forty years until today, the 427 big block Corvette is one of the most desired and avidly sought of all collector cars.



THE MOTORCAR OFFERED

The fine example of the potent mid-year Corvette offered here, was completed at GM's St. Louis based Corvette plant on June 29th 1966. The car's stamped engine number appears to be the original correct matching stamping and the assembly number T06221P puts it in the right day and range for it to be the original big block power plant for the car. Like many Big Block Corvettes this example is highly optioned featuring, a matching hardtop, teak wood steering wheel, and aluminum knock off wheels.

The car was restored a number of years ago probably in the early 2000s, but has since had very limited use, so the restoration appears still very fresh. The paint and interior were done in factory correct colors of Nassau Blue with white leather interior. This work was to a very high standard and shows extremely

well even today. It is believed that during this restoration the trim tag may have been replaced with a reproduction.

Today this particular big block Corvette is in very good order. It has been in the consigner's care for over 10 years and kept ready for the road. Combining blistering performance, aggressive good looks and a ground up restoration, this 425hp Sting Ray is ideally suited for continued exhibition, club events and spirited driving on two lane roads. Carefully optioned to be a captivating and potent package, this beautiful big block is truly turn-key and is ready for its next caretaker.

\$120,000 - 150,000

29.♦

1926 MERCEDES-BENZ 24/100/140 SPORTS PHAETON Coachwork by Erdmann & Rossi

Chassis no. 36010

Engine no. 61002

6,240 cc SOHC Inline 6-cylinder Engine

100 bhp at 3,100 rpm, 140 bhp with compressor engaged

4-speed Manual Transmission

4-wheel Leaf Spring Suspension

4-wheel Mechanical Drum Brakes

- ★ *Legendary supercharged Mercedes chassis developed by Ferdinand Porsche*
- ★ *Believed to have been in California all its life*
- ★ *Formerly on display in the Kings of the Road Museum in Rancho Cucamonga*
- ★ *Recently recommissioned*
- ★ *Previewing in LA*



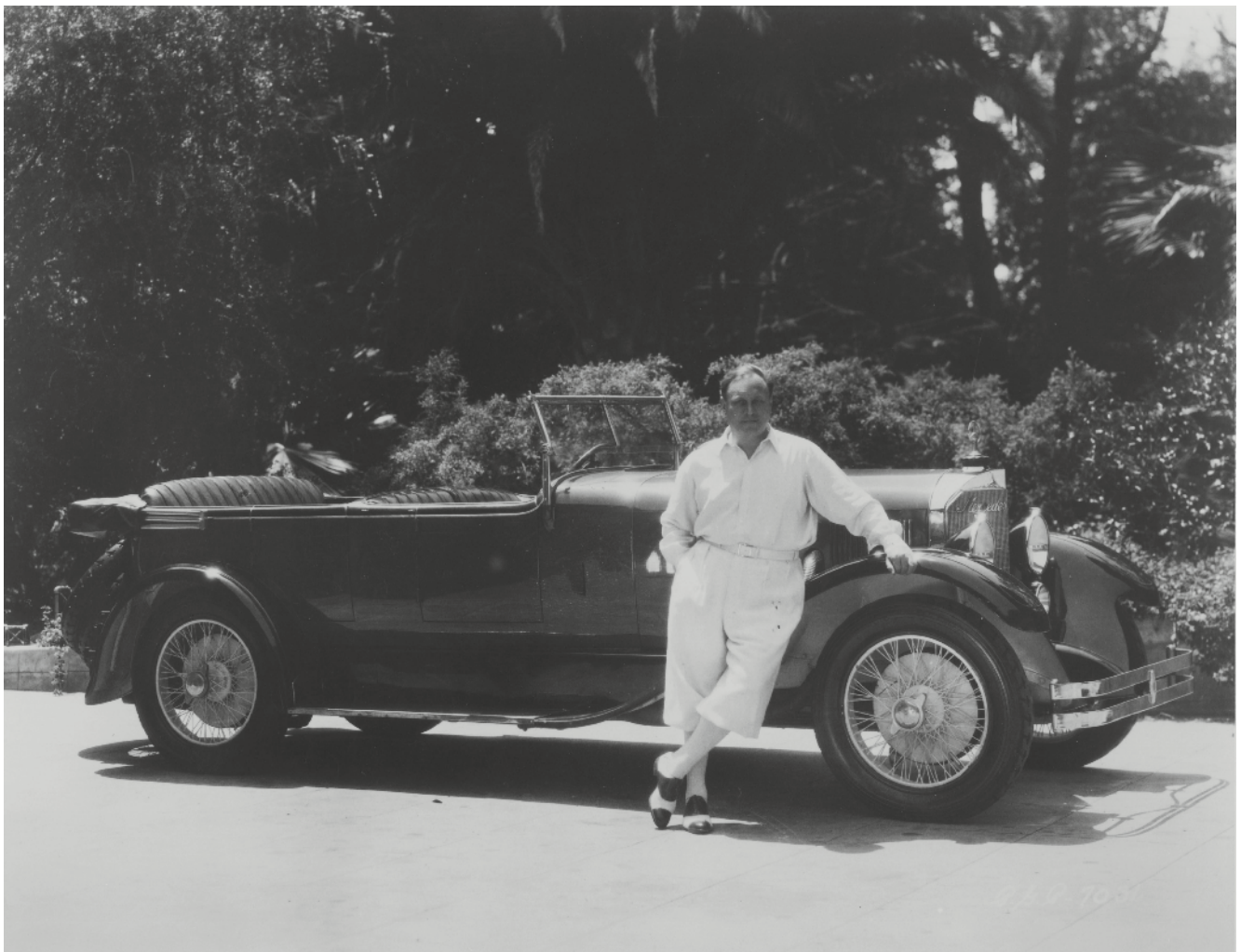
THE MERCEDES 24/100/140

At the end of The Great War, both Daimler and Benz went back to producing cars. Trading conditions in the early 1920s though, were extremely difficult: the War had left Germany's economy in ruins and there was rampant inflation. Of the 86 German car factories operating in 1924, only 19 were in existence three years later. If the two great rivals were to survive, it would have to be in partnership. On 1st July 1926, Daimler and Benz completed their merger, the two companies having paved the way with a technical co-operation agreement in 1924. By this time, Paul Daimler, founder Gottlieb's son and the company's Chief Engineer, had moved to Horch, his place being taken by Professor Ferdinand Porsche. Like his predecessor, Porsche was an advocate of forced induction and although he would leave Daimler-Benz in 1928, his legacy was a range of supercharged Mercedes cars that are the stuff of legend.

Daimler-Motoren-Gesellschaft had introduced the world's first supercharged production cars, the 6/25/40hp and 10/40/65hp four-cylinder models, at the 1921 Berlin Automobile Show. (The three figures refer to nominal rated horsepower, horsepower un-blown and horsepower with blower engaged respectively). On his arrival early in 1923, Porsche busied himself further developing the blown four and eight-cylinder racers designed by Paul Daimler, and the 15/70/100hp and 24/100/140hp supercharged, six-cylinder production models that would debut at the Berlin Automobile Show in 1924. After the 1926 merger these were reclassified as types 400 and 630.

Other motorists quickly learned to fear the screech of the Mercedes compressor as it kicked in, and they became the preferred means of fast transportation for the most

wealthy on the planet who added bespoke coachwork by the most exclusive coachbuilders in the world. As a result, it was hard to find a more costly and lavish automobile, and in five years, total production amounted to no more than 572 chassis, all versions included.



Hollywood in the late 1920s: Proud owner Emil Jannings poses beside the big Mercedes. He was at the height of his powers during this period as the first recipient of the Academy Award for Best Actor. © akg-images

THE MOTORCAR OFFERED

One of the last examples to be built before the transition/merger, chassis 36010 carries with it a simple unbroken chain of history which starts and ends here in California. As ever, the strength of the Mercedes brand meant that it attracted the wealthiest clientele, and frequently the purchase of one was a reward or a long-aspired goal. It seems likely that this was the case for one of Hollywood's early stars, Emil Jannings, who by then was at the zenith of his success.

Theodor Friedrich Emil Janenz, his name was simplified for the stage, was born in Rorschach Switzerland in 1884 and was brought up in Gorlitz Austria. He began his acting career in 1906 and would achieve noted success playing Louis XV in *Madame Dubarry* in 1919. He also starred in *The Last Laugh* directed by F.W. Murnau, which was much lauded. But, one role which he may well

be best remembered for was starring opposite Marlene Dietrich in *Der Blaue Engel* as an aging professor besotted by young nightclub singer. As a result of this film together with *The last Laugh* and 1925's *Variete* he was acclaimed as one of the finest actors in the world.

It is perhaps fitting that he was the very first actor to receive an Academy Award, when the ceremonies began in 1929, taking Best Actor for his performances in *The Way of All Flesh* (1927) and *The Last Command* (1928) – in the earliest years awards were original along the lines of outstanding contributions, and made on the merit of multiple roles, rather than a single outing.

This would be the peak of his American career though, for with the increasing use of sound in Cinema, his thick Austrian accent put him at

something of a disadvantage and Jannings left the United States for Germany where work was plentiful. At this juncture he immersed himself in Nazi cinema and starred in propaganda films for Josef Goebbels, a move that would make him a pariah in the allied world. Jannings died in Strobl, Austria in 1950. In 1960 he was posthumously honored with a star on the Hollywood Walk of Fame, and his Oscar for Best Actor is now displayed at the Berlin Filmmuseum.

Jannings' majestic Mercedes was delivered to him on ... Matching the highly refined quality running gear was its equally well-built coachwork by Erdmann & Rossi. The design features a simple uncomplicated tourer with its line stretching endlessly from the brazen Mercedes radiator to its tail and period images show Emil beaming with happiness at its wheel. It would appear to have been finished





in a grey/blue or green tone, with polished hood sides in those days. He is understood to have owned it for a handful of years before his return to Europe, but when he did, he left the car here in the Golden State. The car had already surfaced in collector circles by 1953, being purchased then by Hugh Darby of Fresno and sold that same year to the pioneering Kings of the Road Museum in Rancho Cucamonga, where it was displayed alongside a number of significant cars, including the Fatty Arbuckle Renault. Its next owner saw the car return north to Hal Anderson also of Fresno, who would become a long-term custodian retaining the Mercedes for the next 30 years or more. It is thought that early in his ownership, or just prior to this the car was restored to the bright primrose scheme that it has remained to this day, contrasted with red upholstery.

It would have just one further owner prior to the current, again being a Fresno resident, Harold Owen. Owen acquired the car in 1997 and may be credited with much of the early history, technical data which accompanies it, including copies of factory records and images of the car in Jannings' tenure.

On his death 20 years later, the Mercedes re-surfaced in the public eye, leaving Fresno for the first time in more than 50 years, but remaining the in Los Angeles area. Unused for many years, but sympathetically stored, its current owner elected to revive the Mercedes professionally and return it to the road, and we are pleased to report that the car is now running but will require attention to the gear selection mechanism prior to any serious road use. We hope to have a further update on the running status prior to sale, so stay tuned.

It is certainly rare to see such a fine example of the 24/100/140 at auction, especially given that this nearly one hundred year old car was first owned by one of the film industry's first great acting luminaries. This combined with such a well-documented, subsequent ownership history means that this car is deserving of consideration.

\$1,000,000 - 1,400,000

30.

The Property of a British Racing Driver's Club Member
 1948 LINCOLN CONTINENTAL CONVERTIBLE

Engine no. 8H181841

305ci L-head V-12 engine
 Single two-barrel carburetor
 130bhp at 3,600rpm
 Three-speed manual transmission
 Leaf Spring Suspension
 Four-wheel hydraulic drum brakes

- ★ Offered from a longer term private ownership
- ★ Iconic early Continental
- ★ Considerable expenditure over last 2 decades
- ★ A CCCA Full Classic™

★ Previewing in NY



THE CONTINENTAL CONVERTIBLE

The first-generation Lincoln Continental of 1940-1948 brought European-inspired design elegance to the American automobile. The most famous, and certainly most widely emulated, attribute of the original being its rear-mounted, metal-shrouded spare tire. The 1940-41 Continentals shared their pointed prow and curvaceous fender shapes with the streamlined contemporary Lincoln Zephyr, as well as its chassis. The 1942 Continentals featured new, more squared-off fenders, and the redesigned frontal appearance found on all Lincolns of that war-shortened model year. When production resumed in 1946 following WWII, the Continental and other Lincolns generally continued the 1942 styling, but sparkled with new, bolder grillwork that gave them more road presence. The Continental offered here is one of 452 Cabriolets produced for 1948, the final year for the first-generation design. Collectors recognized the 1940-48 Continentals as Classics early on—no early Continental would ever be just another 'used car.'

THE MOTORCAR OFFERED

Offered from the collection of a prominent and lifelong car collector, the Continental was a model that had long appealed to its owner. Particularly their attractive detail features from button door pushes to slightly Deco age dashboard. So, when an example appeared for sale in the Easton, Maryland area about 20 years ago, where he frequented each summer, it seemed the perfect vacation car to own and it was quickly snapped up. The Lincoln's former owner was Mr. Preston Spring of Easton. Over the course of this ownership it has received considerable expenditure, which has included a repaint to the rich blue tone, a new fawn canvas top, while retaining its original interior. On the mechanical side, it received an overhaul of its engine and conversion of the electrics to a 12-volt system, which has improved its starting and usability.

Today, the car's condition has aged somewhat, and it may best be described as a driver quality rather than a show example. Nevertheless, they are an extremely stylish four-seater touring car, and a CCCA Full Classic™ by definition, which is why these elegant Lincoln Continentals remain one of the world's most coveted automobiles.

\$24,000 - 28,000
WITHOUT RESERVE

31.**1967 SIATA SPRING**

Chassis no. 0959721

843cc Inline 4-cylinder, Fiat Engine
Single Weber 30 DIC Carburetor
46bhp4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- ★ A unique and sporty Italian roadster
- ★ The last of the models produced by the Siata name
- ★ Recent refurbishment and high-quality paintwork
- ★ Reliable Fiat 4-cylinder power
- ★ Previewing in LA

**THE MOTORCAR OFFERED**

The Società Italiana Auto Trasformazione Accessori, or SIATA, was established in Turin by Giorgio Ambrosini in 1926. Initially a manufacturer of speed equipment for FIATs – dual carburetor manifolds, high compression cylinder heads, overhead valve conversions, superchargers, gearsets and even complete gearboxes – Siata enjoyed a symbiotic relationship with FIAT. The enhanced performance of Siata-equipped FIATs brought competition success and encouraged sales without FIAT's direct involvement. This Italian born roadster is based off the Fiat 850 chassis, powered by a rear mounted Fiat 843cc engine while being shifted through a 4-speed manual gearbox. Only offered until 1970, approximately 3,500 Springs were manufactured, while only a tenth of those are believed to still be in existence today. This vehicle benefited from a recent refreshing

including a high caliber paint job, as well as a reupholstered interior. Its factory delivered Borrani wheels also received refinishing in brilliant red. The paint, upholstery and engine are in fantastic condition, as is all brightwork. Features include wood grain dash and steering wheel, while the fold down windshield provides true open- air enjoyment. This rarely seen Siata is in fantastic running condition showing only 17,520 kilometers on the odometer at the time of photographing, and ready to be enjoyed.

\$8,500 - 15,000
WITHOUT RESERVE

32.

1959 STANGUELLINI FORMULA JR. MONOPOSTO

Chassis no. CS 00154

1089cc OHV Inline Four-cylinder Engine
Dual Weber Twin-choke Side-draft Carburetors
78 bhp at 6500rpm
4-Speed Manual Transmission
4-Wheel Independent Coil Spring Suspension Absorbers
4-wheel Hydraulic Drum Brakes

- ★ From a noted New Hampshire stable
- ★ Well-documented ownership history
- ★ Sympathetically restored by marque specialist
- ★ Eligible for Goodwood Revival and Monaco Historic Grand Prix
- ★ Class winner at Road America
- ★ Previewing in MA



THE STANGUELLINI FORMULA JUNIOR MONOPOSTO RACER

Few single-seaters are more delightful than the original Stanguellini Formula Junior, which appears to be a scaled down Maserati 250F. Formula Junior was conceived in the late 1950s by Count "Johnny" Lurani as a training class for up-and-coming Italian drivers. The CSI approved the concept and set rules constrained only by engine type and displacement and minimum weight. Alberto Massimino designed Stanguellini's first Formula Junior. Most of the components were derived from the Fiat 1100. As the late Peter Giddings wrote, "A simple tubular chassis was used, with the cockpit offset to the left and the gear box and propeller shaft running alongside the driver. Stanguellinis were powered by the Fiat 1089cc engine with two twin-choke Weber DCOE carburetors.

Power was transmitted through a Fiat four-speed gearbox. Brakes were 9.8 inch Fiat drums, placed inboard at the rear. Suspension was independent at the front with coil springs, while at the rear was a live axle (independent after 1959) and coils located by parallel trailing arms. The wheels were the classic 12 inch Borrani wire wheels. The body was fabricated in lightweight aluminum by Carrozzeria Gransport of Modena." Numerous other Italian race shops quickly brought out their own designs.

The first Formula Junior race, drawing eight entries of six different makes, was staged at Monza on April 25, 1958 and was won by a Stanguellini. Another contest at Monza followed in late June as part of the "Race of Two Worlds" weekend, and again a "Stang" took top honors.

Formula Junior races were often the most competitive and entertaining of any race weekend. Soon, England and other European countries began to stage their own series. Interest quickly spread nearly world-wide, including America, and as hoped, some great drivers, future F1 World Champions among them, emerged from this modest class.

The Formula Junior category existed between 1958 and 1963. Front-engined cars enjoyed a brief monopoly, but were eclipsed by new, mid-rear engined, disc-braked designs led by Lotus. As costs rose, most of the older Juniors were put away. When Historic racing was created in the mid-1970s, Formula Junior was the first class to be revived. In 2017 the class marked its 60th Anniversary with an international tour that attracted large entries and intense competition



THE MOTORCAR OFFERED

at races in Europe, England, Asia, Australia, New Zealand, and of course North America. FJ events are held at many important vintage race meetings including the Goodwood Revival, where there is ferocious rivalry for the Chichester Cup. The Monaco Vintage Grand Prix is the other major international event for Juniors, where a starting spot is highly coveted. Each of those is run bi-annually. The 2017 Rolex Monterey Motorsports Reunion featured a 65 car-strong entry in two groups divided by age and design.

This beautiful Stanguellini is offered from the collection of a noted New Hampshire based collector, founder and former President of the Formula Junior Historic North America, and owner of seven Juniors, both front and rear engine.

Chassis CS00154 was among several imported by Alfred Momo in New York City. While its original owner cannot be verified, it joined the stable of Italian racing car collector Ugo Piccagli of Dallas, Texas, and the car is believed to have participated in the 2000 Monaco Historic Grand Prix. The car's next owner was Don Moriarty, who sent the chassis, less its engine, to renowned Stanguellini experts Mark and Scott Lefferts at Vintage Machine Works in Bethel, Connecticut. When the engine arrived at the Lefferts' shop, it was discovered that

it had lost several of its original parts, but those had been replaced. After restoration and reassembly, it remained at the Lefferts' shop for a full decade, until the current owner purchased it three years ago. He had the car mechanically freshened and took it racing again at tracks including Lime Rock and Road America, where it recently scored a class win.

This Stanguellini is unusual in that it retains its original front splash guards that are often removed and lost. Here then is an opportunity to acquire a charismatic and highly competitive open-wheel racing car that epitomizes the sport as envisaged by Count Lurani more than 60 years ago. Goodwood and Monaco await!

\$125,000 - 150,000

This vehicle is offered on a Bill of Sale.

33.♦

The Ex-Ralph W.E. Cox Jr

1936 MERCEDES-BENZ 500K OFFENER TOURENWAGEN

Chassis no. 209421

Engine no. 123724

5,018cc, Eight Cylinder OHV Engine

Roots Supercharger, 100bhp or 160bhp with supercharger engaged

4-Speed Manual Transmission

Independent Coil Spring Suspension,

4-Wheel Drum Brakes with Servo-Assistance

★ *Pebble Beach Concours d'Elegance Prize Winning Restoration*

★ *One of only 16 Sporting Tourenwagens built on the 500K chassis*

★ *Former ownership of more than 60 years*

★ *Pinnacle of 1930s motoring*

★ *Previewing in LA*



THE MERCEDES-BENZ 500K

The sensation of the 1934 Berlin Auto Show, Mercedes-Benz's legendary pre-war 500K supercar cost a small fortune when new and today commands a king's ransom, such is its rarity. The 1930s decade was a period of unprecedented fertility in motor car styling, of which the sublime 500K represented the very pinnacle of excellence. Its timeless appeal endures to this day.

The 500K, which boasted an ingenious swing-axle independent rear suspension layout, was created by Hans Nibel who, having started with Benz in the early years of the 20th Century, succeeded Marius Barbarou as chief engineer in 1904 and designed (and raced) the huge Benz cars of the period, culminating in the 200hp 'Blitzen' Benz. After the merger with Mercedes, he replaced Ferdinand Porsche and created the most sophisticated

chassis of their day for road and track, including the first of the 'Silver Arrow' racers. The supercharged road-going Mercedes of the 1930s are a wonderful tribute to his engineering skills.

Together with its successor the 540K, the magnificent Mercedes-Benz 500K was arguably the most noteworthy production model offered by the Stuttgart firm during the 1930s. The 500K was powered by a 5,018cc supercharged straight-eight engine that featured the company's famous Roots-type supercharger system in which pressing the accelerator pedal to the end of its travel would simultaneously engage the compressor and close off the alternative atmospheric intake to the carburetor. This system had been thoroughly proven on the preceding series of Dr. Porsche-conceived S-Type cars, and in

effect the 500/540K was the last supercharged production Mercedes until relatively recent times.

Beneath its seemingly endless bonnet, the 500K's straight-eight engine developed 100bhp un-supercharged or 160bhp with the compressor engaged. The gearbox was a four-speeder with overdrive top ratio. With the supercharger engaged, the 500K had a top speed approaching 110mph (177km/h) matched by servo-assisted hydraulic braking. Its performance potential was such that Mercedes-Benz in the UK retained racing driver Goffredo 'Freddy' Zehender as technical adviser and demonstration driver, since the supercharged Mercedes was one of the few genuine 100mph road cars available in the 1930s.



Although the 500K/540K chassis attracted the attention of many of the better quality bespoke coachbuilders of the day, the company's own Sindelfingen coachwork left little room for improvement.

The cabriolet came in a variety of styles. This example has the Cabriolet A option with two-door, left-hand drive coachwork and is outstandingly handsome, boasting wire wheels, twin boot-mounted spares, exposed landau irons, twin horns and a center spotlight. The work of the gifted Hermann Ahrens, design chief at Mercedes-Benz's in-house Sindelfingen coachworks, the Cabriolet A offered two-seater accommodation allied to breathtaking performance. After testing a 500K Cabriolet in 1936, *The Autocar* declared: 'This is a master car, for the very few.

The sheer insolence of its great power affords an experience on its own.'

The manufacturing record of the 500K reveals its exclusive nature: 105 being produced in 1934, 190 in 1935 and 59 in 1936. In recent years, the rarity, style and performance of these big supercharged Mercedes have made them one of the most sought-after of all classic cars on the few occasions they have come on the open market.





Pebble Beach, August 2015 - Class I: Mercedes-Benz. The 500K arrives on the podium as recipient of the Second in Class Award. ©Steve Burton – used courtesy of Pebble Beach Concours d'Elegance.



THE MOTORCAR OFFERED

According to its data tag, Mercedes-Benz order number 209421 was delivered with engine number 123724, which it retains to this day. It is thought to have been equipped as new with the 'Tourenwagen' 2-door coachwork it still wears, a design which would have cost its first owner some 22,000 Reichsmarks. This style owes much to the earlier Sindelfingen bodies that can be found on six-cylinder supercharged cars, being lithier, vintage, open and sporting, than the better known series of Cabriolets.

It was discovered by American aviator and car enthusiast Dr. Ralph W.E. Cox, Jr. while on his honeymoon in the early 1950s. Cox was a true pioneer. Born in Pittsburgh, Pennsylvania, he graduated as a Doctor of Dental Surgery from Pittsburgh University in 1937. But once this was achieved, he felt he'd backstopped

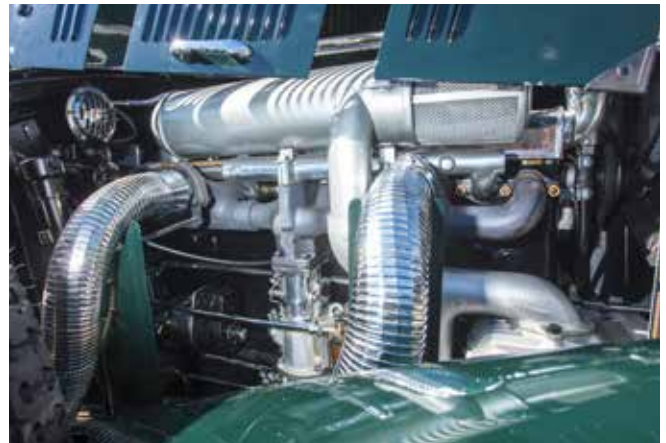
a career in case his real desire fell foul and pursued his real passion of aviation. He tried to follow his brother into the Army Air Corp but was unsuccessful, and so sneaked in the 'back door' by joining the Navy instead. This would lead him to a colorful career long association with the air industry. It would start with American Export Airlines, then as the war ended and ex-military pilots were encouraged to use their talents to start their own independent airlines, he purchased a Douglas DC-3 with a friend and began flying the Eastern Seaboard.

At first they based themselves in McArthur Airport on Long Island, and then Laurenburg, North Carolina as it was a convenient stopping point on South American runs. But when traffic dried up, they took the advice of one of their mechanics who was familiar

with the former Naval Air Station at Cape May Country Airport, New Jersey and said it was empty and would be a good base for them. After a careful check out, in the summer of 1949, they founded U.S. Overseas Airlines at the location which would become Dr. Cox's business and home base. At their peak some 18 planes were flying under the banner of US Overseas Airlines, but by 1964, Cox was forced into bankruptcy.

From the early 1950s, Cox also began to collect old cars. He had a particular interest in Model T Fords among other things. Frequently his travels would take him into Europe, and he chose to go there on his honeymoon, it was there on a sales lot in Munich in 1951 that he found the 500K. After befriending a local person, he was able to negotiate with its owner, a Mr. Unholzer, and secure its





purchase. Dr. Cox drove the Mercedes up to Paris, then to the port at Le Havre from where it was shipped to New York and eventually home to New Jersey.

The car would reside for many years in the Frontier Village Museum at the Cape May County Airport, a photo during this period being depicted in Jan Melin's authoritative work on the model, Mercedes-Benz - The Supercharged 8-Cylinder Cars of the 1930s Part 2 (page 213). It later received a sympathetic in-house restoration by his son in law in the mid-1990s, before being transferred to the Museum of Automobiles at Petit Jean Mountain, near Morrilton, Arkansas, where it resided on public display until 2014.

In 2014, Bonhams was entrusted with the dispersal of the entire Ralph W.E. Cox Jr. Collection, which took place in two parts, at our Scottsdale Auction at the Westin Keirland Resort, and at Cox's beloved Cape May County Airport. The Mercedes-Benz was sold in Scottsdale to the current owner, a noted collector of the marque.

An extensive refurbishment of the car followed during which the Tourenwagen was brought to the immaculate order in which it can be seen today. The finished article debuted at the Pebble Beach Concours d'Elegance in 2015 where it was exhibited in the pre-war Mercedes-Benz class. Set against formidable competition, only a Mercedes-Benz 680S of Arturo and Deborah Keller eclipsed the car and so it took an impressive 2nd in Class.

Since that time, the Mercedes has remained in its cosseted garage environment here in California, being shown only on occasion. Far less numerous in production than the more commonly found series of Cabriolets, just a handful of Tourenwagens survive today. It is a rare, and supremely elegant touring car.

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

34.**1992 DODGE VIPER RT/10 ROADSTER**

VIN. 1B3BR65E6NV100119

488ci OHV V-10 Engine
Electronic Fuel Injection
400bhp at 4,600rpm
6-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Exceptionally well-preserved 1st generation Viper*
- ★ *Less than 12,900 miles from new*
- ★ *The 119th Viper made in the first production year*
- ★ *Offered with full weather equipment, original tires, spare parts and service records*

★ *Previewing in LA*

**THE DODGE VIPER**

Bearing a powerful engine, a minimalist, straightforward design, muscular and aggressive styling, and high performance, the Viper was conceived as a historical take on the classic American sports car. The Viper debuted as a concept in January of 1989 and soon found its way onto the production line, with the first customer cars getting delivered in early 1992. From the start, the car was a raw beast, powered by a massive V-10 engine heavily modified by Lamborghini, which at the time was owned by Chrysler. Still as aggressive as ever, the Viper soldiers on today as an unabashed example of how supercars are built in America.

THE MOTORCAR OFFERED

This highly original Viper RT/10 Roadster has covered less than 12,900 miles from new and presents largely as it did when new nearly 3 decades ago. The Viper was delivered new to Dallas, TX in November of 1992, and would according to the CARFAX report remain with the first owner there for at least a decade. By 2010, with just 7,986 miles recorded on the odometer, the Viper was purchased by a California-based, IBM executive. The Canadian consignor acquired the car in 2011 and has kept the car in great condition ever since, servicing it regularly. The Carfax report erroneously reports the miles in kilometers around this time, as is common with mph cars in Canada.

Today, this low mileage example is ready for show and motoring. It is offered with full weather equipment, original tires, many spare parts and a comprehensive history file containing many service records. The factory Tremec 6-speed transmission gives one great control over the massive 8.0-liter V-10 engine, and the all-aluminum suspension adds precise handling. Lacking the complexity of most super cars, the 1st generation Viper offers raw and pure driving experience at a tremendous value.

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

35.**1957 BMW ISETTA 300**

Chassis no. 500153

298cc 1-Cylinder Engine

Single Carburetor

13bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Hydraulic Drum Brakes

Swing-Arm Front Suspension, Leaf-Spring Rear Suspension

- ★ *The Iconic 'Bubble Car'*
- ★ *Presented in wonderful condition*
- ★ *From a well known BMW Collection.*
- ★ *Striking red and white color scheme.*
- ★ *Recent participant in BMW CCA Oktoberfest Isetta Race*
- ★ *Previewing in SC*

**THE MOTORCAR OFFERED**

Popular during the 1950s and 1960s, the diminutive 'bubble car' or 'cabin scooter' is currently enjoying a revival of interest - not surprisingly given the congested state of today's urban roads. Nowadays though, the Bubble's attraction has just as much to do with fashion as practicality. One of the more successful designs of the cabin scooter's heyday was the BMW Isetta, a design the German firm manufactured under license from its Italian originator Iso. The name means 'little Iso'. Renzo Rivolta's Iso was not selling well in its native Italy, faced with stiff competition from the FIAT 500 and 600, and it would be left to BMW to fully exploit the design's potential.

Although at first glance a three-wheeler, the German-built Isetta used a pair of closely spaced wheels at the rear and was powered by a BMW single-cylinder four-

stroke motorcycle engine of 247cc, replacing the original's noisy two-stroke motor. The coachwork of early examples featured a side-hinged single door at the front, roll-top sunroof, and fixed side windows, while the steering wheel and dashboard were attached to the door to facilitate entry. The two-seater Isettas most popular accessory, understandably so given the limited interior space, was a small luggage rack mounted at the rear. Later (1957-onwards) models incorporated sliding side windows for better ventilation. These improved models displaced 297cc, and the 'big' Isetta 300 was reckoned capable of 65mph and 55mpg. Approximately 162,000 Isettass had been made by the time production ceased in 1962.

The quintessential microcar, this Isetta 300. In 2015 it was purchased by the consigner

a BMW enthusiast and trustee of the BMW Foundation in Greer, SC. Since then it has been part of the consigner's BMW collection. It has been maintained to the highest level and was a participant in the BMW Club Isetta race at the last BMW CCA Oktoberfest.

Undoubtedly one of the most unique driving experiences within the expansive automotive landscape, no collection is complete without a bubble car. This well-presented example should not be passed on.

\$20,000 - 30,000
WITHOUT RESERVE

36.²

1969 M-505 ADAMS BROTHERS PROBE 16

Chassis no. AB/3

1,900cc JanSpeed-Tuned 4-Cylinder Engine
Twin-choke Weber Carburetor
est. 100bhp at 5,500rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ As depicted in the 1971-film 'A Clockwork Orange'
- ★ Awarded 'Best Styling Exercise' at the 1969 London Motor Show
- ★ True British engineering and design marvel
- ★ One of just 3 examples made, of which just 2 are believed to survive
- ★ Previewing in LA



THE ADAMS BROTHERS PROBE 16

The two brothers Dennis and Peter Adams were well established with respect to "futuristic" car construction, based on their contributions to the design and racing success of the British sports car manufacturer Marcos. Dennis was very much the designer of the duo, while Peter more the 'under the skin' engineering wizard. In 1969, they set out to produce the M-505 Probe 16 - both designed and built by the Adams Brothers - to represent "An investigation into extremes of styling". Just three examples were made, of which just two are believed to have survived.

Of the three M-505 Probe 16s built, the first example was sold to famous American songwriter Jim Webb and is believed to have caught fire and burned beyond repair, a common fate for mid-engined cars of the era.

The second Probe 16 completed carried chassis number AB/3, which is the car offered here. It was completed in 1969 and exhibited at that year's London Motor Show, held in October at the famous Earls Court Exhibition Centre in London. With the intention to initiate a British Styling showpiece stand at the '69 Motor Show, the Daily Telegraph Magazine cooperated with the Institute of British Carriage and Automobile Manufactures to show the Probe 16 on the IBCAM stand, where it obtained a tremendous reception and won the design award as the Best British Styling Exercise. Powering the Probe 16 was a BMC 1.8-Liter OHV inline 4-cylinder engine, tuned by British JanSpeed, and mounted transversely in the chassis.

This Probe 16, chassis no. AB/3, was originally sold to bassist Jack Bruce. It later became the property of Canadian collector and car designer Dr. Clyde Kwok, before being purchased by the current owner, a fellow Canadian car collector and British motorcar enthusiast, in 1983. Probe 16 AB/3 has since been kept in authentic and original state and remains the most original of the three examples produced.

The third (and only other) Probe 16 (AB/4) has been displaced at the "Pollock Auto Showcase" in USA until it was returned to the U.K. around 1990, by Colin Feyerabend, where it was undergoing a complete rebuild and restoration.



The M-505 Adams Brothers Probe 16 starred in the 1971 film *A Clockwork Orange*, by the late filmmaker Stanley Kubrick, as mode or transportation for 'the gang of Droogs' and was nicknamed Durango 95. The Probe 16 used in the film was right-hand drive, so it could only be one of the latter two of the three made (the car offered here AB/3, or AB/4), as the first car was configured left-hand drive. Given its London Motor Show history, it is most likely that the car we are offering here, AB/3, was indeed the one used in the movie. AB/3 was recently invited to form part of the 'Hollywood Dream Machines – Vehicles of Science Fiction and Fantasy' exhibit at the famous Petersen Automotive Museum in Los Angeles, as the Durango 95 from *A Clockwork Orange*.

Offered here is a true design and engineering marvel, with silver screen notion along the way.

\$150,000 - 250,000

37.♦

The Works Demonstrator, from the Estate of David L. Van Schaick

1935 ASTON MARTIN ULSTER

Coachwork by Bertelli

Chassis no. B5/551/U

Engine no. L48/900/U - See Text

1,949cc SOHC Inline 4-Cylinder Engine

Twin SU Carburetors

Approximately 73bhp at 4,750rpm

4-speed manual transmission

Semi-elliptic leaf springs front and rear

4-wheel hydraulically assisted drum brakes

- ★ One of only 31 Ulsters built, 10 of which were Works Team Cars
- ★ Extensively documented
- ★ An aesthetically iconic Aston Martin racing model
- ★ Eligible for Mille Miglia, Goodwood, Le Mans Classic and numerous retrospective events

★ Previewing in NY



'With its "A.1." regulation body, Brooklands exhaust system and cycle type wings, the Ulster belongs to the "out and outest" class of sports car' 'Built for a specialized job, the Ulster Aston Martin does that job, we repeat, as it should be done.' – commentaries relating to this very car in *The Light Car Magazine* Road Test, December 1935.

ASTON MARTIN RACING CARS

Manufactured by Robert Bamford and Lionel Martin, the first Aston-Martins (the hyphen is correct for the period) rapidly established a reputation for high performance and sporting prowess in the years immediately following The Great War. Unfortunately, the management's concentration on motor sport, while accruing invaluable publicity, distracted it from the business of manufacturing cars for

sale, the result being just 50-or-so sold by 1925 when the company underwent the first of what would be many changes of ownership. The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick. Bertelli was an experienced automobile engineer, having designed cars for Enfield & Allday, and an engine of his design - an overhead-camshaft four-cylinder of 1,492cc - powered the new 11.9hp Aston. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia.

Like his predecessors, 'Bert' Bertelli understood the effect of competition success on Aston Martin sales and sanctioned the con

struction of two works racers for the 1928 season. Based on the 1½-litre road car, the duo featured dry-sump lubrication – a feature that would stand them in good stead in long distance sports car events – and this was carried over to the International sports model, newly introduced for 1929. Built in two wheelbase lengths (8' 6" and 9' 10") the International was manufactured between 1929 and 1932, mostly with bodies by Augustus's brother Enrico 'Harry' Bertelli.

The 'Le Mans' label was first applied to the competition version of the (1st Series) International following Aston's class win and 5th place overall in the 1931 Le Mans race. This conceit was fully justified when the model placed 5th and 7th in the 1932 race and collected the Rudge-Whitworth Biennial Cup. It may, in fact, be the first car named after the



Le Mans Race, although many others have since followed Aston Martin's example.

The early 1930s was a period of economic recession and with sales of expensive quality cars falling off, some serious rethinking had to be done at Feltham. The prudent decision was taken to redesign the International chassis using proprietary components to reduce cost. A Laycock gearbox was adopted, mounted in unit with the engine, while the worm rear axle, which had never been completely satisfactory, was replaced by an ENV spiral bevel. There was a redesigned chassis frame and many other modifications resulting in what was virtually a new car, although it carried the same coachwork and was sold as the 'New International'. The original line-up of what would become known as the '2nd Series' did not last long, the

New International and two-seater Le Mans disappearing from the range before the end of 1932. That year's Motor Show had ushered in the more familiar Le Mans 2/4-seater, which was also available on the long chassis as the Le Mans Special four-seater. Introduced in 1934, the replacement Mark II model sported a new, stronger chassis and a revised engine with counter-balanced crankshaft. Short (8' 7") and long (10') wheelbase versions were built, the latter available with stylish four-seater sports saloon coachwork by Enrico Bertelli.

Racing was still at the forefront of company policy under the stewardship of new owners the Sutherlands, Robert Gordon Sutherland having assumed the post of joint managing director alongside 'Bert' Bertelli in March

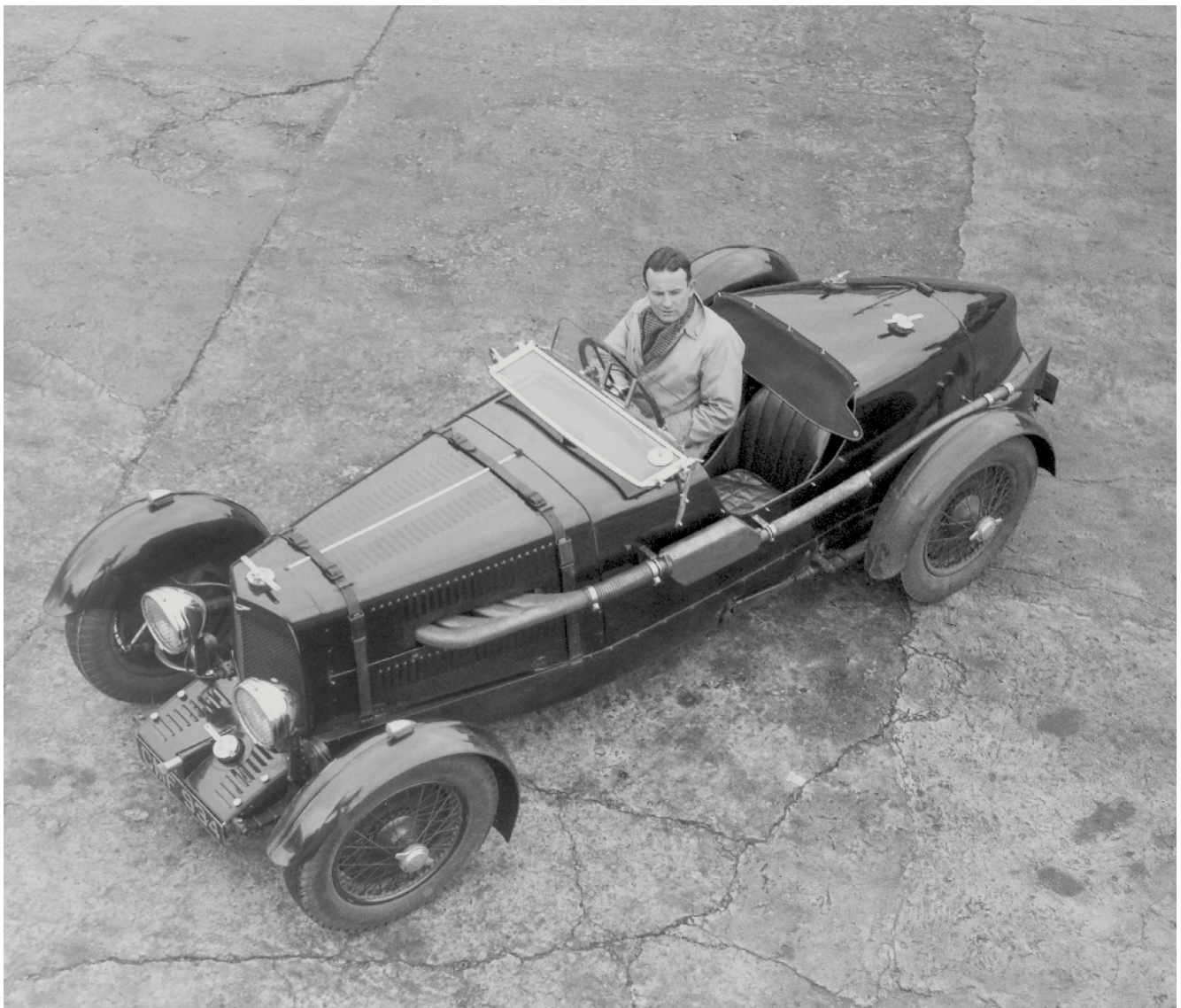
1933. For the 1934 Le Mans race, three competition cars were constructed on the new MkII chassis, the frames being copiously drilled for lightness. In the race all three works Astons were sidelined by trifling mechanical problems, prompting Bertelli to try and un-jinx the team by painting the cars – previously always finished in various shades of green – in Italian Racing Red. The next race on Aston Martin's calendar was the RAC Tourist Trophy at Ards in Ulster, regulations for which stipulated standard chassis. Three new cars were built on unmodified frames and the superstitious Bertelli was duly rewarded with a 100% finishing rate. The trio finished 1st, 2nd and 3rd in class, earning Aston Martin the Team Prize. In 1935 another works car, chassis number 'LM20', finished 3rd overall at Le Mans, winning its class and the Rudge Cup.



In October of 1934, Aston Martin exhibited the resulting spin-off model at the Olympia Motor Show, introducing it as 'a Replica of the three cars which ran so successfully in the 1934 TT race.' Built on the shorter of the two MkII chassis, the Ulster differed little from its more run-of-the-mill siblings, though the engine was subjected to tuning and more careful assembly. Modifications included polishing the inlet and exhaust ports, and raising the compression ratio to 9.5:1 by means of domed pistons and a 'stepped' cylinder head, the result of these changes being an increase in maximum power to around 85bhp. The Laystall crankshaft and the valves and valve springs were of higher specification than those of the other MkII models. Lightweight, door-less two-seater bodywork was fitted and every Ulster was

guaranteed to exceed 100mph with full road equipment, a phenomenal achievement for a 1½-litre production car at that time. A serious competition machine, the Ulster abounded in mechanical refinements resulting from the factory's years of endurance racing experience. These included painting the dashboard matte black and the radiator surround in body colour – reflected early-morning sunlight had been found to be a serious problem when flat out at Le Mans – and securing every chassis nut with a split pin.

Of the 31 Ulsters built, including 10 team cars, 28 survive and the whereabouts of all are well known.



CMF934 as new

THE MOTORCAR OFFERED

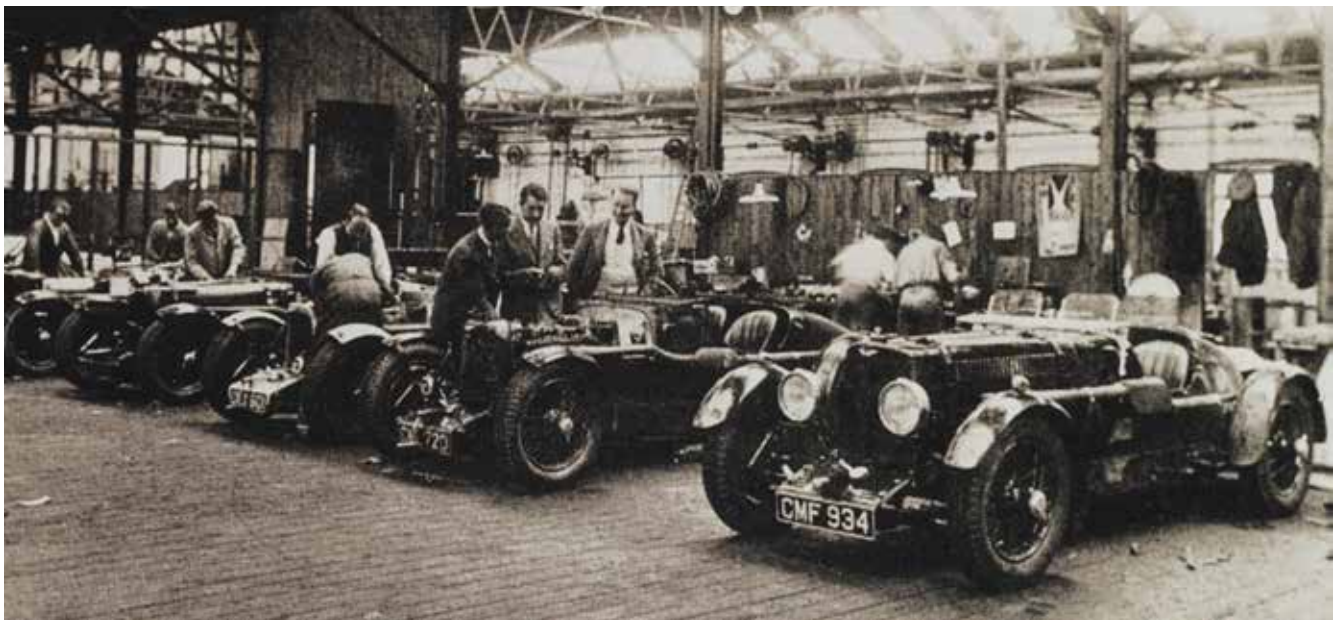
B5/551/U is presented from the Estate of David L. Van Schaick, who was one of the foremost exponents of the marque in America, and long-term president of the American Aston Martin Owner's Club. Mr. Van Schaick vociferously researched his motorcars and retained literally anything connected with them that he could find. For this reason, the car retains a most comprehensive history which is clearly laid out in the Palawan Press Aston Martin Ulster book and we repeat here, it is supported by a comprehensive portfolio of correspondence, photographs and even its original and continuation UK road registration log books.

As new the car was built on February 5th, 1935 and in its earliest completed form can be seen at the Feltham Works alongside the Works Tourist Trophy Entries, LM 21 and

LM 20. Matching the guise of the TT cars it wore the iconic Two Seater bodywork with which the Ulster model is so well identified, and the mere existence of this image might lead one to think that it may have been slated as a reserve car for that event planned in September 1935, this is not certain, however we do know that the car was the Works Demonstrator for the model, and it was registered for the road to Aston Martin on July 30th, with the distinctive British plate CMF 934, a Middlesex number. Like the Works Cars, it was painted red.

By the end of that year, as the Works demonstrator 'CMF 934' was the subject of an extensive road test in The Light Car Magazine. Exercised at the famed Brooklands racetrack, its sub-heading states 'Replica of TT Car Shows Great Paces. Road Holding and Cornering Par Excellence'.

This feature article is extremely complimentary about the car, and includes such soundbites as 'There is, as everyone knows, a perfectly good law which limits the pace at which a corner of given radius may be turned, no matter what the vehicle. Without plunging into the whys and wherefores, it need only be said that this one suffers itself to be cornered at speeds which one had wrongly supposed to be well on the mortuary side of the limit!' and describes it as the 'driver's own guardian angel'; 'There are good brakes and there are good brakes... When the Ulster's brakes go on 160 sq. ins of Ferodo come into play. The result is wholly exhilarating'; 'In a dozen little details of equipment there is evidence of the distinction between an ordinary sports car and a road racing machine built almost regardless



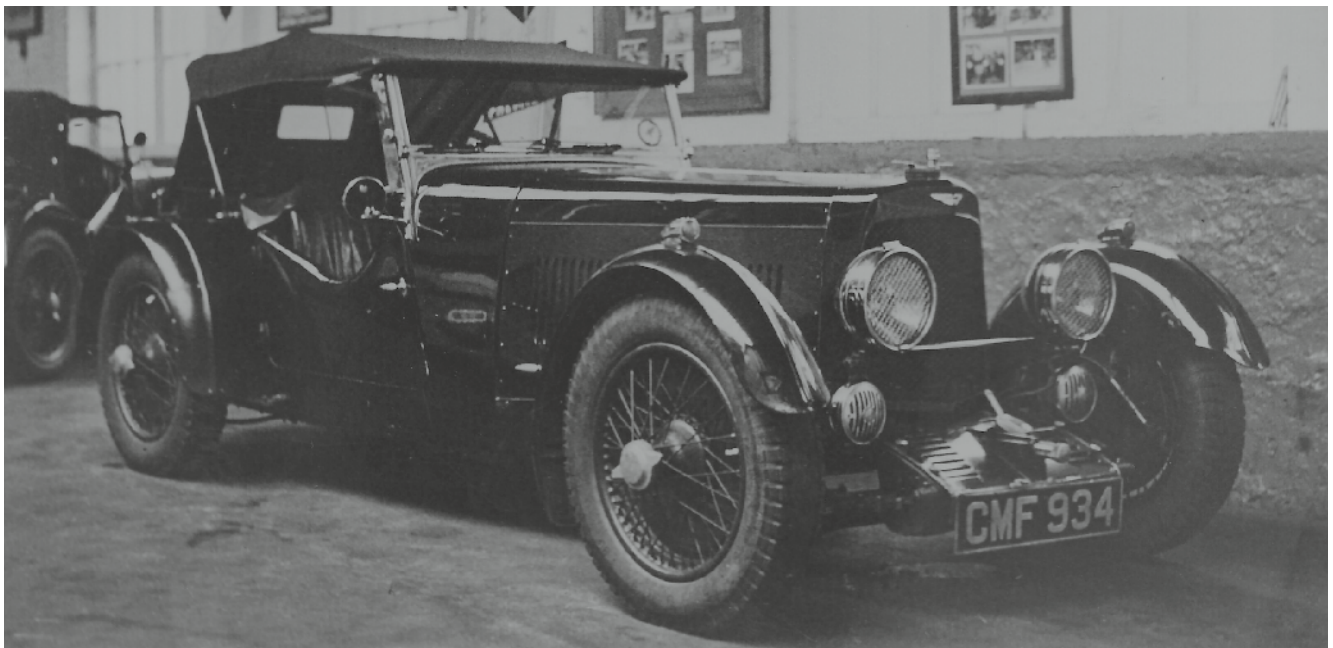
B5/551/U at the Works with Team Cars LM 20 and LM 21.



The original British Buff Log Book for the car, part of an extensive history file.



The car as featured in The Light Car Magazine, December 1935.



As delivered ex-Works, c.1937



of cost : aero screens which detach and form side panels for the main screen when occasion demands; the "telephone exchange" switch panel – eight little switches in a row; the quick action bonnet-strap fixings...'; and 'to one who has ridden in it, there comes a new understanding of the marque's repeated successes in long-distance road events'.

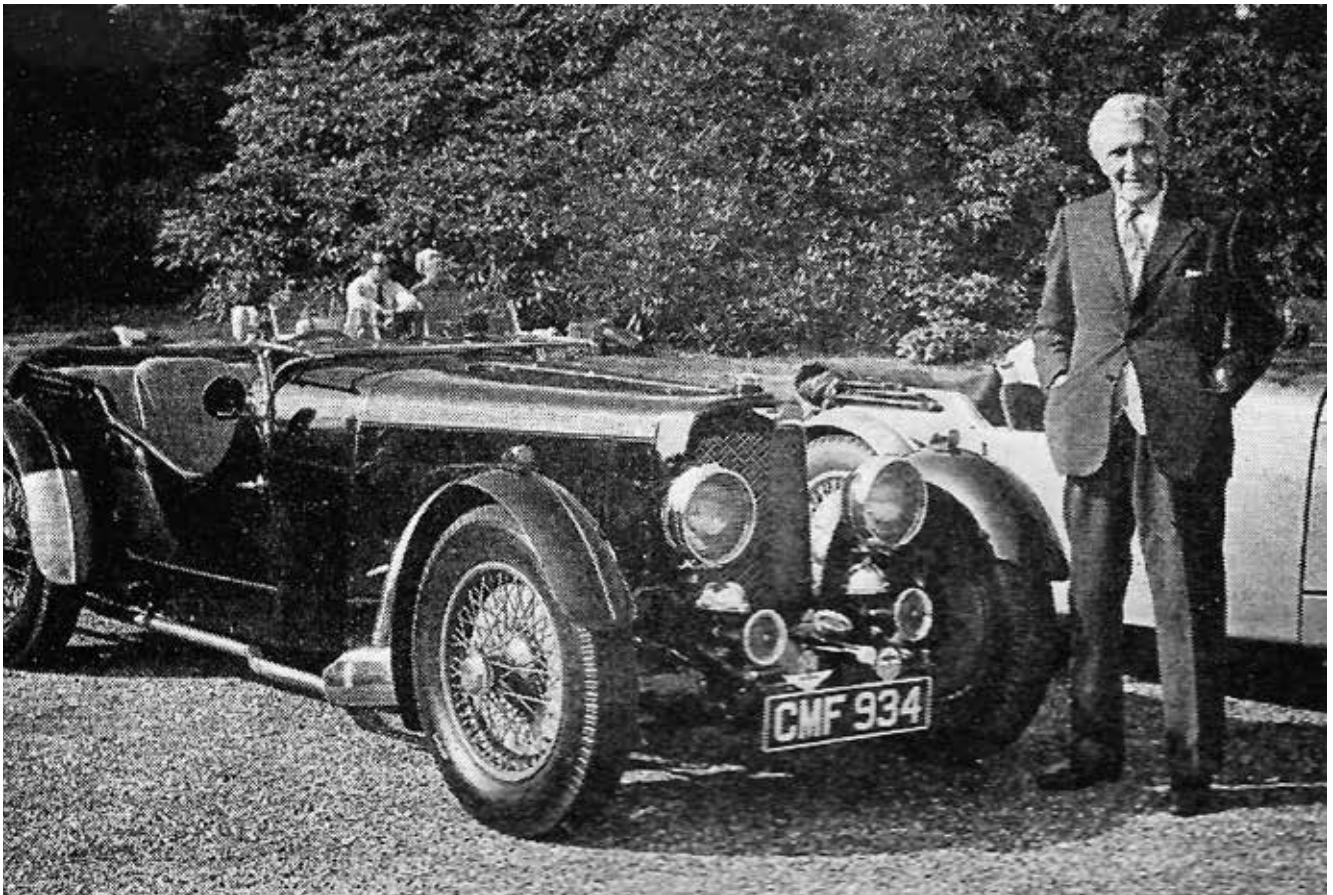
While this journalist clearly enjoyed and raved about the car, a subsequent freelance journalist was less capable it seems, and was responsible for crashing B5/551/U a few months later. At this point the car returned to the Works, and languished in its damaged form, until it a Scotsman, Alex Riddell Innes noticed it there. Writing to later owner Richard Scates in 1958, he recounts 'being thoroughly nosey and very interested in the crashed model, I asked Astons what future it had

and they said they were going to rebuild it. As a 2/4 seater body was a more practical proposition to me I then asked if they would be prepared to rebuild it with this body and if so I would be interested in purchasing the car. It was then and there agreed this would be done and I later on became the owner of CMF 934 rebuilt with the 2/4 seater body on painted black instead of scarlet, which I thought would be less conspicuous'.

The car has retained this coachwork ever since, and it is exactly in this form that it left its manufacturer, sold through Winter Garden Garages on July 17, 1936. It is suggested that the discarded Two Seater Ulster body loitered around the Works and ended up on a Speed Model in 1937, but since the bodies are not numbered, this is not definitively known.

Up to 1940, the Ulster lived 'North of the Border' in Scotland, passing from Innes, through A. & J. Guthrie of Hawick, the Motor Engineers run by famed motorcycle racer Jimmy Guthrie, to William Douglas Rutherford of Selkirk on August 5, 1937, then from the Spring of 1938 it was re-advertised and passed eventually to Lindsay Burns of Fife. Throughout the 1940s, the Aston was registered with one family, that of John E. Kidd, who moved between Edinburgh and St. Albans in the South, and his wife Margaret Kidd also.

On the 2nd day of January 1950, its new owner became Duncan Chisholm and the car returned to the London area, Chisholm also being at Brasenose College Oxford, later that summer it passed to Donald Joseph Matthias who would exercise the car for its



A.C. 'Bert' Bertelli with the car in the Jubilee Year for Aston Martin, 1970

first true competition use in the St. John Horsfall Trophy in 1951. In September 1951, at 86,300 miles, the Works noted that they had supplied a 2 Liter unit as a replacement engine for the car, that unit being L48/900/U, the original unit returned went into the Le Mans chassis F3/287/S at this point.

Through the 1950s a succession of owners around the UK enjoyed the Ulster, and actively toured, showed and campaigned the car generally. It was displayed at the AMOC Concours in Ascot in October 1959 and 1960 by then owners Richard and Peggy Scates, as well as used for continental touring and even Vintage Sports Car Club Driving Tests. Mr. Scates actively researched the history of the car, writing to many of its former owners

including Innes, all of which are on file. On May 27, 1963, their tenure ended and more active owners followed. When it came to the Jubilee year in 1970, at an AMOC gathering A.C. 'Bert' Bertelli himself was reacquainted with the car and pictured in their A.M. publication.

It continued this way in the UK until 1977, when Ron McBride of Woodbridge, New Jersey acquired the car from noted London Mews dealer Dan Margulies and brought it to America for the first time. By this stage the color was changed from Black to the Blue that it continues to sport today. Mr. McBride used the Aston for roughly 6 years, before it was extracted from him by David Van Schaick in May 1983.

For the next 3 decades, the Ulster would find true long-term companionship in Mr. Van Schaick. The car was absolutely cherished and campaigned in all manner of events from AMOC activities to the Colorado Grand, and VSCCA Races around the country. We understand that at some point, its engine was rebuilt with a new block and competition camshaft, the previous block which is believed to be the works supplied L48/900/U accompanies the car, but is not clearly stamped as such.

David Van Schaick passed in 2016, being the sole reason for this and his other Aston Martin, a DB6 Shooting Brake arriving for sale. As a Works Demonstrator which was originally equipped with two seater coachwork, this 'changing of the guard' might provoke the opportunity to restore it to this



Period bodywork included with the car (body only)

original guise. Or indeed one may decide to continue to enjoy it in its current form, that being the way in which it has been for 84 years providing a consistent racing and touring since it left the Works.

Offered alongside the Aston in its present form, is a two seater Ulster body, which can trace its lineage back to the pre-war era. Those who have inspected this body, including people very familiar with the model and particularly their construction, all feel that it is likely to have been removed from one of the Ulster Two Seaters at some point, and of course, B5/551/U having started life in this form would be one of those potential candidates. Details such as the louvered hood with double retaining straps, holes for mountings of exhaust and of course the beautiful tail are all key features, intriguingly

there is also evidence of this body being painted red at some point.

In any form, an Aston Martin Ulster is a truly iconic motorcar, one that has the mythical status of being known by a single name over and above its brand, alongside a 'Blower' an '8C' and the like. By definition given the huge array of events that Ulsters were used for in period, they are today eligible for their retrospective reenactments, such as the Mille Miglia, Le Mans Classic, Goodwood Revival.

\$1,200,000 - 1,400,000



38.**1956 AUSTIN-HEALEY 100M BN2 LE MANS SPECIFICATION**

Chassis no. BN2-L/230571

Engine no. 1B/230571/M

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

110bhp at 4,500rpm

4-Speed Manual Transmission w/ Overdrive

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ *Rare Export 100M delivered new to Morocco*
- ★ *Numbers matching and documented by its British Motoring Industry Heritage Trust Certificate*
- ★ *Recently repainted*
- ★ *Fitted with Le Mans Modification Kit*
- ★ *Previewing in NY*

**THE AUSTIN-HEALEY 100M LE MANS**

Following the Austin-Healey 100's sensational debut at the 1952 Motor Show, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race. They finished in 12th and 14th places, a highly praiseworthy achievement for what were recognizably production sports cars. Accordingly, the name "Le Mans" was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works' entries. The kit included a pair of 1¾" SU HD6 carburetors, plus special inlet manifold and cold air box, high-lift camshaft, stronger valve springs, and a distributor with alternative ignition advance curve. With the kit installed, power increased from the standard 90 to 100bhp.

From October of 1955, the conversion was available, factory-fitted on the successor BN2 model in the form of the 100M. In addition to the Le Mans kit, the latter boasted high-compression pistons, a stiffer front anti-roll bar, special Armstrong front dampers, and a louvered bonnet. Power increased to 110bhp and top speed, with the windscreen folded flat, was within a whisker of 120mph. The number of BN1s converted by their owners is unknown, but 1,159 cars—mostly BN2s—were built or subsequently modified to 100M specification between 1955 and 1956. Of these, approximately 640 were completed at the factory, some 544 of which were exported to the USA.

THE MOTORCAR OFFERED

Offered here is an extraordinary example of the increasingly popular Austin-Healey 100 BN2 which is eligible for some of the most prominent motoring events around the globe. According to its British Motor Industry Heritage Trust Certificate, this fine Austin-Healey was completed at the Longbridge Austin-Healey works on January 27, 1956 in Reno Red over Red leather and a black top. A left-hand drive BN2 model, this example was destined to Gilta Rabat S.A. in Morocco. The new Healey featured the four-speed overdrive transmission and the numerous smaller improvements implemented during the course of production since the introduction of the BN1 in 1953. The left-hand-drive Austin-Healey was equipped with a heater, miles per hour speedometer, Duplo double vertical dip headlamps, and a laminated windscreen. Under the Le Mans-style louvered



and leather strapped hood are a familiar polished aluminum engine head cover, big twin SU carburetor, and further upgrades that are denoted by the plaque declaring this example to be upgraded to 100M Le Mans spec. Installation of the Le Mans Modification Kit is understood to have been carried out by the original dealer.

Entering the collection of the previous, Long Island, New York owner in 2013, the current owner acquired the car December 2018. In the ensuing years the Healey has been restored and most recently in September 2019 received a repaint in English White over black with an interior newly retrimmed in red leather seats with black piping. Under the present ownership the car has been carefully kept and stored in a climate-controlled garage. Most recently, the car was shown at

the inaugural Audrain Concours d'Elegance in Newport, Rhode Island.

Equipped with the desirable 100M Le Mans upgrades dating back to very possibly Donald Healey's famous workshops when the car was brand new, this BN2 is true to the model's performance heritage and would be a wonderful entry on a number of classic car driving events and rallies. The Healey's engine and body tags are still intact and match the Heritage Trust Certificate. Overall, this wonderful example of Austin-Healey's excellent 100 BN2 should offer its next owner much joy and driving excitement.

This 100M Le Mans is offered with owner's handbook, tool roll, jack, tonneau cover, documentation of the repaint and the British Motor Industry-issued Heritage Trust

Certificate. Mille Miglia eligible, the classic 100M Le Mans Healey remains one of the most popular mid-century sports cars ever produced, and this fine example deserves serious consideration.

**\$70,000 - 90,000
WITHOUT RESERVE**

39.♦

1956 MERCEDES-BENZ 300 Sc ROADSTER

Chassis no. 188.015.6500069

Engine no. 199.980.6500071

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Fuel Injection

175bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ One of only 53 examples built
- ★ Matching numbers example
- ★ Highly exclusive, top-of-the-line 300Sc Roadster
- ★ Offered with Mercedes-Benz factory records

★ Previewing in LA



THE MERCEDES-BENZ 300 SERIES

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

Custom built by Mercedes-Benz's most experienced craftsmen, the Mercedes-Benz 300 was luxuriously appointed and trimmed with materials of the highest quality. Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers

in comfort at sustained high speeds. The 300 was the car of choice among West German government officials, and throughout Europe and the USA was widely favored by businessmen, financiers and politicians. The conservatively styled 300 Saloon was soon joined by the 300S (Super), a model that succeeded in recapturing all the elegance of the pre-war 540K. Introduced at the Paris Salon in October 1951, the 300S was built in two-seater Coupe, Cabriolet and Roadster forms on a shortened 300 saloon chassis.

The top offering of the series was the 300Sc. The 300Sc featured a 175bhp dry-sump engine equipped with Bosch fuel injection, and boasted a revised rear suspension with single-pivot swing axles similar to that of the 300SL Roadster, a development that enhanced both road holding and handling. Coachbuilt in the traditional manner by

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

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



THE MOTORCAR OFFERED

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

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

According to the factory build sheet that accompanies this exceptional 300Sc Roadster, it was dispatched new from the Sindelfingen factory on April 4th, 1956 to Mühlenverwaltung a. Lagerhaus to Clemens Auer, Industrial Ports in Köln-Deutz, Germany. At some time early in its life, the car would make the journey to the United States where it would have several private owners in the Midwest before being acquired in the early 1970's by Tom Kreid of Illinois. In the late

1980s, Mr. Kreid would sell the 300Sc to Richard Freshman of Chatsworth, California who noted at the time of purchase that the car was rust free with anthracite paint and that it had an older interior but was in a usable driving condition. Shortly after purchasing the car, Mr. Freshman commissioned renowned 300S and Sc restorer Charles Brahms to commence what Mr. Brahms would go on to call his best effort as a multiple time best of show winning restorer.

Charles Brahms recalls 6500069:

"In or around 1990 I was approached by my friend and fellow car enthusiast Richard Freshman to restore his 300Sc Mercedes. The goal of the restoration was fairly straightforward, though by no means simple with a car such as this. He wanted me to restore his Mercedes to the highest standard



possible so that it could compete at shows and win against the finest cars in the world. The goal was to win best of show prizes, not just best in class. The car was anthracite with a shade of tan leather interior when it arrived to me, in a decent driver quality condition. As I recall, it had been repainted one time but otherwise the car was largely original with little else remarkable having been done to it. There was no significant damage or rust as I recall. Being a good car to start with, and because the financial resources to do the job were at the ready, we knew it would be possible to get the result we eventually achieved with the car.”

“We spent 2 years restoring 6500069, and no expense or effort was spared. I was given the latitude to do everything necessary to achieve a result that, looking back, is likely my best effort as a restorer who was always known for Mercedes 300S cars. Over the years I had

collected a huge amount of stock OEM “new-old” factory Mercedes parts for the 300S line of cars, so when it came time to replace or to perfect a part on the car, I had the convenience of simply being able to pull the part or supply off the shelf. There isn’t a part on the car that isn’t OEM, to my recollection nothing on the car is aftermarket. I think that makes this 300Sc quite unique, even among an already rare model, given the lengths to which we took all processes of the restoration itself. Every nut and bolt of the car was attended to and extreme lengths were gone to in pursuit of perfection. The painted surfaces were exhaustively prepared to produce mirror quality finishes with the same being done for the chromed pieces. The 300Sc has a lot of chrome, in particular it is important to make sure the chrome pieces fit and are placed exactly right to tie the exterior together. If something on the exterior is off even the

slightest amount, it is easy to spot on these cars, so we spent enormous amounts of time getting fits, finishes and chrome placement just right. The interior was equally well attended to with every attention to detail possible paid to correctness and to using the best in quality regarding the wood, leather, chrome and other. We even had a full 7-piece luggage set made by Oliver Dare at great and unnecessary expense to really emphasize the true luxury of the model. The engine bay and underside were no different than the exterior and interior even though those areas are often afterthoughts in restorations, especially regarding the underside which is rarely seen. We even went to the trouble of lining up all the bolts and screw heads on the bottom of the car perfectly, nothing was skipped or overlooked, and everything was done for an above and beyond result. I think we achieved what we set out for, and in midnight blue it



was hard not to admire the work my team and I accomplished. When all was said and done, I recall that the restoration cost somewhere in the neighborhood of \$400,000, which was a lot for the early 1990s."

After completion of the comprehensive restoration by Brahm's, the car was shown at the Santa Barbara Concours where it won Best of Show. Shortly thereafter the Mercedes was purchased for a staggering amount by noted Mercedes-Benz collector, with whom the car would stay with for the next 25 plus years while housed in a state-of-the-art climate-controlled collection facility.

This spectacular 300Sc Roadster is offered with a copy of factory build sheet, an abundance of restoration records and receipts, tools, various owner's manuals and books, tools, and the 7-piece luggage set.

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

\$900,000 - 1,100,000

40.

1948 ROLLS-ROYCE SILVER WRAITH DROPHEAD COUPÉ Coachwork by J. Gurney Nutting

Chassis no. WFC4

Engine no. W104C

4257cc F-head Inline Six-cylinder Engine

Single Dual-choke Stromberg Carburetor

135 bhp

4-Speed Manual Transmission

Independent Front Suspension with Coil Springs

Live Rear Axle with Semi-elliptic Springs, Driver-controlled Dampers

4-wheel Hydraulic Drum Brakes

- ★ Matching numbers
- ★ Documented by the Rolls-Royce Owners' Club Foundation
- ★ Restored in 2017
- ★ Featured on the cover of "Rolls-Royce, the Classic Elegance"
- ★ Award winner at the 2018 Greenwich Concours d'Elegance

★ Previewing in MA



THE MOTORCAR OFFERED

The handsome example offered here, WFC4, was the fourth in the short-chassis "C" Series manufactured in 1948-1950 and comprising 100 units. In his *marque appreciation* entitled "Rolls-Royce, the Classic Elegance", Mr. Lawrence Dalton states that WFC4 was among ten short-chassis Wraiths ordered by John "Jack" Barclay Rolls Royce-Bentley of London. These chassis were then sent to either Gurney Nutting and Co. or James Young Ltd. to be clothed in similar very elegant Drop-head coupé bodywork. Reflecting its importance, WFC4 is featured on the cover of Mr. Dalton's tome.

Barclay, closely linked to the famous "Bentley Boys", opened as a Bentley dealer in 1927 and a decade later purchased coachbuilder James Young Ltd. At war's end, Barclay expanded with the acquisition of coachbuilder

J. Gurney Nutting and Company, with the goal of making roadworthy again as many as possible of the Rolls-Royce and Bentley automobiles that had been laid up in storage during the conflict. Gurney Nutting had developed a well-earned reputation for designing stylish and finely-constructed coachwork and interiors. Gurney Nutting craftsmen also built the famed Le Mans-winning 1929 "Old Number One" Bentley Speed Six and Sir Malcolm Campbell's "Bluebird" land-speed racer of the 1930s.

The details and provenance of this fine, well-traveled Rolls-Royce Silver Wraith are well-documented; records obtained from the Rolls-Royce Owners' Club Foundation reveals that WFC4 left the works at Crewe on January 12, 1949. It appears from the original factory build sheet to have been finished in Green with

Buff hide interior trim and a Fawn convertible top. There is also mention of special-ordered step-irons. The Gurney Nutting body was numbered 2008 and based on Design number WR20M. Bernard King's "Rolls-Royce Silver Dawn and Silver Wraith" (page 162) states that another Gurney Nutting Drophead Coupé of this design was built for Sir Vincent de Ferranti in March 1950, bearing chassis number WDC100. Martin Bennet's "Rolls-Royce Silver Wraith" (page 336), shows a third chassis, WFC14, built in July of 1949 with the same Gurney Nutting bodywork design for a Mr. S. Kapur. Over the years, this lovely body style with its semi-skirted rear fenders has been variously described as simply a Drop-head Coupé, a Three-position Drop-head Coupé, a Sedan de Ville, and by Rolls-Royce as a "Drophead Foursome Coupé".



The chassis' completion date is shown to be January 12, 1949 and the finished car was delivered to the owner on October 26 of that year through Charles Attwood and Sons in Wolverhampton, England. The original buyer of this car is listed as a Mr. G. Hall of "The Woodlands", also in Wolverhampton and it was registered as HHM296N.

According to Rolls-Royce Owners' Club documents, including its type-written (but un-dated) Schoellkopf card, WFC4 came to the United States by at least the early- to mid-1960s, as it is shown in the RROC Membership Directory of 1966-67 as being in the custody of noted collector Walter Wolfson of New Brunswick New Jersey. The car then apparently returned to the UK where it was acquired circa December 1, 1974 by Mr. Rodney D.P. Mitchell of Clipston, Market

Harborough. The bodywork by then had been changed to Brown over Cream, the color scheme that enhances it today. It was offered the same year by Charles Howard, but it is not clear whether that preceded Mr. Drake's ownership. Mr. Paul W. Morgan of West Chester, Pennsylvania is shown as an owner until 1981. WFC4 again crossed the Atlantic, passing into the hands of Frank Dale and Stepsons of London circa March 24, 1982.

WFC4 then found its way back to the collection of Mr. Mitchell, who registered it in Hong Kong, where he spent a great deal of time. It was registered there on February 2, 1989 as EC580. More overseas travel was in the offing; Mr. M. Johnson of Dallas, Texas bought this car from a Gerry Porter in Kensington. Mr. Johnson registered it in Texas on Oct.7, 1994. The current custodian, a noted New Hampshire collector, acquired this automobile in 2008.

Under the care of the current owner, the car was fully restored at great expense, estimated by the owner as in excess of \$250,000. The coachwork and new paint in Brown over Tan were completed by Competition Motors in Portsmouth, New Hampshire, and the mechanical aspects by the Vintage Garage in Stowe, Vermont. Soon after its restoration, the owner entered it in the Greenwich Concours d'Elegance where it attracted many admirers and received a class award. The owner says it has been driven very few miles since, and is very smooth and quiet.

This stunning Silver Wraith offers many charming features, including a chromed hand-crank and trafficators in the doors, rather in the cowl. It is ready for its next appearance on the Concours field, and would be a capstone to any serious collection of fine ports-war European classics.

\$280,000 - 340,000

41.

1949 RILEY RMC 2½-LITRE ROADSTER

Chassis no. 59SS4033

2.5-Liter 4-Cylinder
2 SU Carburetors
100bhp at 5,000rpm
4-Speed Manual Transmission
4-Wheel Drum Brakes

- ★ 1 of only 507 produced
- ★ Extremely rare sight on American roads
- ★ Charming color scheme
- ★ A great way to stand out from the crowd

★ Previewing in NY



THE RILEY RMC ROADMASTER

'As a whole, this car gives the strongest possible impression, always associated with the Riley marque, of efficient design... and honest workmanship and construction. With its high performance, its useful seating capacity and its quite exceptional luggage space, it should have an especial appeal to those... who want a car of character capable of covering big distances fast and tirelessly...' - The Autocar.

Despite producing some fine small saloons and sporting cars, and carving out an enviable competition record for itself during the early 1930s, Riley had lost its battle to remain independent by the decade's end and became part of the Nuffield Organisation. Rileys of the immediate post-war years were, nevertheless, recognizably products of the 'old firm'. Most popular of these was the 1½-litre RMA sports saloon, which came with

torsion bar independent front suspension, rack-and-pinion steering, Girling hydro-mechanical brakes, four-speed synchromesh gearbox and Riley's classic twin-camshaft, overhead-valve engine in four-cylinder guise. Further up the range there was the 2½-litre RMB (identical to the 1½-litre model from the windscreen backwards) which used the pre-war Big Four's 90bhp engine in a lengthened RMA chassis. Built at Coventry and introduced in 1946, the RMB was blessed with 100bhp from and in this form was good for a top speed of around 95mph. Three-seater RMC roadster and RMD drophead coupé versions were manufactured between 1948 and 1951 before the surviving Riley 2½-Litre saloon model was face-lifted in 1½-Litre RME fashion, becoming the RMF. A total of 507 RMCs and 502 RMDs had been completed by the time production of soft-top RMs ceased.

THE MOTORCAR OFFERED

This charming RMC 2.5-liter Roadmaster is a seldom seen model from the sought after Riley marque. The car is 1 of only 507 produced, explaining its scarcity here in the States. This beautiful example had been living an easy life in the Italian countryside, where it was on display at a winery. After stumbling across the car, the consignor fell in love and had to have it for his East Coast collection. Arrangements were made, and the car was purchased and shipped Stateside. Since its acquisition, the car has been seldom used and carefully maintained to preserve its condition. The car is reported to be in great shape and provides all of the thrills one would expect from a Riley.

\$40,000 - 50,000

1979 MERCEDES BENZ SLC 5.0 LIGHTWEIGHT
HOMOLOGATION COUPE

Chassis no. 107 026 12 01107
Engine no. 117 960 12 001097

5.025-liter DOHC V8 Engine
Bosch CIS Fuel Injection
240 DIN hp at 5000 rpm

4-Speed Automatic Transmission
Independent Front and Rear Suspension
4-wheel Power-assisted Hydraulic Disc Brakes

- ★ *An authentic SLC 5.0 Lightweight Homologated for FIA Group 2 rallying*
- ★ *Matching numbers*
- ★ *Original German delivery, exported to the US in 1984*
- ★ *Documented ownership history from new*
- ★ *Brilliant performance*
- ★ *Previewing in TN*



THE 1979 MERCEDES BENZ SLC 5.0

The Mercedes-Benz SL coupes of the 1970s and early 1980s are familiar to all of us, as are the less common longer-wheelbase 450 SLCs, but the five-liter SLC Lightweight is something else altogether. In 1979, Mercedes-Benz wanted to prove its new generation of aluminum-alloy engines, so it decided to build a small series of cars for racing and rallying based on the SLC. 1470 examples were built for road use, just enough to meet ONS/FIA homologation for Group 2. Several were successfully campaigned by the factory and others by privateers. The remainder went to enthusiasts who knew a wolf in sheep's clothing when they saw one. The factory made a serious effort to reduce the SLC's weight. The street versions retained many options, such as a sunroof, climate control, electric seats, central locking, and

cruise control, but the hood, trunk lid, and doors were stamped from light alloy. This brought weight down to about 3300 pounds, some 300 pounds less than a standard SLC. Fitted with its new alloy V8 displacing just over five liters and a four-speed automatic transmission, the Competition SLC was capable of 140 miles per hour. Power-assisted disc brakes were standard, along with wider alloy wheels.

THE MOTORCAR OFFERED

This 1979 Mercedes SLC 5.0 Lightweight Coupe is the 1107th built. It was delivered new to Toni Erker of Gorlitzerstr., West Germany. Mr. Charles Daniel purchased the car from Erker in February of 1984, and it remained in his collection until it was donated to the consignor's museum in 2015. On arriving in the US, the car was Federalized to meet NHTSA standards. The new odometer was re-set to reflect the actual total miles and currently reads 47,443. This exciting car has benefitted from one respray in its original Astral Silver Metallic and is said to be in good running order. Rare, fast, elegant, and very comfortable, this SLC 5.0 Lightweight Coupe is sure to star at any Mercedes club gathering.

\$30,000 - 40,000

43.

1960 ASTON MARTIN DB4 SERIES II SPORTS SALOON Coachwork by Touring

Chassis no. DB4/305/R

Engine no. 370/339

4.2-Liter DOHC Inline 6-Cylinder Engine

Triple SU Carburetors

287bhp at 5,500rpm

5-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Disk Brakes

- ★ Upgraded to Vantage-specifications
- ★ Retains the original, matching numbers engine
- ★ Thorough mechanical restoration by Kevin Kay
- ★ Successfully completed many prominent road rallies

★ Previewing in LA



THE ASTON MARTIN DB4

'When the products which are raced bear such a close resemblance to those which can be bought by the public, as do those of Aston Martin, only the most biased can deny the value of racing in improving the breed. It should be no surprise (that the DB4) should be based on an engine which first appeared in experimental form in some of last year's races.' - *The Autocar*, 3rd October 1958

Classically proportioned and instantly recognizable from the moment of its introduction, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine designed at Lagonda under the auspices

of W O Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin.'

First seen at Le Mans the previous year in the DBR2, the 3.7-litre, six-cylinder, double-overhead camshaft engine was the work of Tadek Marek, formerly with Austin, while the gearbox was a new David Brown four-speed all-synchromesh unit. An immensely strong platform-type chassis, designed

by Harold Beach, replaced the preceding DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's Superleggera body construction. The DB2/4's trailing-link independent front suspension gave 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. Boasting disc brakes all round and with 240bhp on tap, the DB4 was the first production car capable of accelerating from a standing start to 100mph and back to rest again in under 30 seconds. At a time when few family saloons were capable of exceeding 70mph and took an age to get there, this staggering performance made the DB4 just about the fastest thing on the road, easily the equal of its Italian rivals.

Manufactured between October 1958 and June 1963, the DB4 developed through no



THE MOTORCAR OFFERED

fewer than five series. The first had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake calipers, and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays, and a host of improvements to the interior fittings. The fourth series was readily distinguishable by its new grille (with seven vertical bars), shallower bonnet intake, and recessed rear lights, while the final (fifth) series manufactured between September 1962 and June 1963 was built on a 3.5" longer wheelbase (allowing for increased leg room and a larger trunk and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel.

According to a copy of the original factory build record on file, DB4 chassis number DB4/305/R was delivered new to the UK market in early-1960, finished in Peony Red. By the 1970s, the Aston Martin had found its way to California, where it resided in the mild climates of Beverly Hills and Palm Springs, where at some point during the 1980s it was repainted a Dark Blue Metallic color. A previous owner purchased the Series II DB4 in 1980, and the car would remain in his ownership for 20 years, while treated to diligent mechanical and cosmetic refurbishments and upkeep.

The most recent owner purchased the Aston Martin DB4 in Southern California in 2007, and soon after exported it to his native Australia. The Series II DB4 would soon after be enjoyed on the open roads, and was reported to run "soft, loud and satisfying".

Seeking to bring the Aston Martin back to its best cosmetic and mechanical condition while not erasing the originality and patina, he commissioned a sympathetic restoration by the noted Hills & Company restoration shop in Taree, New South Wales. Carried out during 2010 and 2011, the specialist work included a repaint of the original Touring Superleggera bodywork in the appropriate Silver Birch Aston Martin color. The full strip to bare metal revealed only light age and electrolysis to the aluminum bodywork, as would be expected from a car which lived much of its life in the hands of enthusiasts in the mild Southern California climate. The interior was carefully removed, evaluated, and only replaced in areas where needed, while delicate sound insulation material was fitted underneath. Mechanical work performed at work at Hills & Company included attention to the original matching-numbers engine and driveline, while - to ensure reliability - appropriate upgrades





were done to the electrical system, including a negative ground conversion, and fitment of a more reliable alternator and starter motor.

The Silver Birch Aston Martin would later migrate back to Southern California, where it was sold to the consignor in 2013, a long-time devoted collector and connoisseur of exceptional European sports cars. The car has since formed part of his impressive collection, while receiving devoted service and maintenance. Soon after acquiring the rare Series II DB4, the consignor entrusted the car to noted Aston Martin specialist Kevin Kay of Redding, California, who would treat the car to a thorough mechanical refurbishment. The work included installing a 5-speed transmission (a common and desirable upgrade which is carried out without chassis modifications), upgrade of the original engine to Vantage specifications and suspension upgrade with Steel Wings products, while fuel and electrical systems received

refurbishments as well. Additionally, the engine was fitted with forged pistons and 9mm liners by British Motors of Orange, California. The car has subsequently been toured on prominent North American Classic Car Rallies, including the Going to the Sun Rally in Montana, and the Copperstate 1000 Rally in Arizona.

Today this spectacular 1960 Aston Martin DB4 Series II Sports Saloon presents beautifully throughout, and as importantly is a tried and tested strong performer. The car has a genuine feel and appears to never have been neglected or fully 'ripped-apart' for restoration. The chassis and body plates are original, and the original, matching-numbers engine remains in the car. The car is offered with a comprehensive history file containing an abundance of refurbishment, maintenance and service receipts, and the aforementioned copy of the factory build sheet. The DB4 Series II remains one of the most desirable

iterations of the celebrated Aston Martin model, featuring the 'cathedral style' taillights, tall bonnet scoop and original front grill design, and this stunning example offers the next owner a proven performer, which would make its mark on both the concours field or open road.

\$400,000 - 500,000

44.

1964 JAGUAR E-TYPE SEMI-LIGHTWEIGHT

Chassis no. 1E10022

Engine no. 8L148468-S (see text)

4,235cc DOHC Competition 6-Cylinder Engine

3 Twin-Choke Weber Carburetors

Est. 300bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Competition Disc Brakes

- ★ *Stunning recreation to Semi-Lightweight specifications*
- ★ *Equipped with a host of highly desirable performance parts and upgrades*
- ★ *Fitted with aluminum body panels and competition engine*
- ★ *Accompanied by original engine and comprehensive history file*

★ *Previewing in LA*



THE COMPETITION E-TYPES

Right from the moment deliveries commenced in 1961, the E-Type began to find its way on to the world's racetracks. In the Grand Touring class for production sports cars the E-Type proved competitive right from the start, Graham Hill celebrating the model's racing debut by winning at Oulton Park on 3rd April 1961 in Tommy Sopwith's car, 'ECD 400'.

The elevation of the GT class to Manufacturers' Championship status for 1963 prompted Jaguar to develop a small batch of very special lightweight cars to challenge Ferrari. The FIA's regulations for the Gran Turismo category stipulated that a minimum of 100 cars had to be built, but permitted coachwork modifications, thus enabling Jaguar to claim that its lightweights were standard E-types fitted with altered bodywork.

THE MOTORCAR OFFERED

Completed at the Browns Lane Jaguar Factory during August of 1964 as a left-hand drive E-Type Roadster, chassis number 1E10022 was originally finished in cream with dark blue interior. Believed to have been delivered new to the US market, the Jaguar came into long-term ownership in the 1980s until it was sold in 1995 to a Jaguar enthusiast who appreciated how straight and solid the E-Type was. Retaining its matching numbers engine, the car was at this time red, and its owner drove it for about three years, during which time he embarked on a personal quest to fastidiously research and document as many details as possible regarding the E-Type Lightweights. By 1998, he had reached the ultimate decision point and decided to embark on a build to replicate a Lightweight E-Type as faithfully as possible, in the livery of the 11th Lightweight E-Type originally built

(2GXO). He began by carefully disassembling the entire car, photographing and cataloging his efforts along the way. In 1999, Jaguar expert Steve Helms media blasted the entire shell and the metal work began. In April 2000, an order was placed with Dunford Limited, UK for aluminum panels to be fabricated by their master craftsmen. The order included two doors, a hardtop, a complete bonnet, boot lid, rear quarter panels, and boot/hardtop vents. At this time Dunlop racing wheels, hubs and a variety of other specific Lightweight parts and pieces were purchased totaling nearly \$20,000. Between 2003-2005, an additional \$36,000.00 was spent with a local aluminum fabrication specialist to shape and contour the panels, fit them to the monocoque, and prep the car for paint. Jaguar monocoque experts Lindley Motors then completed the final paint prep, paint, and finishing for re-assembly. In



September 2005, the body and frame was completed to show quality finish, ready for Steve Helms to re-assemble.

The original engine was set aside and left undisturbed (and is included with the car), and a newer 4.2 liter XJ6 engine procured specifically because of its larger oil galleys and other updates, making it well suited to being built up to produce more power when compared to the original E-Type engine. E-Type race engine specialists Hyde Villa Machine Shop in Reading, PA were commissioned to build the engine. A few details of the extensive rebuild include a balancing and blue printing, porting and polishing, Venolia +.020 pistons, new rods, Isky race cams, aluminum fly wheel, 3 Weber DCOE 45 152 carburetors, AP clutch, stainless-steel headers and exhaust.

The suspension and braking systems were tended to with the same attention to detail. Willwood brakes and Spax shocks were installed as well as upgraded suspension bushings, and stainless-steel brake lines and adjustable torsion bar reaction plates. A full synchro 1965 gearbox unit was fitted replacing the stock Moss unit. Further sorting continued to the exterior of the car installing a LeMans filler cap, finishing the extractor vents, correct roll bar, and other supporting details. The build was completed in 2006, with minor sorting and maintenance performed during the years since the car's completion.

Today, the car presents as a faithful Lightweight E-Type recreation with both impressive presence and excellent finishes throughout.

The interior of the car is as carefully thought out and detailed as the exterior. Throughout, the workmanship, fit, and finish are exemplary in the chassis and components, reflecting a cohesive and exceptional build. A host of spares is included with the car along with the original engine, records supporting the fabrication, parts listing, and services performed on the car. This no expense spared recreation is a testament to the dedication and enthusiasm of its builders and is a stunning tribute to the legendary Lightweight E-Types.

\$175,000 - 225,000

45.

1971 LOTUS-FORD TYPE 69 FORMULA 2/B/ATLANTIC RACING SINGLE-SEATER

Chassis no. 71/69/F3/FB
Arch Motors Frame no. 33

1598cc Twin Cam 4-Cylinder Engine
Est. 175BHP at 8000rpm
Twin 45DCOE Webber Carburetors
5-Speed Hewland Transmission
4-Wheel Disc Brakes
Fully Independent suspension

- ★ Race winning Dave Baldwin design
- ★ Type 69 drivers included: Rindt, Hill, Fittipaldi – all F1 Drivers' World Championship winners
- ★ A versatile performer over multiple categories inc. FF, F2, F3, and FB
- ★ Superb handling
- ★ Multiple championship winning design

★ Previewing in MA



THE MOTORCAR OFFERED

The Lotus-Ford Type 69 is unusual in having been constructed in two distinctly different versions, one a pure multi-tubular spaceframe chassis aimed at 'affordable' racing in International Formula 3 and Formula Ford, while a parallel Formula 2 model combined a stressed-skin monocoque forward chassis nacelle with a tubular spaceframe engine bay at the rear. Design was by Dave Baldwin as a development of the preceding Type 59 model. The monocoque innovation for Formula 2 was required by new FIA regulations introduced in 1970 which demanded aircraft-style rubber bag fuel tanks protected by metal sheathing. Dave Baldwin took the opportunity to modify and update the single-seater's suspension while the famous twin-nostril snub nose of the preceding Type 59 bodywork was replaced by a lowline wedge configuration with underslung 'shark mouth' intake to the still nose-mounted radiator.

These cars were campaigned successfully in Formula 2, most notably by Jochen Rindt in his Bernie Ecclestone-managed quasi-works car, while other F2 Lotus 69 drivers included new boy Emerson Fittipaldi and veteran double-World Champion Graham Hill. In 1971 2-litre Formula 3 racing the works Lotus 69 – with fuel bags within neat alloy tanks – was driven by Dave Walker to win 25 of his 32 races.

This particular car is offered with HSCC documentation (FIA papers awaited) and we understand that it was Andy Sutcliffe's 1971 F3 mount, later used in 1600cc Formula Atlantic guise through 1972-73 by John Dinsdale. Steve Bradley ran the car from 1974-78 when it passed to Colin Thorpe. The car as offered here was restored in 2004 by the highly respected Lotus specialists

Peter Denty Racing of Norfolk, England, and it is equipped with a Colin Holt-prepared Twin-Cam Ford engine. For the last ten years this Type 69 has formed part of a collection of single-seater racing cars based in New Hampshire and it is described – individual set-up requirements aside – as race ready.

\$70,000 - 100,000

This vehicle is offered on a Bill of Sale.



46.

2018 ROLLS-ROYCE DAWN DROPHEAD COUPE

VIN. SCA666D57JU107579

6,587cc 48-Valve Twin-Turbo V12 Engine
 Electronic Direct Fuel Injection
 563bhp at 5,250rpm
 8-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Ventilated Disc Brakes

- ★ *Just one owner and less than 1,000 miles from new*
- ★ *The pinnacle of wheeled Drop Top Luxury*
- ★ *Elegant and appropriately finished in Midnight Sapphire*
- ★ *Retains factory warranty*

★ *Previewing in LA*



THE ROLLS-ROYCE DAWN

An historic model in the continuing story of the Rolls-Royce marque, the Dawn Drophead Coupe was introduced to the public at the 2015 Frankfurt Motor Show, reviving, at least in part, a great name from Rolls-Royce's past that had always been synonymous with unrestrained luxury. Although based on the Wraith fixed-head coupe, the Dawn had undergone extensive re-engineering to achieve its maker's aims of building 'the quietest open-top car ever made' and 'the most rigid four-seater convertible available today'. Some 80% of the Dawn's outer panels were new, though the Wraith's rear-hinged 'coach doors' were retained. Some boot space was sacrificed to accommodate the folded-down convertible hood, leaving the cabin space undiminished, with the fold-down time an impressive 20 seconds. At almost 5.3m (17' 4½") in length, the Dawn is an impressive and commanding motor car.

The Wraith's 48-valve 6.6-litre twin-turbocharged V12 was retained for the Dawn, its maximum output of 563bhp being sufficient to propel the 2½-ton luxury express to 60mph in a mere 4.8 seconds on its way to a (governed) top speed of 155mph (250km/h). This abundance of power is transmitted to the rear axle via a ZF eight-speed automatic gearbox, while air-sprung suspension and automatic level control ensure that ride quality remains un-compromised.

'This is feelgood motoring with a capital F,' declared *Car* magazine. 'The interior has a clear focus on pampering: the seats are huge and plump and upholstered in the finest leather front and rear - you sink into their hide-bound grasp and never want for support.'

THE MOTORCAR OFFERED

Hand built at the Goodwood-based Rolls-Royce plant during the summer and fall of 2017, this stunning example of the luxurious Dawn Drophead Coupe was destined for the US market and delivered through Rolls-Royce Motor Cars of Beverly Hills as a 2018 model-year car. The Rolls-Royce was finished as it appears today in the elegant Midnight Sapphire exterior color, and optioned with 21-inch polished alloy wheels, signature interior environment package with ventilated seats, Canadel paneling, lamb's wool floor mats and stainless-steel package. The retail price was \$393,800. This Rolls-Royce has had just one owner from new, and total of just 925 miles are recorded on the odometer at the time of cataloging. It should be noted that the Rolls-Royce is due for a service.

\$225,000 - 275,000
WITHOUT RESERVE

47.

1992 BENTLEY CONTINENTAL R

VIN. SCBZB03D2NCX42019

Engine no. 76431 L410I TKN

6,750cc OHV Turbocharged V8 Engine

Bosch Motronic Fuel Injection

325bhp at 4,000rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Ventilated Disc Brakes

- ★ *Delivered new to Monte Carlo and retained there in singular ownership for decades*
- ★ *Highly-original and preserved example with just 79,500 kilometers (49,400 miles) from new*
- ★ *Accompanied by comprehensive factory records, receipts and owner's manual*
- ★ *Landmark contemporary Bentley of the famed Continental model line*

★ *Previewing in LA*

THE BENTLEY CONTINENTAL R

Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products, but on display at Geneva in '85 was 'Project 90', a prototype Coupe intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape. Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s.

THE MOTORCAR OFFERED

According to comprehensive factory records on file, this elegant and sporting Bentley Continental R was delivered new to Monte Carlo, Monaco in March of 1992. The new Bentley appeared just as it does today, with the svelte bodywork finished in elegant White over a Magnolia and Burgundy leather interior. The car was delivered with all tools and accessories, at the price of 1.1 million French Francs. It is believed to have remained with just owner in the famous Principality for more than two decades, before joining the collection of a noted East Coast Bentley collector. Today the elegant Continental R remains in largely original and well-preserved condition, showing just over 79,500 kilometers (49,400 miles) on the odometer. Inside, the abundance of Connolly leather trim, fine wood veneers and thick wool

carpets all remain in beautifully kept condition, and the level of luxurious amenities and power controls easily matches that of a modern-day car. The Bentley Continental R is offered with a thick binder containing factory invoices, letters and build sheets, as well as an owner's manual. Sporty, elegant and powerful are attributes that come to mind when driving this fine Bentley motorcar, and this stunning example deserves serious consideration.

\$50,000 - 75,000
WITHOUT RESERVE

48.♦

2017 LAMBORGHINI CENTENARIO COUPE

6,498cc DOHC V12 Engine
Multi Point Fuel Injection
759bhp at 8,500rpm
7-Speed Automatic with Overdrive
4-Wheel Independent Suspension
4-Wheel Ventilated Carbon Ceramic Disc Brakes

- ★ One of only 20 Centenario Coupes produced
- ★ Single owner from new
- ★ Fewer than 700 original miles
- ★ Ferruccio Lamborghini's 100th birthday celebration

★ Previewing in LA



FERRUCCIO LAMBORGHINI

Ferruccio Lamborghini, was the son of grape farmers in the Emilia-Romagna region of Italy, and he must have taken his inspirations from this, beginning his industrial career with building tractors. As this business developed, he later manufactured oil heaters and air conditioning equipment. But in 1963, he took a turn down a new avenue, and formed Automobili Ferruccio Lamborghini SpA to build high-end sports cars. It is said that while he had owned several Ferraris, he felt that he could build a better high-performance car. To do so, he purchased a factory at Sant'Agata Bolognese, near Modena, and hired a cadre of engineering talent.

His first production car was the 350GT, launched at the March 1964 Geneva Motor Show. Initially designed by Giotto Bizzarrini, its engine was a four-cam V-12 of 3,464 cc. However, Bizzarrini had designed it as a racing engine, and Lamborghini was adamant

about producing a road car. Thus, it fell to Lamborghini's chief engineer Giampaolo Dallara to civilize it for the street. Dallara converted it to wet-sump operation, reduced the compression, revised the cam profiles and changed the racing carburetors to conventional side-draft 40 DCOE Webers. Bodies were made by Touring in Milan, using their Superleggera tubular birdcage technique to mount aluminum panels. Chassis and bodies were mated at Touring, then transported to Lamborghini's facilities at Sant'Agata Bolognese for final assembly.

Soon after 350GTs were rolling out of the factory, Lamborghini raised the stakes in the most dramatic fashion at the 1965 Turin Motor Show. It was here that the Miura project was first seen. The world was in raptures over the new design—Lamborghini included—and what some considered to be no more than a styling exercise, he quickly channeled their

efforts into and turned into a reality. By the time of the Geneva Salon the following year, the first completed car was ready for unveiling to a stunned press and public.

Also designed by Giampaolo Dallara, the Miura carried its transversely mounted engine amidships in a box-section platform chassis, the latter clothed in stunning coupe coachwork styled by Bertone's Marcello Gandini. Like the contemporary 400GT, the Miura used the 4.0-liter version of Lamborghini's Giotto Bizzarrini-designed alloy four-cam V12. With 350bhp available, the Miura was capable of shattering performance, a top speed of 180mph being claimed with production examples independently tested at more than 170. Mr. Lamborghini - a bullfight enthusiast - names the car after the iconic Spanish bull, Miura. The Miura would become the basis and DNA for all future Lamborghini supercars.



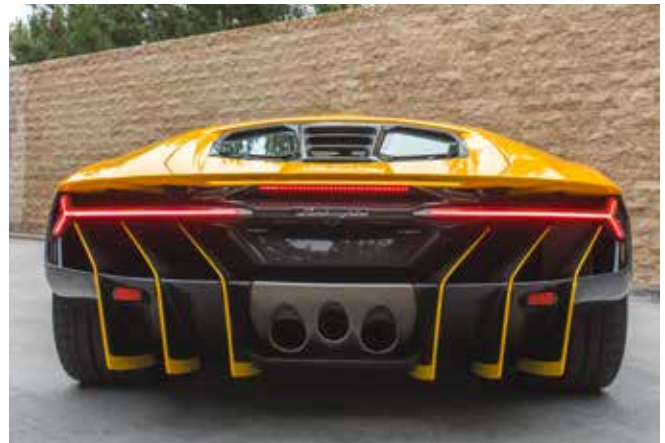
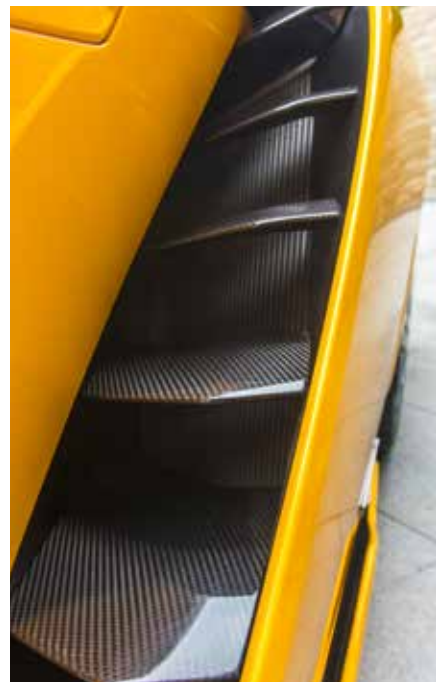
THE MOTORCAR OFFERED

The Aventador was launched at the 2011 Geneva Motor Show, replacing the ageing Murciélago as Lamborghini's flagship model. Designed by Filippo Perini, the new mid-engine coupé borrowed heavily from Lamborghini's limited edition Reventón and its Estoque concept car. One of its more striking features was the scissor doors - a 21st Century supercar 'must have'.

Like its predecessors, the newcomer was powered by a V12 engine, in the Aventador's case an all-new 6½-liter unit producing 700bhp. Power reached the ground via a seven-speed semi-automatic gearbox and electronically controlled four-wheel drive transmission. A top speed of 217mph (359km/h) was claimed by the factory, yet the French *Sport Auto* magazine managed to wind 'their' car up to 230mph (370km/h).

2017 marked what would have been Lamborghini founder Ferruccio Lamborghini's 100th birthday. To celebrate the famed tractor builder turned dream car visionary's life, Lamborghini released the LP 770-4 Centenario. The Centenario is the latest of the "one-off limited editions" which include the Reventón, the Sesto Elemento, and, the awe inspiring Veneno, the latter of which Bonhams recently sold an example of for \$8,799,024! As with the previous special edition models, Lamborghini takes their highest performing model from the pen, in this case the Aventador, and dials up the style and performance to levels never before achieved by a raging bull. Each of the carbon fiber body pieces are new and specific to the LP 770-4 and have one goal in mind, aerodynamics. The slippery shape has a myriad of trick aero throughout which have helped to create the dramatic presence of the car.





The Aventadors V12 has been massaged to make a whopping 759 horsepower, making the Centenario the most powerful Lamborghini ever produced. The combination of the power and aero allows the Centenario to rocket to 62 miles per hour in a gut wrenching 2.8 seconds. Keeping up with the theme and insuring that the Centenario out handles all of its predecessors, the car has been fitted with a new trick rear-wheel-steering system. The new system reduces the turning radius while providing increased stability during high-speed maneuvers. The new system adapts on the fly depending on which of the three driving modes you have selected; Strada, Sport, or Corsa. Lamborghini would limit the Centenario to just 20 coupes and 20 roadsters, all of which were immediately spoken for upon release.

This incredible limited edition LP 770-4 Centenario is one of the 20 coupes produced for the global market. The car has remained with its original owner from day one and received a service just last summer at Lamborghini Beverly Hills. At the time of cataloging, the hypercar has covered fewer than 700 miles and presents in phenomenal condition. The car is accompanied by its books and accessories and receipts for its recent service work. Opportunities to acquire a Centenario are and forever will be few and far in-between. Modern hypercar enthusiast and savvy investors with an eye on the future should take note of this incredible machine.

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

49.♦

1958 FERRARI 250 GT COUPE Coachwork by Pininfarina

Chassis no. 1007 GT

Engine no. 1007 GT

2,953cc V-12 Engine

Three Weber Twin-Choke Carburetors

240bhp @ 7,000 rpm

Four-Speed Manual Gearbox

Independent Front Suspension and Live Rear Axles with Lever-Type Dampers

Four-Wheel Hydraulic Drum Brakes

- ★ *One of Two Built to Order for Preferred Ferrari Clients Wax and Vitale*
- ★ *Replete With Numerous Fascinating and Special Original Features*
- ★ *Exhibited at 1959 Chicago Auto Show by U.S. Ferrari Importer, Luigi Chinetti*
- ★ *Recently Serviced and Detailed by Noted Marque Expert, Patrick Ottis*
- ★ *Complete restoration performed in the early 2000's*

★ *Previewing in LA*



1958 FERRARI 250 GT COUPE

During the early 1950s, Ferrari's low-production road models were in essence thinly disguised racing chassis, albeit cloaked in a bewildering array of body styles by Italy's top coach builders including Allemano, Ghia, Stabilimenti Farina, Touring, and Vignale. Accordingly, production for the road was far from standardized, with no two cars truly identical. While the design house of Battista "Pinin" Farina had bodied only a handful of Ferrari road-car chassis through 1952, his Turinese firm enjoyed virtual exclusivity from 1953 forward. Despite Pinin Farina's well-deserved new status as Ferrari's principal road-car body builder, its existing facilities were already crowded, necessitating expansion to new quarters, with construction not anticipated to be complete until late 1957. Accordingly, Pinin Farina entrusted production of the new 250 GT coupes to Carrozzeria

Boano, and then Ellena, while design work and production preparations were completed for what would truly stand the test of time as Ferrari's definitive Grand Touring model of 1958-60.

Debuted at the influential 1958 Paris Salon, Ferrari's latest 250 GT-based coupe model retained the 2,600mm wheelbase chassis of its immediate predecessors, the 250 GT Europa and 250 GT Boano/Ellena. Coachwork of the new 250 GT Pinin Farina Coupe was at restrained, tasteful, and elegant, yet left no doubt as to the competition-derived mechanicals underneath. Powering Ferrari's dashing new coupe for 1958-59 was the latest development of the Colombo short-block V-12 engine, designated Tipo 128 D. Rated 240 BHP at 7,000 engine revolution, it was a flexible, high-torque power

unit equipped with a single distributor, single inside-mounted spark plugs, and hairpin-type valve springs, shared with the 250 Testa Rossa sports racer and 250 GT California Spider. This engine specification typifies the 1958-59 'Series I' cars, while 1960 cars utilized single outside spark plugs and twin distributors. Endowed with a fashionably long hood line and short rear deck with no extraneous elements, Pinin Farina's new road-car for Ferrari remains a design triumph. Depending upon the source quoted, 353-355 examples of the 'PF Coupe' were built through late 1960. Blessed with Ferrari's renowned V-12 soundtrack and performance, combined with uncanny sophistication, the 1958-60 250 GT Pinin Farina Coupe remains one of the most influential and important classic Ferrari Grand Touring models.



THE MOTORCAR OFFERED

Featuring a host of fascinating detail features, this beautifully presented 1958 Ferrari 250 GT Pinin Farina coupe is numbered 1007 GT. Accompanied by history compiled by noted Ferrari specialist Marcel Massini, 1007 GT was the 31st example produced; however, Hilary A. Raab's *Ferrari Serial Numbers Part I* lists the car as the 27th built. Since the cars were still built to order, it is reasonable to expect that some later-numbered chassis were completed sooner than others and not necessarily in numerical order. The subject vehicle was ordered new by none other than Guido Vitale, co-owner of Wax & Vitale S.a.S., the famed Genoese importer of luxury goods and premium liquors, which continues in operation today. Well-known to Ferrari collectors and historians, Vitale and his partner Dr. Enrico Wax were preferred Ferrari

clients who owned a succession of the most interesting Ferrari models produced in period. Chassis 1007 GT was one of two such 'PF' coupes ordered by Vitale and Wax, with each equipped new with numerous bespoke features setting them apart from the rest of the production run.

An original left-hand drive example, 1007 GT was handsomely finished in Grigio Conchiglia paintwork over Pelle Blu Connolly leather upholstery. Distinctive exterior features included special chromed exhaust-outlet guards and chromed headlamp bezels incorporating small air inlets, plus unique badging, with the customary yellow hood insignia replaced with large chromed Ferrari lettering and a chromed prancing horse. Body weight was minimized with experimental fiberglass hood and rear-deck panels.

Underhood lighting was also added by the factory on this specially built vehicle. Seldomly seen on Ferrari's of this era, these bespoke custom touches truly complement the exterior, while the interior also benefited from some special ordered details. The interior of 1007 GT was enhanced by Grey carpeting, an offset shifter, and Blue leather-covered dash housing multiple switches and special competition-type instruments. Dual chrome lower bodyside moldings, under-hood lighting, special rear badging, and a single 12-plug distributor rounded out the many special features of 1007 GT. Soon after completion during October 1958 and delivery to Mr. Vitale, 1007 GT sold to American Ferrari importer Luigi Chinetti, who exhibited the special Ferrari GT at the January 1959 Chicago Auto Show. The following year, Chinetti sold the coupe to William Jennings Bryan of Munhall,





Pennsylvania, the noted businessman, WW II veteran, and ardent motoring enthusiast. Interestingly, Mr. Bryan notably showed 1007 GT at the inaugural FCA (Ferrari Club of America) Annual Meet held at Notre Dame University in April 1965. In the latter 1980s, 1007 GT was displayed by Mr. Bryan at the Pittsburgh Vintage Grand Prix, and in the early 1990s, it was acquired by Peter Markowski of RPM Vintage Racecar Services of Vermont, who displayed 1007 GT at the Palm Beach FCA National Concours d'Elegance. In 1994, 1007 GT passed to Susan De Felice, who showed it at the 1995 FCA National Concours d'Elegance at Mid-Ohio and the 1997 Meadow Brook Concours d'Elegance.

By 1999, 1007 GT was acquired by Stephen Bacen of Hollywood, Florida, who drove the car in the June 2000 Northeast Ferrari Rally

in June 2000 and then commissioned a restoration by RPM, including comprehensive mechanical work, rebuilding of the original engine, a bare-metal repaint, brightwork restoration, and interior reupholstery. Following completion, Mr. Bacen displayed 1007 GT at the January 2003 Cavallino Classic, as well as the April 2003 FCA North American Field and Driving Concours at Sebring. Following re-acquisition of 1007 GT by Mr. Markowski circa 2010s, it was inspected by Ferrari marque expert Marcel Massini before being shown at the September 2010 FCA National Concours at New Jersey Motorsports Park. In 2011, the 250 GT was sold to Peter Hosmer of New Hampshire, who received a Gold Award with it at the 2013 Cavallino Classic. The next owner acquired 1007 GT in early 2015 and had it serviced and cosmetically elevated, including engine work by marque expert Patrick Ottis

and refinishing and detailing of the engine compartment. As offered, 1007 GT comes with history compiled by marque expert Marcel Massini, restoration documents and prior ownership records, and correct spare Borrani wire wheel. As an early and singular 'Series I' example of the elegant 250 GT Pinin Farina Coupe, the offering of 1007 GT marks a truly special opportunity for astute Ferrari collectors everywhere. Ordered new by one of Ferrari's most important early clients and displayed in period by none other than Luigi Chinetti, it continues to benefit from an award-winning restoration and the caring stewardship of its prior owners. Undoubtedly, it will make a wonderful and fascinating addition to any worthy collection.

\$475,000 - 575,000

50.**1962 VOLKSWAGEN TYPE 1 BEETLE CABRIOLET**
Coachwork by Karmann

Chassis no. 4619937

1,600cc OHV Flat 4-Cylinder Engine
 Single Carburetor
 57bhp at 4,200rpm
 4-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Hydraulic Drum Brakes

- ★ *Desirable Type 1 Karmann Cabriolet*
- ★ *Beautifully restored inside and out*
- ★ *Perfect car for fun in the sun*
- ★ *Fitted with later, more powerful 1,600cc engine*

★ *Previewing in NY***THE VOLKSWAGEN BEETLE**

One of the 20th century's most iconic automobiles, the Volkswagen Type 1 'Beetle' transcended its origins as the German 'People's Car,' going on to become an all-time best-seller and cult classic. Originally conceived by Dr. Ferdinand Porsche, the Volkswagen inspired great loyalty and enthusiasm based on its practicality, reliability, adaptability and affordability.

One of the most popular automobiles ever produced, Volkswagen's iconic Type 1 Beetle sold in the millions, and one of the best-loved was the Cabriolet, built by Karmann of Osnabrück, which also built the svelte little Ghia-styled coupe. The Karmann Cabriolet first appeared in 1949, and this quite popular model remained in production until 1980, with almost 332,000 units manufactured. With its fully-padded "baby-buggy" folding fabric top,

Karmann Cabriolets allowed four occupants reasonably comfortable seating while soaking up the sun's rays. Cabriolets were more than simply Beetle sedans with their roof removed; Karmann heavily reinforced and strengthened the sills and lower cowlings and added a transverse brace to the floor pan. Cabriolets were also generally better finished than their coupe brethren, including such niceties as twin back-seat ashtrays, a vanity mirror on the passenger-side sunvisor, alloy stone guards on the rear fenders, and wheel trim rings.

THE MOTORCAR OFFERED

This charming 1962 Type 1 Cabriolet is a prime example of the legendary 'People's Car' from Volkswagen. Featuring white paintwork neatly contrasted by a blue Hartz convertible top, and white and blue interior, this Beetle has been the recipient of a comprehensive restoration carried out in 2008. The Beetle has been stored inside since the restoration, and upgraded to the more durable, 12-volt electrical system. A later 1,600cc dual-port engine has been fitted, adding to the performance, and a Blaupunkt radio is situated on the dash. This Beetle would be a fun addition to any collection - while it doesn't offer breakneck speed, this little Cabriolet will most certainly turn heads.

\$20,000 - 30,000
WITHOUT RESERVE

51.

1963 STUDEBAKER AVANTI 63R Design by Raymond Loewy

Chassis no. 63R2552

304ci OHV Supercharged V8 Engine

Single 4-Barrel Carburetor

300+ bhp at 5,000 rpm

3-Speed Automatic Transmission

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- ★ *Multiple 1st in Class Awards received at prestigious Concours*
- ★ *Beautifully restored and upgraded to R-3 Supercharged configuration*
- ★ *Produced during the final month of Avanti 1st year of Production*
- ★ *Forward thinking and iconic Raymond Loewy design]*

- ★ *Previewing in LA*



THE STUDEBAKER AVANTI

Commissioned by Studebaker management famed industrial designer Raymond Lowey was encouraged to create a singularly bold and futuristic car to serve as not only a financial boon but also the firms new halo model. Designed in only 8 weeks, the Avanti was hurried into production with a host of forward looking safety and performance features including factory supercharged versions, front disc brakes, an integrated roll bar and a revolutionary 'Coke Bottle' body. Driven by luminaries including Ian Fleming (of James Bond fame), Frank Sinatra and Rod Serling to name only a few the Avanti is as striking today as it was in 1963.

THE MOTORCAR OFFERED

This elegant and powerful Avanti was completed at the South Bend, Indiana Studebaker plant on December 10, 1963; just 10 days before the first production year ended. The car was delivered new to Carmichael, California, and has resided in the Golden State ever since, except while shipped to Minnesota for restoration work. The Avanti has been in care and custody of just 3 longtime owners since 1967, and has been treated to a comprehensive, body-on restoration. The work performed included installment of a period-correct 289ci engine, fully rebuilt and upgraded to R-3 Supercharged specifications by Studebaker specialist John Myers of Myers Studebaker. Other work included a professional repaint in Avanti Red and re-plating of chrome and brightwork. Transmission and differential units were also

rebuilt, and the instruments restored while a new wiring harness was installed.

While in the consignor's hands for the past decade, the car has gathered trophy's at prominent Concours d'Elegance events like no other Avanti, and the long list of awards includes class wins at the SoCal Studebaker Club Regional, La Jolla, San Marino and Benedict Castle Concours, Major's Trophy at the Greystone Concours, and an appearance at the celebrated Quail Concours during Monterey Car Week. Arguably one of the best presented and detailed Avanti's in existence, this superb piece of Americana offers loads of style and performance.

\$60,000 - 90,000

52.**1986 PORSCHE 911 CARRERA 3.2 M491 CABRIOLET**

VIN. WP0ZZZ91ZGS151064

Engine no. 63G03164

3,164cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

231bhp at 5,900rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Desirable M491-option Carrera with 'Special Wishes'*
- ★ *An original time-capsule car with less than 31,800 miles from new*
- ★ *One of just 419 factory M491 'Turbo Look' Carreras manufactured*
- ★ *Offered with an abundance of documentation and the original factory accessories*

★ *Previewing in LA***THE PORSCHE 911 CARRERA 3.2**

One of the most evocative in motoring history, the 'Carrera' name was revived by Porsche for its top-of-the-range 911 'homologation special' in 1973, having previously been applied to the 'hottest' of the preceding 356 range. From the start of the 1984 model year, this title - dormant since 1977 - was applied to all 911 variants, co-incidentally with the introduction of the 3.2-liter engine. The revived name was part of a major revamp of the long-running 911-development of which had slowed while Porsche concentrated on meeting the ever-increasing sales demands.

Although it remained an air-cooled 'flat six', the '3.2' motor was 80% new. The increased capacity of 3,164cc was achieved using the 95mm bore from the previous SC model and the 74.4mm-stroke crankshaft from the 1978 3.3-liter Turbo. There was a raised

compression ratio while new induction and exhaust systems were employed. In addition, the '3.2' incorporated an effective cam chain tensioner and associated lubrication system, which at last addressed a perennial 911 shortcoming. There was also a 'proper' oil cooler, further improved in 1987 with the addition of a thermostatically controlled fan. A Bosch LE-Jetronic ECU controlled the fuel and ignition systems for the first time on a 911, enabling the engine to be at the same time both more powerful and less thirsty. As a result, this enlarged and extensively revised power plant now produced 27 horsepower up on its predecessor, endowing the Carrera with a level of performance approaching that of the original 911 Turbo of 1974. The bald statistics being a 0-60mph time of 5.3 seconds and a top speed of 152mph. The existing Type 915 five-speed was carried over from the SC

series, and then in 1987, the Carrera received a new five-speed Getrag 'box (the G50) and an hydraulically operated clutch.

As is always the case with the many Porsche 911 series, the limited-edition variants are by far the most sought after by collectors. In the case of the Carrera 3.2, the first of these was the M491 option - officially called the 'Supersport' but commonly known as the 'Turbo Look'. Introduced in 1984, it was a style that resembled the Type 930 911 Turbo with its flared wheel arches, large rear wing, and deeper front spoiler. The M491 package also included the Turbo's stiffer suspension, superior brakes, and wider wheels.



THE MOTORCAR OFFERED

We are proud to offer this stunningly original and highly-desirable, M491 option Carrera 3.2 Cabriolet. Many Porsches from this era are available for sale these days, but it is indeed very few of them that can match this car's pedigree. The story of this Porsche starts when the car was ordered by enthusiast Mr. Charles Harris as part of Porsche's Special Wishes program. Living between Maryland, USA and The Netherlands, Mr. Harris ordered his new Porsche as a Dutch-market car, retaining the more desirable European performance specification. The original invoice issued directly from the Porsche factory on file attests to a custom ordered car, loaded with options, including the desirable and pricey M491 'Turbo-look' option, 'Gills and Sills', Grand Prix White exterior over a Grey Green interior, air conditioning, cruise control and many more neat features. The cost of

the new Porsche was 122,955.00 Deutsche Marks. It is very possible that Mr. Harris went to the Porsche factory to pick the new car up in person, but would soon after export the car to his native USA, where he properly imported it through official Government agents. Paperwork of the clearance is on file. The M491 Carrera would remain in Mr. Harris' care until September of 2006, when a Mr. Dale Overfelt of Parkville, MO became the second owner. The consignor - a Southern California based enthusiast with a taste for the most special and original Porsches made - purchased the car from Overfelt in 2017, and thereby becoming the 3rd owner.

Today, this very special Porsche's pedigree does not end by its desirable build specification, but this really is a true survivor car. Just 31,695 documented miles are

recorded on the odometer today, and the car remains in original and extremely well-preserved condition, retaining its original paint, interior and drivetrain. It is a real time-capsule car, which has been fastidiously serviced and maintained. The impressive history file contains the aforementioned letters and original sales paperwork, many receipts from diligent service through the years, the import paperwork, a clean CARFAX, the original tool kit, top cover, spare tire with inflator, original service, warranty and owner's manuals in pouch, and the spare keys. A better kept or more desirably optioned 911 from this era will be very hard to find, and with just 419 factory M491 'Turbo Look' Carreras made; this is indeed an opportunity not to be missed.

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

53.♦

1959 PORSCHE 718 RSK SPYDER

Coachwork by Wendler

Chassis no. 718-03

1,587cc DOHC Flat 4-Cylinder Engine

Dual Weber 46 IDM1 Carburetors

150+bhp at 7,200rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- ★ Multiple first place finisher in the hands of Bob Holbert in 1959 and 1960 race season
- ★ Three owners from new
- ★ In the current ownership since 1974
- ★ Eligible for the most exclusive driving and concours events globally

★ Previewing in NY



THE PORSCHE SPYDER

Porsche's Typ 718 RSK Spyder was the culmination of years of competition spyders by Porsche. Each step along the way was more successful than the one before as Porsche refined its approach to small displacement performance.

The origins of the RSK trace back to the period just before the outbreak of hostilities in the late Thirties. The German government had fostered development of the "people's car" conceived as the KdF-Wagen (*Kraft durch Freude*, Strength through Joy), the Volkswagen.

With its two-door sedan body and small 985cc, 24 brake horsepower engine competition was the antithesis of the Volkswagen's design but its potential was shown when in 1939 Porsche was asked to build a special streamlined coupe on the

VW platform. The Typ 60K10 was intended to compete in a proposed race from Berlin to Rome, symbolically linking the capitals of the Axis. The September 1939 date for the event was rendered redundant by the German invasion of Poland on September 1.

Even during the war the Porsche design bureau pursued competition projects in moments that could be slipped in between war contracts. The staff and prototype workshop were moved to rural Austria, away from Allied bombers. After hostilities ceased and postwar administration of Germany and Austria were settled a fortuitous contract was obtained to design a Grand Prix car for Piero Dusio's Cisitalia.

In the Cisitalia can be seen the precursor of Porsche's later sports racing spyders: mid-mounted horizontally opposed engine

and parallel trailing arm front suspension although with a supercharger, deDion rear axle and provision for 4-wheel drive. While these were noteworthy in the postwar racing car design encyclopedia, they reflected much of what Porsche had done prewar including the fabulous Auto Union Silver Arrows and a wartime project for a potentially game-changing sports car.

This was the Typ 114 with a mid-mounted 1,493cc dual overhead camshaft 72-degree V10 with shaft drive to the overhead cams and 4-wheel torsion bar sprung independent suspension with parallel trailing arms at the front and swing axles at the rear. A Typ 114 prototype was never built but the concept lingered in the Porsche design bureau's library of promising technical ideas. It was succeeded by the 1948 Typ 356, numbered according to the succession of Porsche



design projects – which had been only 60 barely a decade earlier when it was the design number for the KdF-Wagen – which brought the Porsche sports car into reality. VW-based, it took some inspiration from Piero Dusio's success with his production racing cars, the D46, and sports cars, the brilliantly styled 202, based on production FIAT components.

However the original Typ 356 design was not rear-engined. Rather, it used the VW drivetrain and rear suspension with the engine located behind the driver and in front of the rear axle. Clearly Porsche recognized the value of mid-engine location, as seen in the Auto Union Types C and D, Porsche's still-born Typ 114 and the postwar Cisitalia Grand Prix, and intended to use it in a low production Volkswagen sports car.

Built on a tubular space frame, the original Typ 356 transplanted the trailing arm torsion bar front suspension directly from a VW. The entire driveline and swing arm rear suspension were simply turned around, the torsion bar trailing arms of the VW now becoming leading arms anchored to a frame extension. The engine, now 1,131cc, was given a performance boost with higher compression ratio, modified cylinder heads and dual carburetors to realize some 40 horsepower. Clothing it was a roadster body penned by Porsche's Irwin Komenda with many features continued on later Porsches. This prototype was the first to bear the family name. The economics, however, of producing an essentially hand-built tube frame automobile were impractical even for the perfectionist Porsche family and their equally demanding staff.

The mid-engined 356 roadster was replaced by a new VW-based design called 356/2.

But the advantages of mid-engine placement were not forgotten by Porsche even though an aluminum-bodied rear-engined 1.1-liter Porsche coupe won its class at the 1951 Le Mans 24 Hours.

The pathway became clearer when in 1952 Porsche created the vaunted 4-cam Typ 547 engine designed by Ernst Fuhrmann. Starting with 1,498cc, Fuhrmann's powerhouse little horizontally opposed four-cylinder had a bore/stroke ratio of 0.78, thoroughly modern in engines built decades later and nearly unprecedented for 1952. The 85mm cylinder bore made relatively huge intake and exhaust valves possible in the hemispherical combustion chambers. Four overhead camshafts were driven by an intricacy of



shafts and bevel gears operating the valve stems through interposed fingers that reduced side thrust.

The Hirth-built 10-piece crankshaft rotated in three roller bearings. The connecting rods likewise utilized roller bearings. This complexity of moving parts was lubricated by a dry sump system with an external reservoir. The large oil capacity helped cool the engine which, like all Porsches to this point, employed air cooling directed primarily to the cylinder heads. Dual spark plugs with dual coils and distributors initiated combustion.

The first Typ 547 4-cam Porsche engine ran in April 1953 and in the following summer it was ready to outfit a thoroughly updated 550 Spyder chassis. Based on a ladder frame with tubular side members that was underslung at the rear, it had the proven torsion bar trailing arm

front suspension but a new torsion bar-sprung trailing arm suspension in the rear. The 4-cam 550 Spyder scored a notable class victory in the 1954 Carrera Panamericana driven by Hans Herrmann.

The early 550 Spyders were factory-owned and campaigned although frequently sold on to local racers after appearing in a race or two. In late 1954 Porsche began to build "production" Spyders for direct sale to customers, the 1500/RS Spyder. Bodied by Wendler they yet again incorporated detail design, body and mechanical details. These included a ZF-built fully synchronized 4-speed transaxle. The now thoroughly proven Typ 547 4-cam engine, steadily updated for performance and reliability, now delivered a rated 110 brake horsepower at a moderate 6,200 rpm and a maximum of 125 hp at 6,500 revs but was capable of nearly

8,000 rpm for limited periods, horsepower unspecified. Building RS (*RennSport*) sports-racing cars had turned into a viable and profitable business for Porsche.

That was proven by the next iteration of the 550, the 550A, now with a rigid, lightweight space frame chassis of thin wall tubing, advancing the concept first evidenced in the original 356 roadster of 1948. The space frame weighed 95 pounds but was 3x stiffer in torsion and 5x stiffer in bending. Its design eliminated body mounting structures that had been needed for the 550, reducing body weight by 30% from the 550. Its engine now drove the distributors directly from the front of the crankshaft with worm gear drive giving consistent ignition timing. The continuously improved Typ 547 engine now delivered some 135 brake horsepower with Weber carburetors.



Rear suspension, always a challenge for Porsche, evolved to a low-pivot design with a lower roll center. Longer trailing arms reduced camber change in cornering with a pronounced beneficial effect on swing axle induced oversteer. A 550A won the Targa Florio in 1956. Another, with slippery coupe bodywork, finished fifth overall and won its class at Le Mans.

The time was right for the Spyder's ultimate form, the Typ 718 RSK, with development beginning in 1956. Owing its name, RSK, to the shape of the front suspension torsion bar tubes which on the top sloped down to meet the lower torsion bar tubes at their midpoints, shaping the letter "K", the design, intended to better master camber change in cornering, did not survive testing, but the nickname persisted. Even after parallel torsion bars replaced the "K"-shape the steering box

remained at the center of the front track with equal length track rods. A double U-jointed steering column gave Porsche the option of offset or center steering wheel mounting. The body was slimmed and lowered, with a rounded nose. The rear air vents were discovered to be better at admitting air to the engine's intake and the cooling system than they were at exhausting it.

While retaining its swing axle concept the rear suspension underwent a notable redesign with a Watt's linkage replacing the historic trailing arm with two radius rods, one leading forward from the bottom of the hub and another back from the top that securely positioned the rear wheels. Porsche's rear torsion bars were succeeded by a pair of tubular shock absorbers with concentric coil springs.

The RSK's redesign was sufficient for Porsche to give it a new project number, 718. With Weber carbureted 1,587cc Typ 547/3 engines Jean Behra and Hans Herrmann drove an RSK to an unprecedented third overall at Le Mans in 1958. Later in 1958 Behra finished fourth at Riverside in the *Los Angeles Times* Grand Prix for sports cars headed only by Chuck Daigh in a Chevrolet-powered Scarab, Dan Gurney in a Ferrari 375 Plus and Bill Krause in a Jaguar D-Type.

The success of the Porsche Typ 718 RSK can be measured not only in terms of its race wins but also its adaptability. In 1957 and 1958 the FIA allowed full envelope bodywork in 1.5 liter Formula 2. The center-mounted steering box in the 718 RSK made it supremely adaptable to this formula and Jean Behra captured an F2 win at Rheims, followed by another F2 win by Edgar Barth at the Berlin Grand Prix at Avus.



1959 Porsche 718 RSK Spyder | Period Race History

Results: 1959

04/19/1959	SCCA National Marlboro	DNS
05/17/1959	SCCA National Cumberland	2nd
05/31/1959	SCCA National Bridgehampton	4th
07/18/1959	SCCA National Riverside	3rd
07/19/1959	USAC Riverside	4th
07/25/1959	6 h Harewood Acres	DQ
08/09/1959	SCCA National Montgomery	3rd
08/22/1959	SCCA Regional Vineland	1st
09/06/1959	Preliminary Thompson	4th
09/07/1959	SCCA National Thompson	2nd
09/26/1959	GP Watkins Glen	7th
10/11/1959	SCCA Regional Vineland	1st
10/11/1959	SCCA Regional Vineland	2nd
10/18/1959	USAC Watkins Glen	DNF
12/04/1959	Bahamas Speed Week	
	- Governor's Trophy [Under 2.0 Liter]	1st
12/06/1959	Bahamas Speed Week - Nassau Trophy	3rd

Results: 1960

04/16/1960	SCCA National Marlboro	2nd
05/01/1960	SCCA National Virginia	1st
05/15/1960	SCCA National Cumberland	4th
05/28/1960	Harewood Acres [Formula Libre]	5th
06/19/1960	SCCA National Road America	DNF
07/02/1960	SCCA National Lime Rock	2nd
07/17/1960	SCCA National Continental Divide	1st
07/24/1960	SCCA National Meadowdale	3rd
07/31/1960	USAC Road America	8th
08/06/1960	SCCA Regional Meadowdale	3rd

Results: 1961

09/30/1961	GP Canada Mosport	DNA
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THE MOTORCAR OFFERED

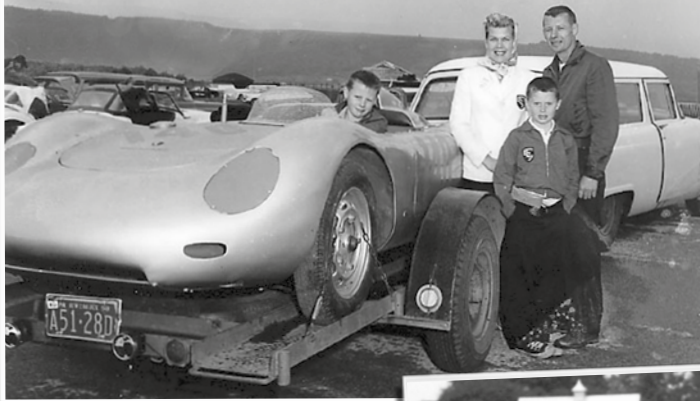
This Typ 718 RSK, chassis 718-031, was among the last of the 35 718 RSKs built. According to its Kardex, it was completed in June of 1959 for its first owner Bernard "Bernie" Vihl Sr. of Clifton, New Jersey. A successful industrialist, Vihl immigrated to the United States from Poland in the 1920s and used his background in aeronautics to begin working at the American offices of Fokker Aircraft in Long Island. He later broke out on his own to start Industrial Copper and Metal Work, which proved to be rather successful and allowed him to begin racing and campaigning sports cars in the mid '50s, focusing his attention on Porsches. He would go on to own a 550 Spyder, this 718 RSK, and, later, a RS60, among others. With the purchase of his new 718 "Giant Killer", Vihl went hunting for big game and top honors at tracks around the country using his new car and the extremely talented and accomplished Bob Holbert as his wheelman.

In the world of racing, especially in the United States, Porsche and Robert "Bob" McCormick Holbert are inseparable. Born in Warrington, Pennsylvania in 1923, Holbert began wrenching on cars professionally in the 1940s and later opened Holbert's Garage in his hometown specializing in foreign cars in 1951. Two years later he began his racing career in an MG TD and the next year became one of the first authorized Porsche dealers in the United States—an operation that is still going today as the one of the oldest and best known Porsche dealerships in the country. In 1957, seeing the success of the Porsche 550 on the track and its ability to slingshot past larger bore cars, Holbert switched brands and quickly established himself as top contender driving Stuttgart's finest. In Porsches he won four Sports Car Club of America Championships, "Best Sports Car Driver" from *The New York Times*, and top finishes at the

12 Hours of Sebring. He retired from racing in 1964 to focus on his dealership while his son Al would go on to further the Holbert legacy of racing Porsche by taking two overall wins at the 12 Hours of Sebring in Porsches.

This car, 718-031, would be Holbert's chariot for the 1959 and 1960 season. Fresh from his 4th overall and 1st in class win at the 1959 12 Hours at Sebring in another 718 RSK, Holbert started the SCCA season in the brand new 718 RSK at the SCCA National Marlboro on April 14, 1959. 500 yards into the first lap of the first practice session, the Porsche was clipped in the left front corner by a Walt Hansgen's Lister Corvette and promptly rear ended by Bill Kimberly's Ferrari 500 TR. Pictures of the 718 after the incident were featured in the May 1959 issue of *Porsche Panamera*. Of course, being racing in the 1950s, this had little effect on Holbert's progress in the season as less than

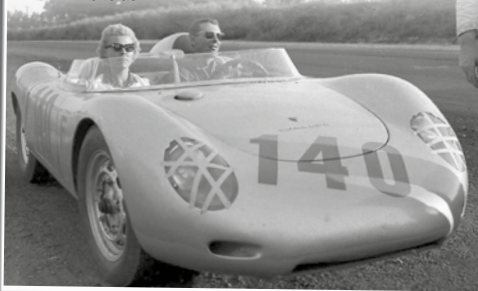
Al, Elinor, Larry, and Bob Holbert, '59 SCCA National, Cumberland
© Dave Nicholas



Racing to another win at the 1959 Bahamas Speed Week
© The Henry Ford



Bob and Elinor taking a victory lap, Thompson '59
© Dave Nicholas



Class victory at the '59 SCCA Nationals at Montgomery,
beating Cunningham's Lister-Jaguar © Dave Nicholas



Holbert racing to a class win, Thompson '59 © Dave Nicholas



1959 Watkins Glen Grand Prix © Dave Nicholas

On the way to 1st overall at Vineland, October '59 © Dave Nicholas



On the starting grid at the SCCA Nationals, Marlboro, 1960 © Dave Nicholas



On the way to 2nd in class at Cumberland, May 1960 © John McCollister



a month later the car was repaired and on the track at the SCCA National Cumberland where it took 2nd place behind Walt Hansgen's Lister. A photo of a smiling Holbert and family with the RSK on a trailer behind the family wagon at Cumberland shows how quickly and well things were repaired. Holbert's season in 718-031 continued apace around the country with Bridgehampton, Riverside (both SCCA and USAC), Montgomery, Vineland, and Thompson – getting on the podium of all but one of his SCCA outings. In September, Holbert took the RSK to a 7th overall and 3rd in class finish at the 12th Annual Grand Prix at Watkins Glen. Ending the year on top, he and 718-031 would blow into the 6th Annual International Bahamas Speed Week

in December of '59. In its first outing of the event, the Governor's Trophy for 2000cc and

under, Holbert took 1st overall edging out Ricardo Rodriguez's Ferrari Dino 196S and Harry Blanchard's 718 RSK. Two days later in the Nassau Trophy race, 718-031 was piloted from a Le Mans start to 3rd overall and 1st in class – just behind Phil Hill in his Ferrari 250 TR 59 and ahead of the 718 RSKs of Jo Bonnier, Harry Blanchard, and Wolfgang von Tripps— among others.

For 1960, Holbert kept up his A-game taking first place twice—at the May 1st Nationals in Virginia and July 17th National Continental Divide in Colorado—and scoring a podium finish overall all but once and first or second in class in virtually every race. For his efforts he was awarded the SCCA National Championship in 1960, thanks in no small part to his performance in this car.

By 1961, Holbert had moved onto Porsche's newest offering—the RS60—and Vihl would enter his RSK at one last race, the Canadian Grand Prix/The Pepsi-Cola Trophy at Mosport on September 30th, but it is not recorded that he arrived at the event. Shortly thereafter, 031 was acquired by fellow Tri-State Area racer and restaurateur Herb Wetanson. One of two 718 RSKs he would own, he continued to campaign the car throughout the Northeast. In the mid-60s, Wetanson swapped the original typ 547/3 motor for a larger 587/3 from a 904 that was sourced from George Barber of Birmingham, Alabama. Remaining in Herb's collection for about a decade, 031 was acquired by the current owner through Gran Turismo Automotive Enterprises, LTD of Greenvale, New York on March 12, 1974.



Receipts on file, dating from April of '74, indicate the Porsche was taken to Malcolm Pray's Porsche dealership for service, new tires, and—two months later—a repair to the front nose and a full repaint. In early 1978, a trade was arranged through Rennsport Werke of Santa Clara, California to repatriate a correct type 547/3 engine with the RSK in exchange for the 587/3 motor that was in the car—the latter going into Donald Orosco's 904. Rennsport Werke also sourced a correct type rebuilt transmission, no. 718-073, to be installed in the car. In 1981, Grand Prix Restorations performed a thorough mechanical restoration with receipts totaling more than \$12,000. In 1985 the seats were reupholstered by Northumberland Engineering in East Hampton, New York. Further restoration was done in 1995 by KAM Motorsports. During this time the RSK

was actively campaigned at VSCCA events across the Northeast as well as participating on the New England 1000. Not driven much from the early 2000s until recently, over \$10,000 has been spent on recent service by Automotive Restoration in Stratford, Connecticut to recommission the car.

Today the car presents nicely and shows well. In a recent drive by a Bonhams specialist, it was amply clear why this 718 RSK was able to achieve so much success on the track. With the one and half liter four cam howling just inches behind your shoulders, it goes from swift to ludicrous speed once the cams start to really sing at the upper end of the rev range. Handling is equally balanced and predictable.

Spectacularly triumphant in period in the hands of the legendary Bob Holbert and having only been in the garages of three owners from new, this 718 is ready to race

into paddock of its fortunate fourth owner. The Porsche is complete with large file of receipts and record recording all the work completed from 1974 to the today as well as its VSCCA logbook. Eligible for many the most prestigious races in the world, along with tours such as the Colorado Grand, it may be another nearly half a century before the opportunity to acquire this racer comes up again!

\$2,800,000 - 3,200,000

54.

1956 PORSCHE 356A OUTLAW COUPE

Chassis no. 56306

Engine no. 752764 (see text)

1,750cc OHV Flat 4-Cylinder Engine

2 Twin-choke Carburetors

Approximately 110bhp at 5,800rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Tastefully prepared "Outlaw" example of the desirable 356A*
- ★ *Factory equipped with sun roof and other rare options*
- ★ *Upgraded with powerful 912 engine and disc brakes*
- ★ *Excellent Outlaw Porsche for tours and rallies*
- ★ *Restoration and modifications by Frank Torchia*

★ *Previewing in LA*



THE PORSCHE 356

Although Ferdinand Porsche had established his independent automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. The work of Ferry Porsche, the Type 356 was based on the Volkswagen designed by his father, Ferdinand and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension.

Having commenced manufacture with a short run of aluminum-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen.

In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with Le Sarthe.

The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 liters; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its rounded windscreen and 15" - down from 16" - wheels. At the same time, a 1,600cc engine replaced the old 1.5-litre unit and would be standardized on the successor 356B model. In production until 1965, the 356 is where the Porsche legend began and good examples have long been prized by collectors.

THE MOTORCAR OFFERED

This is surely one of the best crafted examples of its genre anywhere in the world. A tastefully executed balance of the best aspects of this snapshot in Porsche evolution, it incorporates 356A lines with the additional 'poke' of a 912, far from fitting the 'Outlaw' moniker often attributed with this period-correct blend, which suggests overt gun slinging it is more of a 'cat burglar' and the Siamese version at that a subtle combination of style and performance...

According to the Porsche issued Certificate of Authenticity on file, this 356A Coupe was completed at the Zuffenhausen-based Porsche factory in May of 1956. The car was factory prepared as a 1600 Super, with the more powerful 75 horsepower engine fitted, and equipped with the desirable sunroof option, radio with antenna, sealed beam



headlights, a time clock, white wall tires and a speedometer in miles. The Porsche was painted black and trimmed in red leather and delivered new to an Austrian Count..

The 356A Super would be exported to the US later, and is today offered from a prominent, Southern California based Porsche enthusiast, with a taste for the most special models built by the celebrated brand. While retaining its original sunroof body and numbered panels, this 356A has been treated to period-correct, Outlaw trim, which suits these sporting Coupes so well. A high-performance 912 engine has been fitted, while disc brakes has been affixed to ensure proper stopping power. Larger, cool-looking painted steel wheels are fitted, to ensure the best possible handling. The exterior is finished in the one-year-only, factory correct for 1956 Lago Green fine

metallic while the interior is trimmed in a lovely matching medium green color. It has also been tastefully prepared with period performance features, such a lightweight Spyder-style bucket seats, a wood-rimmed steering wheel, Heuer timekeepers, and a neatly integrated roll bar. Outside, front Marchal driving lights are fitted, a quick-release fuel filler extends through the front lid, and a trunk rack is fitted to place the spare wheel or luggage on for rallies or weekend get-a-ways. A twin-tip performance exhaust is mounted, to ensure the sound matches this 356A Outlaw's staggering performance.

Inspected today, the car has gained the lightest of age to its restoration and remains striking for its quality of build and finish. Offering a great way go fast road touring with the accommodating space and practicality of

weather protection no matter what an event may throw at you, this exquisite Porsche 356A Outlaw is a very affordable way to enjoy the best of all worlds and a legendary marque. The car is offered with an impressive history file containing many receipts.

\$90,000 - 120,000

55.

1959 ALFA ROMEO 2000 SPIDER Coachwork by Touring

Chassis no. AR10204.00079

Engine no. AR00204.01905 (see text)

1,975cc DOHC Inline 4-Cylinder Engine

2 Twin-choke Weber Carburetors

115bhp at 5,700rpm

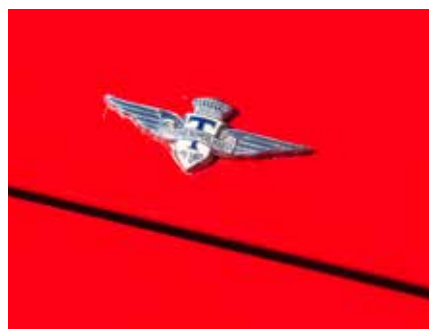
5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ *Superbly restored example of the desirable Touring-bodied 2000 Spider*
- ★ *In current California ownership for more than four decades*
- ★ *At home on Concours lawns or mountain roads alike*
- ★ *La Dolce Vita motoring at its finest*

★ *Previewing in LA*



THE ALFA ROMEO 2000 SPIDER

Although Alfa Romeo returned to automobile manufacture fairly quickly after World War II, it was not until 1950 that a new design became available. This was the 1900, a unit body sedan with a twin overhead cam 1,884cc four-cylinder engine. It was the first Alfa built on a real production line – all previous cars had been largely hand-built –and also the first with left-hand drive. Until 1950, Alfa production had hovered around 400 units annually. With the 1900, this increased almost tenfold. A 1900C Sprint coupe was introduced with body by Touring and a Spider cabriolet by Pinin Farina, both built in much smaller quantities.

In 1958, Alfa came out with a new sedan, which, with its larger 1,975cc engine, was called the 2000. There was, not surprisingly,

a 2000 Spider, designed and built by Touring, and a 2000 Sprint Coupe done by Bertone, the latter introduced in 1960. Spider and Sprint production comprised nearly half of all 2000 sales – 3,443 examples of the Spider were produced, and 700 of the more expensive Sprint Coupe. The 2000 sedan had the uncommon feature of a column-mounted shifter for its five-speed transmission, while the Spider and Sprint retained the more sporting-oriented floor-mounted gear shift.

Built between 1958 and 1962, the 2000 Spider was far rarer than its junior counterpart, the Giulietta Spider (of which about 17,000 were produced), and at \$5,365 POE, its price was much greater than that of the smaller car. The 1,975cc four-cylinder engine, with duplex-chain driven twin overhead camshafts, hemispherical

combustion chambers, and a pair of side-draft Solex carburetors, was tuned to deliver 131 horsepower, allowing the Touring-bodied roadster to easily exceed 100 mph. Its fully-synchronized five-speed transmission allowed fairly relaxed high-speed touring, and its large Alfin drum brakes were very effective for their day. The handsome unibody styled by Carrozzeria Touring on a 98-inch wheelbase presaged what would become the six-cylinder 2600 convertible in 1962.



THE MOTORCAR OFFERED

This lovely example of Alfa Romeo's rare 2000 Spider benefits from having been kept in the mild Southern California climate for more than four decades, while being retained by just one single owner. Furthermore, the 2000 Spider has been treated to a comprehensive, nut-and-bolt restoration by the well-known Italian classic car specialists at Northridge, CA-based Santo's Italian Car Service. The restoration was carried out between 2018 and 2020, and attention was given to even the smallest components and details. The beautiful Touring Spider bodywork was refinished in the appropriate red color as seen on the car today, while the interior was trimmed in neatly contrasting black with grey piping and carpets. Chrome and brightwork was restored as well and shows exceedingly well in person. The dashboard is adorned by the classic Veglia instruments, and a new

black convertible top has been professionally fitted. It should be noted, that according to the chassis plate affixed to the firewall, the original engine appears to have been replaced with a period-correct unit at some point in time.

With its sweeping lines, exceptional handling and powerful 2-liter twin-cam motor, this stunning Alfa Romeo provides an exciting, wind-in-your-hair driving experience. The Alfa Romeo we are proud to offer here is truly an outstanding example that is ready to enjoy and will most certainly be an object of great affection for its next owner.

\$120,000 - 140,000

56.

1968 PORSCHE 912 COMPETITION RALLY CAR Coachwork by Karmann

Chassis no. 12801307

1,582cc OHV Air-Cooled Flat 4-Cylinder Engine
Dual Carburetors
102bhp at 5,800rpm
5-Speed Manual Transmission
Independent Front and Rear Suspension
4-Wheel Hydraulic Disc Brakes

- ★ *Genuine, period correct rally competition car*
- ★ *Extensive history file documenting competition use*
- ★ *Stunning Klub Sport Racing restoration*
- ★ *2020 Amelia Island Werks Reunion 1st in class winner*

★ *Previewing in NY*



THE PORSCHE 912

Put into production in July 1964, the 911 presaged the end of 356-production. It was July 1965 before the 911 made it to the US, and customers immediately noticed the differences from its predecessor. In addition to being more modern and more powerful, it was also more expensive: nearly \$2,000 more than the comparable 356 model. In Europe, too, this was a problem. Thus, by April 1965 a "transitional model" entered production. Essentially a 911 with a 356-type flat four, the new car, designated "912," was not only less expensive, selling at near-356 prices, but enjoyed more even weight distribution and better economy. The combination of the four-cylinder engine and the slipperier 911 design was capable of achieving 30 mpg. More than 30,000 were eventually built.

The Porsche 912, like the Cayenne decades later, is frequently credited with having saved the German automaker during a period of financial uncertainty, as the then-new and much costlier six-cylinder 911 was viewed with some skepticism by marque loyalists. In the half-century since its introduction, however, the four-cylinder 912 has won an appreciative and loyal audience. The early (1966-1969) 912s handily outsold their 911 siblings; 28,333 four-cylinder coupes were produced, along with just 2562 Targas, and the retail price was a major factor.

THE MOTORCAR OFFERED

Porsche never raced the 912, however there were a number of privateers who saw potential in the platform and had great success in professional rally racing. Thanks to its design, the 912 was a great platform for long-distance duty in extreme weather and road conditions. One of the more well known examples of 912s in rally history was when Sobieslaw Zasada of Poland won the European Rally Championship for series touring cars in his privateer 912. In fact, that year, Zasada's 912 went on to achieve more points than Porsches factory 911S.

This particular 912 is a genuine, period correct competition car that was raced from new in European rally events. The car is accompanied by a tremendous history file documenting its early competition life. There is an album of incredible images showing

The 912 at various Rally events in the period



Albin Griberg and Lennart Svensk driving the 912 in the 1968 KAK Sweden Rallye. In addition to the historical competition images, the file includes copies of its early Swedish registration documents, COA, and a 1968 Bil Sport magazine which features the car in one of its articles. Years after its competition life, the car was found in Sweden and imported to the US. Once stateside, the rally car was sent to the experts at Klub Sport Racing, where it was completely restored to its original rally configuration specification. Tremendous effort was put into the restoration to insure its correctness. No detail was overlooked, including the Halda rally equipment, German studded snow tires, rally lighting, skid plate, European heating system and lights, and the perfectly duplicated period livery. Thanks to the rebuilt mechanical and suspension, the car is ready to provide a real thrill for those

brave enough to recreate its 1968 experiences. In 2020, the car was displayed at the Amelia Island Werks Reunion where it took home a first in class award and was invited to remain on the field during the Concours d'Elegance which took place the following day.

The sale of this 912 presents an incredible opportunity to acquire a documented, genuine period correct competition car that has earned the right to wear its numbers and livery proudly. This may very well be the coolest 912 in existence!

\$110,000 - 135,000

57.

1966 JAGUAR E-TYPE SERIES I 4.2 FIXED HEAD COUPE

Chassis no. 1E33710

Engine no. 7E10728-9

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

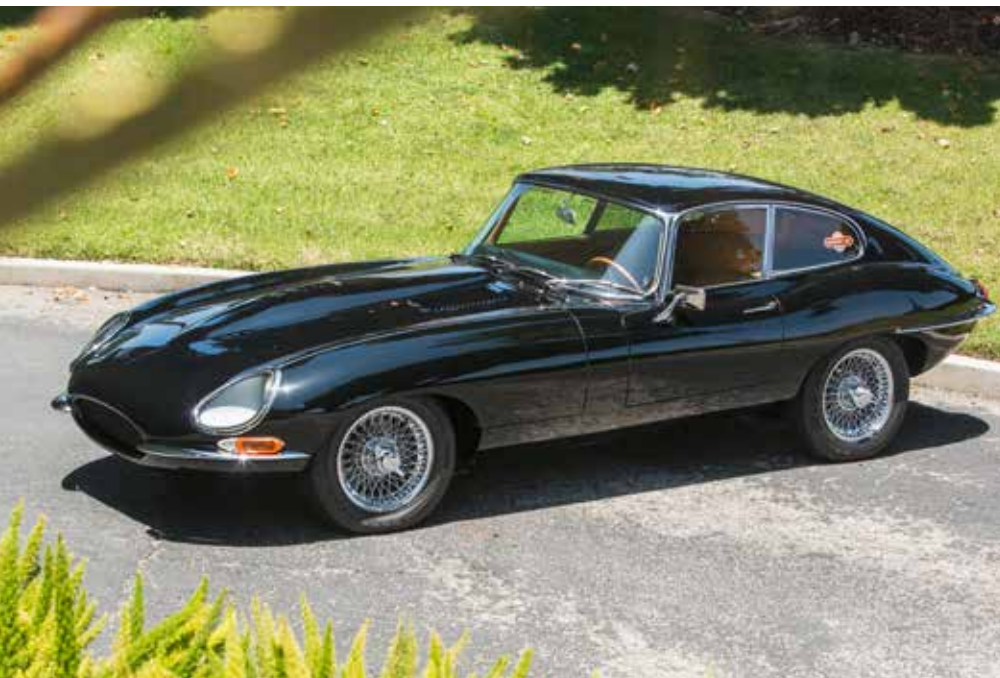
265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Exceptionally well-presented throughout with recent body restoration performed*
- ★ *Matching-numbers example with tasteful period-correct aesthetic upgrades*
- ★ *Fitted with a state-of-the-art integrated A/C system*
- ★ *A proven participant in numerous prominent 1000-mile Rallies*
- ★ *Previewing in LA*



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 sportscar, 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 Moss gearbox 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 is more torque available at lower RPM.

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 exceptional E-Type Fixed Head Coupe was finished at Jaguar's Coventry Works on November 1, 1966, benefiting from the upgraded, fully synchronized transmission and the larger 4.2-liter XK engine. It was built for the North American market as a left-hand drive model and painted in Opalescent Silver Blue metallic color and trimmed in Dark Blue Connolly leather.

The E-Type Coupe is believed to have remained in the US since new and by the 1990s was already a pampered and enthusiastically owned JCNA Concours participant. The Jaguar was purchased by the consignor in 2002, and has since formed part of his spectacular, Southern California based collection of sports and special interest collectors' motorcars. During his nearly two-

decade ownership, the Jaguar has been treated to much restoration and refurbishment work, while delicate and tasteful upgrades have been carried out to both enhance the pureness of the classic E-Type design and its usability. Such upgrades include the elimination of the bumper over riders, and fitment of an air conditioning system, neatly tucked up under the dash. More recent work includes a full bare-metal repaint, costing more than \$50,000.

Today, this stunning E-Type Fixed Head Coupe is finished in a deep black exterior color, with a neatly patinated contrasting Biscuit-colored leather interior. The car has been enjoyed by the owner on more than 20 classic car rallies along with fellow CF200 members, including the Copperstate 1000 and Going to the Run rallies, and was

specially invited to be part of an exhibition at the Petersen Automotive Museum named 'The World's Greatest Sports Coupes'. The car is offered with the rare original tool roll, service and maintenance records, the Jaguar-issued Heritage Trust Certificate and photos of the most recent body restoration.

A wonderful example of the legendary Jaguar E-Type, the Fixed Head Coupe represents the purest form of the model. This matching-numbers car, having enjoyed the loving care of a true enthusiast for nearly two decades, must be one of the best examples available anywhere.

\$135,000 - 175,000

58.

1949 BENTLEY MARK VI SHOOTING BRAKE Coachwork by Rippon Brothers Ltd.

Chassis no. B91FU

Engine no. B295F

4,257cc OHV Inline 6-Cylinder Engine

Single Twin-Choke Carburetor

Approximately 130bhp

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ One of only two Rippon Shooting Brakes built
- ★ Prestigious chain of ownership
- ★ Factory records on file
- ★ A sporting and practical Bentley statement

★ Previewing in NY



THE MOTORCAR OFFERED

From the 1920s onward, it was not uncommon to see Bentley cars commissioned for work on wealthy owner's estates, their rugged, reliable and yet sporting poise being perfect mounts for their owners and friends to be escorted to the farer realms of the land. Frequently vehicles were converted to this more commercial purpose in their later life, when, rather than parting with a trusted old car, the 'family friend' was shipped off to a coachbuilder for repurposing.

More unusual was for cars to be commissioned this way from new, and in this respect the Bentley we present here is something of some rarity. It was ordered by its first owner in the form that we still see it today. The coachbuilder was Rippon Brothers, a house that could chart its history back to the carriage building days of the late 1890s and then the incubation of the motorcar. Based in

the North of England, and originating in Huddersfield, at its peak it could count showrooms in various locations including Bradford, Leeds, Sheffield and West Riding although after the war, they were predominantly concerned with selling cars rather than building them. In the wealthy textiles industry of Yorkshire and the Midlands, they found a burgeoning clientele and were well patronised by their local market.

The factory records on file confirm B91FU to have been built as a 'Shooting Brake' and the original owner of the Bentley fitted that mold perfectly. Colonel George Hammond Aykroyd was part of the family dynasty that ran the huge carpet business of T. F. Firth and Company in Bailiff Bridge in the West Yorkshire county of the United Kingdom, as they would have said 'a stone's throw' from

Rippon. Most likely reflecting the extreme costs of such an exercise in the conservative postwar Britain, he was one of only two people to have one of these cars built, and curiously enough today both have found themselves to the USA.

As a Master of Foxhounds, Col. Aykroyd's Shooting Brake would have been most likely been used for the type of work its name suggests, hunting. Sensibly, the spare tire was moved to free up space in the rear of the car and placed on the front right fender, while its rear seat could be folded forward for further storage if necessary. It is believed that the trusty 'Brake remained in the family for some years, no doubt having seen routine service at hunting parties on the Moors. In 1961 the Bentley moved south to the Bristol area and became the property of R. Acheson



Crow. This is the last recorded British owner, before the car migrated to the US in 1980 and arrived in the distinctly different climate of California, with its next custodian Michael R. Clark, who maintained the car for nearly a decade. The next keeper was noted collector Warren French, in whose care the car was a frequent sight on Rolls-Royce Owners Club events. Records on file depict and note how appropriate the car looked at a Winery tour!

After some years of Mr. French's ownership the Shooting Brake began a new chapter of its life on the East Coast with the much respected collector Henry Petronis of Easton, Maryland. Mr. Petronis' status as a true connoisseur of the automobile was well founded for his garages at his Normandie home at one time housed such serious

machinery as Alfa Romeo 8C 2300, multiple Bugattis and the famed Captain Hewitt 8 Liter Bentley.

In this period the car was repainted in a Royal Blue scheme and its original upholstery was refurbished from a light blue to the more handsome contrasting tan it wears today. This work has now aged in places where it sees the most use, being around the hood latching areas and at the door surrounds. There is also some repair, cracking and overpaint on the scuttle at the driver's side and the front valance panel below the radiator would also benefit from repainting. The woodwork appears to have been beautifully preserved and sympathetically refinished and is of particular appeal.

The present custodian of this charming 'wagon' acquired the car publicly from noted collector Craig McCaw in 2016. On arrival it was sent to Automotive Restorations to work through the technical aspect and to put it into a more satisfactorily reliable condition. Since when it has been used periodically on trips to the golf club and other such excursions. An exceptional rarity, the 'Brake' would make a refreshing alternative to your Wrangler or Hummer at any beach, or indeed race circuit paddock.

\$140,000 - 160,000

59.

1973 JAGUAR E-TYPE SERIES III V12 ROADSTER

Chassis no. UE1S23571

Engine no. 7S14013LA

5,343cc SOHC V12 Cylinder Engine

4 Stromberg Carburetors

275bhp at 5,850rpm

4-speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Single family ownership for 44 years
- ★ Just over 40,000 miles shown on the odometer
- ★ Well-preserved example retaining original interior and factory hard top
- ★ Desirable end-of-the-run V12 E-Type with manual gearbox

★ Previewing in LA



THE SERIES III JAGUAR E-TYPE

From the Jaguar E-Type's sensational launch with its 3.8-liter 6-cylinder 'XK' series engine in 1961 to its final expression as the 5.3-liter V12-engined Series III model twenty years later, Coventry's finest was not only an aspirational supercar of its era, but also a generally attainable one – always offering would-be owners tremendous value for the money. It was in 1971 that Jaguar introduced the Series III with the Walter Hassan/Harry Mundy-developed 5.3-liter SOHC V12 engine which became an industry standard for its combination of smoothly unobtrusive torque and power. The new V12 was standardized upon the 105-inch longer-wheelbase floor pan of the 2+2 variant, and only Roadster and 2+2 models were produced, Jaguar's preceding short-wheelbase Fixed-Head Coupe body style being discontinued.

THE MOTORCAR OFFERED

Completed during winter of 1973/74, the well-preserved example of Jaguar's legendary V12 E-Type offered here left the Browns Lane Jaguar Works configured as a left-hand drive Roadster, destined for the US market. The car is believed to have been sold new from San Francisco dealer BMC Motors and retains the period blue and yellow California license plate and dealer frame to this day. The car was purchased from an estate in recent years, whom it is believed to have been retained by for 44 years, while driven just over 40,000 miles. Today it has a very original feel, retaining its original Biscuit-colored interior, and appears to have had just one repaint in Regency Red, which does show some crazing in areas. Desirably optioned with the 4-speed manual transmission and A/C, this lovely California E-Type retains its original chassis tags and decals, and original paint

is evident in many compartments. The car is equipped with its factory hard top, and recent service work performed totals about \$10,000. The Series III E-Types were the last and most refined of the breed, and the powerful V12 offered a smoothness that was seldom found in other vehicles of the day. Fitted with power steering, comfortable seats and excellent brakes, V12 E-Types became true Grand Touring vehicles.

\$45,000 - 65,000
WITHOUT RESERVE

60.**1986 PORSCHE 911 CARRERA 3.2 CABRIOLET**

VIN. WP0EB091XGS171915

Engine no. 64G07280

3,164cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

207bhp at 5,900rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Well-preserved example of the classic 911 Carrera 3.2 Cabriolet*
- ★ *Documented, with just a few owners from new*
- ★ *Elegant and largely original Grand Prix White exterior over blue interior*
- ★ *Offered with books, tools, service records and factory accessories*

- ★ *Previewing in LA*

**THE 911 CABRIOLET**

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. Porsche's first take on a 911 convertible had been the Targa model of 1965, a 'halfway house' design chosen because of fears that a genuine soft-top would not meet US Federal safety regulations, but by 1981 the company felt able to proceed with the genuine article. Introduced in normally aspirated 3.0-liter form in 1982, the 911 Cabriolet lost little, if any, rigidity with the deletion of the Targa roll-over bar, while its speedily raised/lowered top (electrically powered from 1985) featured a detachable, zip-fastened rear window.

THE MOTORCAR OFFERED

This US-market 911 Carrera 3.2 Cabriolet was completed at the Porsche factory in July of 1986. The Porsche was finished much as it appears today, in a lovely Grand Prix White exterior color, over blue interior and carpets, perfectly matched by a blue convertible top. According to the CARFAX report on file, the 911 was sold new on the East Coast, but has resided in California since the mid-1990s, while in the care of just a few long-term owners. Showing 88,853 documented miles on the odometer at the time of cataloging, the Cabriolet presents in lovely condition throughout and gives you the feel of a car that has been well cared for since new. The exterior paint is estimated to be 80% original, while the interior is intact as delivered when new. Correct black-center Fuchs wheels are fitted, and many factory decals and markings remain intact in the various compartments.

A very usable "young-timer", this fine 1986 Porsche 911 Carrera 3.2 Cabriolet offers brisk performance and an abundance of torque on tap from the overhead cam six-cylinder engine, and is sold with the original books, tools, spare wheel and inflator, spare keys, and many service records. Ideal for Sunday drives with the recently serviced A/C blasting or participation in the many Cars and Coffee events around the country - or the Ramshorn Rally specifically designed for air-cooled Porsches - this classic Porsche Carrera Cabriolet deserves serious consideration.

\$45,000 - 55,000
WITHOUT RESERVE

61.♦

1934 ALFA ROMEO 8C 2300 CABRIOLET DÉCAPOTABLE

Coachwork by Carroserie Joseph Figoni

Chassis no. 2311239

Engine no. 2311239

2,336cc DOHC All-Alloy 8-Cylinder Engine

Roots Supercharger

142bhp at 5,000rpm

4-Speed Manual Transaxle

Semi-Elliptic Leaf Spring Suspension

4-Wheel Drum Brakes

- ★ *Highly original and genuine example of the legendary 8C Alfa Romeo*
- ★ *Retaining its original Figoni Cabriolet bodywork and matching numbers driveline*
- ★ *Extremely advanced and sophisticated engineering and staggering performance*
- ★ *Stunning example of one of the most collectible, pre-war motorcars*
- ★ *Previewing in LA*



THE LEGENDARY 8C

Alfa Romeo's first eight-cylinder road car was introduced in 1931 as a successor to the 6C 1750. This was the legendary 8C 2300, designed by the equally legendary Vittorio Jano who was one of the first automotive engineers to create high-performance cars that were tailor-made for sustained full-throttle running on high-speed roads – all with the purpose of keeping Alfa Romeo at the forefront of international motor racing. Jano succeeded: the 8C would prove a formidable weapon, winning race after race in the first half of the 1930s, including the 24 Hours of Le Mans four times with among others, Luigi Chinetti, Tazio Nuvolari, and Raymond Sommer as drivers.

The heart of this formidable machine is its supercharged, straight-eight, twin-overhead-camshaft engine, which Jano arranged in effect as two four-cylinder units in tandem with the cam-drive gears amidships. Bore

and stroke were 66 x 88 mm giving 2,336 cc, while the twin-lobe Roots-type supercharger was driven at 1.33-times crankshaft speed. The Corto (short) chassis had a wheelbase of 2.75 meters, and the Lungo (long) version one of 3.1 meters. Boasting a four-speed manual gearbox and powerful drum brakes all round, these Alfa Romeos were genuine 100 mph cars, reliably producing over 140 horsepower at 5,000 rpm. 1934 was the last year of manufacture of the Alfa Romeo 8C 2300.

ALFA ROMEO IN FRANCE

Alfa Romeo had established itself in Paris in the rue Marbeuf in 1924, and a young racing mechanic named Luigi Chinetti joined the fledgling operation the year after. Relations between France and Italy deteriorated in the latter half of the 1920s as Italy fell into dictatorship under Benito Mussolini. France imposed increased customs duties on Italian luxury items such as expensive motorcars. Sometime around 1930, Alfa Romeo established an assembly facility for imported knock-down kits at 150 rue Victor Hugo in Levallois-Perret. The kits were brought in as spare parts at a much lower rate of taxation than a finished chassis would have been subjected to, although it is believed that the imports were virtually complete rolling chassis that required little work in Paris in order for them to be registered and roadworthy.







CARROSSERIE JOSEPH FIGONI

Joseph Figoni opened his small coachbuilding enterprise in Boulogne-Billancourt outside Paris in November 1923. In the beginning, work was subcontracted from established companies, but after a handsome Bugatti and a few elegant Ballots had been shown to acclaim at the Parisian summer concours, Figoni quickly gained a reputation for light and stylish bodywork that enhanced the handling and roadholding of the chassis it was mounted on. More than 70 Bugatti chassis were bodied in the early years, followed by an equal number of Delage. By 1930, Figoni had become the place to go for those who liked fast cars with wind-cheating lines. Only very rarely was formal coachwork specified by a client.

Figoni's close relationship with Alfa Romeo France began with the first order placed by the famous race driver Raymond Sommer in May 1932 for the modification of his 8C 2300

(chassis 2111018) to Le Mans specification. Sommer won the race with Luigi Chinetti as co-driver, and a body by Figoni was soon the hot inside tip on the circuits. Two complete Alfa Romeos were bodied in August, namely 8C 2300 chassis 2111024 and 6C 1750 chassis 101014866. After that, the Figoni shops became something of a mechanical beehive, buzzing with Alfa Romeo activity as a who's who of racing drivers, wealthy patrons, as well as the Garage Mallet, the Parisian Alfa Romeo concessionary, placed orders for bodies on Alfa chassis, had cars fixed, refurbished, and reworked. Most of the activity was race-related, but from 1932 to 1935, Figoni bodied seven 8C 2300 road cars: one faux cabriolet, five cabriolets, and one roadster. One car is lost (chassis 2311211), the faux cabriolet has had its roof removed (chassis 2111024), and one is now fitted with a replica Zagato Spider body (chassis 2211080).

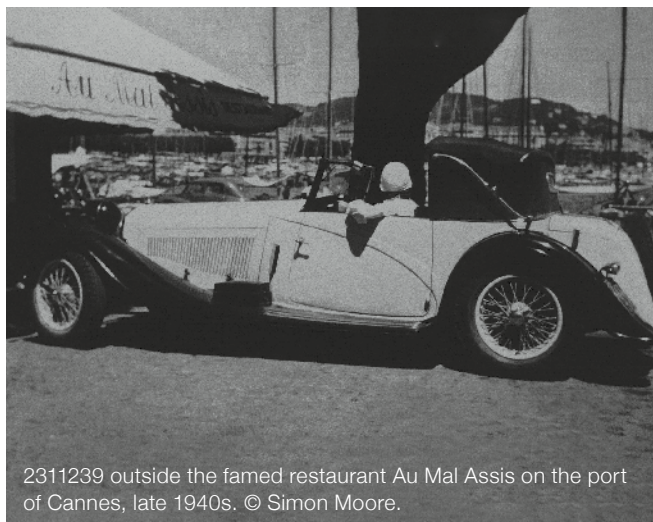
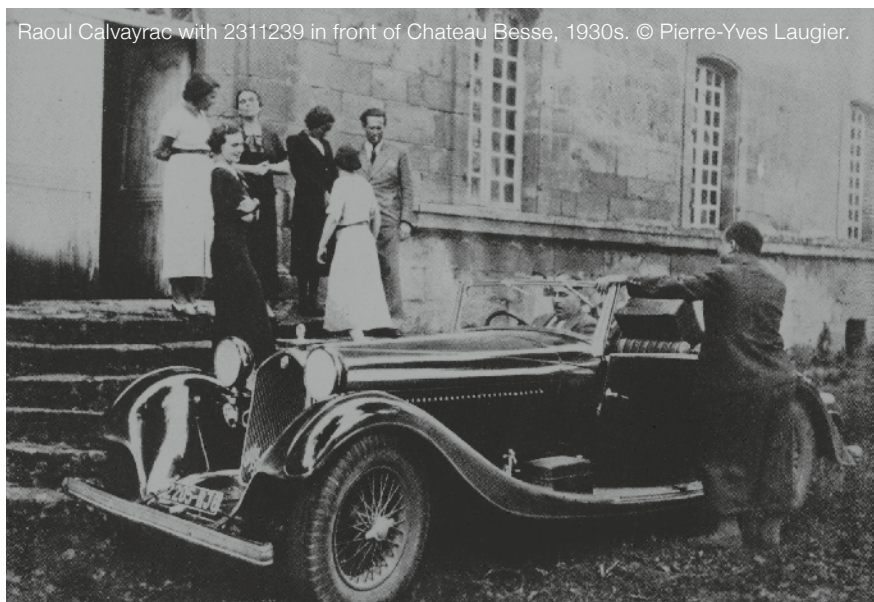
THE MOTORCAR OFFERED

Of those magnificent five cabriolets Figoni 8Cs, 2311239 has long been regarded as the most authentic and arguably the best looking. It has a pedigree which is delightfully uncomplicated and is simply charted in Simon Moore's authoritative work on the model, *The Legendary 2.3*.

When one views the car today in all its splendor, you can imagine that it is picture perfect to how its original owner purchased the Alfa back in 1934. It is understood that gentleman was Raoul Calvayrac, based on the southern outskirts of Paris. Information retained within the Figoni archives, states that the cost of the coachwork alone was a staggering 21,750 French Francs!

Fortunately, as depicted on these pages and in the '2.3' book, owing to research collaboration between French automobile historian Pierre-Yves Laugier and Simon Moore, we know exactly how the car looked

Raoul Calvayrac with 2311239 in front of Chateau Besse, 1930s. © Pierre-Yves Laugier.



2311239 outside the famed restaurant Au Mal Assis on the port of Cannes, late 1940s. © Simon Moore.



2311239 while with Jim Ibold for about 4 decades, here next to Ibold's 8C 2900. © Simon Moore.

for a photo of the car virtually as new outside the Chateau Besse, home of Jacques de Saint-Pierre, in the Dordogne. The photo had actually surfaced in a book about French Pilot Mermoz, but armed with the lead Laugier was able to establish that the driver Raoul Calvayrac was its owner and that he was a regular visitor to this Chateau as confirmed by Sainte-Pierre's daughter who by 2003 was still domiciled at the Chateau. She was able to recall the striking red Alfa well.

In completing the design, Figoni's craftsmen penned a most beautiful and subtly elegant touring car, with their trademark body molding tapering out from the radiator cap backwards, dipping gently across the doors before kicking up to accent the rear fenders. The low profile raked windshield is a lightweight affair and chromed so as to complement the brightwork elsewhere on the car. The fenders carry a 'trouser crease'

from stern to stern. Nothing is exaggerated, yet only after many viewings can all the detail features be truly appreciated. In every respect it is a triumph and so befitting of the quality characteristics of its stoic supercharged Alfa Romeo underpinnings. To call it a wolf in sheep's clothing understates the refinement of both aspects, it is more the form of a heron with the character of an eagle...

For the next succinct chapter of its career already we look to America. Strange though it may seem today, if you were an American who appreciated European cars, in the '40s and '50s your go-to place for adverts was the New York Times of all things, there the likes of Zumbach Motors of New York might offer their latest imports, or indeed ex-Servicemen offered cars they had brought home with them. It was there that a young Cincinnati man, Jim Ibold chanced upon 2311239 being offered by Hubert Harmon of New York City

and acquired the car. In offering the car to Ibold, Hubert Harmon would recall that he himself had bought the car from a Frenchman in Cannes and he was aware of its whole life to that point - "The Alfa Romeo.. was brought from Italy by Monsieur Raoul de Calveyrhac (misspelt), who sent it to Paris where Figoni did the carrosserie. It was successfully hidden in the hay during the German occupation on M. de Calveyrhac's estate. So it has not very much mileage even though it is quite old. I bought it in Cannes from its former owner - therefore it has had just two owners", he continues "In Cannes, I had a new silk top made and floor rugs... It is a car that should be used and it is not useful to here in the city. That is why I wish to sell it. Also I must point out that the racing engine is tremendously powerful and really should be owned by someone with mechanical knowledge. I do not have that and am at the mercy of Inskip Rolls-Royce to look after it for me" "Although it is very chic, I believe to the knowledgeable



mechanic it is the engine that the most interesting... It holds the road as if it is glued to it".

Technically, the registration records for Italy and France state it to have been licensed to Alfa Romeo, on plate MI 49126, then in France it wore the Parisian plate of '2205 RJ8' from 1935 and later 933 F 6 while in Cannes. Simplifying this, the car was bought new by Raoul Calvayrac passed to Harmon, then Ibold. 2311239 was joined in stable by an 8C 2900 some years later, and the two brethren rested with Ibold for the next 4 decades.

Ultimately noted Italian car aficionado Patrick Ottis was able to pry the 2300 from Ibold to become only its 4th owner in 80 years. In fresh ownership it was shown at the Pebble Beach Concours d'Elegance in mouthwateringly untouched order in 2005. Mr. Ottis then elected to repaint and generally refurbish the car and to return it to its original

color scheme, so that it could be displayed at the remarkable Alfa Romeo Anniversary display at Pebble Beach in 2010. Viewed today, it is clear that the restoration was a respectful and sympathetic rebuild, which retained the charm and original detail features of the car, while putting it into a condition befitting its stature. The oft copied 'crackle' finish dash remains the original with a wholesome patina, some instrument bezels still appear to show their dull nickel finishes, while the chassis and engine plates so frequently lost or replaced are again the originals, never removed, restamped or messed with, just simply aged with time. Against these details, the car is finished in rich two-tone red paintwork as it was when new, accented by the limited brightwork, and a contrasting tan leather interior with skimpy front seats and close coupled rear bench.

The current owner acquired 2311239 from Ottis, where it has joined a stable of carefully selected and important motor cars. In his

hands the 8C was shown at the 2018 Amelia Island Concours d'Elegance, where it was awarded Best in Class, and the stunning motorcar continues to draw admiration whenever it is shown.

Sporting, high performance cars of the pre-war era usually had 'lives' or 'stories', this remarkable '2.3' has had but one, simple life, it is a no excuses, long-term investment quality, collector car, which once led Simon Moore to describe it as 'one of the most "untouched" of all the 8Cs, still kept in remarkably original condition.' This exquisite, refined, aesthetic and engineering masterpiece offers the next owner admittance to the World's finest Concours and driving events, and an opportunity to own one of the most important motorcars of the pre-war era.

\$6,500,000 - 7,500,000

62.**1959 JAGUAR XK150 3.4 DROPHEAD COUPE**

Chassis no. S838310DN

Engine no. V-7096-9

3,442cc DOHC 6-Cylinder Engine

2 SU Carburetors

190bhp at 5,500 rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- ★ Offered from longer term private ownership
- ★ Former professional restoration
- ★ Jaguar Heritage Certificate confirming matching numbers
- ★ Usable tour car

★ Previewing in LA

**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..." - *The Autocar*

The final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. 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. As with the prior models open two seater, fixed head coupe and the versatile drophead coupe bodystyles as evidenced here were offered.

THE MOTORCAR OFFERED

As new the XK was supplied straight through Jaguar Cars of New York, to its first owner who is recorded on the Jaguar Heritage Trust Certificate as being a Mrs. E. Schleider, we assume on the East Coast of the U.S. This document denotes its original paintwork scheme to have been Pearl Grey, offset by a red interior and black top, while its technical specifications are confirmed to have included manual transmission with overdrive and a 9 to 1 compression ratio engine. Tallying the numbered components on this certificate confirms the car to retain its original matching numbers power unit today, as well as body and gearbox.

Mrs. Schleider's tenure is not charted beyond acquisition, but according to information on file by the early 2000s the car was to be found in Japan, where it was sourced by Symbolic



Motor Car Company of La Jolla and repatriated to the US. Some photos show the car stripped back to bare metal, with date stamps of 1987 and 1994/5, suggesting that a repaint/refurbishment was undertaken prior to export/import. The Jaguar was traded by Symbolic to Chequered Flag of Marina Del Rey in the late 2000s who facilitated its next two transactions the latter being acquisition by the current owner in April 2009. It having been maintained by British and European Auto, of San Pedro, California. In purchasing the Drophead, the consignor had sought high quality, matched numbers example for use on both coasts of the US as his schedule permitted. A report carried out at that point stated it to have been totally restored and to a very high standard, work which brought it to the present silver scheme, with the interior now a more subtle contrasting

dark blue leather. The ensuing decade has seen approximately 1,000 miles a year of use, with maintenance carried out predominantly by Custom Transportation of Wakefield, Massachusetts, with a minor body repair by Nickole Auto Body Inc of Saugus, Mass in June 16. Work done over that period has included an engine and clutch rebuild, while the sensible precaution of uprated front disc brakes and fitting of radial tires and the modern additions of an electric cooling fan and LED taillights, have all enhanced its drivability and reliability. Recently inspected by Bonhams and found to be a nice clean example of its breed, its restoration only lightly aged.

One of the most practical sports models of its generation, the XK150 Drophead affords the luxury of 2+2 motoring with a convertible top

for all weather contingents and as such is today a great option for the myriad of collector car tours one of the continuing ways to enjoy historic motoring.

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

63.

c1964 SHELBY COBRA 289 FIA COMP CONTINUATION

Chassis no. CSX7027

302ci Hi-Po OHV V-8 Engine
4-Barrel Holley 'Le Mans' Carburetor
Est. 375bhp at 6,000rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Expertly and authentically completed by the late Doug Pratte, renowned Cobra specialist*
- ★ *Created to exact factory specifications with hand formed aluminum bodywork*
- ★ *Sanctioned by Shelby American with CSX chassis number and listed in the Shelby World Registry*
- ★ *Just one devoted owner from new*

★ *Previewing in LA*



SHELBY'S CONTINUATION SERIES COBRAS

Undoubtedly the most copied automobile in the world is the Shelby Cobra. So few were built, so simple was the original concept, and so appealing was the completed product, that almost as soon as Carroll Shelby got out of the business of building Cobras others jumped in.

Carroll Shelby finally realized that he had a marketable identity even a generation after the original Cobras became uncompetitive on racetracks and in the marketplace. He experimented with Continuation cars, completed some leftover chassis, dealt with the successors to AC and finally created a complete Cobra product offering sold by Shelby American, Inc. as the CSX 4000 and 7000 series official continuation series Cobras.

The authenticity of each Continuation Cobra is documented by Shelby American, Inc, with a CSX chassis number assigned to each car, and a Statement of Origin (MSO) signed by Shelby personally. Improvements over the 1960s era Cobras include a stronger frame and better alloys used in the components, better cooling and additional heat shielding to make these cars safer and more drivable without losing their classic character. With 0-60mph times in less than 4 seconds, and 12 second quarter mile performance, these cars offer the looks and exhilarating drive of the Cobras built in the 1960s, at a much more sensible price tag.

THE MOTORCAR OFFERED

This spectacular example of Shelby's Continuation Cobra, chassis no. CSX7027, was completed in the rare and desirable 289 FIA Competition car run and is one of even fewer completed with aluminum bodywork, just like the original five 289 FIA cars raced by some of the greatest drivers in the 1960s. CSX7027 was purchased new in 2001 directly from Shelby American Inc. by the consignor, who along with a long-time friend and business partner, set up their Continuation Shelby dealership in San Diego; Shelby Cobras by Only Yesterday.

Only Yesterday's renowned and respected master Cobra mechanic, the late Doug Pratte, painstakingly re-engineered much of the car and finished it to original 1964 Shelby Cobra FIA Competition car specifications in the classic Le Mans Blue livery. Doug added



the FIA-mandated trunk bumps, Le Mans gas cap windbreaker, front brake scoops & ducts, front oil cooler and much more. The powerplant chosen was a Ford 302 Hi-Po small-block V8, fitted with the correct FIA grey steel valve covers and intake manifold, and an original Holley 'Le Mans' Model 3259 4-barrel carburetor. A Tremec T-500 5-speed manual transmission and correct Salisbury-style independent rear suspension set up puts the power to the ground.

The car is equipped with period-correct side lights lighting up the race number, Lucas headlamps and period-correct Lucas driving lights. Doug used original-type Stewart Warner gauges that includes a period-perfect 1964 'Police Highway Patrol' Stewart Warner 150mph speedometer, correctly positioned and angled as on the original FIA Cobras,

on the right hand of the dashboard. Dan Gurney's autograph commands the top center of the instrument panel, and correct Ray Brown 'Impact Line' safety belts are fitted, as used on the original FIA Cobras. Faithful reproduction genuine Trigo aluminum wheels are fitted with reproduction Goodyear 'Blue Line' tires, to give the Cobra the proper aggressive look and stance. An original Shelley LJ22 screw-type chassis jack and grease gun is fitted as well.

CSX7027 is listed in the Shelby World Registry and is offered with a comprehensive history file containing copies of the Shelby American factory build records and check lists, factory invoices, and the original factory Statement of Origin (MSO) signed by Carroll Shelby in November of 2001. The car is registered as a 1964 Ford, and there is no

question that these cars will continue to endure as special in the eyes of enthusiasts in years to come.

\$225,000 - 275,000

64.

2009 ALFA ROMEO 8C COMPETIZIONE SPIDER

VIN. ZARJA281690050320

4,691cc DOHC V8 Engine
Electronic Fuel Injection
444bhp at 7,000rpm
6-Speed Semi-Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Brakes

- ★ One of just 35 US-market 8C Spiders produced, of which only a few were Pearl White
- ★ Just a few owners and about 3,600 miles from new
- ★ Desirable Spider version in striking livery
- ★ Complete with factory accessories and owner's manuals

★ Previewing in LA



THE ALFA ROMEO 8C COMPETIZIONE

First seen in 'concept car' form at the Frankfurt Auto Show in 2003, the Alfa Romeo 8C revived a famous name from the Italian company's illustrious past when it entered production in 2006. The original 8C (eight-cylinder) Alfa engine had been designed in 1931 by the legendary Vittorio Jano and was used to power Alfa Romeo's most prestigious road models, as well as its sports-racing and Grand Prix cars, until the decade's end. Styled by Wolfgang Egger, the modern-day 8C was received with universal acclaim, its gorgeous looks recalling those of Carrozzeria Touring's aerodynamic Alfa sports-racers of the late 1930s, while from the side there was more than a hint of Zagato's original Giulia TZ.

Within a couple of weeks, orders had been received for well over 1,000 cars, despite the hefty price tag. Alfa though, stuck by the

decision to build only 500 examples of the 8C coupé but later changed its collective mind and made a further 500 roadsters. In 2010 the 8C Competizione was chosen to feature on the Goodwood Festival of Speed's main 'sculpture' display alongside an Alfa Romeo P2 Grand Prix car.

The genesis of the 8C Competizione graphically illustrates the close links between Italy's premier marques: Alfa Romeo, Ferrari and Maserati, all of whom are owned by FIAT. Designed at Alfa Centro Stile in Arese, the 8C used a development of the Maserati Quattroporte double-wishbone suspension (albeit on a shorter-wheelbase chassis) and is powered by a Ferrari-built V8 engine, with final assembly taking place at the Maserati factory in Modena. An enlarged version of that found in the Maserati Quattroporte and

GranTurismo, the 4.7-litre V8 produces 450bhp at 7,000rpm and drives via a six-speed, semi-automatic, paddle shift gearbox, which is located immediately ahead of the rear axle in the interests of mass centralization. The Pirelli P Zero tires were specially developed for the 20" alloy wheels. As is the norm with 21st Century supercars, the 8C Competizione also features switchable performance modes.

The main chassis and its engine/gearbox/suspension sub-frames are steel, with carbon fiber used for the passenger cell and external body panels. Carbon fiber and aluminum both feature in the stylish interior, which is equipped with lightweight, leather-trimmed seats by Poltrona Frau of Turin. Alfa Red or black were the standard exterior colors and there were also various options, some at extra cost.



THE MOTORCAR OFFERED

No one buys an Alfa Romeo, and certainly not one as special as the 8C Competizione, without being interested in its performance potential. Alfa claimed a 0-100km/h (0-62mph) time of 4.2 seconds and a top speed of around 290km/h (181mph) despite the fact that an 8C had reached 186mph during testing. It is hard to imagine that any of the fortunate 500 customers was at all dissatisfied.

Of the limited 500 8C Competizione's made for the Worldwide market, just 90 were destined and equipped for the US market – believed to have been allotted as 55 Coupes and 35 Spiders - and this very car is one of those rare Spiders. Furthermore, this car was factory-delivered in Pearl White, which makes it even more rare. Completed at the Alfa Romeo Works in 2009, the new 8C Competizione Spider was soon after shipped off to the US, where Ferrari of Beverly Hills, CA sold the new car to its first owner. The car has remained in the mild Southern California climate until recently, while in the hands of just a few, diligent owners. The elegant Pearl White on black livery suits the 8C very well, and the interior is neatly accented by white stitching matched on the door panels. The console and dash combine carbon fiber and brushed aluminum trim, and the leather-

wrapped steering wheel features aluminum spokes and paddle shifters. Light touch-up work was performed on the rear quarter panel of the car, and it has been treated to a clear bra wrap. It is evident by its superb condition inside and out, that the 8C has been properly cared-for as a collector's car since new and that service and maintenance have been diligently performed by Alfa/Ferrari specialists.

With about 3,600 miles and just a few owners from new, this 8C presents beautifully throughout, with its paint and interior in outstanding condition. The car is offered with a clean Carfax report, owner's manuals, spare keys, radio and key code cards and tire inflator. Here is a rare chance to buy one of the 35 US-marked 8C Competizione Spiders produced, of which only a few were finished in Pearl White.

\$270,000 - 320,000

65.**1957 AUSTIN-HEALEY 100-6 BN4**

Chassis no. BN4-LO/38413

Engine no. 1C/38413

2,639cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

102bhp at 4,600rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ Recently mechanically and cosmetically refurbished
- ★ Fitted with new interior and carpets
- ★ Lovely, six-cylinder British Roadster
- ★ Offered with weather equipment, tools, manuals and Heritage Trust certificate

★ Previewing in LA

**THE AUSTIN-HEALEY 100-6**

Introduced for 1956, the 100-6 represented the most radical step forward in the Big Healey's development. Despite its initial success, sales of the original Austin-Healey 100 had begun to decline by the mid-1950s and so the model was revamped as the '100-6', BMC's 2.6-litre C-series six replacing the original four-cylinder Austin Atlantic engine. At the same time the wheelbase was lengthened from 7' 6" to 7' 8", which enabled the inclusion of two occasional seats in the rear of the BN4 variant. In 100-6 tune the pushrod six produced 102bhp - 12 horsepower more than its predecessor. Although stylistically very similar to the preceding 100, the 100-6 was easily distinguishable by its 'crinkle' radiator grill.

THE MOTORCAR OFFERED

According to production records on file, this Healey 100-6 was dispatched from the Healey works in April of 1957, sporting wire wheels, a heater and overdrive, while finished in black over a red interior and black soft-top. The new Healey was left-hand drive and delivered to its first owner in the St. Louis, Missouri area. In recent years, this lovely 100-6 has received much refurbishment work, including fitment of a new interior and trunk carpets. Five new Michelin XZX tires were fitted on restored wire wheels, while braking and suspension systems were serviced. A new windshield and exhaust were also fitted. Finished in period-correct Old English White over black, this classic British sports car offers spirited six-cylinder power to climb mountain roads, while the overdrive option makes it comfortable on the highways. With spare parts and club support readily available, these lovely cars

are easy to afford to keep on the road. Equipped with soft-top, side curtains and tonneau cover, the car is accompanied by a Heritage Trust Certificate, owners and workshop manuals, tool kit, jack and restoration receipts. This matching-numbers 100-6 BN4 stems from the very beginning of the successful Big-Healey, six-cylinder production run, and should offer the next owner much enjoyment.

\$40,000 - 50,000
WITHOUT RESERVE

66.

1986 MERCEDES-BENZ 560 SEC AMG

VIN. WDBCA45D2GA201009,

5,547cc SOHC V-8 Engine

Bosch Fuel Injection

300bhp at 5,600rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

Without Reserve

- ★ Fitted with full AMG trim from new by authorized agent
- ★ Just one owner and less than 49,000 original miles from new
- ★ Highly original, exceedingly well-preserved Southern California car
- ★ Offered with its factory accessories, books and comprehensive history file
- ★ Previewing in LA



THE 560 SEC AMG

In 1967, Hans Werner Aufrecht and Erhard Melcher founded AMG (Aufrecht, Melcher, and Grossaspach, Herr Aufrecht's hometown) as an engine modification and performance accessory firm for Mercedes-Benz vehicles. Famously, they created the 'Rote Sau' in 1969, a modified racing version of Mercedes' "banker's hot rod," the 300 SEL 6.3. Bored out to 6.8 liters, the thunderous super-sedan raced to an admirable second place finish at the 1971 24 Hours of Spa and significantly increased AMG's public profile. This formula of adding immense power to large Mercedes quickly became a hallmark for AMG and continues to this day.

THE MOTORCAR OFFERED

This striking Mercedes-Benz 560 SEC AMG is a highly original example of AMG's coveted Coupe. Finished in its original white exterior paint over the original luxurious tan leather, four-seat interior, this powerful German barnstormer has an undeniable presence and '80s charm. This car was purchased brand new by the consignor, and thus has been pampered in his fastidious care since new. Ordered and bought from the Beverly Hills, CA-based Mercedes-Benz agency, the car was treated to the full AMG styling kit when new, as offered by the authorized dealer. With just 48,368 miles on the odometer at the time of cataloging, this 560 SEC AMG has lived a cosseted life and is today presented in original condition throughout. The original white paintwork retains a beautiful shine, including the painted accent pieces, badges, front grille and headlight wiper arms.

The bodywork remains straight and in great condition, with excellent fit and finish. In the engine compartment one will find original factory markings, while trim plates and decals are intact. The interior presents equally well, and the rear seats look as they have never been sat in. The dashboard is adorned by the classic Mercedes-Benz gauges and switchgear, and the original Becker Grand Prix cassette radio is still in place. The car is offered with its factory accessories, books, service records, and a CARFAX report neatly documenting the low miles. Few cars from the 1980s evoke drama and power like these Autobahn cruisers, and few have led such a pampered existence as this very car, now offered from the original owner.

\$30,000 - 60,000
WITHOUT RESERVE

67.♦

1951 ALFA ROMEO 6C 2500 SUPER SPORT CABRIOLET Coachwork by Pinin Farina

Chassis no. 915922

Engine no. 928329

2,443cc DOHC Inline 6-Cylinder Engine

3 Weber Carburetors

110bhp at 4,800rpm

4-Speed Manual Transmission

Coil Spring Suspension

4-Wheel Hydraulic Drum Brakes

- ★ *Exquisite and desirable 6C 2500 Super Sport in elegant Pinin Farina Cabriolet design*
- ★ *Shown at Pebble Beach, Villa d'Este and Chantilly, and participated in the Mille Miglia*
- ★ *Superb, nut-and-bolt restoration performed by renowned specialist shops*
- ★ *The very last 6C 2500 Pinin Farina Cabriolet built*

★ *Previewing in LA*



THE ALFA ROMEO 6C 2500

'The current Alfa Romeo conceals as beautiful a chassis as ever with four-wheel independent suspension and a six-cylinder twin overhead camshaft unsupercharged engine...' - *The Autocar*, July 11th 1947.

Its Portello factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1946 with, inevitably, a pre-war carry-over, the 6C 2500 in a variety of new guises forming the basis of the Milanese marque's post-war recovery. Destined to be the last of the separate-chassis Alfas, the 2500 had debuted in 1939 and was a development of the preceding 2300. Styled in-house, but strongly influenced by Touring, the streamlined five-seater Freccia d'Oro (Golden Arrow) sports saloon was built alongside coupé and cabriolet versions featuring bodies by the likes of Pinin Farina, Touring and Ghia,

plus a six/seven-seater Berlina on a longer wheelbase.

The engine was, of course, the latest version of Alfa's race-developed double-overhead-camshaft 'six', its 2,443cc displacement having been arrived at by enlarging the bore of the 2300. Introduced in 1934, the latter had been designed by the legendary Vittorio Jano and was later developed by Bruno Treviso, becoming the 2500 in 1939. Maximum power ranged from 90bhp in single-carburetor Sport guise to 105bhp in the triple-carb Super Sport (SS) version.

The Alfa Romeo tradition of building driver's cars par excellence was upheld by the 2500, for although the box-section chassis was no longer state-of-the-art, it nevertheless boasted all-independent suspension, generously-sized

brakes, fast-gear steering and an unusually slick, column-mounted gear change. The latter enabled Alfa to claim the model was a full five-seater, with three passengers accommodated in the front and two - three at a pinch - in the rear. The inevitable weight gain over its pre-war predecessor was offset by the increase in engine capacity and superior aerodynamics, the two models' top speed being an identical 97mph.

For all its race-bred charm, the 6C 2500 represented Alfa Romeo's past rather than its future, nevertheless standing the company in good stead until the arrival of the thoroughly modern 1900 model in 1950. Production continued until 1953, which marked the end of an era at Alfa Romeo.





The elegant 6C 2500 at the 2017 Concorso d'Eleganza Villa d'Este.



THE MOTORCAR OFFERED

Clothed in elegant Pinin Farina Cabriolet coachwork over the top-of-the-line competition derived Super Sport chassis, this exceptional example of the 6C 2500 model is among the finest examples we have ever had the opportunity to offer for sale. This elegant motorcar, chassis number 915922, is the very last example of the model to receive Pinin Farina Cabriolet coachwork according to Alfa Romeo historians. Delivered on December 9th, 1951 to the company Kosta G.m.b.H. in Hamburg, Germany, the first caretaker of Alfa Romeo Super Sport was a British World War II veteran pilot stationed in Germany at the time. He eventually exported the car to the United States, where a Mr. Robert Agle of Jeffersonville, Ohio acquired the car around 1962. Mr. Agle is believed to have been quite the collector and held many exotic European sports cars in a barn in the Jeffersonville area.

915922 would remain there, stored away in a barn out of the public's eye for decades, until it was purchased in the late 1990s by Harold and Judy Johnson of Houston, Texas. 915922 is said to have been in very original and preserved condition at the time, and most importantly, it still retained its original, matching numbers 2500 Super Sport engine with the three Weber carburetor setup. The original Pinin Farina body was also still in situ and intact.

The Johnsons initiated a restoration of the Alfa Romeo, and the exterior color was changed to white. They would keep the car in their ownership until 2009, when it was sold to a Los Angeles, California based collector. In this ownership and following a mechanical refurbishment, 915922 participated in the 2010 Mille Miglia road rally - the grueling

3-day, 1,000-mile tour going from Brescia to Rome and back, also called *La corsa piu bella del mondo*; the most beautiful race in the world. After the Mille Miglia, the owner would leave 915922 in its native Italy, and appointed the appropriate craftsmen at Luzzago Brothers in Brescia to carry out a comprehensive restoration. During the process, the 6C 2500 Super Sport was painted in a rich burgundy exterior color it sports today, believed to match the color on the car from new. When Luzzago's work was completed, the Alfa Romeo returned to the US, where Vermont-based upholsterer Mike Lemire installed a new interior to factory correct specifications. Noted Alfa Romeo authority Raoul San Giorgi was appointed to do the proper research during the restoration and consulted on all aspects of the car's authenticity, including verification that the



engine and chassis indeed were mated together from new.

915922 was elected to be shown at the 2015 Pebble Beach Concours d'Elegance, where it would also participate in the Tour d'Elegance, and was chosen as the poster car for the 2016 Greystone Concours. While in the consignor's hands - a Southern California based European sports car enthusiast with a taste of the finest models available anywhere - the exceptionally restored 6C 2500 Super Sport made its appearance on the prestigious top-tier European show circuit, where it was shown at both the Concorso d'Eleganza Villa d'Este and the Chantilly Arts & Elegance Richard Mille 2017 events. Offered with books, tools, and an impressive history file including the FIVA-issued Identity Card this very last example produced of the luxurious

model marks the end of an era for Alfa Romeo. Alfa Romeo 6C 2500s are rare- Cabriolet versions even more so- and this superb Super Sport represents an exciting opportunity to acquire one of these historically important and eligible cars, restored magnificently well.

\$450,000 - \$600,000

68.

1964 PORSCHE 901 COUPE

Chassis no. 300024

Engine no. 900128

1,991 SOHC Flat 6-Cylinder Engine

2 Solex Carburetors

170bhp at 7,100rpm (see text)

5-Speed Manual Racing Transaxle (see text)

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *The 25th 901 built and 7th oldest surviving example*
- ★ *Actively raced since new—first 911 to be tracked*
- ★ *Competitive entrant in numerous desirable race events worldwide*
- ★ *The very beginning of the legend that is the Porsche 911*

★ *Previewing in SC*



THE MOTORCAR OFFERED

The 901 prototype would be introduced at the September 1963 Frankfurt Motor Show, though it would be towards the end of 1964 before Porsche was ready to put the new model into production at Zuffenhausen. The release of the production car at the 1964 Paris Auto Salon in October prompted an objection from Peugeot as to the name of the car, asserting its ownership of the naming rights of vehicles identified by three digits with a zero in the middle. In advance of the show, from September 14 to November 16 of 1964, Porsche had already begun producing the 901 with 82 examples rolling off the line before the name was officially changed to the now iconic 911 designation.

This 901 is one of the earliest surviving examples of what has since become Porsche's most iconic model. On October 6,

1964, chassis 300024 rolled off the assembly line, the 25th 901 to be assembled and the second one built on that day (300027 preceded it in production). According to the Kardex, a copy of which is on file, it was finished in Signal Red over black leatherette with pepita inserts and fitted with an optional Blaupunkt Stuttgart-type radio, speaker, and antenna. On November 23rd it was invoiced and delivered to its first owner, the Swedish Porsche distributor AB Scania-Vabis of Södertälje, Sweden. A photo on file shows a Mr. Lennart Öjsten collecting the 901 from a sea of new 356s for AB Scania-Vabis from the Stuttgart factory. Interestingly, the car was in Berlin for service the next day at Fa. Eduard Winter with no mileage recorded in the ledger. By January the car was in Sweden and recorded as having been certified by AB Scania-Vabis and serviced by them the next

day on January 14th, 1965 with 6,980km indicated. Likely a dealer demonstrator (as none of the 901s were originally intended to be sold directly to consumers), it appears the car was likely collected in Berlin and driven up to and around Sweden for six weeks before the usual dealer checks.

The Porsche remained with AB Scania-Vabis being actively used to promote the new 911 model. Four subsequent service records indicated on the Kardex reveal that by the end of September 1965 an enthusiastic 22,864 kilometers had been covered. A copy of an invoice indicates the 901 was sold on October 12, 1965 to Stockholm dealership group Kaiser Bil AB/Kaiser Car Stockholm. Kaiser was an active participant in motorsport having raced a 356 Carrera in the 1950s and the only 550 Spyder to have come to Sweden, so it





goes without saying Kaiser was quick to get the new 901 (now called a 911) on the track. A copy of the December 1965 FIA Passport details the early efforts to race this car, the first 911 see active track time. From this second dealer, the car was acquired in 1967 by fellow Swede Bo Strandell. A dedicated racer, Le Mans privateer, and Porsche dealer, Strandell would continue racing the car. In 1967 it was crashed while racing with damage to the front nose, which was then replaced with a 1965 911 front clip. Raced by Bo throughout Sweden and later the UK until the late 1970s, 300024 was then acquired by Josh Sadler. Sadler, a Porsche specialist who started the shop noted Porsche restoration shop Autofarm also would help instigate the start of a successful production Porsche racing series—the Porsche Club GB Championship—in which this 901 would

participate. Over the course of its life as a racer, the car was crashed backwards at Snetterton in the 1984. After this incident, the car was laid up for the next fifteen years.

In 1999 the Porsche was acquired by Adam Richardson, also of the UK. Acquired as a project with evidence of past repairs, the original chassis numbering and engine were present but past racing shunts had left the chassis and body beyond in rough shape. Porsche specialist Bruce Cooper of Sportwagen in Essex was entrusted with properly rebuilding the car. A donor chassis was sourced and surgically refitted but with care taken to ensure the original chassis stampings were retained while the bodywork was commensurately replaced with panels from another car.

This Porsche was the first 901/911 to be accepted to the Goodwood Revival shortly after it was completed. Richardson applied for and received a FIA Historic Technical Passport from the Motor Sports Association (MSA) of the United Kingdom in 2007. Besides racing at Goodwood, the Porsche also made appearances at the Classic Le Mans race two times—winning its class in 2012. In 2013 the original engine was rebuilt by Buckinghamshire, UK based specialist Neil Bainbridge at dyno tested with a peak output of a whopping 170.6hp at 7,100rpm and 141.5 lb-ft of torque at 5,700rpm with power going through a correct-type racing gearbox (the original still exists but is not presently accompanying the car).

The current owner acquired the car two years ago. Quickly entered and accepted to



the Rennsport Reunion VI in Laguna Seca in September 2018, it was chosen by Porsche to win the prestigious Eifel Trophy for the best car among a group that included numerous other deserving machines such as 911Rs, 911 T/Rs, 911 S/Ts, and 914/6 GTs. Most recently it was presented at the 2020 Amelia Island Concours. In the present ownership it has been regularly maintained by the experts at Vintage Racing Co. in Cumming, Georgia with recent work including adjusting the valves and Solex carburetors, cam timing maintenance, fluid changes, and general set up work.

Complete with its original numbers matching engine, this Porsche is the 7th oldest 901/911 in existence and the first one to hit the racetrack—let alone do so continuously for the ensuing 56 years. Documented by a copy of its original Kardex, its Porsche

Certificate of Authenticity, contemporary letters of provenance from Porsche Cars Great Britain, copies of its 1965 FIA Passport and 2007 MSA Historic Technical Passport, copies of dyno sheets and technical specs from Bainbridge's shop and more—this spectacularly early Porsche 901 would be a welcome and competitive entry at a number of racing events around the world from the Monterey Motorsports Reunion and Rennsport Reunion to the Le Mans Classic, Goodwood Revival, and Tour Auto. Plus, no matter which event you enter, you are guaranteed to have the oldest 911 on the track.

\$250,000 - 350,000

This Porsche is sold on a Bill of Sale.

69.

1955 MERCEDES-BENZ 300 SL GULLWING COUPE

Chassis no. 198040-5500099

Engine no. 198.980.5500100

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

240bhp at 6,100rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ Offered from private collector ownership of more than 20 years
- ★ Desirable early Gullwing in iconic livery for model
- ★ Original U.S. New York delivered example
- ★ Copy of Factory Datacard on file

★ Previewing in NY



THE MERCEDES-BENZ 300 SL GULLWING

In 2021, Daimler-Benz will celebrate a remarkable 135th anniversary of their birth, their history is a rich tapestry of engineering innovation, sports competition and refined luxury above all. Across the spectrum of automobiles to have emerged from Benz, Daimler and Mercedes works if there was one single production model which encapsulates those core values and resonates across generations, it would almost certainly be the 'Flügelträger' or Gullwing of the 1950s.

The 300SL coupe was the direct descendant of Mercedes-Benz' Le Mans W194 competition coupe, conceived in 1952 and aimed at wresting the World Sportscar Championship from Alfa Romeo, Ferrari, and Lancia, which were dominating post-war endurance racing. Mercedes-Benz historian W. Robert Nitzke writes that company management wanted to jump back into Grand

Prix racing, where it had been so successful before the war, but lacked the time necessary to design, build, and develop a new single-seater for the 1954 season. Instead, Chief Engineer Fritz Nallinger suggested that the company build a new two-seat sports car utilizing the strong in-line SOHC six-cylinder engine from its luxurious 300 series. Because the engine and drivetrain were relatively heavy, the chassis would have to be extremely light. Test Department manager Rudolf Uhlenhaut, having some experience with tubular chassis design, sat down with construction engineer Joseph Müller and laid out an extremely light (154 pounds) and rigid lattice-work chassis capable of accommodating the big in-line six. One major problem soon presented itself: there was no way to mount conventional doors without compromising the rigidity of the chassis. The solution was to raise the entry so that the doors cut into the roof, but that

meant hinging them from the top, thus giving birth to this car's timeless signature design feature.

The 300SL's first racing trial was the 1952 Mille Miglia, where Kling finished second to Giovanni Bracco's open Ferrari, while Rudolf Caracciola was fourth, the two Gullwings being split by a Lancia. The third Coupe had gone off the road early in the grueling contest. Next came the Grand Prix of Berne, where a quartet of 300SLs took the start and swept the top three positions, Caracciola having crashed in what would prove to be his last race.

Then came Le Mans, where Uhlenhaut struck fear into the competition by bringing an SL coupe fitted with a hand-operated air brake mounted on the roof. While that particular car was not raced, Mercedes would tuck the idea



in its pocket for future use. After the grueling 24-hour epic, a pair of 300SLs had finished in the top two positions...and were then driven back to the factory!

Mercedes-Benz sat out the 1953 and 1954 sports car seasons, concentrating instead on developing its new Grand Prix car. But, the SLs weren't done. they reappeared in 1955 as the airbrake-equipped 300SLR, utilizing that feature and numerous more of the advancements were successfully tested on the company's Formula One racing cars. The year would bring triumph and tragedy: 300SLRs winning at Buenos Aires, the incredibly difficult Mille Miglia—where Stirling Moss and Denis Jenkinson won at a record average speed of just under a hundred miles an hour—the Nurburgring, Spa, Zandvoort, Aintree, Kristianstad, Monza, Dundrod, and Sicily's Targa Florio. The only

setback, and one that would have devastating consequences, occurred at Le Mans, where team driver Pierre Levegh and more than 80 spectators died in one of racing's worst accidents, prompting Mercedes-Benz to withdraw from racing for many years.

New York imported auto entrepreneur Max Hoffman, credited with urging Mercedes-Benz to build a production sports car based on the 300SL racing car. The 300SL Gullwing, in final form, was unveiled at the New York International Motor Sports Show in early February 1954, and actual production began that fall. The new coupe was slightly changed in appearance from the racing coupes and featured Bosch direct fuel injection. This prompted the factory to claim it was, "the fastest German production sports car." Between 1954 and 1957, a total of 1,400 Gullwings were delivered to eager purchasers

THE MOTORCAR OFFERED

A year after the Gullwing had debuted at the New York Auto Show, car '99' in the sequence was delivered new through to the New York area almost certainly through Hoffman's esteemed Park Avenue dealership which in 1955 was devoted specifically to sell Mercedes. The Frank Lloyd Wright designed building was itself an icon which Mercedes-Benz took over in 1958 and remained as their agency until its sad demise in more recent years. Based on its delivery details and timing, it is just possible that the car may have graced that shop window, before finding its first custodian in March 1955. As supplied this icon of design wore its most popularized paintwork scheme of DB180, Silver Metallic, while its interior mirrored that of some of the Grand Prix cars of the period being in L-1 Gabadine Blue Plaid seats.

History charted through the Gullwing Group





Registry sees the car migrate to the West Coast, where it was owned by Carl de Bickere, and later John W. Hamilton of Newport Beach, both from California. In the early 1990s the Gullwing was offered publicly at a Don Williams and Richie Clyne 'World Classic Auction', when it was described as having had a 'recent frame-up restoration including drive train' and having fitted luggage. By 1996 was the property of Daniel Eaton of Paradise Valley, Arizona.

A lifelong fan of the brand, and seduced by the iconic status of this model, the present owner acquired the Gullwing at public auction in April 1999. By then, it had long since lost its factory belly pans and in its previous restoration the factory welded fender 'eyebrows' had been blended directly to the bodywork. Learning of its original paint and upholstery colorway which he preferred to

the then red and tan combination, after a few years of ownership he elected to restore the car and return it to its original colors. That work was begun by noted Mercedes-Benz engineer Andrew Bach and ultimately completed by Kent Bain's Automotive Restorations at Stratford, Connecticut. On file are extensive invoices for all the work it received, together with a copy of the factory Mercedes-Benz Datacard, supplied by the Classic Center. From the Datacard, and correspondence with Mercedes-Benz Classic, it is apparent that at some point the gearbox has been replaced with another slightly later '55 unit.

A now 15-year old rebuild has worn well, with the car seeing relatively modest use more for enjoyment than formal touring. It has been shown at the Amelia Island Concours d'Elegance and also the Greenwich Concours

d'Elegance, garnering awards on no fewer than three occasions.

This is a benchmark 300 SL Gullwing, benefiting from an early chassis number, in the archetypal livery for the model and equipped with the appealing options of both plaid seating surfaces and fitted luggage.

\$1,200,000 - 1,350,000

70.

1989 PORSCHE 930 3.3 TURBO COUPE

VIN. WP0JB093XKS050505

Engine no 68K00973

3,299cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

282bhp at 5,500rpm

5-Speed G50 Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Extraordinarily well-kept, with just over 36,000 miles from new*
- ★ *Desirable final production year 930 featuring the G50 transaxle*
- ★ *Recent refurbishments totaling over \$50,000*
- ★ *Offered with Porsche Certificate of Authenticity and CARFAX report*

★ *Previewing in LA*



THE PORSCHE 930

Much of the Porsche 911's development had resulted from the factory's racing program, and it was the then FIA Group 4 homologation rules, which required 400 road cars to be built, spurred on the development of 'Project 930' - the legendary 911/930 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 930 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 intercooler 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. Due to strong emission regulation in the US, the Turbo was not imported for the US market between 1979 and 1984, but retuned in 1985, now equipped with upgraded Motronic engine management systems. Targa and Cabriolet versions were also introduced.

The final production year of the legendary 930 Turbo was 1989, and these desirable end-of-the-line cars were fitted with the prized Getrag G50 five-speed transaxle, ensuring few cars would compete with the 930's unquestionable dominance on street and on the racetrack. More refined than hitherto yet retaining its high-performance edge, the Porsche 930 Turbo sold in the thousands, arguably becoming the definitive sports car of its age.



THE MOTORCAR OFFERED

Offered here is an extremely well-kept, low-mileage Coupe example of the desirable, final production year of the original 930 Turbo, featuring the Getrag G50 five-speed transaxle. The 505th example built of the 639-car model-run, this exceptional 930 was completed at the Zuffenhausen Porsche factory in March of 1989, and finished in a stealth Black exterior color, while fully equipped inside with top-of-the-line features and trimmed in Cashmere leather with matching premium carpets. A US market example, the new 930 was delivered on June 9th, 1989 to its first owner, a Mr. Perryman, by Jim Ellis Porsche in Atlanta, GA.

The accompanying CARFAX report documents owners in the North East and Mid-West until 2018, while consistently logging the Porsche's mileage. At this point the 930

was purchased by the consignor, a Southern California based collector and connoisseur of exceptional European sports cars. To ensure the rare 930 would perform its best, he had Reseda-based Porsche specialist NARW rebuild the engine, and install a new turbo, clutch and what else was necessary. The balance of mechanical systems was gone through as well, and new tires installed. Inside, Autobahn Interiors fitted new leather hides, and the A/C system was serviced. Cost of the work performed totaled over \$50,000, and the powerful Porsche has since been exercised on the 1,500-mile Ramshorn Rally.

With just over 36,000 miles recorded from new, this rare 930 is documented by a CARFAX report and the Porsche-issued Certificate of Authenticity, as well as the original warranty book, owner's manual,

spare wheel and inflator, jack and tool kit. This desirable G50-equipped example of the legendary 930 must be one of the best examples available anywhere and is fully equipped with the factory sport steering wheel, electric sunroof, windows and seats, headlamp washers and rear window wiper. Combining the unmistakable looks of a classic Porsche, the powerful Turbo motor, and the collectability that goes hand in hand with its low production figures, this extraordinary end-of-the-run 1989 930 G50 Turbo Coupe should not disappoint.

\$145,000 - 175,000

71.

2014 CHEVROLET CAMARO ZL1 COUPE

VIN. 2G1FZ1EP8E9801194

6.2-Liter LSA Supercharged V8 Engine
 Electronic Direct Fuel Injection
 580bhp at 6,000rpm
 6-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Ventilated Disc Brakes

- ★ *Exceedingly fast and powerful ZL1 Camaro*
- ★ *Well-kept example with less than 10,900 miles and just one owner from new*
- ★ *Stealth black on black livery*
- ★ *Serviced and maintained since new*
- ★ *Previewing in LA*



THE CAMARO ZL1

The Chevrolet Camaro ZL1 was the fastest and most powerful production Camaro to ever roll out of a General Motors factory in 2014. Chevrolet gave the supercharged monster a visual overhaul, adding much new equipment and changed what colors were available. With a Nürburgring track lap time of 7:41, it also outperformed most impressive supercars on the road, and does so till this day. From the aggressive body kit and the louvered hood, to the gurgling and barking exhaust note, the ZL1 certainly gave the impression of a modern-day muscle car. The ZL1 is powered by a supercharged 6.2-Liter LSA V8 unit, based on that powerful motor from the Corvette ZR1 sibling. It is one of the most powerful production V-8s in the world and propels the Camaro to be one of the fastest cars in the World. With 580 horsepower on tap and 556 lb.ft of torque, it will do 0-60mph in 3.8 seconds.

THE MOTORCAR OFFERED

Offered here is a stellar example of the limited-production and extremely fast, fifth-generation Camaro ZL1. Finished in a stealth black over black livery, the new ZL1 was delivered new to British Columbia, Canada, and has resided there ever since, while in the hands of just one owner. The Camaro has been garage stored in a climate-controlled environment both summer and winter, and with less than 10,900 miles (17,600kms) covered since new, it remains in largely as-delivered condition inside and out. The car has been serviced as needed and is offered with its factory accessories.

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

72.

1967 MERCEDES-BENZ 250SE COUPE

Chassis no. 111.021-10-083646

2,496cc SOHC Inline 6-Cylinder Engine
 Bosch Mechanical Fuel Injection
 150bhp at 5,600rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Nicely restored example
- ★ Fitted with manual transmission, sunroof, and Kuhlmeister air conditioning
- ★ Smart and useful Mercedes-Benz in timeless design
- ★ Attractive color scheme
- ★ Previewing in NY



THE MOTORCAR OFFERED

This particular Mercedes-Benz 250SE Coupe is a nicely restored example of the superb grand touring coupe. Coming to the current owner's collection in February 2018 from a California collector, it was reported at the time of purchase that the Benz had been the subject of a comprehensive restoration and engine rebuild. The work that was said to be done included a new paintjob and interior, fresh wood trim redone by Madera Concepts in Goleta, California, a rebuilt fuel injection system, refreshed gauges, a redone Kuhlmeister air conditioning system with new compressor, rebuilt starter, and new clutch, muffler system, gas tank, fuel pump, hoses, transmission and engine mounts, bushings, rear suspension and more. During the restoration, the sound system was upgraded with a new head unit while the power sunroof was retained. Since acquisition, the current

owner has continued to carefully maintain the car in addition to rechroming the rear bumper with work carried out by Park Place Holdings in Portsmouth, Rhode Island.

Finished in Ivory over Cognac leather, this Grand Tourer is equipped with the desirable four-speed manual gearbox. Mercedes-Benz coupes of this era are wonderful cars. They are characterized by their exemplary build quality. Their independent suspensions give them wonderful road manners, and fuel injection gives them great drivability. This hand-built Mercedes is surely a great car for a collection or as a wonderful driver for the enthusiast.

\$35,000 - 45,000
WITHOUT RESERVE

73.

1973 ALFA ROMEO 2000 GT VELOCE

Design by Giorgetto Giugiaro

Chassis no. AR3022370

Engine no. AR01500.05353

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

- ★ Mechanically and cosmetically refurbished by Alfa specialist Santo's Restoration
- ★ Unmolested, blue-plate California car
- ★ Classic Giorgetto Giugiaro styling with subtle aesthetic upgrades
- ★ Well documented and proven 1,000-mile Rally participant

★ Previewing in LA



THE ALFA ROMEO GIULIA

First introduced in 1962, the early Giulia differed from the outwardly similar 101-Series Giulietta by virtue of its more powerful and much less fussy 1,570cc engine, which continued when the new 105-Series Giulia was introduced later that same year. Despite its boxy, unitary construction body the newcomer was a paragon of aerodynamic efficiency and possessed a distinctly sporting nature, the 92bhp produced by its classic twin-cam four-cylinder engine making the Giulia TI a genuine 100mph car. Under the skin the Giulia featured a five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - apart from early cars - disc brakes all round, a formula that carried over into the coupe version, the Giulia Sprint GT.

Launched in 1963, the Sprint GT was clothed in beautifully balanced four-seater coachwork penned by Carrozzeria Bertone's Giorgetto Giugiaro but now manufactured at Alfa's new Arese factory. It represented a successful attempt to produce a typically sporting Alfa Coupe for the young family man, a modestly priced four-seater combining the elegance of a Bertone-designed body with the performance of a twin-cam engine. Introduced in 1971, the 2000 GT Veloce (or GTV) was the final version of the classic 105-Series Alfa Romeo. There were no major styling changes made by Bertone, merely a new grille, the body remaining the same as the preceding 1600 and 1750 models. Representing the final enlargement of Alfa's legendary twin-cam four, the 1,962cc engine produced 132bhp, which was delivered to the road via a five-speed gearbox and limited-slip differential. Torquier

than its 1750 predecessor, the 2000 GT Veloce was good for a top speed of 120mph. These lovely Italian coupes were purpose-built for spirited, high-revving driving and offer great performance and beautiful Bertone design in an approachable package.



THE MOTORCAR OFFERED

This stunning Alfa Romeo 2000 GT Veloce was delivered new to the US market in 1973, where a Palo Alto, California resident became the first owner. The new Alfa was finished in Silver Metallic over Black, and fitted with a limited slip differential, just as it appears today. Period correct blue and yellow California license plates are fitted to the car today, and documentation indicates that the car never left the mild California climate. Service records on file dating back to 1987 indicate both cosmetic and mechanical work carried out in the 1980s, including a repaint and engine rebuild. The Silver Metallic Alfa Romeo has since 2015 been pampered in the hands of two different CF200 members, the latter purchasing the car in 2017. During his ownership the car has formed part of his impressive collection of sports and special interest collector cars, while being used on

spirited tours and rallies, including the 1,000-mile SCM Rally in 2018. In recent years, Santo's Italian Car Service has been retained by the last two local owners for a thorough mechanical and cosmetic overhaul to the tune of more than \$28,000. This work included re-plating of the original bumpers, fitment of a new carpet, complete transmission and fuel injection refurbishment, and a full engine and interior detail.

Presented in a beautifully sorted condition throughout, this sporty Alfa Romeo would be a great companion on twisty backroads. 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. The timeless Giorgetto Giugiaro for Bertone design suits these little Italian jewels perfectly, and the smart interior topped by the wood-

rimmed steering wheel is equally attractive. Accompanying this desirable 2000 GT Veloce is the original window sticker, service and restoration records, and a reprint of the factory owner's manual.

\$55,000 - 85,000

74.

1914 BENZ 18/45 FOUR PASSENGER RUNABOUT

Chassis no. 22009

Engine no. 21689

4,710cc L-Head 4-Cylinder Engine

Single Carburetor

45bhp at 1,650rpm

4-Speed Manual Transmission, Chain Drive

4-Wheel Semi-Elliptic Leaf Springs with Live Rear Axle

Rear Drum Brakes

★ *Renowned high-quality automobile*

★ *From the Key Collection.*

★ *Amelia Island Concours entrant*

★ *Delightful nut and bolt restoration*

★ *Previewing in LA*



BENZ & CIE

By the end of the 20th Century's first decade, the automobile had left its primitive 'horse-less carriage' antecedents far behind, thanks, in no small measure, to Karl Benz. In America meanwhile, the focus of development had been on production techniques that effectively 'democratised' the motor car, making it an affordable means of transportation for the masses and no longer the exclusive preserve of the wealthy dilettante. In the halcyon days before the outbreak of the First World War though, there were sufficient numbers of the latter to make the production of large luxury cars a highly profitable enterprise.

The major overseas players on the American scene at this time were Rolls-Royce and Benz, the latter's distributorship - the Benz Auto Import Company of America - being located on Broadway, New York City. In 1911,

Benz chassis prices ranged from \$3,250 for the 18hp up to \$8,500 for the 60hp, and this at a time when a new Ford Model T could be purchased for under \$700! If custom coachwork of the finest quality was specified, the total cost of a Benz could reach stratospheric heights.

Benz could command these prices due to their excellent quality but also because of the sterling reputation they had built through competition. The 21 liter Blitzen Benz had established a series of land speed records culminating in a 141.7 mph run at Ormond Beach Florida. This outright land speed record stood till 1919.



THE MOTORCAR OFFERED

Prior to World War 1 Benz produced a wide array of motor and chassis combinations. Models ranged from the petite 6/14 up to the massive 82/200 Blitzen. The 18/45 model was in the upper half of the Benz range and represented a sweet spot for size and performance. The well-engineered engine made 45hp with only an 18hp taxable size. The smooth running and efficient L-Head design attributed to this efficient power output. At nearly five liters it is a healthy sized four cylinder. The attractive motor is made up of two "cast in pairs" cylinders mounted to an aluminum crank case.

The crown jewel of this example is the V radiator. Fitted to some but not all 18/45 chassis it has the iconic appearance of the later Mercedes-Benz models. The motor runs through a smooth-shifting Benz four-speed transmission. Attractive brass lights and accessories complete the package of this well turned out motorcar.

In 2012 this Benz was acquired from the Aalholm Automobile Collection in Denmark. Since then a comprehensive restoration was performed. The work was completed early in 2019 and the car was shown at the Amelia Island Concours D'Elegance. The car wears the charismatic, tough non-standard, coach work it was acquired with and makes the car quite sporty and nimble. Not burdened by the heavy coach work typical of the era the Benz is surprisingly spirited and a great attention getter.

A fun example from one of the great names of the pre-war era. With its fresh restoration and striking looks it is bound to provide lots of fun for its new owner.

\$250,000 - 350,000

75.

1964 LOTUS 23B SPORTS-RACER

Chassis no. 23-S-103

1,600cc DOHC Lotus-Ford 4-Cylinder Engine
2 Weber Twin-choke Carburetors
196bhp at 8,000rpm
5-Speed Hewland Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ A very successful contender both in period and at current vintage racing events
- ★ Thoroughly researched in comprehensive report compiled by noted historian Michael Oliver
- ★ Expertly prepared and maintained by Epifani Restorations
- ★ Eligible for a host of prominent vintage racing events around the globe

★ Previewing in LA



THE LOTUS 23

John Blunsden, much respected Associate Editor of 'Motor Racing' magazine in the UK, wrote in 1962 that "The Lotus 23 is the closest thing to the 22 Junior that it is possible to make, that will carry a scaled-down and smoothed out Appendix C (Lotus 19-type) Monte Carlo body...".

This was in fact the last purebred small-capacity sports-racing car to be designed from the ground up by Colin Chapman and his team. Upon its launch at the 1962 London Racing Car Show, the Lotus 23 emerged as the neatest, sleekest sports-racing car ever seen. Although it was intended essentially as an 1,100cc class contender, up-to-1,000cc engines were another option and early in the 1962 season Lotus developed its own twin-cam headed version of the Ford engine, which emerged as a 1,498cc unit. The first of these went into a works Type 23 which Jim

Clark drove in the ADAC 1,000Kms World Championship round at the Nürburgring. There his performance in the little car was nothing less than stupendous, as he led the entire field until being overcome by fumes from a broken exhaust pipe.

Two works-backed Type 23s were then entered for the Le Mans 24-Hour race, one with 997cc and the other with 745cc engines, but the French scrutineers rejected them because while the front wheels had four-stud fixing the rears used six-stud. This contravened a requirement that the statutory spare wheel should fit both front and rear. Colin Chapman had the rear fixing modified to accept four studs only and so match the fronts, but the scrutineers then ruled out that play on the basis that if six studs were required in the original design, the Lotus would be plainly unsafe on only four.

Concluding that the organizers were favoring rival French entries, and despite support from the British RAC, Colin Chapman was forced to withdraw the two 23s, vowing that his Lotus team would never race at Le Mans again; a vow he kept.

This did nothing to discourage tremendous sales success for the design. Into 1963 a Type 23B version was offered with more robust chassis and a 1,558cc Lotus-Ford Twin-Cam engine as standard. Lotus 23s in the 1-litre, 1,100cc and 1,600cc racing categories at everything from the most modest club to the most major International level raced throughout the UK, Europe, the Americas, Southern Africa and Australasia and proved immensely successful. Production 1962-64 ended with 131 cars produced, and many more have been assembled both in and out of period by outside specialists.



THE MOTORCAR OFFERED

This highly successful Lotus 23B Sports-Racer, chassis no 23-S-103, is offered with a comprehensive, 58-page report compiled by noted Lotus 23 historian, Michael Oliver. The report is well-detailed and contains scans of the factory invoices and build sheets from Lotus, and neatly documents the car's impressive racing and ownership history. First owner, Paul Webb, campaigned the Lotus at prominent club events around the UK during the 1964 and 1965 racing seasons, including outings at Snetterton, Brands Hatch and Silverstone. There are some lovely pictures on file from this period, showing 23-S-103 at speed. The car was sold by Mr. Webb to Peter Beach in 1965, who would continue to race the competitive Lotus, before selling it to Peter Beaver in 1968. Mr. Beaver also raced the Lotus, which at this time had received some modifications to the bodywork and

proved to remain competitive as he won at Silverstone with the car in 1968.

By the early 1970s, 23-S-103 migrated to Canada, where it continued its racing career in the hands of Barrie Bratt, Alan Downing and Greg Griffiths. American race car driver and car broker Dirk Layer acquired the Lotus in 1987 and campaigned it at vintage racing events around the US, before selling it in 1990 to Joe Graziano, with whom the car would remain for about 15 years. Noted Bay Area collector Peter Read purchased the car in 2005, and entrusted renowned specialist Jim Groom and Epifani Restorations to prepare and maintain 23-S-103 for vintage racing, a tradition which has been kept until this day. Additionally, Dan Marvin has kept the Lotus sorted. Offered from decade-long ownership in the hands of a noted vintage race car driver

and enthusiast, this successful Lotus 23B is ready to continue its impressive track record and is eligible for the most prestigious vintage racing events around the Globe.

\$90,000 - 120,000

This vehicle is offered on a Bill of Sale.

76.

C.1920 MASON TOURIST KING

Chassis no. 1 - (DMV State Issued)

Engine no. 561-7R - 54480

281 cu in, 6-Cylinder Side-Valve, Continental 7R Engine

Single Stromberg O2 Carburetor, 55hp

3-Speed Manual Transmission

Semi-Elliptic Leaf Spring Suspension

2-Wheel Brakes

- ★ *Sole example extant*
- ★ *Comprehensively restored at a cost of in excess of \$545,000*
- ★ *Yet to be shown competitively at Concours level*
- ★ *Show or museum potential*

★ *Previewing in NY*



THE MASON TOURIST KING

This exquisitely restored automobile is as far as we know the sole example of its marque to survive!

The Mason concern was one of dozens of vehicle constructors in the Newark, New Jersey area, which in the 'Teens and Twenties' could even count on its own Newark Auto Show to promote their wares. Names such as Hoagland-Thayer, Lescina, Keromotor, Messerer and Phianna sadly are gone into the mists of time, and so might the Mason Tourist King, if it were not for this car.

According to a reference in the Standard Catalog of American Cars, the suggestion has been that the car was designed as a pitch to the Military as a Staff Car, and was one that could be used for touring purposes, but has an ingenious bodywork set-up which would

convert to providing a flat sleeping area in the center of the body. It is surmised that the concept was either too expensive to reproduce commercially, or that orders did not make the project viable, but perhaps it is more likely that their timing was off, for its Continental engine dates it to 1919-1920, which would have been too late for application for war use. It is thought that as such this may have been the only such car to have been built, it is certainly the only one known to have perpetuated to this day.

That the car survives at all is in part tribute to the esteemed collector the late Richard Roy, who is understood to have discovered the car along with a Case tractor decades ago. Mr. Roy was noted for gathering both antiques and automobiles, and his stable showed a particular leaning towards American cars of

the 1920s, being stocked with vintage models of great American brands such as Chrysler, Mercer, and Pierce-Arrow. His collection was also known for the originality of its content, with the majority representing unrestored examples of their genre.

On acquisition, the Mason was also in seemingly original and unrestored order, which corroborates its authenticity, for despite the remarkably complicated coachwork that the car wears, it was very clearly bearing all the hallmarks of having been built in this configuration and then having received relatively modest use in its career.

The current owner and Mr. Roy were kindred spirits in terms of their love of specialty artefacts of all ages and when the Mason was shown, it immediately connected with him



©Dan Vaughan-Concept Carz

and became a negotiation quest, the like of which many collectors endure to secure rare items for their collections. In this situation, the bartering settled on the idea of the Case and the Mason transacting again as they had seemingly done so on previous occasions, and a deal was struck!

The vehicles were retrieved, and the Mason brought to his Connecticut home. The configuration and build of the car was something that truly fascinated its new custodian, but ultimately its condition was found wanting, and a decision was made to investigate how the car could be restored. Research into its maker and coachwork was extensive, but proved elusive, so the car itself simply had to be carefully dismantled and understood, before being rebuilt.

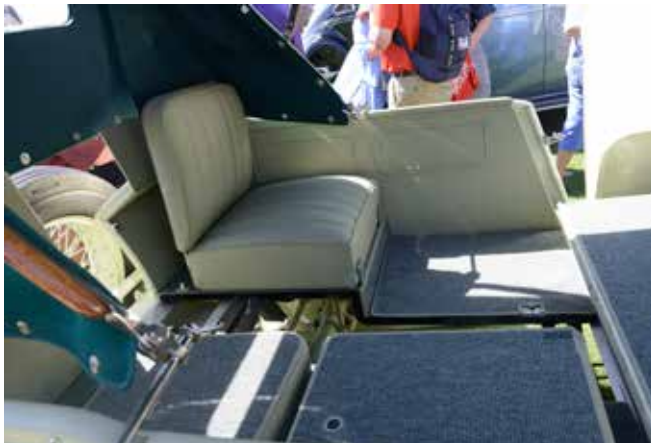
On the suggestion of the late, highly respected collector Robert 'Bob' M. Lee of Nevada, a local restorer, Twin Brooks Restorations of Suffield, Connecticut were entrusted with the task of reviving the car. The project would prove to be all consuming and take the next 7 years while its cost ballooned to nearly \$545,000. Along the journey, it was elected to lighten up its somewhat conservative and dowdy battleship grey coloring with a scheme of two tones of light green, and correlating upholstery and top. Throughout the process the owner was guided and assisted by his friend enthusiast Richard Burnham.

The car was finally completed in 2017 after an exhaustive process and was debuted on display only at the Amelia Island Concours d'Elegance in 2018. There on the fairways of

the Ritz-Carlton, its complicated bodywork was carefully shown off in both its touring and fully converted form. This as best explained sees the front seats which are part of the doors open and then fold downward, at the same time this opens up space in the center of the body. Next, the rear section of the body separates in the center and parts to broaden the space in the middle. Finally, the seat cushions fold forwards, and the center toe board flattens out to create a flat 'sleeping' deck. The detail is complicated, but clearly thought out and the design of its operation is certainly of high-quality material and structure.

The Mason Tourist King is unquestionably a fascinating automobile, which offers a remarkable insight into a pioneer concept of which it is the unique torch bearer. As such it would make an intriguing display in any museum or collection.





It also remains yet to be shown at any further Concours events around the country or world, providing other avenues for its next custodian. Its convertible coachwork and condition are unquestionably eye catching and captivating, and provide quite a draw, so it would no doubt be welcomed to such future events as we look to the 2021 season.

As its presenter, its next custodian will benefit from all of the hard work having been carried out and simply the enjoyment of owning an automobile which will surely always be quite a draw. And perhaps, just perhaps, as can happen at public events someone may just appear who can join the dots to its early history...

\$175,000 - 250,000

77.º

2014 BUGATTI VEYRON 16.4 GRAND SPORT VITESSE 'MEO COSTANTINI'

7,993cc DOHC 64-Valve Quad-Turbocharged W16 Engine
Direct Fuel Injection
1,200bhp at 6,400rpm
7-Speed Dual Clutch Semi-Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Ventilated Carbon-Ceramic Disc Brakes

- ★ 1 of only 3 Legend 'Meo Costantini' special editions built
- ★ The sole US-Spec Legend 'Meo Costantini'
- ★ Fewer than 400 miles from new
- ★ One of the world's rarest hypercars

★ Previewing in LA



THE BUGATTI VEYRON

To say that the Bugatti Veyron caused a sensation when it arrived in 2005 would be a gross understatement; for here was a car that didn't just rewrite the supercar rule book so much as tear it up and start afresh. All the more remarkable was the fact that the Veyron was the dream of one man: Ferdinand Piech, CEO of the Volkswagen Group, which had acquired the Bugatti brand in 1998. Piech's ambition was to create a car that had 1,000 horsepower at its disposal, could exceed 400km/h (250mph), and cost €1 million. Turning Piech's dream into a reality would prove to be an immensely difficult undertaking, even for a company with Volkswagen's technological resources, and the result would not see the light of day for another seven years.

Designed by ItalDesign boss Giorgetto Giugiaro, the first concept car – the EB118 – was displayed at the Paris Auto Show in 1998, featuring permanent four-wheel drive and a Volkswagen-designed W18 engine. A handful of variations on the theme were displayed at international motor shows over the course of the next few years before the concept finally crystallized in 2000 in the form of the Veyron EB 16.4. The latter was styled in house at VW by Hartmut Warkuß and featured an engine with 16 cylinders and four turbochargers – hence the '16.4' designation. It was named after Bugatti development engineer and racing driver, Pierre Veyron, who together with co-driver Jean-Pierre Wimille, had won the 1939 Le Mans 24-Hour race for the French manufacturer. But this was far from the end of the development process, and it would take another five years

and an extensive shake-up of the project's management and engineering teams before production could begin, by which time an incredible 95% of components had been either changed or redesigned.

Effectively two narrow-angle 4.0-liter V8 engines sharing a common crankcase, the 8.0-liter W16 – just – met Piech's requirements, producing a maximum output of 1,001bhp and 922ft/lb of torque, figures that would embarrass a current Formula 1 car. With a curb weight of 1,888kg (4,162lb) the Veyron had a staggering power-to-weight ratio of 523bhp per ton. Tasked with transmitting this formidable force to the ground was a permanent four-wheel-drive, dual-clutch transmission system incorporating a seven-speed paddle-shift semi-automatic gearbox, the latter built by the British company,



Ricardo, while to accommodate the Veyron's phenomenal top speed Michelin designed special run-flat PAX tires. Piech had specified a maximum velocity of 250mph and the Veyron did not disappoint, with more than one tester – Top Gear's James May included – exceeding the target by a few miles per hour. At \$1,250,000 (€1,225,000) the Veyron base price as also exceeded Piech's target comfortably.

To maintain stability at such high speeds, the Veyron has a few aerodynamic tricks up its sleeve, a hydraulic system lowering the car at around 140mph, at which speed the rear wing deploys, increasing downforce. But if the Veyron driver wishes to exceed 213mph (343km/h), he or she needs to select Top Speed Mode (from rest) before joining what is a very exclusive club indeed.

Jeremy Clarkson, reviewing the Veyron for *The Times*: "In a drag race you could let the McLaren (F1) get to 120mph before setting off in the Veyron. And you'd still get to 200mph first. The Bugatti is way, way faster than anything else the roads have seen." Yet despite its breathtaking performance, the Veyron contrived to be surprisingly docile at 'sensible' speeds. "Bugatti says the Veyron is as easy to drive as a Bentley, and they're not exaggerating," declared *Autocar*. "Immediately you notice how smoothly weighted the steering is, and how calm the ride is."

In a market sector many of whose protagonists can only be described a 'hard core', the Veyron contrived to be a remarkably civilized conveyance. "When you climb aboard the Bugatti Veyron there are no particular physical contortions required of you by the

world's fastest car, as there are in so many so-called supercars," observed *Autocar* describing "the most exquisite car cabin on earth". The latter was found to be more than generously spacious for a two-seat mid-engined car, while in terms of interior equipment there was virtually no limit to what the, necessarily wealthy, Veyron customer could specify. Restricted rearward visibility is a frequent bugbear of mid-engined supercars, a problem the Veyron dealt with by means of a reversing camera.

In 2009, an open version of the Veyron – the Grand Sport – was announced, featuring a removable roof panel and 'emergency' soft-top. The following year Bugatti released the ultimate Veyron – the Super Sport – which came with 1,200bhp, 1,100ft/lb of torque, and revised aerodynamics. Only 30 were made,



the very last of these truly fabulous cars being that offered here. An open version - the Grand Sport Vitesse - was introduced in 2012.

The SSC Ultimate Aero had taken the Veyron's title of 'World's Fastest Car' in 2007, but the Super Sport would soon put the upstart American manufacturer in its place. The redoubtable James May achieved a top speed of 259.49mph (417.61km/h) on 4th July 2010, and later that same day Bugatti test driver Pierre Henri Raphanel set a new mean best mark of 267.856mph (431.072km/h) at Volkswagen's test track near Wolfsburg in Germany. This had been achieved by deactivating the Super Sport's electronic limiter, which restricts top speed to 'only' 258mph (415km/h), causing some to question the figure's validity. Eventually, the Guinness Book of Records decided that

the mark should stand. By the time Veyron production ceased in 2015, Bugatti had built only 450 of these quite extraordinary cars.

THE MOTORCAR OFFERED

At the end of the Veyron production Bugatti announced plans to build six special-edition Grand Sport Vitesses to honor the most influential figures in its illustrious history. The first of these special editions was the Jean-Pierre Wimille, followed by the Jean Bugatti, Meo Costantini, Rembrandt Bugatti, Black Bess, and the Ettore Bugatti editions. The stupendous Bugatti offered here is the third of the legend series, the Meo Costantini. In 2013 the Meo Costantini was unveiled to the world with great acclaim at the Dubai International Motor Show. In addition to being a close friend of company founder Ettore Bugatti, Meo Costantini was the head of the factory team as well as being a successful racer himself; having won the Targa Florio on two separate occasions in a Bugatti Type 35. As a result, the Vitesse Meo Costantini pays homage to the fabled Type 35. On the exterior, the Meo



Costantini features carbon fiber body pieces finished in a newly developed color for the special edition, known as "Bugatti Dark Blue Sport" which ties back to the classic French racing livery and the Type 35. The exterior pieces that aren't finished in the special edition color are beautifully contrasted with polished aluminum. In addition to the unique livery, the exterior featured Meo Costantini's signature laser-engraved into tank and oil caps, and the Targa Florio racetrack silhouette is painted on rear wing underside. Inside the cockpit, racing scenes and images of vintage Bugattis are laser engraved into the leather paneling on the doors. Costantini's signature is embroidered in headrests and the Targa Florio silhouette appears on the cover of rear center box.

This particular example is 1 of only 3 of the Meo Costantini editions built, and the sole example made in US specification. The car was delivered new to Bugatti of Beverly Hills where its original owner took possession. Today, the special edition Bugatti has covered fewer than 400 miles since leaving the factory and presents as brand new. This historic Bugatti represents a unique opportunity for the discerning collector to own an exceedingly rare piece of the Bugatti legend.

\$1,800,000 - 2,100,000

78.

1955 ASTON MARTIN DB2/4 DROPHEAD COUPE Coachwork by H.J. Mulliner

Chassis no. LML/1003
Engine no. VB6J/545

2,922cc DOHC Inline 6-Cylinder Engine
2 SU Carburetors
140bhp at 5,000rpm
4-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- ★ *Rare, factory left hand drive Drophead Coupe*
- ★ *Formerly in the collection of glass artist Dale Chihuly*
- ★ *Well kept, high quality restoration in the original colors*
- ★ *Great thoroughbred sports car from a golden era of motoring*
- ★ *Perfect for a special engagement*

- ★ *Previewing in NY*



THE ASTON MARTIN DB2/4

The need to widen the appeal of the already-successful DB2 resulted in the launch of the 2+2 DB2/4 in October 1953. Modifications to the rear of the chassis plus a reduction in fuel tank capacity from 19 to 17 gallons liberated sufficient space within the existing design for two child-sized occasional rear seats. Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space, the latter being accessed via a hatchback rear door - one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor.

Technically, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm

independent front suspension and well-located live rear axle. The W.O. Bentley-designed, 2.6-liter, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3.0-liter, DB3S-derived, 140bhp engine in 1954. The car's top speed was now 118mph, with 60mph reached in around 11 seconds.

The DB2/4 was never intended to be a racing car but did have an impressive competition career, which began early in 1955 when the Aston Martin Works entered three cars in the Monte Carlo Rally. Reg Parnell was partnered by motor racing photographer Louis Klemantaski in one car, Peter Collins and Graham Whitehead shared the second, while the third was crewed by two former Monte winners, Dutchman Maurice Gatsonides and

Frenchman Marcel Becquart. Parnell and Collins put themselves out of the competition by going flat-out from the start and getting penalized for arriving at the checkpoints too early. Parnell was then disqualified before the car got back to Monte Carlo, but Collins was able to continue and won the traditional race around the Monaco GP Circuit. Gatsonides and Becquart led the rally until they passed a secret time-check, and dropped to seventieth place. They were awarded the RAC Trophy for 'Comfort and Safety' for their impressive performance.

DB2/4 production had amounted to 565 cars by the time of the MkII's introduction in October 1955, only some 73 of which were Drophead Coupes. Today, these smart-looking, hand-built Aston Martins are high on collector's lists worldwide, prized for their enviable blend of elegance, performance and usability.







THE MOTORCAR OFFERED

A truly great 'best of both worlds' sports convertible, the Mulliner Dropheads on these chassis provide fully open motoring or properly enclosed cover if the temperature changes or precipitation should arise. As such they make ideal road touring cars and are blessed with the fabulous heritage of the brand.

As a collectible automobile the limited production run of only 73 cars is bettered still when one divides out those that were built for non-domestic countries and in Left Hand Drive. This extremely rare example is noted on its build sheet as being delivered in this form and was sold through U.S. Agent Inskip 61 years ago in November of 1955. Finished in Blue Haze with blue hides and a beige top it was supplied new to Count Cars Inc. of Media, Pennsylvania.

The early history of this Aston is not known, but it was acquired by the world-famous glass artist Dale Chihuly as part of his burgeoning collection of Aston Martins that came to grow to 28 cars in total. In 2001, the car appeared for sale as a recently restored machine with a work having been finished just prior to sale. Retained by the subsequent, West Coast owner from 2001-2010, LML1003 was purchased by the penultimate owner in April of 2010 and maintained by Treasured Motorcars Services in Owings Mills, Maryland. Acquired by the current owner in January of 2016, it has been enjoyed and maintained since purchase. Including display at the Elegance at Hershey.

Interestingly, a car of identical specification had a starring role in Alfred Hitchcock's seminal 1963 flick *The Birds*. Driven by Tippi Hedren's character, socialite Melanie Daniels,

it featured prominently in many scene—including the ominous closing sequence, and was perfectly suited to the stunning scenery in Bodega Bay, California. The exact car used, carrying California registration RUJ 655 in the film, remains unknown, however.

Documented by a copy of its original build sheet and showing beautifully today, this Aston is ready to be toured and enjoyed. Whether it is for a show, rally, or special engagement, there are few more elegant and sporting ways to participate than in this drop top Aston.

\$300,000 - 400,000

79.9

2019 ASTON MARTIN VANQUISH ZAGATO SHOOTING BRAKE

VIN. SCFNMCUZ9KGJ54531

5,935cc 48-Valve DOHC V12 Engine
Multipoint Sequential Fuel Injection
580bhp at 7,000rpm
8-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Vented Carbon Ceramic Disc Brakes

- ★ Number 41 of only 99 produced worldwide
- ★ New car being offered by official Aston Martin dealer
- ★ Fewer than 20 delivery miles
- ★ Exquisite specification



THE ZAGATO SHOOTING BRAKE

Periodically, Aston Martin has renewed its relationship with the celebrated Italian styling house of Carrozzeria Zagato, continuing a fruitful collaboration that had started back in the early 1960s with the building of 19 special competition cars on the DB4 GT chassis.

Zagato had forged its not inconsiderable reputation by building a succession of lightweight aerodynamic sports and GT cars, most notable on Alfa Romeo and Lancia chassis, so its choice as partner for the development of the somewhat more utilitarian shooting brake concept may seem surprising at first. In fact, the Shooting Brake was just one of four new Zagato-styled models to be built on the V12 Vanquish platform, the others being a Speedster, a Coupé, and a Volante. The planned production was for 99 Coupés, 99 Volantes, 28 Speedsters, and 99

Shooting Brakes, making 325 cars in all. All four designs are the result of close creative collaboration between Aston Martin and Zagato.

First member of the family, the Vanquish Zagato Coupé had commenced production in late 2016. Next in line was the Vanquish Zagato Volante, the announcement of which on 15th August 2017 in Carmel, California, USA marked another milestone in what is recognised as one of the most enduring creative partnerships in the global automotive industry. At the same time it was confirmed that not only would a Vanquish Zagato Speedster enter production but that it would be joined by a spectacular Vanquish Zagato Shooting Brake. Tantalisingly, the Shooting Brake was illustrated in a press photograph mostly covered, and it was not until October 2017 that images showing the entire car were

made available. Even before the Shooting Brake was officially announced, all 99 had been pre-sold.

With all four designs based upon the Vanquish S, each Zagato enjoys the combination of 600PS naturally-aspirated V12 engine mated to the smooth, slick-shifting Touchtronic III transmission. Boasting adaptive suspension damping – fine-tuned for each model – the Vanquish Zagato family promises exceptional driving pleasure that is every bit as stimulating and memorable as their design.

The Speedster and Shooting Brake represent the two extremes of the Vanquish Zagato family, the former being an uncompromising roofless design that expresses the raw excitement of an open-top ultra-high performance sports car. The Shooting Brake is still a strict two-seater, but one



conceived as an individual and exceptionally practical Gran Turismo. Its extended roof features the iconic Zagato 'double-bubble' profile complete with glass inlays to let light flood into the cockpit. The sculptural roof culminates in a powered tailgate that opens onto a luxuriously trimmed rear cabin area, complete with a tailored luggage set. Up front the dramatic herringbone carbon fiber fascia features anodized bronze rotary controls, extensive 'Z' motif quilting, and the option of fully aniline leather upholstery.

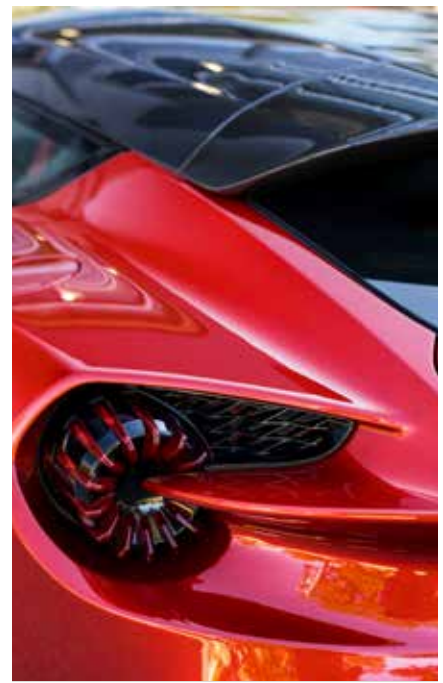
Aston Martin's Chief Creative Officer, Marek Reichman, said of the Vanquish Zagato family: 'We haven't released Zagato models as a family before, at least not in this way, but the idea is not without precedent. Think back to the DB7 Zagato and DB AR1, or the V8 Zagato Coupé and Volante, for example. We've simply taken things a few steps further.

Why create a family of Zagatos? Well, many of our customers want different things. Some prefer the purity of a Coupé, but others love the idea of something more extreme, like the Speedster. And yes, some of them have ordered one example of each. There's always an over demand from our clients and patrons. We could easily fulfil demand for more cars than this, but we want Zagato to remain something very special. We're creating collectibles, future concours cars. With only 325 cars worldwide, divided between 99 Coupés, 99 Volantes, 28 Speedsters and 99 Shooting Brakes - they are still the rarest of the rare."

Andrea Zagato, Zagato's CEO, said of the enduring creative partnership: 'Zagato's relationship with Aston Martin began with my grandfather and the DB4 GT Zagato, almost sixty years ago. To have a creative

"marriage" thrive for three generations is something as unique as the cars themselves. My family name is associated with all kinds of wonderful designs, but for many enthusiasts and collectors around the world those that combine the Z of Zagato with the wings of Aston Martin are the most special. Collaborating closely on the design of four complimentary, yet completely different Vanquish Zagatos has been an incredibly exciting challenge. I'm proud to continue the story my grandfather started and thrilled that our partnership with Aston Martin continues to realize such exciting cars.'





THE MOTORCAR OFFERED

This beautiful Aston Martin Vanquish Shooting Brake Zagato is being offered as a new car by an official Aston Martin Dealer. The car has remained on display with the dealer since they took delivery, as such, the purchaser of the car will be the first owner. At the time of cataloging, the car has covered fewer than 20 deliver miles.

This particular Zagato is number 41 out of the 99 that were produced for the global market. Number 41 is adorned with Lava Red Metallic paint with contrasting bronze accents on the side strakes and wheels. The interior is a beautiful mix of Pure Black and Spicy Red Leather with contrasting stitching and the famous 'Z' motifs throughout. The Shooting brake is highly optioned with some of the more notable options including the the Villa

D'Este Pack; carbon fiber side fender; carbon fiber roof; carbon fiber boot area; carbon fiber paddles; leather One-77 steering wheel; full length Herringbone trim; and sport seats. After all of the boxes were ticked, the MSRP has accumulated to well north of \$800,000. The Zagato will be accompanied by all of its factory documentation, books, keys, and a custom 3 piece Zagato luggage set.

Representing a rare opportunity for either an Aston Martin, Zagato, or supercar collector to acquire one of the automotive world's rarest and most exclusive cars at a significant discount, this Vanquish Zagato Shooting Brake is truly one of the best opportunities in the collector car market. There can be none more satisfying than this latest sublime manifestation of Aston Martins greatest

performance and technology with the soul of Italy's finest coachbuilder's craft.

\$575,000 - 700,000

Vehicle is currently located in Calgary, Canada. If you are an interested bidder inside of the US, please consult the department regarding import duty.

80.

1966 LOLA T70 MKII SPORTS-RACING SPYDER

Chassis no. SL71/28 (see text)

366ci OHV Chevrolet V8 Engine
4 Weber Twin-choke Carburetors
est. 500bhp at 7,000rpm
5-Speed Hewland LG500 Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Raced at prestigious tracks in period and in recent years*
- ★ *Offered with FIA Historic Technical Passport*
- ★ *A front-runner on most grids in capable hands*
- ★ *Eligible for many prominent vintage racing events*

★ *Previewing in LA*



THE LOLA TYPE 70

In the song from the 1955 musical *Damn Yankees* "Lola gets, whatever Lola wants", Eric Broadley had that hit song in mind when he christened his first sports-racing car built for customer sale the Lola Mark I. That little front-engined 1100cc sports-racing car proved itself more than capable of enabling its drivers to achieve their competitive aims, and through 1958 the Lola put the renowned Lotus 11 very much in the shade.

While the little Lola was incredibly pretty, its lightweight aluminum bodywork exquisitely well-proportioned, Broadley's new company – Lola Cars Ltd – went from strength to strength. By 1962 it was producing Formula 1 cars driven by legendary seven-times Motorcycle World Champion John Surtees, and in 1963 Broadley produced the compact, rear-engined Lola GT with American Ford

V8 power to tackle the Le Mans 24-Hour race. That design – together with Broadley's services – were then snapped up by the Ford Motor Company as the foundation of its Ford GT program for 1964. The objective being victory at Le Mans.

It didn't quite work out that way. Broadley did not settle well into the ways of a gigantic corporation, and into 1965 he reclaimed his independence. And one of his first new designs was the big, American V8-engined, Lola T70 sports-racing car based upon the kind of aluminum-skinned monocoque chassis he had spent months trying to persuade Ford to adopt, instead of their GT design's heavy steel-skinned tub.

The Lola T70 followed the tradition established by Broadley's initial series of

Mark I cars, in that its body design was sleek, streamlined, beautifully proportioned – and utterly gorgeous. The initial Lola T70 Spyder cars used Ford and Chevrolet V8 engines and contested contemporary FIA International Group 7 'unlimited-capacity sports-racing car' events, initially in the UK but very quickly within the USA. Lola's racing program was spearheaded by the quasi-works Team Surtees organization, with drivers John Surtees and Jackie Stewart contributing enormously to the sleek new design's development. Into 1966 John Surtees would win the inaugural Can-Am Championship title in the US and Canada in his spearhead Lola-Chevrolet T70. In 1967 a closed-cockpit Coupe version emerged as the initially Aston Martin V8-engined Lola T70. The design would be further developed into 1968-69 with the T70 Mark III in both open Spyder



THE MOTORCAR OFFERED

and closed forms. Lola T70s contested both the Can-Am and FIA World Championship endurance races, plus innumerable US Road Racing Championship, Nordic Cup and British and European Championship events over several seasons.

According to a letter on file from Mr. Larry Webb - crew chief for legendary race car driver Jerry Grant at Dan Gurney's All American Racers team in 1966 - Mr. Webb picked up Lola T70 Mk II Spyder chassis no. SL71/28 from the US Lola distributor, John Mecom, sometime around February of 1966. The AAR Team would affix its own chassis number to the car, and then go on and race it with Jerry Grant at the wheel. According to Mr. Webb, Jerry Grant raced the car at several USRRS racing events during 1966, and after an accident at Mosport in June of 1966, the Lolas T70 was rebuild with a new chassis tub acquired from Lola. The Lola continued to race, and indeed gained more success on the track, while also getting bruised up in other accidents. The Lola has seen use on the North American vintage racing circuits in later decades, at events such as the Sonoma

Historic Motorsports Festival, Toluca Lake Historics and Monterey Historic races. As with many racing cars of this era, there are other Lolas in existence carrying the same chassis number as this car.

Powerful and very competitive, these Lola T70 sports-racing cars made their mark on their era and gives the new owner an entry to a very competitive and exciting racing grid. As always, a mechanical safety check would be advised before driving the car to its limits again. This Lola is offered with its FIA Historic Technical Passport.

\$175,000 - 225,000

This vehicle is offered on a Bill of Sale.

81.

1999 LAMBORGHINI DIABLO VT MILLENIUM ROADSTER

VIN. ZA9RU31B6XLA12376

Engine no. XNLXY057DB8

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

- ★ One of only 10 Millennium Edition Diablo Roadsters built for the US market
- ★ The first All-Wheel Drive Lamborghini
- ★ A supercar legend of the 1990s
- ★ Signed by designer Marcello Gandini
- ★ 3 owners from new

★ Previewing in SC



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, 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

In 2000 at the Detroit Auto Show Lamborghini had a significant announcement, that being that the Lamborghini Diablo would be the only car that Lamborghini would manufacture in 2000 year. One of the display cars at the show was a VT roadster painted in Titanium Metallic. This was one of the limited edition Millennium Roadsters, 30 were made in total, only 10 of those for the North American market. These cars were available in both titanium metallic and yellow with special grey/black leather seats. The North American specification cars were only available in the titanium metallic paintwork. These limited edition versions were also fitted with a shorter SV type rear differential ratio, that being 1 to 2.53, instead of the 1 to 2.41. This improved acceleration and made them extremely exciting to drive.

According to the CarFax on file, this particular Millennium Edition Diablo was delivered new in Gaithersburg, Maryland. Its first owner chose to paint in highlights in the bodywork inserts, using PPG Harlequin paint. At an Italian car show in which Marcello Gandini was in attendance. Gandini admired the car and in recognition of his approval of the paintwork he signed the dashboard.

This car was purchased by the consigner in 2013. At that time the car had an indicated 23,509 miles as indicated by the CarFax report. It has since been maintained in his private collection and kept ready for the road. A genuine US spec Millennium Roadster is a very rare car, supercars from the early 2000s have become highly collectable in recent years, a trend that seems sure to continue.

This would be a hit at any Cars and Coffee, modern super car concours, or an enjoyable Sunday drive.

\$200,000 - 250,000

82.

1998 PORSCHE 911 CARRERA 4S

VIN. WP0AA2996WS321164

3,600cc Air-Cooled SOHC Flat Six Engine
Computer Control Port Injection
282bhp at 6,100rpm
6-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Ventilated and Cross-Drilled Disc Brakes

- ★ One owner from new
- ★ Attractive Livery
- ★ Extremely well maintained and cared for
- ★ From the final model year of air-cooled Porsches

★ Previewing in LA



THE MOTORCAR OFFERED

This stunning widebody 993 comes from the final year of production of air-cooled Porsches. One of fewer than 1,300 993 Carrera's completed in that final year—alongside the new 996s in fact—the car was finished in November of 1997 as a model year 1998 and sold new by Negherbon Porsche in Oakland, California. Finished in Speed Yellow—a \$2,955 option—over a Classic Grey partial leather interior, besides the optional color the car was delivered with optional matching Classic Grey floor mats.

Today the car shows virtually as new and with around 53,7xx miles on the odometer. When inspected by a Bonhams specialist, the car was found to read evenly across all surfaces when checked with a paint meter. Even the nose, often chipped from rocks, shows beautifully having been covered by a bra for

most of its life (the bra is of course included with the sale). Complete with its original books, manuals, tools, jack, tire inflation pump; plus a copy of the original window sticker and a massive heap of receipts documenting its service history virtually since new, this stunning final-year 993 C4S is surely one of the nicest examples out there.

This all-wheel drive, Carrera has an impressive folder full of service receipts, many of which were performed by authorized Porsche dealerships. The service is completely up to date due to a recent 60k service performed by marque experts Redline Service in Los Angeles, the car received all new fluids, rotors, caps and plug wires to the tune of over \$3,200. With the wide track of this Turbo bodied Carrera, along with power being sent to all four wheels makes for a recipe of superb

driving pleasure. Having its whole life spent in California, one careful owner from new, and a documented life of pampering, this Carrera 4S is well worth extra consideration.

\$90,000 - 110,000



83.

1967 ALFA ROMEO 'DUETTO' 1600 SPIDER

Chassis no. AR664374

Engine no. AR00536.13303

1,570cc DOHC Inline 4-Cylinder Engine

2 Weber Carburetors

109bhp at 6,000rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- ★ Great driver and canyon runner
- ★ Highly original example
- ★ California car since new, with large history file
- ★ Multiple award winning, welcome at any event

★ Previewing in LA



THE ALFA ROMEO DUETTO SPIDER

Late in 1962, Alfa Romeo debuted the Giulietta's ostensible replacement - the Giulia. The power unit was the 1.6-liter, 109bhp version of Alfa Romeo's classic double-overhead-camshaft four as installed in the Giulia Sprint GTV. Performance fully matched the Duetto's stunning looks, with 60mph reachable in around 11 seconds and a top speed of 116mph. A new Spider was launched in 1966. Designed by Pininfarina and penned by the founder himself, Battista "Pinin" Farina, it featured a rounded tail, and emulated the famous 1952-53 "Disco Volante" race cars. At launch it had no specific name, but a company contest soon selected the name "Duetto." Pininfarina also manufactured the monocoque body, which was powered by the 1570 Giulia engine. The model gained its greatest fame by being cast in the 1967 Dustin Hoffman film *The Graduate*. So faithful was its following that Alfa appended this name to the Series II North American version.

THE MOTORCAR OFFERED

This lovely example of Alfa Romeo's classic Duetto Spider has lived its life in Southern California since new. This Spider presents beautifully throughout and has been with the same owner for the past 30 years, along with known history from the previous owner over a 17-year span. The car received a bare metal repaint in 1992 in factory verified Pininfarina White, and the contrasting red Skai vinyl interior is original to the car and in fantastic condition, as is all brightwork. It also received a complete engine rebuild in 1992 (20,000 miles ago) by noted Alfa engine builder Rex Chalmers and has been driven regularly and enthusiastically since. This Duetto comes with service records since 1974, has had \$7,500 of work in recent years to bring it up to concours condition and its service is completely up to date.

Often shown at the Concorso Italiano, where in 2016, when the 50th anniversary of the

Duetto was celebrated, it won the trophy for 'Most Original Round Tail' in competition with scores of similar cars. This Duetto was also selected by Alfa Romeo USA to be on display in Monterey at the unveiling of the new 4C Spider. It comes with all the original documents of sale including sale receipt/window sticker, owner's manual, shipping card, original tool kit, and letter from Alfa Romeo Milano confirming its originality. As the Alfa brand revitalizes itself in the U.S., here is an exceptional example of the car that helped create its following.

\$50,000 - 75,000

84.**1912 FLANDERS MODEL 20 RUNABOUT**

Chassis no. 203367

155ci L-Head Inline 4-Cylinder Engine

Single Carburetor

20 ALAM Horsepower

3-Speed Sliding Gear Transmission

Semi-Elliptic Front and Full Elliptic Rear Suspension

Two-wheel Mechanical Brakes

- ★ Beautifully presented Flanders-Studebaker
- ★ Sporting and elegant Runabout coachwork
- ★ Pictured in a 1950's Pinzoil advertisement
- ★ A long-time, Hawaii and Southern California based car
- ★ Previewing in LA

**THE FLANDERS**

Walter E. Flanders had big ideas and, seemingly unaware of the Model T's introduction, set out on his own with two partners, salesman William E. Metzger and coachbuilder/financier Barney Everitt. They set up E-M-F to build a quality middle market automobile. Their reach, however, exceeded their grasp. Flanders then teamed up with the Studebaker brothers, and soon after introduced the Flanders 20. It was a quality car at a reasonable \$750 price. But while Flanders had production running smoothly the Studebakers weren't selling well, and as inventory backed up, cash flow dried up and in March of 1910 J.P. Morgan, acting on behalf of Studebaker, bought the stock not already owned by Studebaker. The Flanders 20 continued to be built for two more years, then became a Studebaker.

THE MOTORCAR OFFERED

Offered here is a lovely example of the 1912 Flanders Model 20, featuring sporty Runabout two-place Roadster bodywork. The car has been cherished by car collectors for many years and received its first restoration in the 1950s. A Second restoration was performed in 2000, and a new clutch and electric starter was recently installed. The Flanders has resided in California and Hawaii for more than half a Century and was used as the poster-car on a 1950's Pinzoil advertisement. The Flanders is finished in a lovely cigarette cream, soft-yellow exterior color, neatly contrasted by a maroon interior and a tan top. The chassis and undercarriage is also finished in maroon, and Edmunds & Jones brass lights are fitted up front. A two-passenger bucket seat cup the driver and a passenger securely, and on the right side the driver has the benefit of a

large wood-rimmed steering wheel with four brass spokes to hold on to. These are quality-built Brass Era cars for tours and exhibitions, and this very example deserves serious consideration.

**\$15,000 - 25,000
WITHOUT RESERVE**

85.

2005 FORD GT

VIN. 1FAFP90S65Y401420

Engine no. 1FAFP90S65Y401420

5,408cc Supercharged DOHC V8 Engine

Electronic Fuel Injection

550bhp at 6,500rpm

6-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Only 167 miles from new
- ★ Offered with the original paperwork and accessories
- ★ Never painted or damaged
- ★ Desirable factory options fitted

★ Previewing in LA



THE FORD GT

Mustangs, Thunderbirds and F-series Pickups are all legendary Fords that have populated America's highways for decades. Numbering in the millions, they are recognizable to just about everyone. For motorsport fans or those familiar with Ford's racing heritage, however, there is an equally iconic 'halo' model that best represents the technological capabilities of the marque: the legendary Ford GT40 and its modern supercar counterpart, the Ford GT.

Arriving in prototype form just in time for Ford's centennial celebration in 2003, the Ford GT went into production in 2004 as the modern, road-going interpretation of the GT40 endurance racing car, famously known for beating Ferrari four times in a row at the 24 Hours of Le Mans in the late 1960's. 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 supercharged quad-cam 550bhp V8 engine mated to a 6-speed manual transaxle, and featuring racing derived suspension and braking systems.

With vicious performance on tap, the Ford GT will accelerate from 0-60 in about 3.5 seconds, and march 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 blue chip collector's car.



THE MOTORCAR OFFERED

Presented here is a true collector grade Ford GT with less than 168 miles from new. Hand-built at the state of the art, designated Romeo Niche production line the Ford GT offered here was completed in June of 2005 at the Wixom Assembly Plant. The sensational new GT was finished as it appears today and is one of 504 built in Centennial White, with this car being adorned with the optional painted blue Shelby racing stripes. This nicely optioned GT is equipped with sporty black leather interior trim and carbon fiber bucket seats fitted inside. It was equipped with the optional lightweight forged BBS aluminum wheels, and the premium McIntosh Audiophile system with CD player, along with black painted brake calipers.

This 'showroom-fresh' Ford GT has been carefully stored during its life, from the time it

was first offered for sale by a Ford dealership in Roseville, California and accruing just 167 miles at the time of cataloging. The clean CARFAX report on file documents the mileage, as well as service and maintenance performed at authorized Ford service centers. Offered with its factory owner's manual and other original accessories, it will be hard to find a better kept example of the Ford GT. With its Supercharged, all-alloy dual overhead cam V8 engine mounted mid-ship, sleek 6-speed Manual transaxle, and cool retro yet timeless looks; the Ford GT just has it all. Already considered among the finest collector's motorcars, one can just imagine what kind of attention this modern supercar will command in a few decades time.

\$300,000 - 350,000

86.

From the Estate of David L. Van Schaick

1966 ASTON MARTIN DB6 VANTAGE SHOOTING BRAKE Coachwork by Harold Radford

Chassis no. DB6/SB/2772/LC

Engine no. 400/2792/V

3,995cc DOHC 6-Cylinder Engine

Triple Weber Carburetors

325bhp at 5,500 rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ One of only 6 Radford DB6 Shooting Brakes built
- ★ Top of the line specifications and left-hand drive from new
- ★ Original USA Delivery
- ★ In the present ownership since 1976
- ★ Factory air-conditioning

★ Previewing in NY



THE ASTON MARTIN DB6

"Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable – at least in the hand-built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price.' – Autocar, 1966.

As one might imagine, Autocar found much to commend in the DB6 Vantage, remarking on the car's much improved handling, outstanding adhesion and exceptionally good braking figures. A mean maximum speed of 148mph was achieved, while the standing quarter-mile time of 14.5 seconds was the fastest the magazine had recorded for a four-seater. At 120mph the Aston was

as effortlessly relaxed as other powerful cars at 80mph. "For high-speed open-road touring this Vantage DB6 is practically ideal," enthused Autocar's scribe, and few would disagree.

The 4.0-liter DOHC engine remained unchanged in standard triple-SU carburetor form but the Vantage specification unit with 9.4:1 compression ratio now developed a mighty 325bhp. A ZF five-speed manual gearbox was carried over from the latter, but many opted for the Borg Warner Automatic. 'Selectaride' driver-adjustable damping was standard, and for the first time there was optional power-assisted steering available.

THE SHOOTING BRAKES

The Shooting Brake, or its modern idiom 'station wagon' had its origins in the early days of the carriage building industry, a 'Brake' was originally used for drafting horses. Of course, with the arrival of the motor car, many of these styles were converted to horseless carriages, and self-propelled vehicles were perfect for the hunting car, or 'Shooting Brake'. Unquestionably, by the nature of their commodious as well as practical space, and the nature of their use they were always considered to be sociable vehicles and associated with enjoyment. It isn't surprising therefore that long after the reality of a car which could accommodate 10 people, guns etc. that people still desired to have a more practical and sociable style of car, in the U.S. the 'Woodie Wagon', or 'Town and Country' was its successor. As coachwork became firstly more aerodynamic and secondly, more uniform, the game turned to designing an extended body that looked like a natural extension of the original pure design of the sedan from which it originated.



THE MOTORCAR OFFERED

In the U.K. coachbuilders Harold Radford & Co. who were not one of the established 19th Century houses, but moreover was formulated in the late 1940s, quickly became the go to house for tailored Country orientated vehicle conversions. A number of Rolls-Royce and Bentley cars received the 'Countryman' treatment, while the Radford company was also known for luxury styling upgrades to Minis also. They were the natural choice for purchasers of that other esteemed British sportscar brand, Aston Martin, when they wished to have a little more room to play with.

Using the British terminology of 'Shooting Brake', there were a dozen DB5s converted by Radford to this specification, eight as right hand drive and four as left. On its successor, the DB6, the Shooting Brake was even more exclusive, six being completed by Radford and a further two by FLM Panelcraft, when gauged against production figures in excess of 1,300, this makes even Volantes seem common.

This extremely rare Aston Martin was commissioned new for Middleton George Charles "Middy" Train, of Washington D.C. Professionally, Mr. Train worked within his family's real estate business, but he had studied at and remained a lifelong supporter of Princeton University even maintaining his own private office as a regional assistance for fund raising and alumni contacts. On his death, a Princeton Alumni Weekly Memorial states that his two hobbies were duck hunting and golf. For someone with such passions, a more commodious Aston Martin was probably just what he needed!

In making the order for the car with Aston Martin Inc., it seems that almost every possible option was requested. As confirmed by its factory records, the car was built as new as a Shooting Brake, with its distinctive 'SB' chassis number, it received the increased performance of the Vantage engine, the matching numbers unit which it still retains,

together with 3.54:1 limited slip differential and Borg Warner automatic transmission. The interior was trimmed in Connolly's finest blue grey leather, and equipped with detachable head rests to both seats, as well as seat belts, a Bosch Koln radio with power aerial and no doubt to compensate for the hot D.C. summers, Coolaire air conditioning was fitted to the center console. Typically for the period, the novelty of a Webasto sun roof was added, for those days when you want the heating on and a cool breeze too, and in addition, just in case more space was needed, perhaps on a particularly successful duck hunting day, there was even a luggage rack on the roof!

The Shooting Brake was painted black and then briefly registered for the road in the UK, presumably so that it could be road tested, before being guaranteed on October 29, 1966 for a year. The finished article represents an snapshot of the Swinging Sixties in its every detail, when British Cars were all the rage, E





Types, Minis, Astons and celebrities such as the Beatles did things like having their Minis customized or de-seamed. It's not too difficult to imagine Peter Sellers or Michael Caine in character driving down Carnaby Street, or showing up at a Polo match in a car just this! For "Middy" the visual is conjured more along lines of a heavily laden 'Brake screaming home laden with the day's haul on the roof and shot guns, maybe even golf clubs too, in the back.

On the Works records servicing is charted for the mere year in which it was guaranteed, with modest work carried out. It is not known how long Mr. Middleton kept the car, but we can judge from its current condition that it was looked after, since it appears to retain its entire leather upholstery which for its more than 50 years age has worn well.

There most likely could not have been a better custodian to follow in his footsteps than David L. Van Schaick, whose home was adjacent to

the Radnor Hunt Club in Malvern, PA. David acquired the DB6 on October 6, 1976. Throughout his ownership it was prized and used sporadically, to this day the odometer reading sits below 50,000 which could well be original miles. Since his passing the car has been checked over and looked after by Michael Pechstein at Vintage Motorsports Inc. of Malvern. The Aston's condition can best be described as reflecting its age and sympathetic ownership, there are the rudimentary chips and paint losses to the bodywork at the more used areas, the interior is a little dried but almost entirely original and in remarkably good order for its age, and Vintage Motorsports reported that beneath the car its structure is surprising good.

On a recent test drive the car was found to be running well, and was an absolute magnet for people of all ages, from the cognoscenti to the 'innocenti' the phrase 'that's cool' being the most common way to describe it, we couldn't

put it better ourselves!

There probably is no better statement of the relevance of these cars than the fact that Aston revived the concept in recent years, with their partnership with Zagato on a series of Vanguishes. On all sides, this is an extremely important and special Aston Martin, being offered for the first time publicly ever and from the Estate of a true connoisseur of the marque and of great cars, David L. Van Schaick.

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

87.

1972 FERRARI 365 GTB/4 DAYTONA BERLINETTA Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 15573
Engine no. B1980

4,390cc DOHC V12 Engine
6 Weber Carburetors
352bhp at 7,500rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Delivered new to the US through Chinetti/Garthwaite
- ★ Carefully maintained, retains original interior
- ★ Offered with tools and history file, including Marcel Massini report
- ★ Freshly serviced brakes, new tires etc.

★ Previewing in NY



THE FERRARI 365 GTB/4 DAYTONA BERLINETTA

The concept of manufacturing a 4-cam V12-engined Berlinetta with considerably greater power output than the successful 275 GTB/4 model emerged in 1967, as soon as the 3.3-liter variant was being launched upon a receptive market. The new model would have to meet newly developed US federal regulations, which meant a tremendous amount of time-consuming development work before the new design could be introduced.

Ferrari's first known prototype for such a car emerged during the winter of 1967 with bodywork presaging the final design that would be adopted, although its front-end treatment looked back towards that of the 275 GTB. It used a three-valve per cylinder 4-liter V12 engine that was not taken further. Instead a Tipo 251 power unit would be adopted, which was a more conventional

4.4-liter with hemispherical combustion chambers in its twin-cam heads, and single-plug ignition. The block had been lengthened to accommodate a bore and stroke of 81mm x 71mm, identical to the Tipo 245 engine's, which already powered the 365 GT 2-plus-2, GTC and GTS models.

The new 4.4-liter unit was lubricated by a dry-sump system with a 14-liter separate tank. The compression ratio was 8.8:1 and with six Weber 40DCN carburetors the engine delivered a muscular 352bhp at 7,500rpm, with 318lbs/ft. torque at 5,500rpm – enough – indeed, as one English technical writer of the time described as being "...more than enough to pull your house down".

The mechanical ensemble, comprising engine, torque tube and rear-mounted five-speed transaxle was attached to the tube chassis



at four points – two on the engine and two on the transaxle – and the familiar 2.4-meter wheelbase was retained, which dated back in unbroken line to the 250 GT SWB.

To clothe the new 365 GTB/4, Pininfarina created a classical and now legendary design, which combined Maranello tradition with modernity. Only the prototype body was actually built by Pininfarina and as with the preceding Berlinettas it was Scaglietti who actually made the bodies in steel (with opening panels in aluminum) for the production examples.

The venue for the new model's launch was the October 1968 Paris Salon, and its immediately successful reception saw it being nicknamed the 'Daytona' in honor of the Ferrari factory team's 1-2-3 defeat of the mighty Ford GT fleet in the 1967

Daytona 24-Hour race. Shortly after debuting the gorgeous GTS/4 Spider, a number of important revisions were introduced on both the Berlinetta and Spider versions. These changes came about as a result of the newly imposed federal safety legislation in the USA that deemed covered headlights illegal. Ferrari and Pininfarina were subsequently being forced into carrying out a mild front-end makeover. Their answer was to fit the Daytona with retractable headlights in early 1971.

Capable of achieving 278km/h (172mph) in standard form, the new Ferrari was the fastest production car in the world at that time. It also displayed the quickest acceleration when pitted against the Lamborghini Miura, Mercedes-Benz 350SL, Jaguar V12 E-Type and the De Tomaso Pantera.





THE MOTORCAR OFFERED

15573 is an original U.S. delivered Daytona which quite remarkably has been in its same family ownership from new. According to its Marcel Massini report, a 1972 model it was completed at the factory on September 28, 1972, and sold new to Chinetti-Garthwaite Imports, with them concluding the sale to its one and only owner, who took delivery of the car in October 1973. He retained it until his passing earlier this year. Its specification included air-conditioning and power windows, and of course its odometer was in miles/U.S. configuration.

With the simplest of ownership journeys, the car has been enjoyed and cared for throughout its 48 year existence. More than a couple of decades ago it was repainted in its original Rosso Chiaro color and in recent times this has received light refreshing in the rear quarter panels. All the while, its interior

has never received refurbishment and is clearly the original which testament to quality of the way they were trimmed has worn well, with light aging and only one small tear, but nothing that would consider the need to replace it, and moreover gives the car both 'old car small' and period ambience.

On the technical side, the car has been attended to in with overhaul of brakes, new calipers, wheels refreshed and fitted with new XWX tires, all of which have ensured that this one owner car can be exercised properly. A recent test drive during its photography showed the Ferrari to be on its mettle and to particularly well, displaying that coveted quality of never having suffered the indignity of multiple rebuilds of questionable workmanship, such that it drives as close to the day they were built. It retains its desirable original factory tool kit and a good file

amassed during its single custody. One of the greatest performance cars of the late 60s/early 70s, a Daytona is a tough, heroic Ferrari bred from two decades of success at Le Mans and other endurance events and built when the words 'speed limit' were yet to be introduced in many countries! This one owner, unmessed with example is a great way to experience a really legendary automobile at a very modest price point.

\$425,000 - 475,000

88.

1962 DEVIN D PORSCHE SPYDER

Chassis no. DD9 -17
Engine no. P*606307*

1,720cc OHV Air-Cooled Flat 4-Cylinder Engine
2 40mm IDF Weber Carburetors
120bhp at 5,800rpm
4-Speed Manual Transmission
Independent Front and Rear Suspension
4-Wheel Drum Brakes

- ★ 1 of just 46 Devin Ds produced
- ★ Rare factory built example
- ★ Extensive, documented restoration by Porsche specialists
- ★ Featured in *Classic Porsche Magazine* #67



THE MOTORCAR OFFERED

The early example offered here is the work of Devin Enterprises of El Monte, California, USA, a company that produced glassfibre kit-car bodies, as well as complete vehicles, from 1955 to 1964. Introduced in 1958, the Devin D featured a new body style and was built on a ladder-type chassis. The front suspension of transverse torsion bars and trailing links was from Volkswagen, while single coil-over dampers and trailing arms were used at the rear. Customers could choose either Volkswagen or Porsche engines. In its day a complete Devin D kit, less the stock VW or Porsche components sold for \$1495. A complete factory assembled car with standard VW 1192cc engine retailed for \$2950 and with a Porsche 1600cc engine for \$3350. Devin D production is estimated at just 46 cars.

DD9-17 is a rare factory built Devin D which was originally delivered to the King Motor Company in Southern California in 1962. This car was one of a small number of factory assembled Devin D's and has been subject to an extensive restoration process, the result of which has arguably made it one of the most beautiful and finest examples in existence anywhere today. DD9-17 is powered by a Porsche 912 based motor which has been rebuilt and upgraded reputedly by legendary Porsche engine builder the late Duane Spencer. The engine features SHASTA DESIGN 86mm x 9.25 forged pistons and now displaces 1720cc. Induction is handled by dual Italian 40mm IDF Webers. A sports camshaft and lightened flywheel are part of the engine spec's. Exhaust is via 4 into 1 into 2 merged stainless steel headers. The car has also been converted to 12-volt. The 912 based motor is very tractable with an

estimated 120hp and is a strong performer in a vehicle which according to factory specs weights just 1180lb (535kg).

DD9-17 like all Devin D's is equipped with a VW swing axle gearbox. The original non-synchro VW gearbox has been replaced by a later rebuilt full synchro unit. All Devin D's feature Volkswagen front suspension of transverse torsion bars and trailing links. Damping is handled by coil-over-shock absorbs on all four corners. The rear trailing arm suspension is an in-house Devin design. Braking is handled by refurbished Porsche 356 B drum brakes which provide more than ample stopping power in such a light weight car.

Prior to undertaking an extensive restoration, a thorough investigation of DD9-17's fiberglass body, drivetrain and factory tube chassis



failed to find any evidence that vehicle had sustained any significant accident damage or had been tracked and that fiberglass body was in remarkable condition given the vehicles age. That said body was fully stripped and underwent an extensive restoration process covering bodywork and new paint. (photos available) The car now features fresh Porsche Boxster silver paint with a billet like finish. A speedster type screen has now replaced the original windscreen and in the interests of safety a driver's roll bar and 4-point seat belts installed. The original windscreen frame, rare removable soft top roof, support bows and side windows come with the car. The car's interior has been subject to a full refurbishment. Seats have been rebuilt and reupholstered in red leatherette style material, with new red German square weave matching carpets. DD9-17 features a genuine rare Porsche 356 B Carrera 160mph speedometer.

All other gauges are reproduction Porsche 356 gauges from respected North Hollywood Speedometer. Billet switch gear is inlayed in a genuine NOS dash panel. A 360mm Nardi Volante steering wheel finishes the period interior. Noteworthy, DD9-17 still has its first service sticker removed and preserved from the inside of the driver's door dated September 1962. The owner also has a scanned page from the Bill Devin's log book showing DD9-17 delivered to the King Motor Company. This was provided to the owner by the person who acquired the assets from the late Bill Devin's estate. DD9-17 also comes with numerous period magazines, brochures and other memorabilia covering Bill Devin, Devin Enterprises and Devin cars with particular focus on the Devin D.

Very few factory built Devin D's were delivered in the late fifties/early sixties and even less

survive today. These cars are now being sought after by collectors and historic racers, being eligible for several vintage race categories. This car harks back to what many consider the golden era of American sports cars and specials.

\$75,000 - 95,000

Vehicle is currently located in Melbourne, Australia. Vehicle will be shipped to the port of the purchaser's choosing at no additional cost. If you are an interested bidder outside of the US, please consult the department regarding import duty.

89.

2017 LAMBORGHINI AVENTADOR LP750-4 SUPERVELOCE

VIN. ZHWUF3ZD9HLA05886

6,498cc DOHC V12 Engine
Multi Point Fuel Injection
740bhp at 8,250rpm
7-Speed Automatic with Overdrive
4-Wheel Independent Suspension
4-Wheel Ventilated Disc Brakes

- ★ One of only 600 Superveloce Coupes produced
- ★ Two owners from new
- ★ Less than 325 original miles
- ★ Over \$60,000 in additional factory options

★ Previewing in TN



THE LAMBORGHINI AVENTADOR

The flagship of the Lamborghini lineup, the Aventador was to replace its then decade old predecessor the Murcielago as the new flagship of the Lamborghini lineup. Designed by Filippo Perini, and Introduced in February 2011 at the Geneva Motor Show, five months after its initial unveiling in Sant'Agata Bolognese was highly anticipated with a waiting list of pre orders. Deliveries started in the second half of 2011 and by the spring of 2016, Lamborghini had built 5,000 Aventadors in the five years since its debut.

the new mid-engine coupé borrowed heavily from Lamborghini's limited edition Reventón and its Estoque concept car. One of its more striking features was the scissor doors - a 21st Century supercar 'must have'.

Like its predecessors, the newcomer was powered by a V12 engine, in the Aventador's case an all-new 6½-liter unit producing 700bhp. Power reached the ground via a seven-speed semi-automatic gearbox and electronically controlled four-wheel drive transmission. A top speed of 217mph (359km/h) was claimed by the factory, yet the French *Sport Auto* magazine managed to wind 'their' car up to 230mph (370km/h).

Engineers were wanting to push the Aventadors performance capabilities even further and in 2015 were greenlighted to do so. The Geneva Motor Show was where it had all started so in 2015 the world was introduced to the all-new Aventador limited production Superveloce 750-4. The reworked powerplant was now delivering 740 hp and t

he supercar was forced to lose 110lbs. The Superveloce also features improved aerodynamics, with downforce increased by 180% as compared to the standard Aventador coupé. The improved power to weight ratio was now a powerful 1 hp to 2 kg allowing for a blistering performance package.

Here are the numbers, 0-62 mph in 2.8 seconds and top speeds in excess of 217mph. The SV received aerodynamic upgrades with a revised front splitter and a rear diffuser along with a fixed CFRP rear wing. Handling improvements were needed to allow the fortunate driver to control the power output featuring new enhanced electronic steering for superior maneuverability at high speeds, magnetic pushrod suspension for superior handling and chassis improvements to increase rigidity. 0-150 mph was recorded



THE MOTORCAR OFFERED

as 12.8 seconds, a 0-200mph time of 33.5 seconds and a ¼ mile trap speed of 141.3 mph. This raging bull is a handful.

With production limited to only 600 examples the 2017 Aventador Superveloce 750-4 we offer here, is among the last ever made of 750-4 SV Coupe as production ceased in the summer of 2017.

The 2017 Lamborghini Aventador Superveloce 750-4 offered is finished in a special-order Blue Cepheus, a nearly \$12,000 special order option. With color matching accent striping and interior accents over the Nero Cosmus Alcantara seats. Features include 6.5 liter, V12 48V MPI engine with 4 valves per cylinder, nestled beneath the transparent cover; electronic controlled intake and exhaust valves timing system mated to a 7 speed ISR gearbox with permanent four-wheel drive, and electronic parking brake. The interior has automatic air conditioning, electric and heated seats for both driver and passenger, and rearview backup camera. The external aesthetics are enhanced by 20-inch front gloss black wheels on the front and 21-inch gloss black aluminum forged wheels on the rear wrapped in Pirelli P-Zero performance rubber, helping to keep the power on the

pavement. Yellow painted calipers bring the storming machine under control and are matched with vented carbon ceramic disc brakes and power vacuum braking system with ABS.

This striking example of Lamborghini's raging bull is as beautiful as it is powerful. Meticulously maintained by Lamborghini dealer and currently owned by a well-known, avid super car collector this 1 of merely 600 examples has been kept in 'like new' condition with only a hair over 300 miles currently showing.

\$450,000 - 500,000

90.

1931 ALFA ROMEO 6C 1750 GTC

Coachwork by Carrozzeria Touring, Disegno #500, 'Coupe Royale'

Chassis no. 101014832

Engine no. 101014832

1,752cc DOHC Supercharged Inline 6-Cylinder Engine

Single Dual-Throat Memini Carburetor

85bhp at 4,500rpm

4-Speed Manual Transmission

4- Wheel Drum Brakes

- ★ In the esteemed collection of Alfredo Celli for many years
- ★ Restored in the 1990s by Dino Cognolato and Gianni Trelli
- ★ Former Louis Vuitton Concours Class Winner/Concours entrant Hampton Court UK
- ★ Usable, sporting and practical fast touring, even rally car. Successful MM model in period.
- ★ Matching numbers, original coachwork/all correct mechanicals
- ★ Previewing in LA



THE ALFA ROMEO 1750 GTC

It was in 1923 that Enzo Ferrari, no less, persuaded Vittorio Jano to leave FIAT's racing department and join him at Alfa Romeo. A most gifted and influential automobile engineer, Jano would not only supervise Alfa Romeo's Grand Prix racing program but also design its road cars. This happy state of affairs resulted in the latter emerging as some of the most exciting and effective of their day, establishing the Milanese marque's reputation for producing sporting driver's cars second to none.

Logical derivative of the Tipo 6C 1500, itself directly descended from Jano's all-conquering P2 that had won the World Championship in 1925, the Tipo 6C 1750 arrived in 1929 boasting a derivative of the 1500's six-cylinder engine enlarged to 1,752cc. The 6C 1750 was an exciting fast touring car combining light weight with sparkling performance.

The supercharged 'SS' version, which later evolved into the 'GS' often with iconic Zagato or Touring coachwork, enjoyed numerous racing successes.

From 1931 Alfa Romeo offered the 6C 1750 GTC the chassis, axles, suspension, brakes, steering, wheels, half-shafts and gearbox of which were all different to the earlier 6C1750s, and were akin to the contemporary 8C 2300, making the 6C1750 GTC virtually an 8C with a 1750 supercharged engine! Not surprisingly as a result, some of the total production of 159 6C 1750 GTCs that survived have been converted later into 8C 2300 cars - usually with chassis shortened and replica coachwork. There are VERY few matching-numbers original survivors of the model, still with original coachwork.

The 6C 1750 GTC model's sporting career, included a win in the saloon class in the 1931 Mille Miglia (Minoia). Their mechanical longevity has extended far beyond production, which ceased in 1933.



THE MOTORCAR OFFERED

Throughout the 1920s and 1930s there were two coachbuilders with whom Alfa Romeo shared the closest ties, Zagato and Touring both of Milan. As the brand developed, it was these companies that could interpret the chassis best, and in this period clothed the cars that left the nearby works with the most beautiful coachwork, akin to art forms of elegance. Touring executed very few "Coupe Royale" bodies on the 6c1750 GTC chassis of which this is possibly the only original survivor - with history known since 1949.

Chassis 101014832 is a 5th Series car which as the 32nd car built was delivered in 1931 and was one of only 66 examples supplied that year, in a three-year production run that amounted to 159 units. It is understood to have been sold new in its home country where it survived the war years and first surfaces in collector circles in October 1949 when imported to the UK and registered KXO

590. An old advertisement on file shows it in substantially the same form as today, to have been offered for sale through Character Cars of Wimbledon for the princely sum of £625 towards the end of 1950, a very high price for the period. The sales pitch notes it to have recently been "repainted, reupholstered and the brightwork replated". Interestingly, that 1950 advertisement shows the car fitted with a rearwards-sloping 8c style radiator, as now fitted.

A chain of British owners ensued, Arthur Finch between 1961 and 1962; John Cameron from 1963 to 1970 and possibly the noted collector and racer Hamish Moffatt after that. In 1983 it returned to Italy to join the collection of the Medici Brothers briefly, before settling in the long-term custody of noted collector Alfredo Celli, who would keep the car for nearly 30 years. In that time, it was registered with the

Automotoclub Storico Italiano and received a FIVA Passport.

By 1995, it was somewhat tired, and the decision was made for it to be treated to a refreshment, an exercise which led to full blown restoration. The owner was able to enlist the services of Carlo Felice Bianchi Anderloni, the second generation of the founding designer of Touring. In the course of the process, it was revealed that the cabriolet top which in the post 1950 had for some time been sealed in a closed configuration, should indeed be fully convertible and it was returned to its original drophead Coupe Royale form.

The bodywork and cosmetics were entrusted to Dino Cognolato's esteemed workshops, who carried out the reversion of the coachwork and in doing so were able to reveal its original royal blue and black color scheme, which the car now wears once more.



While the mechanical aspects were handled by the respected engineer Gianni Torelli, whose versatile skills have handled the extremes of high revving dual cam Italian sub 1 liter power units right up to the gargantuan Bugatti Royale of more than a dozen liters. The completion of this work occurred in 1996, after which it was first displayed at the then popular Louis Vuitton Classic at the Parc de Bagatelle in Paris, where its condition was immediately appreciated with a class win of the 'Grandes Classiques des Années 20 & 30'.

After two more decades in Italian ownership during which it continued to be shown and enjoyed some nine years ago it was offered for sale, and the Alfa arrived in the sympathetic hands of a noted connoisseur and long-time 'Alfisti' in the UK, from which it is offered today. Being an aficionado for the

brand, and familiar with the aesthetics of these cars, he elected to revert to the canted radiator version more normally seen on the 8-cylinder cars, although the Celli-fitted upright original GTC radiator accompanies the car.

Usability and reliability have benefitted from work in UK by Jim Stokes Workshops (upgraded oil and water pumps and carburetor jet conversion), and Neil Twyman Racing Ltd (re-wiring and recommissioning). A longer rear axle ratio (3.9:1 from an 8C) has been fitted instead of the 5:1, and the car cruises very easily in excess of the UK legal limit of 70mph, with a remarkable top speed of about a safe 90mph, all the while being tractable and docile for normal road use in modern traffic.

An owner intending more competitive performance could opt for the engine up-grade now available from Jim Stokes Workshops, where 1750 engines now produce similar power to that of the 8c in period. But the engine fitted is with all original components, including correct Memini carburetor. Gearbox internals conversions from JSWL also are available to obviate the double de-clutching of the original.

Although of surprisingly modest capacity for a chassis of this calibre, thanks to the supercharger it has been deemed to give more than adequate performance for modern traffic almost 90 years after it was produced. Testament to its performance and the trust in the car, after considerable delays in shipping the car to the USA earlier this year, the owner had no hesitation in simply driving the Alfa off the vessel from Savannah and straight down



to Amelia Island. That journey was covered in mainly torrential rain, yet the car 'didn't miss a beat', and covered the 130 mile distance in as many minutes!

This supercharged Grand Touring supercharged Alfa Romeo offers a wide range of driver options from the Concours lawns to long distance tours, or the Mille Miglia in a comfortable, fully convertible form and inimitable style. Much as it was in period, as Luigi Fusi commented in his reference work on the marque - "This car was in high demand by an elite of amateurs who liked comfort, combined with sport touring features". Or as Henry Ford was reputed to have remarked "When an Alfa Romeo passes by, I raise my hat" !

\$525,000 - 575,000

91.

1939 FORD CONVERTIBLE COUPE HOT ROD

Chassis no. 185189434

239ci Flathead Ford V8 Engine
4-Barrel Holley Carburetor
Est. 250bhp at 5,500rpm
3-Speed Automatic Transmission
Independent Front Suspension - Live Rear Axle
Front Disc - Rear Drum Brakes

- ★ Well-known, period-built Southern California Hot Rod
- ★ Customized in 1948 by Jerry Moffett and Art Lillis at Olive Hill Garage, Hollywood, CA
- ★ Featured in *Hot Rod Magazine* in the period, and a later issue of *Rod & Custom*
- ★ Ready for the local cruise-night or Hot Rod show

★ Previewing in LA



THE FORD HOT ROD

The availability, looks and design of the Ford V8 made them the preferred basis for the Hot Rod movement. Shortly after WWII many servicemen settled in Southern California, and there was a renewed enthusiasm about the pursuit of happiness which drove the Hot Rod development. People were excited about life and wanted to enjoy it behind the wheel of something unique. Most men had spent the last 5 years wearing the same clothes and driving the same vehicles. It was time for a change and many people took that to the open road with the cars they drove. The Ford remains the most iconic symbol of American Hot Rodding, and although the popularity of hot rodding caused many cars to be built in later years, the early cars of the 1940s and 1950s remains the 'Original Hot Rods' fabricated by Custom shops with all-steel bodywork.

The ones that survived and made an impression on the era in terms of a feature in *Hot Rod Magazine*, remain as popular as ever.



THE MOTORCAR OFFERED

This cool 1939 Ford Hot Rod is of all-metal construction carries the importance of being customized back in the day. The original work was done by Jerry Moffett and Art Lillis at their Hollywood-based Olive Hill Garage, and the car was featured in the September 1948 issue of the new magazine of the time *Hot Rod*, published by the late Robert Petersen. The top was chopped 2 ½ inches, the body channeled 4 ½ inches down over the frame, and the front fenders were raised while the rear fenders shortened 2 ½ inches. The metal work was proper hammer and weld type workmanship.

The Hot Rod was acquired in 1969 by a gentleman who often visited the shop of Jerry and Art, and who had seen the car as it was being constructed in 1948. The gentleman kept the car for 26 years before starting the restoration in 1995. Nothing beyond

restoration was planned for the body since it had already been so tastefully modified in period. The original flathead was replaced with a rebuilt 1948 Ford 59AB engine and was put together with a 4-stroke Merc crank. The engine was updated with Edelbrock intake manifold and cylinder heads, and a Holley carburetor was fitted. The rest of the chassis was prepared by Frantic Fred of Sun Valley, California, and modifications included a Bell axle with a 4-inch drop, and three-leaf parallel springs in the rear. Stopping power was provided up front by Magnum disc brakes on Magnum spindles, and drums in the rear fitted to a 9-inch Ford rear end. The new owner enlisted Scott Guildner of Van Nuys, California to repaint the Hot Rod using four coats of House of Kolor Candy Red with clear coat. The interior work was turned over to Montrose Auto Upholstery where the beige Naugahyde and brown cloth combination was stitched

and pleated. VDO gauges were added and the electrical system was converted to 12 volts via Ron Francis wiring.

This car was featured in the June 1997 issue of *Rod & Custom* as the cover story "Long Lost Friends". The car is accompanied by posters and magazines of both the September 1948 *Hot Rod* issue as well as the 1997 issue of *Rod & Custom* story. A tastefully prepared, period-built custom like this can be used for many things; local shows or cruise-ins, spirited drives around town, and a great piece of garage art from the golden era of hot rodding - here is an opportunity not to be missed.

\$100,000 - 150,000

92.

1971 PLYMOUTH HEMI CUDA COUPE

Chassis no. BS23R1B388308

426 CID OHV "Hemi" V-8 Engine
Dual 4-Barrel Carburetors
425bhp at 5,000rpm
Pistol Grip 4-Speed Manual Transmission
Front Independent Torsion Bar Suspension
Front Disc Rear Drum Brakes

- ★ 1 of only 108 1971 Hemi Cudas
- ★ 1 of only 60 with Pistol Grip 4-Speed
- ★ Period racing provenance in Europe
- ★ Owned by the son of the original owner



THE PLYMOUTH BARRACUDA

In early 1963 Chrysler engineers put a Hemi head on a modified raised-block 426 wedge to create a competitive NASCAR engine, the 426 Hemi. It was shaped by all the experience gained in years of competition, and best of all for Mopar enthusiasts, to be eligible for NASCAR competition it had to be available in a regular production street configuration. The Street Hemi incorporated many of the race version's performance components, including the crankshaft, connecting rods and cross-bolted main bearing caps. The milder grind camshaft used hydraulic lifters and lower rate springs, in an attempt to limit rpm and keep to the 425 limit imposed by management. With dual Carter AFB carburetors, it was the most awesome engine of a period when awesome engines were the rule. History has passed judgment on the Street Hemi, making it the most sought and valuable power plant of the Muscle Car era.

The new for 1970 Cuda was now built to accommodate the legendary 426 cubic inch Hemi. At a 70 percent premium over Plymouth's largest powertrain, the 440-cid 390-hp Six Barrel, the Hemi was only for serious race minded individuals. In addition to the enormous price tag, the race spec Hemi-powered Cudas were only built for two model years, 1970 and 1971 adding to the rarity and allure.

THE MOTORCAR OFFERED

This stunning 1971 Plymouth Hemi Cuda Coupe was ordered new by the consignor's father in 1971 as an export car that was destined for competition in Europe. The original owner was the official importer of Plymouth in Denmark, therefore the factory agreed to sell him a car that he could use for racing and promotion of the brand. The car is believed to be the only 1971 Hemi Cuda that was built for export. The Hemi was one of the later cars built, resulting in it being delivered from the factory with 1972 model year features including 1972 cowl sheet metal, front seats, and four bow headliner. Being a serious performance car enthusiast and racing aficionado the car was perfectly optioned. After ticking the ultimate option on the spec sheet (426 Hemi), the original owner continued with his fantastic decision making process by specifying the legendary Pistol Grip 4-speed manual transmission. With



the pinnacle of powertrains, the soon-to-be owner did not feel the need to order a radio, but did opt for the rim blow steering wheel. The exterior was finished in Double Red while the interior was done in classic black leather. Being an export car, the speedometer is in Kilometers. The Hemi is 1 of only 108 cars produced in 1971, and 1 of only 60 with a manual transmission.

Once in Europe, the Hemi saw great success on race track and the drag strip. During a 1971 rally in Finland the car went off track and slowly rolled onto its roof in the soft snow, the car had some dents in the roof but is said to have been able to continue the race and finished the rally! After a successful competition career, the car was retired and sold back to America. Nearly 30 years later, the original owner found the very car that

he ordered new and raced in 1971. Having always missed the car, he purchased it and commissioned a comprehensive 6-year rotisserie restoration by marque specialist Loyd Lind. During the restoration, the body and mechanics were all restored back to original factory specifications. The interior, which is believed to be original, was in fantastic condition, so the decision was made not to disturb it. The end result of the restoration is a nearly factory fresh 1971 Hemi Cuda that is ready for the show circuit or to head back to the podium at the track. If you are in search on the ultimate American muscle car with period racing provenance that has been restored by the best, this is the Hemi for you.

\$300,000 - 350,000

Vehicle is currently located in Denmark. Vehicle will be shipped to the port of the purchaser's choosing at no additional cost. If you are an interested bidder outside of the US, please consult the department regarding import duty.

93.

1974 PORSCHE 911 CARRERA 2.7 MFI COUPE

Chassis no. 9114600945

Engine no. 6641317

2,687cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

210bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Desirable, limited-production '74 Carrera 2.7 MFI*
- ★ *Beautifully restored in the factory-delivered livery*
- ★ *Retains its matching-numbers, original 2.7 Bosch MFI engine*
- ★ *Highly optioned example offered with books and tools*

★ *Previewing in LA*



THE PORSCHE 911 CARRERA

The legendary Porsche 911 RS of 1973 resulted from the factory's realization that the weight of its top-of-the-range 2.4-liter 911S production model restricted its development potential for racing. Therefore, it was decided to produce and homologate a special lightweight variant for competition purposes. The result was the 1973 Carrera RS (RennSport), which featured thinner-gauge metal in its doors, roof, trunk lid, and floors.

When the homologation targets had been met – and considerably more consumer demand satisfied than the 500-car production threshold specified for FIA homologation – the lightweight RS was discontinued after 1,590 units had been built. However, the Carrera name continued on Porsche's top-of-the-range model, and a limited number of high-performance lightweight Carreras emerged from 1974-1976 for European markets only.

These "Euro Carreras" as they came to be known retained the legendary Type 911/83 2.7-liter, 210bhp engine with Bosch mechanical fuel injection (MFI), the same engine as fitted to the legendary 1973 Carrera RS 2.7 homologation special. They had the benefit of being offered in the fully trimmed new style 911 body shell, with a specification more akin to the M472 'Touring' designation of more opulently equipped '73 RS's. The tail spoiler was an option, and a Targa version of the Carrera 2.7 MFI was also offered.

In total, 1,647 Euro-spec MFI Carrera coupes were built during this three-year run, along with 631 Targas, for total production figures not vastly outnumbering that of the original 1973 Carrera RS. A US-spec Carrera was also offered, but with the vastly inferior CIS K-Jetronic injection system, it was down nearly 50 horsepower from the Euro-spec model, and thus simply wasn't an apples-to-apples comparison.

THE MOTORCAR OFFERED

According to the Porsche-issued Certificate of Authenticity on file, this particular Carrera 2.7 MFI was sequentially the 934th of just 1,011 examples built for the 1974 model-year. It is a late production example - the 91st to last produced – and it was completed under a special wish order issued in May of 1974. The original order was placed by Mitsuwa Motors, the official Porsche Distributor and main Service Center for Porsche in Japan. Delivery took place in June of 1974 and the car was road-registered later that month on Japanese plates "330 911." The original order requested a ROW (Rest of World Market), European version Carrera 2.7 MFI with left-hand drive steering. The order further specified the exterior color of Silver Metallic with negative Carrera graphics and the interior and headliner to be black with cloth-inserted sport seats, both left and right. Because it was built so



late in the production run, this Carrera 2.7 MFI was delivered new with the 'whale tail' rear spoiler, rather than the previous year's less efficient 'duck tail' spoiler.

A very long list of standard options was ordered, and it was specifically requested that no sunroof would be fitted. Among the options were Japanese market equipment with 300kph speedometer, power windows and sideview mirror, air-conditioning, Koni shock absorbers instead of Boge, fog lights and Dunlop tires. With these many individual options, this is by far one of the most lavishly equipped examples completed. The Porsche remained carefully preserved, conserved and cared for under what is believed to have been single individual ownership for more than 40 years, before entering the U.S. in 2015. The car has since been treated to a comprehensive restoration and covered few kilometers since to assist in sorting and

setting it up for any manner of enthusiastic show or road use.

One of only 1,011 Carrera 2.7 MFI Coupes produced during 1974, this wonderful 911 retains its matching-numbers original 2.7-liter MFI engine, and is offered with the original books and warranty card from Porsche Mitsuwa Motors, along with spare wheel and tools. With limited production numbers, a technical specification virtually identical to the 1973 Carrera RS 2.7, this striking Carrera is one of the fastest appreciating classic Porsche models, and for good reason. The glorious sound and instantaneous throttle response feel remarkable compared to the computerized injection systems of the later cars built in the 70s and 80s.

In the December 1974 issue of Motor magazine, the Carrera 2.7 MFI was extensively tested, and they measured a 0-60 mph time of just 5.5 seconds, quite a performance in 1974.

\$170,000 - 210,000

94.

2016 JAGUAR F-TYPE PROJECT 7 ROADSTER

VIN. SAJWA7A8XGMK27480
Engine no. 15051501172508PS

5.0-Liter DOHC 32-Valve Supercharged V8 Engine
Electronic Fuel Injection
575bhp at 6,500rpm
8-Speed Shiftable Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Matrix Brakes

- ★ 1 of only 50 US allocated examples built
- ★ Just one owner and 607 miles from new
- ★ Presented in factory-fresh condition
- ★ Tasteful and appropriate British Racing Green over Jet Black with Ivory stitch livery

★ Previewing in TN



THE F TYPE PROJECT 7 ROADSTER

'This is the most powerful road Jaguar yet, hand-built at the company's Special Vehicle Operations division and thus fitted with all the top-end running gear.' – *Autocar* on the Project 7.

In 2012, nearly 40 years after the E-Type's demise, Jaguar finally got around to announcing the long-awaited and much-rumored F-Type, which would turn out to be a more worthy spiritual successor to its illustrious forebear than either the preceding XK8 or, before that, the XJS. A front-engine, rear-wheel-drive two-seater, the F-Type is built on an aluminum chassis, cleverly configured to minimize the transmission of noise and vibration to the passenger compartment, while its suspension is the supercar-standard arrangement of double wishbones all round,

with adaptive dampers and adjustable settings. Multiple driving modes cater for different road conditions and driving styles.

Unlike the E-Type, the F-Type is available with a wide variety of different power plants, ranging from a turbocharged 2.0-litre four via a 3.0-litre turbo V6 to a supercharged 5.0-litre V8. A ZF eight-speed paddle-shift semi-automatic transmission was standard on all models at first, with a six-speed manual available later on the V6s. The F-Type debuted at the Paris Motor Show in September 2012 in convertible form, with the fixed-head coupé following in 2014. Nowadays it is de rigueur for car stylists to reference past models in their latest creations, and to some observers the coupé's rear recalled that of one of the rarest of E-Types: the low-drag factory racer.

To cater for the sports car market's seemingly insatiable appetite for limited edition models, Jaguar launched the 400 Sport – produced for just one year – and Project 7, which would be built in a run of only 250 cars. Project 7 had first seen the light of day as a single-seater concept car shown at Goodwood, and so favorable was the reception that it was decided to press ahead with making a more practical two-seater production version. They soon sold out, with 80 assigned to customers in the UK. The 'Project 7' designation referenced Jaguar's seven Le Mans wins, while the 'Aero Haunch' behind the driver's head was an obvious nod towards the D-Type sports-racer responsible for three of those victories.



An aggressive-looking shallow-screen barchetta, Project 7 has all-aluminum bodywork and is powered by the 5.0-litre supercharged V8, up-rated to produce 567bhp, 25 horsepower more than in the F-Type R. Coupled with a 45kg weight reduction, this makes Project 7 the fastest accelerating F-Type yet, with a 0-60mph (0-97km/h) time of 3.8 seconds. Like many of the current crop of supercars, Project 7 is electronically limited to a top speed of 186mph (300km/h). The 'top-end running gear' includes the eight-speed paddle-shift auto box; electronic differential; carbon ceramic brakes; specially tuned suspension; and unique settings for engine management and chassis stability control. The result of Project 7's unique set of characteristics is a track-focused car capable of satisfying even

the quickest of drivers. 'That's the Project 7 all over,' declared *Autocar*. 'Extra agility was promised, extra agility was delivered and a lot more driver improvements came along for the ride.'

THE MOTORCAR OFFERED

First registered in 2016, this ultimate Jaguar has covered only circa 607 miles under one owner, and comes complete with a full service history and books, tools, etc. Finished in British racing green with black quilted leather interior, this ultra-rare car is presented in effectively as new condition and presents an opportunity not to be missed.

\$225,000 - 325,000

95.

1986 FERRARI TESTAROSSA

Design by Pininfarina

VIN. ZFFSA17AXG0066531

Engine no. 00424

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, California car from new
- ★ Less than 4,600 miles
- ★ Complete with books, original window sticker, fitted luggage and more

★ Previewing in LA



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 Momo 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 #66531 is as wonderful as they come having had only one caring owner since new.

#66531 rolled off the line in Italy in September of 1986. Finished in the always popular Corsa Red over tan leather, it was delivered to its Los Angeles physician owner on October 31, 1986 and destined for a comfortable life of minimal use and maximum pampering. Delivered new by Hollywood Sports Cars, this Ferrari has been driven an average of 137 miles per year since being purchased by its only owner. This vehicle was properly preserved and is still adorned by the original Goodyear tires it was delivered with. Still in phenomenal condition to this day, this car is practically in similar condition as it was delivered when new.

Complete with all of the original books, tools, jack, flashlight, proper folding key, and leather pouch, a clean Carfax will also come with the car in addition to the original window sticker, dealer PDI checklist, factory Ferrari blanket still in plastic and a complete 6pc. set of fitted Schedoni luggage that came with the car from new. Upon the sale of this vehicle, the seller will pay to have a fresh major service completed for the new buyer by an experienced Ferrari technician. Coming from a single Ferrari enthusiast's long-term stewardship, this Testarossa will be 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.

\$160,000 - 200,000

96.

1973 PORSCHE 911T 2.4 TARGA

Chassis no. 9113111847

Engine no. 6135018

2,341cc SOHC Flat 6-Cylinder Engine

Bosch CIS Fuel Injection

140bhp at 5,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Desirable 1973.5 911T with CIS Fuel Injection
- ★ Finished in the striking factory livery of Aubergine
- ★ Matching numbers example.
- ★ Last year of the long hood, small bumper 911
- ★ Includes book, tools, and documents

★ Previewing in SC



THE PORSCHE 911

In 1967 the 911T was first introduced as a base model, retaining the unique and successful rear engine layout as well as the same basic styling; the majority of the changes to the 911 were internal. Dimensionally, the rear track and wheelbase grew, while the overall length stayed the same as the earlier cars. In 1972 the 911T, along with the E and S, benefited from a larger 2,341cc engine commonly referred to as the 2.4. 1972 also brought the introduction of the 915 transmission, a robust 5-speed derived from the 908 racecar.

1973 was the final year of the desirable early 911 styling featuring the small bumpers and more prevalent bright work before the switch to the more pronounced bumpers in 1974.

THE MOTORCAR OFFERED

This particular 911T Targa was manufactured in the last half of 1973. It is fitted with the proper CIS injection and a 5 speed manual. Today the car is still in highly original mechanical condition, retaining its original matching numbers engine. Porsche only built 1,302 911T in 1973. This was also the last year of the long nose 911.

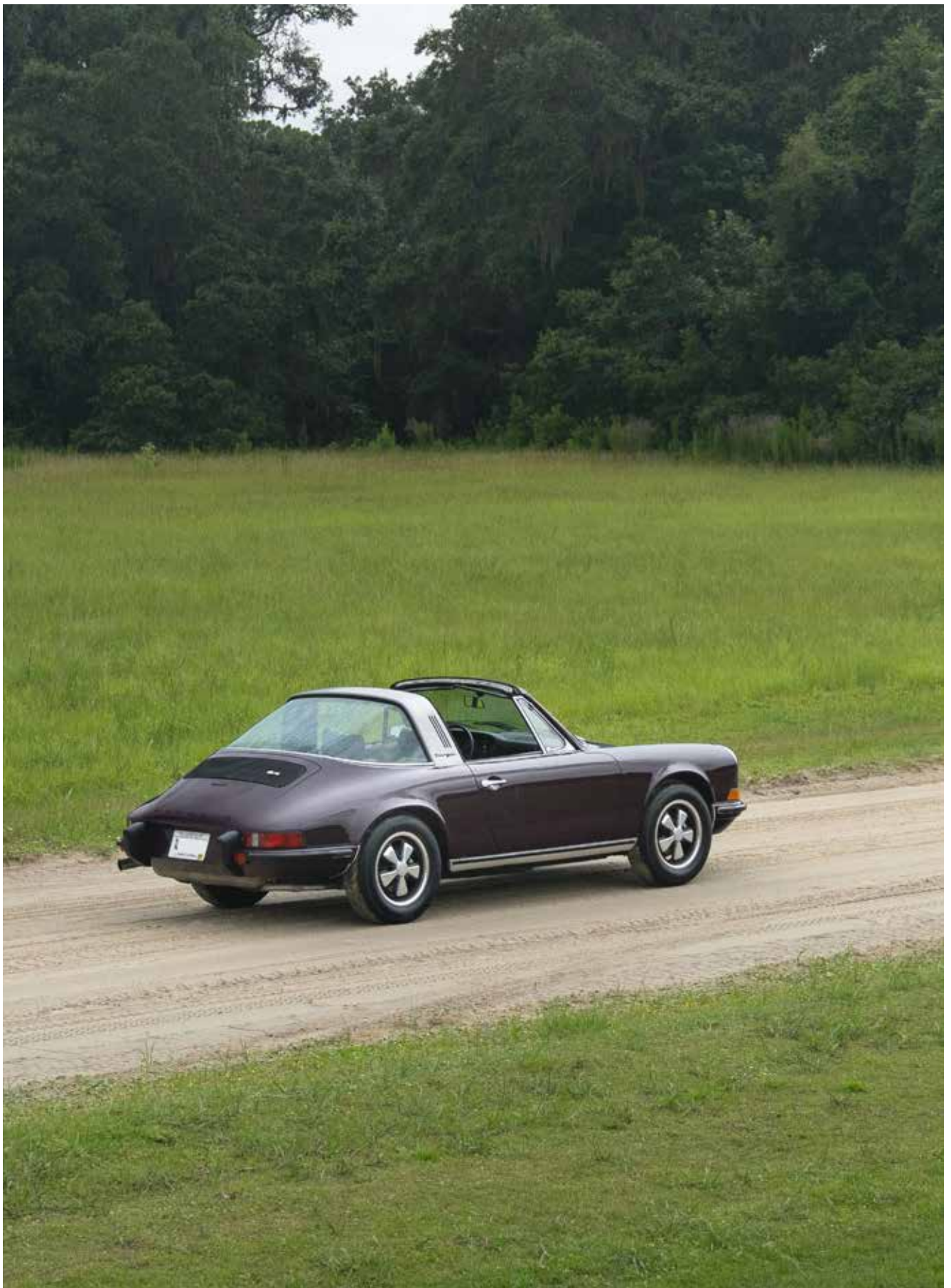
A few years ago this car was sympathetically restored. Having only 28,000 documented miles, not much was needed. It was refinished in its original shade of aubergine. The interior, carpeting and door handles were also replaced. The original Fuchs Alloy wheels that are fitted are in very good condition.

The records for this particular 911T are also extensive and included in the sale are books and tools. The car has been in the care of the

consignor, a Porsche collector, for the past few years and has been kept road ready.

Anyone who has spent some seat time in an injected 1973 911 will tell you that they are extremely enjoyable to drive. They provide a great sense of mechanical connection and have plenty of performance even for driving today. It is a great car for road rallies, PCA events, or Sunday drives, and great addition to any collection.

\$85,000 -115,000



97.

1940 PACKARD 110 CLUB COUPE PEKING-PARIS RALLY CAR

Chassis no. 535965

245 c.i. L-head Inline 6-Cylinder Engine
Single Stromberg Carburetor
Est. 110 hp
3-Speed Manual Transmission
Independent Front Suspension, Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- ★ Successful finisher in the 2017 Peking to Paris Vintage Auto Rally
- ★ Suitable for all vintage rallies
- ★ Modified for safety, endurance and reliability
- ★ Previewing in MA



THE PACKARD 110

Packard had long enjoyed its reputation among the American premium "Three P's" which also included Peerless and Pierce Arrow, stellar company indeed. For its 1940 model line (Eighteenth Series), Packard again offered both "Junior" and "Senior" lines, the least expensive of which was the 110 with a six-cylinder engine. The 110s included a two-passenger Business Coupe, a four-place Club Coupe, a convertible coupe, traditional two- and four-door sedans, and a station wagon. These 110s were fitted with a 100-horsepower, cast-iron, F-head in-line six of 245 cubic inches. Their three-speed manual transmissions were controlled via a column shift. The Club Coupe, as offered here, carried a factory price of just over \$1100.

THE MOTORCAR OFFERED

Inspired by the late '30's Chevrolet rally cars driven across South America by the late World Driving Champion Juan Manuel Fangio of Argentina, New Hampshire businessman and vintage racing enthusiast and collector Nick Grewal decided to build his own version with which to compete in the incredibly grueling 2019 Peking to Paris vintage car rally. Although he found a good donor candidate, he decided the car was too nice to modify and instead searched out another car from the same pre-war period, which turned out to be a 1940 Packard 110 Club Coupe located in California.

The Packard was given over to Jim Lowrey Auto Restoration in Tilton, New Hampshire, near Grewal's home, where it was modified to ensure reliability over the almost 9000 mile route which covers three time zones and 11

countries, sometimes where there are no roads at all and teams occasionally had to sleep in tents. The Packard's engine had to remain essentially stock, but was rebuilt with racing-quality connecting rods and other heavy-duty components. The stock manual transmission was retained. However, a competition clutch package was installed, and a robust Ford 9-inch rear axle with limited-slip replaced the old stock Packard unit. Front disc brakes were adapted, but later replaced by drums. The Packard's steel frame was strengthened and underbody protection added by fabrication of a tubular steel underpan. Both the front and rear fenders were cut away so that mud and other debris would be easy to remove, the stock bumpers were replaced with leaf springs, and the exhaust system re-routed to above the right rear fender to allow easier fording of water



hazards. Ride comfort was enhanced by the addition of air-bags to supplement the front suspension.

To comply with the rally's stringent safety standards, Lowrey installed a well-braced roll-bar and a pair of deep bucket seats from a Subaru STI WRX, along with five-point Shroth racing harnesses. Finally, after 2½ years and more than 800 hours of labor, the car was completed. The Packard was then shipped by sea to China where the race began. A substantial amount of spare parts, wheels and tires, and extra fuel was packed into the car's interior and trunk compartment before the start.

With Grewal, an experienced vintage race car driver at the wheel and Dirk Burrows handling

the navigation, the Packard successfully finished the 36-day contest, a monumental achievement. They overcame a blown clutch in Novosibirsk, Russia, as well as a broken spring and two failed shock absorbers along the way. Steel-belted radial tires had been fitted, and Mr. Grewal said the car never suffered a flat during the rally. Their experience has been documented in a YouTube video.

This battle-tested little Packard, so reminiscent of the South American Carretera, should be thoroughly checked over before attempting the 2022 edition of the Paris to Peking Rally. For those of us that love motorsport, the great outdoors and embracing new challenges – your chariot awaits.

\$60,000 - 90,000

98.

1984 GRID-PORSCHE GROUP C RACE CAR PROTOTYPE

Chassis no. LFC001/B

3,200cc Twin Turbo SOHC Flat 6-Cylinder Engine
Motec Fuel Injection
500bhp at 6,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Ground Up Restoration by Recognized Experts*
- ★ *Extensive racing documentation*
- ★ *Eligible for various vintage racing events, including RennSport*
- ★ *Racing spares included*

★ *Previewing in SC*



THE MOTORCAR OFFERED

This 1983 Grid-Porsche S2 is was built to compete in Group C races by GRID Motor Racing in England. The Grid S2 was the second of two Group C prototypes built during a partnership between Giuseppe Rise and Ian Dawson, whose initials were combined to create the Grid name. The chassis was designed by former Lotus engineer Geoff Aldridge and features a monocoque that incorporates aluminum honeycomb panels. Bodywork is constructed using glass-reinforced plastic, and a twin-boom nose design was utilized for Le Mans and other early races before the car was fitted with its current solid nose.

The car was campaigned by Dudley Wood and Charles Ivy Racing in 1984. It first competition outing was at the 1000km of Silverstone in 1984. At the 24 Hours of Le

Mans, where it was driven by Dudley Wood, John Cooper, and Barry Robinson. It retired after 10 laps due to a fuel feed issue. It was also entered at Silverstone, Miami, Mosport, and Monza. Its best finish that year was at Brands Hatch for the British Airways 1000 where it finished in 11th place. This racing history is documented by scrutineering paperwork from Le Mans, RAC recognition paperwork for Grid Motor Racing, and FISA paperwork.

The car was purchased by its current owner from Can-AM Cars in St. Louis, Missouri in 2012. It has since completed a multi year restoration by Max Crawford, and Mike Colucci.

An air-cooled, twin-turbo 3.2L flat-six from Porsche powers the rear wheels via a

Hewland five-speed manual transaxle. This current power plant is based on a 1980 Porsche Turbo unit, and features twin turbochargers with custom impellers, internal wastegates, and Porsche billet pop-off valves. The engine which was rebuilt to an 8:1 compression ratio is currently being refreshed for the 2021 racing season.

The restoration of the chassis was entrusted to Max Crawford of Crawford Composites in Denver, North Carolina, and Mike Colucci. The braking system features AP Lockheed magnesium calipers and was overhauled by John Hayworth of Pro-System Brakes in Mooresville, North Carolina. The suspension includes rocker-actuated inboard coilovers, and the shocks were rebuilt and dynamometer-tested. A new air jack system was also installed.



The bodywork was stripped, repaired, and finished to a high standard in blue and yellow, which was the livery that it wore when it was being campaigned by Wildwood Racing. A high-downforce undertray is fitted to the car, and a low-downforce tray is included with the sale. A new windshield was also installed during the refurbishment.

Inside the cabin, a single seat on the right side is equipped with a six-point Sparco racing-harness, and additional safety equipment includes a FISA-approved roll cage and a fire suppressant system. The instrumentation was rebuilt during the refurbishment with new electrical wiring installed and complemented by a Personal steering wheel.

After the completion of the restoration in September of 2019 the car was displayed at the Chattanooga Motorcar Festival, and this past year was also on display at the Amelia Werks Reunion. Eligible for a such prestigious events as the Le Mans classic and the Porsche RennSport Reunion, this potent Porsche powered Group C Prototype is worthy of close inspection, and consideration for the upcoming 2021 racing season.

Due to the fact that the car has not been extensively track tested it is recommended that it have a full mechanical inspection before its next race outing.

Interested parties should speak with the Bonhams specialist team about the opportunity for personal set-up requirements and testing at Carolina Motorsport Park.

\$275,000 - 325,000

This vehicle is offered on a Bill of Sale.

99.**1983 VOLVO 242 COUPE**

VIN . YV1AX4727D2235725

2,127cc Turbocharged Intercooled 4-Cylinder Engine
 Fuel Injection
 161bhp at 5,100 rpm
 Automatic Transmission with Overdrive
 4-wheel Disc Brakes

- ★ 1 of only 500 Group-A homologation 242s
- ★ Blue plate California car
- ★ Long term enthusiast ownership
- ★ The ultimate "Brick"

★ Previewing in LA

**THE MOTORCAR OFFERED**

In 1983 Volvo manufactured 500 "flat-hood" 242 Group-A turbos to meet production requirements for Group-A sedan class racing in Europe. As the tale is told, all 500 of the cars were shipped to the US as they were set to be sold through the Volvo Dealer network. Of the 500 cars, 30 were sent back to Europe, which were further modified and raced in the series. These special "flat-hood" 242 Group-A turbos were rumored to be equipped with the B21ET engine in place of the B21FT engine. The B21ET was the European spec turbo engine and said to make quite a bit more power in a more robust package. The engines also featured a more powerful turbo with a factory intercooler. On paper, Volvo reported that the cars produced the same power figures as the standard turbos (161HP), but anyone who has had the pleasure of driving one knows that the cars

are clearly making substantially more. Sitting just right on GT springs, the cars were visually distinguished for their pedestrian brethren by their European style "flat-hood" and radiator, as opposed to the standard Volvos distinctly raised radiator and hood. In full race spec, the competition cars are reportedly squeezing 340hp out of these B21ET engines, propelling the flat-hoods to speeds in excess of 150 miles per hour.

This "flat-hood" 242 Group-A turbo has been lovingly preserved by dedicated Volvo enthusiasts. For a large portion of its life, the car was under the stewardship of a couple that owned and operated a California based Volvo parts supply and service shop. Under their care, the car always remained in tip top shape with genuine Volvo parts. During a major service roughly two years ago, the

engine was treated to a new timing belt. The air conditioning has also been properly converted from r12 to r134a. With a charming level of patina throughout, this blue plate, Group-A homologation Volvo represents a great opportunity to acquire a rare and appreciating young-timer classic.

\$20,000 - 25,000
WITHOUT RESERVE

100.**2018 FERRARI 812 SUPERFAST**

VIN. ZFF83CLA4J0233155

Engine no. 233155

6,496cc DOHC 48-Valve V12 Engine

Electronic Fuel Injection

789bhp at 8,500rpm

7-Speed Dual Clutch Transmission

4-Wheel Independent Suspension

4-Wheel Carbon Ceramic Disc Brakes

- ★ Largely showroom-fresh condition and less than 300 miles from new
- ★ Elegant Bianco Avus over Nero livery
- ★ Strikingly beautiful and very powerful V12 Ferrari
- ★ Still under factory warranty
- ★ Previewing in LA

**THE 812 SUPERFAST**

The Ferrari 812 Superfast made its debut at the 2017 Geneva Auto Salon. The successor to the F12 Berlinetta, the new Superfast would continue Ferrari's flagship model tradition of front engine, V12 super cars. The 812 Superfast was fully developed in-house, and designed by Centro Stile, Ferrari's own design division. A tour de force in engineering and aesthetics, the Superfast pays tribute to past (now classic) Ferrari models, both by reviving the Superfast name and with design-elements such as the taillights, which are a modern interpretation of the 365 GTB/4.

Underneath the hood is where the Ferrari 812 Superfast's staggering performance comes to life with a massive 6.5-liter V12 engine that's capable of producing 789bhp and 529 lb.ft of torque. Ferrari noted that these impressive performance figures were made possible in

part "by adopting a 350-bar (5,000 psi) direct injection system for the very first time on a high-performance engine and pairing it with variable geometry intake tracts conceptually derived from those of naturally-aspirated F1 engines." Mated to this engine is a 7-speed dual-clutch transmission, which can be operated in various different modes. With 80 percent of its power available at just 3,500 rpm, you don't need to wind it up to have fun, and 0-60 mph can be achieved in just 2.8 seconds.

THE MOTORCAR OFFERED

This powerful and luxurious Ferrari 812 Superfast was hand built at the Maranello-based Ferrari Works during November of 2017. The Ferrari was equipped for the U.S. market as a 2018 model-year car and sold new in California. The Superfast was finished as it appears today in clean Bianco Avus over a black leather interior, neatly complimented by red stitching and Alcantara. The Ferrari has remained in Southern California since new, and a total of a mere 287 miles are recorded on the odometer at the time of cataloging. Still under factory warranty, this top-of-the-line Ferrari 812 Superfast presents in largely showroom-fresh condition throughout. It should be noted that the Ferrari is due for a service.

**\$300,000 - 375,000
WITHOUT RESERVE**

101.

1920 VAUXHALL D-TYPE TOURING Coachwork by Jackson, Jones & Collins

Chassis no. D3392
Engine no. D3528A

3,969cc L-Head Inline 4-Cylinder Engine
Single Zenith Carburetor
25bhp at 2,800rpm
4-Speed Manual Transmission
Leaf Spring Suspension
Rear-Wheel Mechanical Drum Brakes

- ★ Desirable D-Type Vauxhall with elegant, open Tourer coachwork
- ★ Well-known history and provenance
- ★ Believed to be one of just 3 examples in the US
- ★ Eligible for many tours and rallies

★ Previewing in LA



THE VAUXHALL D-TYPE

Following the success of a 20hp Vauxhall in the 1908 RAC 2,000 miles Trial, Vauxhall recognized the benefits of competition success as a means of promoting sales. The firm distinguished itself in the Coupe de l'Auto races and at the new Brooklands circuit and excelled in the 1910 Prince Henry Tour. The new model for 1911 was called the 'Prince Henry' and what a handsome and purposeful machine it was, with its tapering aluminum bonnet and fluted radiator. By 1914 the 3-litre engine had grown to 4 liters and the Prince Henry Vauxhall was perhaps the ultimate development of the pre-war sports car, laying the foundation for the later 30/98 model.

The touring version of the Prince Henry was the D-Type 25hp car, generally sharing the mechanical specifications of its more sporting stable mate. Performance and handling were much the same and the model earned its colors in World War I in military service, produced at the rate of about eight per week to the order of the War Office. The model remained current until 1922.



THE MOTORCAR OFFERED

This charming example of Vauxhall's 4-liter D-Type model was completed as a bare chassis at the London-based Vauxhall Motors Limited factory in 1920, and soon after shipped off to Australia, where the first owner was located. The coachwork of that person's choice fell on Jackson, Jones & Collins Coachbuilders of Sydney, N.S.W., in an elegant Open Tourer form. The original Jackson, Jones & Collins coachbuilder plaque can still be found on the car today, now 100 years later. The Vauxhall Tourer is believed to have remained Down Under through the early 1990s, when it was imported to the UK. The car would later form part of the Boland Collection in Ireland, before migrating back to the UK in the early 2000s. The current owner purchased the car there in 2017 and brought it to his California-based residence.

The Vauxhall D-Type Tourer was exercised on John Mozart's rally for proper, early motorcars in 2019.

Today the Vauxhall shows a lovely patina from the beautifully aged restoration performed some decades ago. It is fitted with UK registration number IB 993 and retains original chassis tags and plates. The black and Emerald Green exterior color suits the car very well and is neatly contrasted by Vauxhall's signature polished bonnet. The black leather interior is nicely worn in, and the dashboard is adorned by lovely Watford gauges, much like an airplane of the time.

Believed to be one of just 3 examples remaining in the US, this fine Vauxhall offers room for four, and is eligible for many early car tours. A great driving experience, now dating back a Century.

\$90,000 - 120,000

102.

The Property of a British Racing Driver's Club Member
 1963 MORRIS MINOR 1000 DELUXE TRAVELLER

Chassis no. MAW5D 1015064

Engine no. KAR 2032001 CH

1,098cc OHV Inline 4-Cylinder Engine

SU Carburetor

48bhp at 5,100rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ Ingenious Alec Issigonis design
- ★ Professionally converted to left hand drive
- ★ Rare Traveler Estate version of the iconic Morris Minor
- ★ Excellent vehicle for the Ranch or Beach property

★ Previewing in NY



THE MORRIS MINOR

The postwar Morris Minor, one of Alec Issigonis's first masterpieces, became nearly as iconic during its 23 years of production as its ostensible successor and sister icon, the Mini. Imports to the United States began in 1949, which required raising the headlamps from their position in the grille in order to meet local codes, a change soon adopted across the board. After Morris merged with Austin to form the British Motor Corporation, a Series II Minor was introduced and a Traveler estate car, a van, and a pickup were introduced. These were built on a separate chassis frame and heavy-duty suspension to cope with heavier loads, with telescopic rear dampers, stiffer rear leaf springs and lower-ratio differentials. The Traveler had an external structural frame of varnished ash while the panel van was of all steel construction.

THE MOTORCAR OFFERED

This example of the ever charming 'Moggie' Traveller decodes as being of the latter 1,048cc and Deluxe variety, which in simple austere post war Britain, meant the addition of leather seats, a heater, ashtrays, bumper over-riders and a front parcel shelf. It presents today in the invitingly named colorway of Bermuda Blue, with a red coachline to match its red interior. An older restoration, the car shows some of its age, with some localised surface corrosion and paint loss, however nothing that detracts hugely from the overall personality of these cars.

The Morris has been in the family ownership for something in the order of two decades and was a gift from the husband to his wife. It was imported to the USA some years ago, when it was converted to left hand drive configuration and has been domiciled on the beautiful

Chesapeake Bay where it was enjoyed in the summer season each year. These Morris's are great fun to drive, never failing to attract a crowd and are utterly practical, as an eye-catching support vehicle at historic race meetings, they can find utility in all scenarios.

\$10,000 - 20,000
WITHOUT RESERVE

103.

1965 VOLKSWAGEN KARMAN-GHIA COUPE Coachwork by Karmann-Design by Ghia

Chassis no. 145632659

Engine no. 19443295

1,191cc OHV Flat 4-Cylinder Engine
Single Solex Carburetor
40bhp at 3,900rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
Front Disc – Rear Drum Brakes

Without Reserve

- ★ Beautifully presented Karmann Ghia Coupe
- ★ Attractive Ghia design
- ★ Formerly part of the Kemp Auto Museum
- ★ Elegant color combination

★ Previewing in NY



THE KARMANN GHIA

Recognized almost as readily as the legendary Beetle itself, and with a cult following all of its own, the Karmann Ghia was, in its maker's own words: 'A Volkswagen for people who can't stand the sight of a Volkswagen.' Hand built by Karmann at its Osnabrück coachbuilding works, VW's top-of-the-range model married a modified export Beetle floor-pan, running gear and engine/transmission package to stylish coachwork penned by Carrozzeria Ghia.

A cabriolet appeared in 1957 and in 1959 the car's front end underwent a subtle restyle with raised headlamps and enlarged nose intakes.

Produced until 1974, the Karmann Ghia remains one of Ghia's most commercially successful designs.

THE MOTORCAR OFFERED

This stunning two-tone coupe is a fine example of just how elegant and sporting Ghia was able to sculpt the Beetle. Finished in Pearl White and Sea Sand Beige over matching white and gray vinyl, this Karmann Ghia looks attractive and cheerful – the style of a Ghia masterpiece combined with the reliability and robustness of the tried-and-true Beetle. Part of the famed Kemp Auto Museum in Chesterfield, Missouri from 2005 until 2015, it was acquired by the current owner in 2017.

Looking as smart as one can with its understated color scheme and white wall tires, this Karmann Ghia coupe is complete with documentation from its history at the Kemp Auto Museum as well as copies of recent receipts documenting service performed while in the care of the current

owner. How better to hit the road than in a car that has the style of a Ghia masterpiece combined with the reliability and robustness of the tried-and-true Beetle.

\$18,000 - 24,000
WITHOUT RESERVE

104.

2017 BENTLEY MULSANNE SPEED

VIN. SCBBG7ZH2HC002996

6,752cc Twin-Turbo V8 Engine
Electric Fuel Injection
530bhp at 4,000rpm
8-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Just over 1,100 miles and one owner from new
- ★ Elegant and business-like Anthracite on Beluga livery
- ★ Powerful Speed version with a staggering 811 lb.ft of torque on tap
- ★ Contemporary Bentley motoring at its finest

★ Previewing in LA



THE BENTLEY MULSANNE SPEED

The Speed is the performance derivative of the highly luxurious Bentley Mulsanne super-sedan and offers even more power and premium features compared to the standard model. Named after the Mulsanne-straight stretch of the legendary Le Mans racetrack, the Mulsanne Speed's 6.75-Liter twin-turbocharged V8 engine is modified and rated at 530 horsepower and a staggering 811 lb.ft of torque, and benefits from a 13% increase in efficiency as a result of a newly redesigned combustion system that promotes a much faster and more controlled combustion process. This gives the Speed a 0-60 mph acceleration time of just 4.8 seconds, which is 0.3 seconds faster than the standard model, and an electronically limited top speed of 184 mph. Other features specific to the Speed include a Sports mode in the suspension system settings, more assertive styling features such as a dark tint finish

applied to the exterior stainless steel matrix grille, distinctive headlights, a "floating ellipse" design on the rear taillights, Bentley's first ever directional style wheel and tire set, and twin rifled exhaust tailpipes. Interior features include a new and unique color split with new stitch lines that balances diamond quilted light-color hide with darker, smooth hide, a 60 GB on-board hard drive, electrically operated tables with recesses and connections for iPads and matching keyboards, and a Wi-Fi hotspot.

THE MOTORCAR OFFERED

This highly luxurious and powerful Bentley Mulsanne Speed model was hand built at the Crewe-based Bentley works during November of 2016. The Bentley was equipped for the U.S. market as a 2017 model-year car and sold new through Bentley of Beverly Hills. The luxurious sports saloon was finished as it appears today in business-like Anthracite black over a Beluga leather interior, while the cabin was adorned with a long list of amenities including beautiful wood-veneer and chrome finishes. Retail price was \$380,280. The Bentley has had just one owner from new, and total of a mere 1,101 miles are recorded on the odometer at the time of cataloging. It should be noted that the Bentley is due for a service.

**\$150,000 - 200,000
WITHOUT RESERVE**

105.**1973 AUSTIN 1300 PRINCESS VANDEN PLAS**

Chassis no. AA4DA27195B
 Engine no. 12H/298F/64745

1275c OHV Inline 4-Cylinder Transverse-Mounted Engine

Single SU Carburetor

56bhp at 5,250rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension with Hydrolastic Gas Springs

Front Disc and Rear Drum Brakes

- ★ Single family ownership from new
- ★ Left-hand drive example originally delivered to Paris, France
- ★ Always garage kept and maintained
- ★ Rolls-Royce comfort in Mini proportions

★ Previewing in LA

**THE MOTORCAR OFFERED**

Launched in Morris form in 1962 (the Austin equivalent did not appear until the following year) the Pininfarina-styled 1100 was the second BMC model to embody Alec Issigonis' masterpiece of automotive packaging first seen on the Mini. The 1100's transverse engine/front-wheel-drive layout enabled it to offer interior space approaching that of an A60 Cambridge in a bodyshell little larger than an A40's, while the comparatively long wheelbase and inter-connected Hydrolastic suspension made for a ride quality unapproachable by a conventionally suspended car. Not only that, but the 1100 boasted front disc brakes as standard at a time when almost all its rivals made do with drums. A 1300 version arrived in 1967, at which time the range was face-lifted, enjoying the status of Britain's best-selling car for many years.

This motorcar is the top-of-the-line 1300 Princess Vanden Plas. Belying its compact stature, this elegant machine is fully kitted out as if it were an easy to park Rolls-Royce. Better yet, it has been in single family ownership from new. Originally purchased by the seller's father from the Austin dealer in Paris, France, it was an export model outfitted in left hand drive and with legally mandated French yellow headlights. According to a copy of the original Certificat de Garantie that is still with the car, it was delivered new on October 7, 1972 to an address right next to Les Halles. Garaged in Paris—next to a Rolls-Royce Corniche that was also in the family's collection—it was lovingly maintained and enjoy in France until coming to the United States in 2008. Domiciled on the West Coast, it has continued to be garaged and maintained.

Finished in its original color scheme of two-tone tan over tan leather, the exterior is rife with chrome finishes while inside a burl walnut dash and trim look like they were plucked from a Silver Shadow. Rarely seen on either side of the Atlantic, this easy-to-park luxury car is ready to motor to its second owner in nearly 50 years.

**\$12,000 - 18,000
 WITHOUT RESERVE**

106.**2017 MERCEDES-MAYBACH S550**

VIN. WDDUX8FB2HA294601

4,663cc 32-Valve Bi-Turbo V8 Engine
 Electronic Fuel Injection
 449bhp at 5,250rpm
 9-Speed G-Tronic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes
 4-Wheel Drive

- ★ *Ultra-luxurious Mercedes-Maybach model*
- ★ *Less than 2,400 miles from new*
- ★ *Highly optioned with a host of creature comfort elements inside and out*
- ★ *US-market car with just one California owner from new*

★ *Previewing in LA*

**THE MERCEDES-MAYBACH**

Announced by Daimler as a sub-brand of the Mercedes-Benz S-Class in November of 2014, the new ultra-luxurious Mercedes-Maybach was positioned as an upscale version of the already highly impressive sedan and unveiled at the 2015 Geneva Auto Salon. The model was targeted against the Bentley Mulsanne and Rolls-Royce Phantom, and was indeed a fierce competitor to the esteemed British motorcars. At 5,45 meters long, the new Mercedes-Maybach was approximately 20 centimeters longer than the Mercedes-Benz S-Class, and featured styling cues which could be traced back to the origin of the prominent Maybach motorcars of the 1930s.

THE MOTORCAR OFFERED

Completed at the designated Mercedes-Maybach factory during September of 2016, this exceptional S550 was delivered new to the U.S. market as a 2017 model-year car. The Mercedes-Maybach's exceedingly long list of standard accessories was in place, while Designo black piano lacquer flowing lines wood, a Burmester 3D surround sound system, 20-inch Maybach forged wheels and a rear deck spoiler was equipped as optional extras. Finished in in Obsidian Black Metallic or a black Exclusive Nappa Leather interior, the luxurious limousine-like sedan carried a \$178,635 price tag. A California car with just one owner from new, the Mercedes-Maybach S550 has covered less than 2,400 miles since new and is still under factory warranty according to the CARFAX report on file. It should be noted that the vehicle is due for a service.

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

107.

2015 MERCEDES-BENZ GL63 AMG

VIN. 4JGDF7EE4FA464162

5,456cc 32-Valve Bi-Turbo V8 Engine

Electronic Fuel Injection

550bhp at 5,250rpm

7-Speed AMG Speedshift Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

4-Wheel Drive

Without Reserve

- ★ *Extremely powerful and luxurious Mercedes-AMG SUV*
- ★ *Staggering 550 horsepower and massive 561 lb.ft of torque on tap*
- ★ *Less than 14,000 miles from new*
- ★ *Roomy GL63 AMG in stealth black on black livery*

- ★ *Previewing in LA*



THE GL63 AMG

Founded in 1967, Affalterbach, Baden-Württemberg based AMG - which is now the official performance division of Mercedes-Benz - has a long history of producing high-performance derivatives of Mercedes' standard production vehicles, and these improved versions enjoy an enthusiastic following world-wide, with prominent figures of the motorsports, entertainment, sport, and business communities being counted among aficionados. The Mercedes-Benz GL63 AMG features a hand-built twin-turbocharged 5.5-Liter 32-Valve V8 that produces a staggering 550 horsepower and massive 561 lb-ft. It is mated to a 7-speed AMG Speedshift Plus semi-automatic transmission, with Efficiency, Sport, and Manual modes. Additional features include upgraded brakes, a sports exhaust, AMG exterior and interior styling, 21-inch 5-spoke alloy wheels, and an air suspension system that automatically lowers the car at higher speeds.

THE MOTORCAR OFFERED

Manufactured during August of 2014, this powerful and luxurious Mercedes-Benz GL63 AMG SUV was delivered new to the U.S. market as a 2015 model-year car. Finished in a stealth black on black livery, the list of optional extras included the Accessory Chrome package, red brake calipers, wood and leather trimmed steering wheel, trailer hitch, rear seat entertainment system and 21-inch AMG twin 5-spoke alloy wheels. The retail price was \$123,825. The GL63 has been used in both California and New York, and the CARFAX on file reports of accident damage occurring in 2015. With just 13,948 miles on the odometer at the time of cataloging, this powerful and luxurious Mercedes-Benz GL63 AMG Sport Utility is ready to take on the mountain tops. It should be noted that the vehicle is due for a service.

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



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Conditions of Sale for Motor Vehicles

The following Conditions of Sale, together with the Bidder Information included in this Catalog, 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 Bonhams acts as agent. By registering to bid and/or by bidding in the Sale the Buyer/bidder agrees to be bound by these terms and conditions.

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.

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 auctioneer 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 or digital rendering in which these Conditions of Sale appear or the online listing which links to these Conditions or Sale, as may be amended by the saleroom notices or any other published or posted notices at the Sale and/or online, 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, as set forth in the Catalog.

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. Occasionally, Bonhams may have a legal, beneficial, or financial interest in a Lot.

3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter display 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 anyone, including any bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter. The bid price stated by the Auctioneer is the prevailing and binding bid price.

4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

4.1 Bonhams shall have the right, in its absolute and sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale at any time and, in the case of any error or dispute with respect to bidding to determine the successful Bidder, to re-open the bidding, to cancel the sale, or to re-offer and re-sell the Lot. In the case of any dispute with respect to bidding, Bonhams' records shall be conclusive.

4.2 Bonhams shall have the right, in its sole discretion, to cancel or rescind the sale of any Lot if (i) the Buyer is in breach of the Buyer's warranties (see paragraph 7.3); (ii) Bonhams, in its sole discretion considers that such transaction might be unlawful or might subject Bonhams, the Seller or the Buyer to any liability, including liability to any third party; (iii) if Bonhams is prevented by fire, theft or any other reason whatsoever from delivering any Lot to the Buyer or a sale otherwise cannot be completed; or (iv) there are any other grounds for cancellation under these Conditions of Sale. In the event of a sale cancellation or rescission, Bonhams' liability shall be limited to the sum of the Purchase Price actually paid for the Lot by the Buyer and shall in no event include any compensatory, incidental or consequential damages.

4.3 All Lots are offered subject to a Reserve unless otherwise indicated in the Catalog. 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 until reaching the Reserve 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, pre-sale viewing or inspection 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

6.1 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'.

6.2 New bidders and bidders who have not recently updated their registration details with Bonhams must pre-register to bid at least two (2) business days before the Sale. Individuals will be required to provide government-issued proof of identity and proof of residence. Entity clients will be required to provide certificate of incorporation or equivalent documentation showing the name and registered address, documentary proof of officers and beneficial owners, and proof of authority to transact.

6.3 Bonhams reserves the right to request further information in order to complete bidder identification procedures and at its sole discretion to decline to register any person as a bidder and to reject any bid.

6.4 Bonhams may also request a financial reference (such as a bank letter written on bank letterhead) and/or deposit from bidders before allowing them to bid.

6.5 In order to register to bid, bidders may be required to pay a bidder registration fee as listed in the Buyer Information section. Registration fees are subject to change in Bonhams' discretion and it is each bidder's responsibility to apprise themselves of any changes to the registration fees in advance of the Sale.

7. THE BUYER/BIDDER; BUYER'S/BIDDERS WARRANTIES

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.

7.3 The Buyer/bidder warrants that:

(a) It is not subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Person");

(b) It is not owned, whether wholly or in part, or controlled by any party who is subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Entity");

(c) If acting as an agent (subject to Bonhams' prior written acceptance) for a principal, the principal it is not a Sanctioned Person or Sanctioned Entity (as defined above in sections 7.3(a) and (b)), and Buyer/bidder has conducted appropriate customer due diligence into the principal and agrees that Bonhams shall be entitled to rely upon such customer due diligence, and in connection with such reliance Buyer/bidder further agrees to retain adequate records evidencing the due diligence for a period of 5 years following the consummation of the sale and to make these records available for inspection by an independent auditor upon Bonhams' request;

(d) The purchase of the Lot and the payment funds are not connected with any criminal activity including money laundering, tax evasion or terrorist financing, and the Buyer/bidder (and if applicable, the principal), is not under investigation and has not been charged with or convicted of such criminal activity.

8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor Car Lots:

If a purchased Lot consists of a motor car, the Buyer shall pay Bonhams a premium equal to TWELVE PERCENT (12%) on the first Two Hundred and 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 and 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 Motorcycle Lots:

If a purchased Lot consists of a motorcycle, the Buyer shall pay Bonhams a premium equal to FIFTEEN PERCENT (15%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of such Lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds One Hundred Thousand Dollars (\$100,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.3 Buyer's Premium for Automobilia, Memorabilia & Other Non-Motor Vehicle Lots:

If a purchased Lot consists of automobilia, memorabilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-SEVEN AND A HALF PERCENT (27.5%) on the first Three Thousand Dollars (\$3,000) of the Hammer Price of such Lot,

Conditions of Sale for Motor Vehicles (continued)

TWENTY-FIVE PERCENT (25%) on the amount of Hammer Price above Three Thousand Dollars (\$3,000) up to and including Four Hundred Thousand Dollars (\$400,000), TWENTY PERCENT (20%) on the amount of Hammer Price above Four Hundred Thousand Dollars (\$400,000) up to and including Four Million Dollars (\$4,000,000), and THIRTEEN AND NINE-TENTHS PERCENT (13.9%) of 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.

8.4 No Buyer's Premium for Charity or Benefit Lots: No buyer's premium will apply to any Lot explicitly identified in the Lot description or in the Buyer Information section of the Catalog as a 'Charity Lot' or 'Benefit Lot.'

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 cashier's check, money order, or wire transfer in United States currency, no later than the date and time specified in the 'Buyer Information' section of this Catalog. Upon prior arrangement with Bonhams, the Buyer also may pay for a Lot 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 preview premises no later than the date and time specified in the 'Buyer Information' section 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' section 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.

Packing and handling of purchased Lots are at the responsibility and entire risk of the Buyer. Bonhams is not responsible for any acts or omissions in our packing or shipping of purchased Lots or any acts or omissions of other carriers or packers of purchased Lots, whether or not recommended by Bonhams.

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 The Buyer is responsible to pay all city, state, federal and any and all other taxes due, unless exempt by law. Proof of exemption is the Buyer's responsibility and subject to Bonhams' verification. 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) Cancel the sale of the Lot, or any other Lot, to the Buyer at any time, retaining as liquidated damages all payments made by the Buyer;
- (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.
- (h) Reveal the Buyer's identity and contact information to the Seller.

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

Absentee, telephone and online bidding are services provided by Bonhams as a convenience to bidders on an "as available" basis, and Bonhams cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid. At its discretion, Bonhams will execute absentee bids and accept telephone bids and online bids via bonhams.com, provided that neither Bonhams nor its employees or agents will be liable for any error or default (whether human or otherwise) 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, online, or other bids submitted remotely, including without limitation, any telecommunications or internet fault or failure, or breakdown or problems with any devices, online platforms or websites. 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. Jurisdiction and venue for all dispute resolution shall be in San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

Mediation and Arbitration Procedures

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties will equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be admissible in any subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American

Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service:
(i) the arbitration shall occur within 60 days following the selection of the arbitrator;
(ii) the arbitration shall be conducted in the city of San Francisco, California; 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 (Bond No. 57BSBGL0808) and in other applicable jurisdictions 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 These Conditions of Sale shall be binding on the successors and assigns of all bidders and Buyers and inure to the benefit of Bonhams' successors and assigns. If any part of these Conditions of Sale is deemed invalid or unenforceable, such invalidity or unenforceability shall not affect the remaining provisions of these Conditions of Sale, which the rest shall remain in full force and effect.

18.7 Time is of the essence of this agreement.

18.8 It is expressly acknowledged by each bidder or Buyer that Bonhams has not provided any legal or tax advice or assistance to bidder or Buyer and no one at Bonhams has acted as the bidder's or Buyer's

attorney or tax advisor. Each bidder or Buyer is responsible for retaining its own advisors with respect to the accounting, financial, tax, regulatory and/or legal implications of any transaction contemplated under these Conditions of Sale. Bidder or Buyer acknowledge that it had the opportunity to consult an attorney before signing and this agreement and is signing this agreement having had such opportunity to consult with an attorney of its choosing and carefully reading this agreement in its entirety, understanding all of its terms and conditions, and knowingly and voluntarily agreeing to the same.

18.9 Each bidder or Buyer accept and agree that Bonhams will hold and process the bidder's or Buyer's personal data and information and may share it with Bonhams' affiliates, subsidiaries or parent companies worldwide (collectively the "Bonhams Group") and limited third parties for use as described in, and in accordance with Bonhams' Privacy Policy (subject to any additional specific consent(s) the bidder or Buyer may give in writing prior to the disclosure of the bidder's or Buyer's data or information) published on Bonhams' website at www.bonhams.com/legals/. Bonhams' Privacy Policy may also be requested in print and digital format by email from info@bonhams.com or by mail from Bonhams Customer Services Department, 580 Madison Avenue, New York, NY 10022.

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.

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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.

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THE MAXIMUM AMOUNT OF BONHAMS' LIABILITY UNDER THESE CONDITIONS OF SALE SHALL BE LIMITED TO THE PURCHASE PRICE PAID BY BUYER TO BONHAMS AND IN NO EVENT SHALL BONHAMS BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY COMPENSATORY, INCIDENTAL OR CONSEQUENTIAL DAMAGES UNDER THESE CONDITIONS OF SALE.

Auction Registration Form

(Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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 General and Buyer 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 General and Buyer 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: For lots with a diamond symbol ⬠, special formalities are required to bid and internet bidding is not available. Contact Client Services. If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

Please email or fax the completed Registration Form and requested information to:

Bonhams Client Services Department
580 Madison Ave
New York, NY 10022
Tel +1 (212) 644 9001
Fax +1 (212) 644 9009
bids.us@bonhams.com

Bonhams

Sale title: Quail Motorcar Auction	Sale date: August 14 2020
Sale no. 25839	Sale venue: Bonhams' Los Angeles Gallery
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)	
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City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 5pm Aug 19 <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

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Bonhams and Butterfields
Auctioneers Corp
580 Madison Avenue
New York, NY 10022
+1 (212) 644 9001
+1 (212) 644 9009 (fax)

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 Quail Motorcar Auction on August 14, 2020.

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 REFERENCE

BANK LETTERHEAD

Bonhams and Butterfields
Auctioneers Corp
580 Madison Avenue
New York, NY 10022
+1 (212) 644 9001
+1 (212) 644 9009 (fax)

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' Quail Motorcar Auction on August 14, 2020.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

Bonhams

AUCTIONEERS SINCE 1793

International Auction Calendar 2020

FINE AND RARE WINES

Friday 21 August
Thursday 24 September
Friday 20 November
Thursday 26 November

Hong Kong
London
Hong Kong
London

ENQUIRIES

UK
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whisky@bonhams.com

WHISKY

Friday 21 August
Wednesday 7 October
Friday 20 November
Wednesday 9 December

Hong Kong
Edinburgh
Hong Kong
Edinburgh

HONG KONG

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AUCTIONEERS SINCE 1793



Consignments Invited

Collectors' Motorcars and Automobilia Auction

Simeone Foundation Automotive Museum

Philadelphia, Pennsylvania | Sunday 4 October 2020

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AUCTIONEERS SINCE 1793

Upcoming Motorcycle Auctions

The Summer Sale
Including The Morbidelli Collection

Bicester Heritage, UK | 15 – 16 August 2020

Consignments Invited
Collectors' Motorcycles at the Barber Museum

Birmingham, AL | 10 October 2020

To discuss any aspect of selling collectors motorcycles at auction, please contact us or visit **sell.bonhams.com** to submit a complimentary valuation request.

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COLLECTION**

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AUCTIONEERS SINCE 1793



THE
BONMONT
SALE

Collectors' Motor Cars

Cheserex, Switzerland | 20 September 2020



THE ZOUTE SALE®

Consignments Invited



Knokke-Le Zoute, Belgium | 9 October 2020

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AUCTIONEERS SINCE 1793

Motoring Auction Calendar 2020

14 August

The Quail Motorcar Auction
Los Angeles, Previewing at Petersen Automotive Museum

14-16 August

The Summer Sale
Motorcycles including the Morbidelli Collection
Bicester, Bicester Heritage

6 September

Autoworld The Autumn Sale
Brussels, The Autoworld

19 September

Bonhams MPH
Bicester, Bicester Heritage

20 September

The Bonmont Sale
Cheserex, Switzerland

4 October

Collectors' Motorcars and Automobilia
Simeone Foundation Automotive Museum
Philadelphia, Pennsylvania

9 October

The Zoute Sale
Knokke-Heist, Place Albert de Knokke Le Zoute

10 October

Motorcycles and Motorcars at the Barber Museum
Birmingham, Alabama

10-11 October

The Autumn Stafford Sale
The Classic Motorcycle Mechanics Show, Stafford, UK

17 October

Goodwood Speed Week
Chichester, Sussex

30 October

The Golden Age of Motoring Sale '1886-1939'
Veteran, Vintage and Post-Vintage Motor Cars
New Bond Street, London

5 December

Bond Street Sale
New Bond Street, London

12 December

Bonhams MPH
Bicester, Bicester Heritage

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AUCTIONEERS SINCE 1793



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Our Private Treaty Sales team can provide a bespoke approach to buying and selling outside of the auction calendar. Get in touch if you would like to discuss selling your car privately.

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Chichester, Sussex | 17 October 2020



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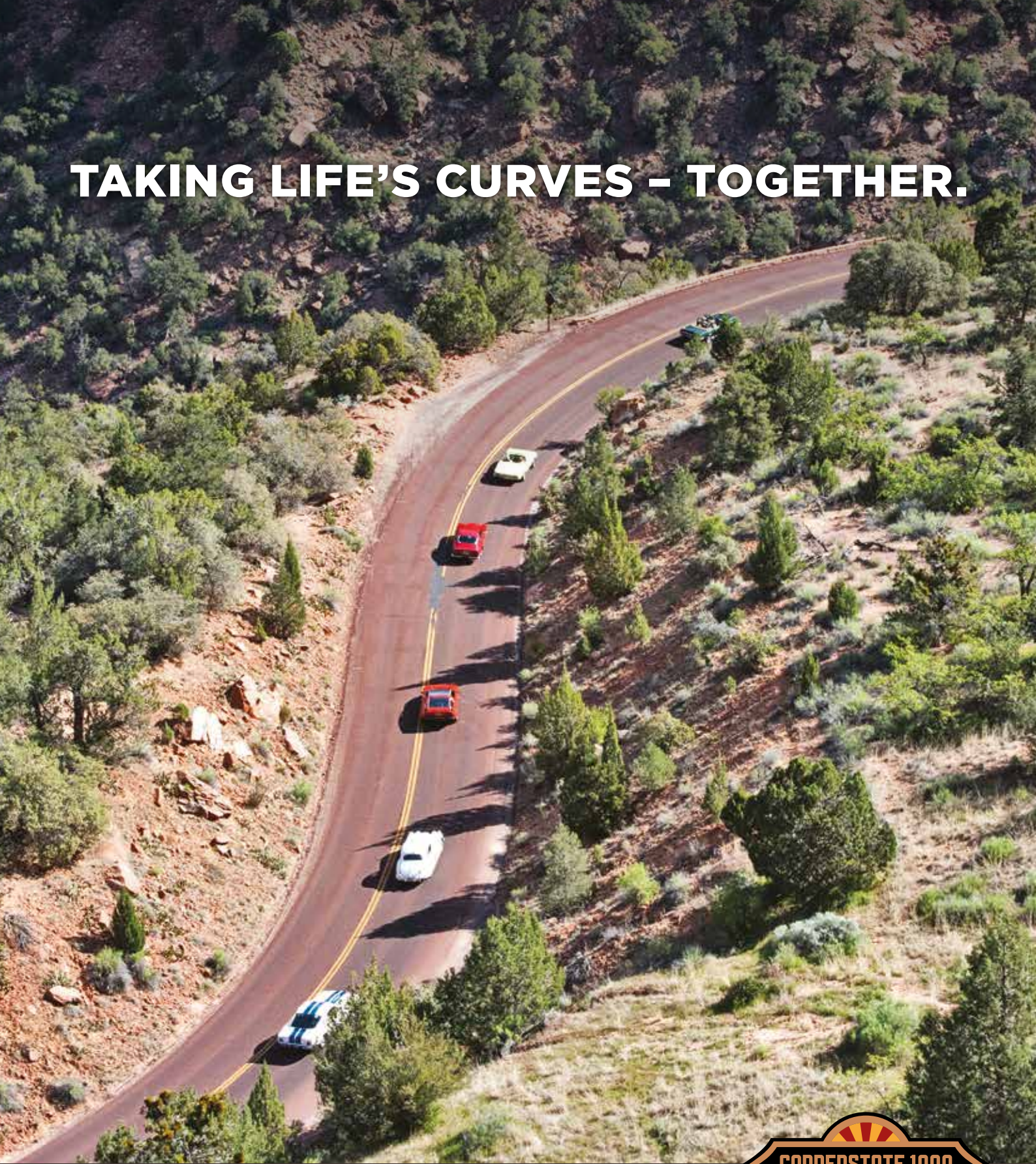
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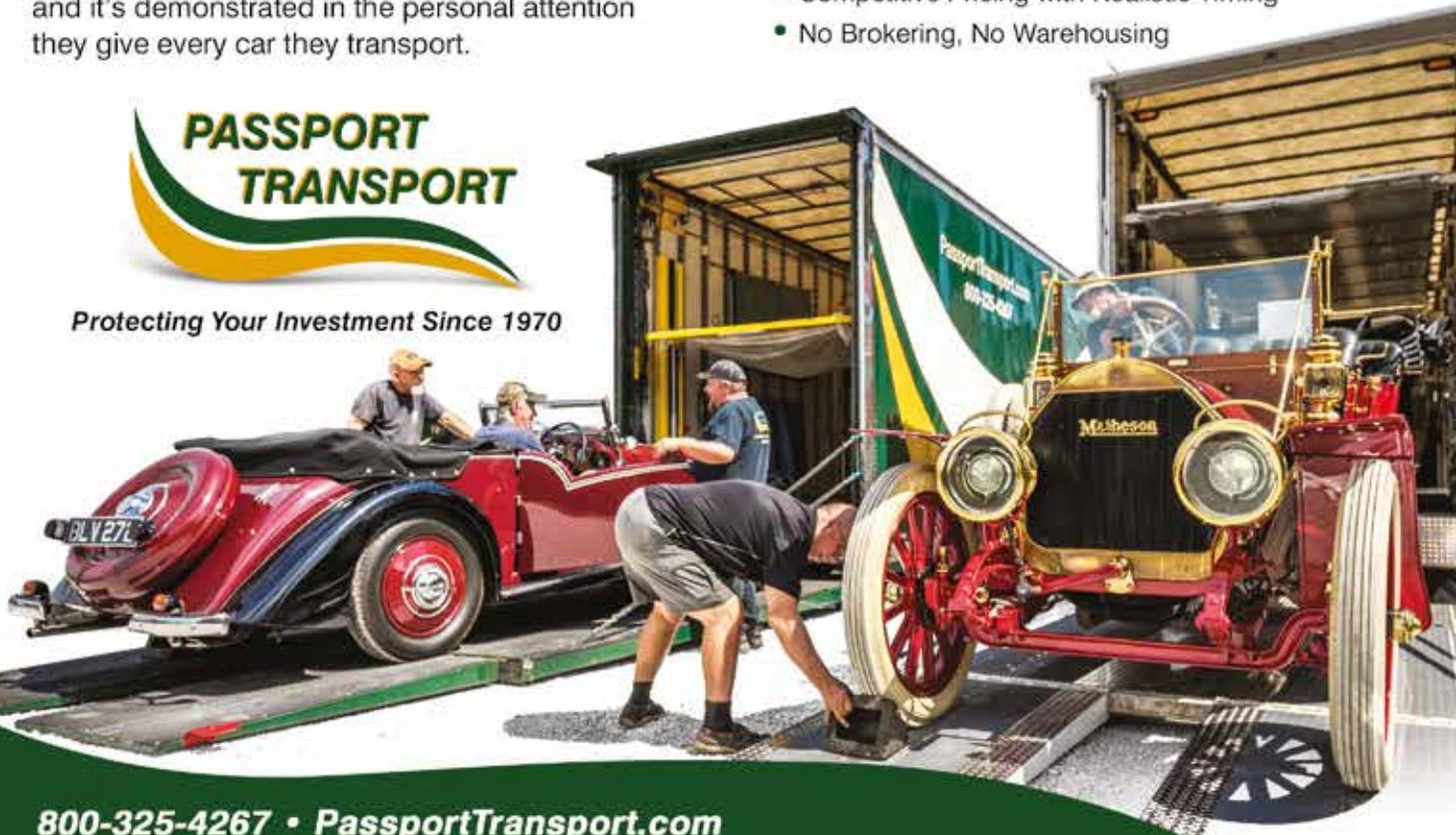


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Lot No	Year	Model	Lot No	Year	Model
30	1948	Lincoln Continental Convertible	68	1964	Porsche 901 Coupe
80	1966	Lola T70 MK II Sports-Racing Spyder	27	1965	Porsche 356SC 1600 Cabriolet
75	1964	Lotus 23B Sports-Racer	56	1968	Porsche 912 Coupe Competetion Rally Car
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36	1969	M-505 Adams Brothers Probe 16	93	1974	Porsche 911 Carrera 2.7 MFI Coupe
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LOT 86 - FROM THE ESTATE OF DAVID L. VAN SCHAIK
1966 ASTON MARTIN DB6 VANTAGE SHOOTING BRAKE & LOT 37 - 1935 ASTON MARTIN ULSTER