

AMELIA ISLAND

SATURDAY, 14 MARCH 2015 11:00 AM • THE RITZ-CARLTON, FLORIDA



RM AUCTIONS



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RM AUCTIONS

Amelia Island | Florida

Saturday | 14 March 2015 | 11:00 a.m.

ON-SITE CONTACT

Wednesday, March 11 - Sunday, March 15
Tel: + 1 734 660 0015

PREVIEW

12 March 2015 | 10:00 a.m. - 6:00 p.m.
13 March 2015 | 10:00 a.m. - 6:00 p.m.







EVENT INFORMATION

LOCATION

The Ritz-Carlton
4750 Amelia Island Parkway
Amelia Island, Florida 32034

ADMISSION

Admission is open to the general public during preview hours only. Admission to the auction on Saturday, March 14, is for registered bidders, consignors, and qualified media only.

GENERAL AUCTION INFORMATION

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Sale produced by **RM Auctions, Inc. (Amelia)**
5536 County Road 11A
Auburn, Indiana 46706
USA
Auction License Number: AB1943
Auctioneer Number: AU4626 - Max Girardo

ACCESS THE KNOWLEDGE

Providing the history of the lots presented in this catalogue is important to us, and we work hard to make sure all lots we offer are fully researched and historically accurate. On-site bidders are urged to stop by the Access the Knowledge Desk on site for further details on lots of interest. If you are unable to attend the sale and plan to bid remotely, please contact our Client Services Department for assistance.



LOT 186 1938 BUGATTI TYPE 57C ARAVIS CABRIOLET

CLIENT SERVICES

BIDDER REGISTRATION

Bidding Requirements:

- Driver's License or Passport Identification
- Credit Card
- Bank Letter of Guarantee (please refer to the form included with this catalogue for acceptable formats)
- Dealer License (if you are registering as a dealer)

We offer multiple bidding options should you choose to register, including:

On-Site and Advance On-Site Registration

Clients wishing to attend the sale can register on the preview and auction days by visiting the Registration Desk located in the lobby just outside of the Ritz-Carlton Ballroom. You will be expected to present all listed bidding requirements and pay the \$300 registration fee. Should you prefer, you may register in advance to avoid on-site queues. To do this, please complete the Advance On-Site Registration Form included with this catalogue and submit as per the instructions on the form.

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If you are unable to attend the sale, we offer telephone bidding services free of charge. As a telephone bidder, an RM representative will call you at the phone numbers you provided approximately three to five lots before the lot of interest comes up for sale. They will then act as your liaison to the live bidding environment and place bids on your behalf per your instruction. To register, please complete the Absentee/Telephone Registration Form included with this catalogue and submit as per the instructions on the form.

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LOT 148 1938 DELAHAYE 135 MS COUPE

CLIENT SERVICES

RECOMMENDED HOTELS

The Ritz-Carlton, Amelia Island
4570 Amelia Island Parkway, Amelia Island, Florida 32034

The Amelia Hotel
1197 S Fletcher Avenue, Fernandina Beach, Florida 32034

Residence Inn
2301 Sadler Road, Fernandina Beach, Florida 32034

Should you need assistance with accommodations, please contact Lauren Udzbinac, from our Client Services Department, at +1 519 437 3058 or at lauren@rmauctions.com.

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Under normal circumstances, the auction estimate of the lot being auctioned off will determine the minimum increment the auctioneer will accept according to the following schedule. Please note, due to the nature of a live auction, it is the auctioneer's sole discretion to accept bids outside of what is being asked for during the live auction.

| Estimate | Minimum Increment |
|-----------|-------------------|
| \$50,000 | \$2,500 |
| \$100,000 | \$2,500 |
| \$250,000 | \$5,000 |
| \$500,000 | \$10,000 |

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Although every effort is made to ensure the accuracy of the information contained in this catalogue, such information is provided by the seller and may not be verified by RM Auctions prior to the sale time. Any additional information or corrections known at the time of the sale will be announced by the auctioneer and posted as an addendum on the lot's page on rmauctions.com. Buyers are advised to rely on their own inspections, as all sales are made on an "as is, where is" basis. RM Auctions' specialists will be available on site to answer any questions you may have regarding the condition or authenticity of any lot on offer. Should you not be able to attend the sale in person, please contact our Client Services Department at the numbers provided below for assistance.

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RM AUCTIONS



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AMELIA ISLAND

SATURDAY, 14 MARCH 2015
11:00 AM

LOTS 101 - 209



Alfredo De la María

ALFREDO DE LA MARÍA

Uruguayan artist Alfredo De la María began as a sports illustrator and equestrian painter, but he is known today for his paintings of historic racing scenes. After he began illustrating covers for automotive magazines in the 1980s, he opened his first exhibit of solely automotive-themed paintings, and he has been completely immersed with the subject since. Alfredo De la María has a distinct impressionistic style of painting that dramatically captures the speed and excitement of auto racing.

LOT 101 MONACO GRAND PRIX – 1957

LOT 102 FRENCH GRAND PRIX – 1930

LOT 103 24 HOURS OF LE MANS – 1963



RM AUCTIONS

MONACO GRAND PRIX – 1957

ALFREDO DE LA MARÍA

ESTIMATE: \$10,000 – \$15,000 OFFERED WITHOUT RESERVE

Watercolor on paper; 22 in. x 17 in. In this painting, Alfredo De la María depicts legendary racing driver Juan Manuel Fangio racing to the finish of the 1957 Monaco Grand Prix in his Maserati 250F. Knowing that his less experienced and significantly younger rivals would drive recklessly hard on the tight Monaco track, Fangio kept back as the others aggressively fought for position. Only four laps into the race, an accident took four of the top drivers out of contention. Fangio cautiously

drove past the carnage and lead the remaining 101 laps until the finish.

That year, Juan Manuel Fangio celebrated his fifth and final Formula One World Championship, after coming 1st in four of the seven races that year. After a few unsuccessful races in 1958, he returned to his home of Argentina but still remained active in the sport for years to come.



FRENCH GRAND PRIX – 1930

ALFREDO DE LA MARÍA

ESTIMATE: \$10,000 – \$15,000 OFFERED WITHOUT RESERVE



Watercolor on paper; 25.75 in. x 21 in. The 1930 French Grand Prix was held on the Circuit de Morlaas, which was located just outside of the city of Pau. Due to a lack of interest, the race was postponed and changed from an International Formula event to a Formula Libre race, allowing for a much wider variety of entrants. The Italian teams were unfortunately absent from the grand prix because of the date change, and as such, most of the 25 entrants were French teams.

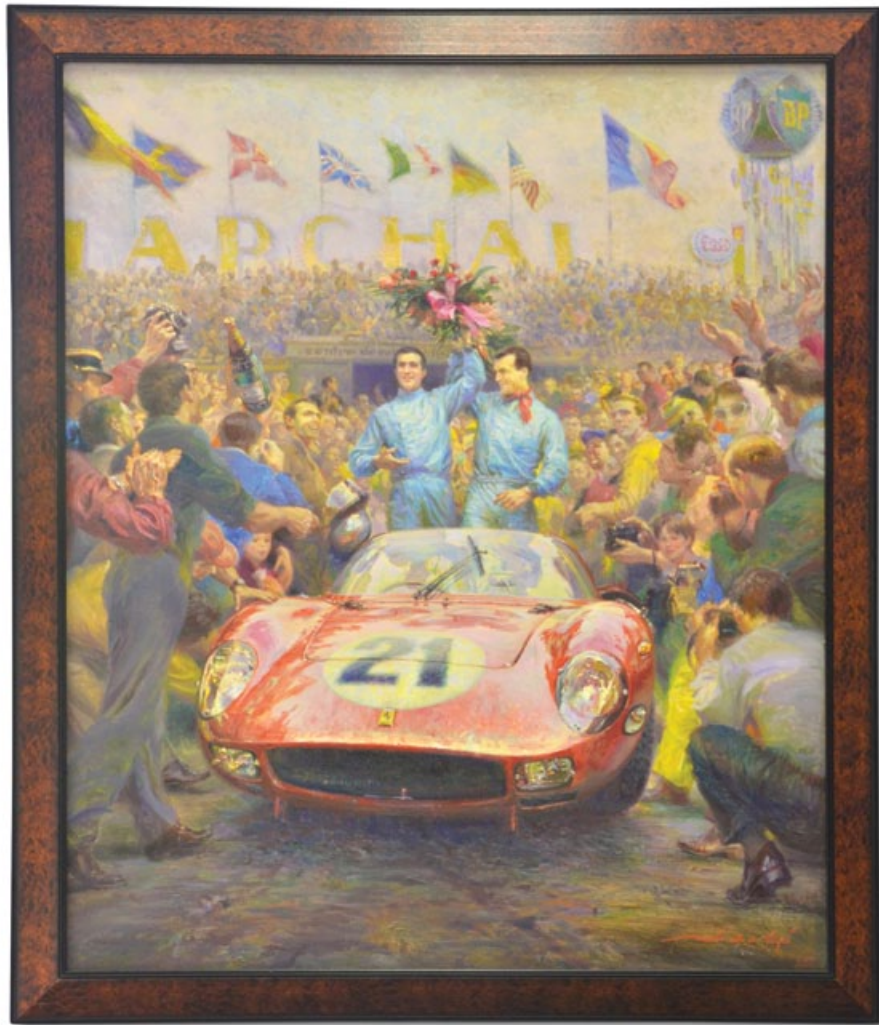
Standing out amongst the crowd was the subject of this painting, a 4½-Litre supercharged Bentley that had been entered by Tim Birkin and was wearing #18. Although Birkin did not win the race, the massive Bentley did unexpectedly well against the much more nimble Bugattis and ended up finishing a respectable 2nd place. The 1930 French Grand Prix was the only race in which the “Blower” Bentley achieved notable racing success.

24 HOURS OF LE MANS – 1963

103

ALFREDO DE LA MARÍA, 1999

ESTIMATE: \$20,000 – \$25,000 OFFERED WITHOUT RESERVE



Oil on canvas; 51 in. x 60 in. This oil painting depicts Lorenzo Bandini and Ludovico Scarfiotti celebrating after their win at the 1963 24 Hours of Le Mans in a Ferrari 250 P. The drivers averaged an incredible 117.99 mph throughout the 2,832-mile race, giving Ferrari their fourth consecutive win at Le Mans. Ferrari

had just hired Bandini the previous year, and by 1966, Bandini had replaced John Surtees as Ferrari's number one driver. Sadly, Bandini and Scarfiotti were killed in racing accidents in 1967 and 1968, respectively. This large-scale oil painting vividly captures and preserves a glorious moment from their tragically short careers.

PASSING OF THE HORSE

STANLEY WANLASS, 1983

ESTIMATE: \$15,000 - \$20,000 OFFERED WITHOUT RESERVE

Bronze; mounted on a walnut base. Length: 34 in. This evocative Wanlass bronze depicts the changing times of transportation in the early 1900s, as it features an early automobile passing a galloping stallion. It is numbered the sixth of a limited edition of thirty examples created.



THE RACERS

STANLEY WANLASS, 1978

ESTIMATE: \$8,000 - \$12,000 OFFERED WITHOUT RESERVE

Bronze. Length: 24 in. One of Stanley Wanlass' earliest creations was this incredibly evocative depiction of early speed, which was based on photographs of Brass Era racing and captures the motion and power of board track competition. This example is noted as number 24 of the 30 limited editions produced.



SPIRIT OF MERCEDES

STANLEY WANLASS, 1985

ESTIMATE: \$8,000 - \$12,000 OFFERED WITHOUT RESERVE

Bronze; mounted on a walnut base. Length: 27 in. Carl Benz, seated alongside a passenger, is guided down the road by his daughter Mercedes, who lights the way with a burning torch held over the single front wheel. The sculpture, created in 1985, celebrates the centennial of Benz's historic Patent-Motorwagen from 1886. Of the thirty editions made, this example is number two.



SPIRIT OF ECSTASY SCULPTURE

107

ESTIMATE: \$8,000 - \$12,000 OFFERED WITHOUT RESERVE

Bronze; mounted on a plinth. Sculpture: 16 in. x 27 in. Plinth: 18 in. x 40 in. This beautiful brass showroom statue is a spectacular reproduction of Charles Sykes' original Spirit of Ecstasy. It features the signature of Charles Sykes in the casting and is numbered XIX. This statue stands an impressive 27 inches tall, with an overall height of 67 inches when including the base. This piece is in excellent condition and would make a wonderful addition to any Rolls-Royce collection.





108

FERRARI 330 P2 JUNIOR CHILD'S CAR BY DE LA CHAPPELLE

SPECIFICATIONS:

6½ hp, 169 cc OHV four-stroke engine, and chain final drive with hydraulic disc brakes. Length: 2.5 m

ESTIMATE:

\$10,000 – \$20,000

OFFERED WITHOUT RESERVE

PROCEEDS TO BENEFIT THE SPINA BIFIDA ASSOCIATION OF JACKSONVILLE

De La Chapelle is an independent manufacturer of French motor cars. The company was founded in the 1970s by a family descendant and former Venturi director who started building Bugatti replicas. The roadster that was introduced in 1998 was, in fact, the company's second model of its own design, following the Stimula marque of the pre-war era. In addition to a variety of BMW-, Peugeot-, and Mercedes-powered replicas,

roadsters, and prototypes, the company also makes a variety of gasoline-powered "Junior" replicas. These children's cars have been so successful that the BMW factory itself has twice requested a limited series of 328s, while the Automobile Club de l'Ouest, the organizers of the 24 Hours of Le Mans, ordered a series of Ferrari 330 P2s to train children on a special track close to the actual circuit.



This particular Junior is a very faithful miniature recreation of Ferrari's famed 330 P2 racing car, of the type that won a number of endurance races in the mid-1960s at such fabled tracks as Monza, the Nürburgring, the Targa Florio, and Reims. Like every other De La Chapelle Junior built since 1979, it was made entirely to special-order by its original owner, satisfying any custom request for color, upholstery, or optional equipment. The level of intricacy found on the car is remarkable, from the four-stroke engines with throttle and braking to the headlights, indicators, and upholstered interior. This is so much more than a

mere child's car. De La Chappelle's specification sheet suggests that the original owner requested a number of options, including cast aluminum wheel covers with three-eared knock-offs and red-varnished paint with #3 racing roundels.

Most importantly, proceeds from the sale of this extraordinary little child's car will go directly to benefit the wonderful work of the Spina Bifida Association of Jacksonville. RM Auctions extends its gratitude to the consignor, as well as the Amelia Island Concours d'Elegance Foundation, for their generosity.





109

1952 FIAT 500C TOPOLINO

CHASSIS NO. **500C 477290**

ENGINE NO. **500B 481746**

SPECIFICATIONS:

16 hp, 34.9 cu. in. OHV inline four-cylinder engine with a single carburetor, four-speed manual transmission, independent front suspension with a transverse leaf spring and wishbones, live rear axle with radius rods and quarter-elliptic springs, and hydraulic drum brakes. Wheelbase: 78.7 in.

ESTIMATE:

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE

- **A charming example of Fiat’s “Little Mouse”**
- **Delightful “transformable” slide-back canvas roof**
- **Recent professional restoration; ready to be driven and enjoyed**

While behind the wheel of this tiny time machine, it’s easy to imagine cruising the Amalfi Coast with a charming companion or waiting nervously for the start of the 1952 Mille Miglia, where a similar Fiat 500C captured 1st place in the enthusiastically crowded Turismo Nazionale 750 class.

This superbly restored 1952 Fiat 500C Topolino Transformable is a delightful later example of the innovative Fiat 500 produced between 1936 and 1955, which is sometimes called the most popular, stylish, and best-loved small car of its time.

The 569-cubic centimeter (34.9-cubic inch) engine was mounted “backwards,” with the radiator located behind the engine, and in 1952, it could produce 16 horsepower, which was delivered through a modern four-speed manual transmission. A single Solex carburetor fed fuel to the engine from a 6.1-gallon gasoline tank. Its top speed (originally 53 mph) had risen to 59 mph by 1952, which was aided by a 4.875:1 rear end and perhaps a sympathetic downhill stretch of road.

This example has undergone a comprehensive and professional restoration, which was completed in 2010. All of the body panels were

removed, stripped, repaired, and refinished. The exterior finish was researched to match the green over black colors that the car wore when it was sold new in 1952. The chassis and every element of the running gear were completely disassembled, inspected, restored, and refinished as well.

The interior utilizes matching original-style Fiat seat fabric and other materials. Two large, round gauges dominate the minimally painted metal dashboard. The tachometer is on the driver's side, along with the fuel, oil, and temperature indicators, which were inset into the face of the gauge, while the speedometer is set in front of the single passenger. The large two-spoke steering wheel is free of cracks.

The black cloth "transformable" top opens the coupe to the elements, efficiently eliminating the need for separate closed and open models. The top is in as-new condition, with very straight stitching. The door and panel fit is also excellent. Finally, the car exhibits good glass all around, and it is free of scratches.

This unexpectedly entertaining automobile is a compelling example of mid-20th century design, innovation, and enthusiasm. Only a turn of the key is needed to enjoy this unique automobile at a discerning concours d'elegance or while cruising to get a Sunday morning coffee. Either way, enjoy!





110

1957 PONTIAC STAR CHIEF CONVERTIBLE

CHASSIS NO. **P857H33218**

SPECIFICATIONS:

290 bhp, 347 cu. in. OHV V-8 engine with three 2-barrel carburetors, four-speed Hydra-Matic automatic transmission, independent front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic drum brakes. Wheelbase: 124 in.

ESTIMATE:

\$75,000 – \$100,000

OFFERED WITHOUT RESERVE

- Offered from a prominent private collection
- One of the most luxurious Pontiacs of 1957
- An AACA National prize winner
- Loaded with factory options; finished in great colors
- An ideal Florida cruiser



Nineteen fifty-seven is most famous as the year that Pontiac gave up some of its most sacred traditions in favor of performance excitement. Most notably, the “Silver Streaks” on the hood, which had been a Pontiac trademark since 1935, disappeared. In keeping with industry trends, chrome and flash expanded throughout, with an oversized grille and a body-side “sweepspear” that held a contrasting color molding. Suspension was improved, and the V-8 engine was enlarged to 347 cubic inches and could produce, in its hottest standard form, 290 horsepower.

Aside from the limited-production Bonneville, the most prominent 1957 Pontiac was the Star Chief, with its lush convertible accounting for 12,789 sales.



The Star Chief Convertible offered here has been the subject of an excellent ground-up restoration, in which it was finished in its present color of Carib Coral, with a matching, correct two-tone black and coral vinyl interior. It was recently inspected by an RM Auctions specialist, who noted it to be in outstanding overall condition, with a nicely detailed engine bay that shows only minor signs of wear and a laser-straight body with excellent trim and chrome. Both the interior and vinyl top are in fine condition, with the seats, in particular, remaining like-new.

The car is equipped with power steering, brakes, windows, seat, and top, as well as an AM radio with a power antenna, a dashboard-mounted compass, and a rear-mounted Continental kit spare. It rides on correct bias-ply whitewall tires.

This beautifully maintained Pontiac, reportedly a former AACA National award winner, is certainly one of the nicest Star Chief Convertibles available today.





111

1963 AUSTIN-HEALEY 3000 MARK II BJ7 SPORTS CONVERTIBLE

CHASSIS NO. **HBJ7L/23371**

SPECIFICATIONS:

132 bhp, 2,912 cc OHV inline six-cylinder engine, four-speed manual transmission with overdrive, independent front suspension with wishbones and coil springs, rigid rear axle with semi-elliptic leaf springs, and hydraulic front disc and rear drum brakes. Wheelbase: 92 in.

ESTIMATE:

\$80,000 – \$100,000

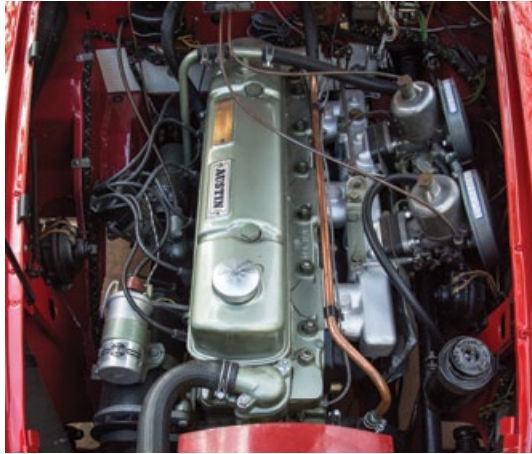
OFFERED WITHOUT RESERVE

- **Single ownership for 39 years**
- **Beautifully restored in its original Colorado Red paint**
- **Includes British Motor Industry Heritage Trust Certificate**

With roots stemming to the Healey 100 that was first shown at the 1952 Earls Court Motor Show, the Austin-Healey 3000 is undoubtedly one of the most iconic and popular British sports cars ever built. The 3000 was introduced in 1959 to replace the 100-6, and it offered the same charm as its predecessor, along with some welcome updates, chief amongst which was a new 2,912-cubic centimeter inline six-cylinder engine. The 3000 was a hit both in showroom floors and on the race track, carrying on the commercial and competition successes of its predecessor.

In 1962 (or 1963), a second-series 3000, dubbed the Mark II, was introduced, and it offered a handful of updates over the existing model, most notably a curved-windshield and windup windows, making the car much more hospitable for longer drives. With the Mark II, the two-seater was abandoned and only a 2+2 was built.

This particular Mark II BJ7 was constructed in April 1963 and sent to noted British car distributor J.S. Inskip, of New York City. Before being purchased by its current collector, it remained in single ownership with a gentleman in North Carolina for 39 years. After remaining in storage for the majority of this ownership, it



was restored back to its original Colorado over red with white piping color combination; this process took place over nearly five years, at a cost surpassing \$100,000. The car emerged from the restoration in remarkable condition and then attended the Austin-Healey Club Conclave in Hot Springs, Virginia, in June 2014, where it was awarded entry into the Austin Healey Club of America Concours Registry, which is a distinction that less than one percent of all Austin-Healey automobiles achieve. The car comes documented with a British Motor Industry Heritage Trust Certificate and is further documented by an album that contains photos

and receipts from its restoration. It is also important to note that while the car is currently fitted with chrome wire wheels, its original painted wheels are also included with the sale.

The Austin-Healey 3000, a sports car that is just as excellent to drive as it is to behold, remains treasured amongst enthusiasts as one of the greatest British cars of its era, and it is a car that no collection should be without. This Austin-Healey is in incredible condition, having accumulated less than 200 miles following its restoration, and it is one to be cherished.





112

1956 MERCEDES-BENZ 190 SL

CHASSIS NO. **121.040.6502563**

ENGINE NO. **121.921.6502615**

BODY NO. **A121.040.6500667**

SPECIFICATIONS:

120 bhp, 1,897 cc SOHC inline four-cylinder engine with two Solex carburetors, four-speed manual transmission, independent front suspension with coil springs, swing axle rear suspension with coil springs, and four-wheel hydraulic drum brakes. Wheelbase: 94.5 in.

Please note that this lot is titled as a 1957.

ESTIMATE:

\$200,000 – \$300,000

- Recent concours restoration performed in the Netherlands
- Matching hardtop, manuals, and tools

Following the success of the 300 SL Coupe and Roadster, Mercedes-Benz's U.S. importer, Max Hoffman, suggested that a similarly styled, less costly alternative might be successful. The resulting car was the 190 SL, and it featured styling that was derived from the Gullwing, which many an enthusiast adored but only few could afford. The car proved to be popular with the public at the 1954 New York Auto Show, and it remained in strong demand throughout its nine-year production run.

Hoffman built on the racing-oriented 300 SL's curvaceous shape, which allowed for both the

hardtop coupe and the subsequent roadsters to share a design language that was unique to the Stuttgart automaker in the early 1950s. Both the six-cylinder 300 SL and four-cylinder 190 SL models were marketed, but the less expensive latter version vastly outsold its "big brother," proving that Hoffman's knack for success was unparalleled among automobile importers. Both the 190 SL and the 300 SL were very similar aesthetically.

The 190 SL was powered by a 1.9-liter inline four-cylinder with twin Solex carburetors, and it boasted 120 horsepower, to reach a top speed of over 105 mph. Unlike the 300 SL, which was born and bred on the race track, the 190 SL was best suited for touring, as it featured copious amounts

of luggage space, despite having a convertible top. Top-down cruising was effortless, and both the driver and passenger could arrive at their final destination ready for whatever was in store for them after a day-long drive.

Prior to the current owner's acquisition of this stunning 190 SL, it had been owned for most of its life by one family in California. Subsequently, it was shipped to the Netherlands, where it received a comprehensive concours restoration to exacting specifications. This delightful roadster is presented in "as-new" condition throughout, and it includes a matching hardtop, manuals, and tools. It currently has only 64,460 original miles on its odometer, of which approximately 100 have been accrued since

restoration. The restoration itself was fully documented, and included with the purchase of the car is a disc with numerous photos of the work performed.

The fact that the 190 SL was both stunning to behold and a good deal more practical for real-world use helped to seal the deal for well-healed buyers. More than 26,000 examples found owners during the 190 SL's production run from 1955 to 1963, and they are very well regarded to this day. This particular 190 SL is in excellent condition, as it has traveled limited miles since the completion of its full European restoration, and it would surely attract lots of attention at any Mercedes-Benz club event in the future.





113

2008 LAMBORGHINI MURCIÉLAGO LP640-4 ROADSTER

CHASSIS NO. **ZHWBU47S88LA03146**

SPECIFICATIONS:

640 bhp, 6,496 cc 60-degree V-12 engine, six-speed "E-Gear" semi-automatic transmission, front and rear independent suspension with hydraulic shock absorbers and coaxial coil springs, and four-wheel carbon-ceramic disc brakes with ABS. Wheelbase: 104.9 in

ESTIMATE:

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

- **Single ownership and 156 miles from new**
- **Finished in Grigio Avalon over Grigio Phoenix**

The LP640-4 was released at the 2006 Geneva Motor Show as a welcome update to the original Murciélago, which was introduced in September 2001 as the first new Lamborghini released under the ownership of Audi. The LP640 retained all the fundamental styling cues of its predecessor, but both its bodywork and interior, along with the powertrain, were upgraded to keep things fresh. The most distinguishable features of the LP640 are its chiseled front and rear bumpers, restyled taillights, and massive, singular central-mounted exhaust outlet.

As was the case with the original Murciélago, the introduction of a roadster followed the coupe. Similar to the Diablo Roadster, Lamborghini's first open V-12 since the Miura Roadster concept, the roadster version of the Murciélago became the most desirable car in the lineup when it was released, as it allowed both the driver and passenger to hear the symphony of the V-12 that was mounted just inches behind them even better. Just like the coupe, horsepower was increased to 640, and with that, the car's top speed was increased to 205 mph, with a 0–60 time of 3.4 seconds, which was 0.4 seconds faster than the original Murciélago Roadster.



The 2008 example presented here is in no-less-than-factory-fresh condition. It is finished in desirable Grigio Avalon over a Grigio Phoenix leather interior and is fitted with a number of options, including the six-speed “E-Gear” paddle-shift transmission, carbon-ceramic disc brakes with painted-grey calipers, black “Hermera” wheels, a quilted leather interior, and carbon-fiber interior trim. The car is stunning to behold both inside and out, as it is both simultaneously elegant and imposing. It has just 156 miles showing on its odometer, and it is being offered from single ownership, as it was purchased new by its present New Jersey-based collector.

As the first new vehicle built by Lamborghini after the company was acquired by Audi, the Murciélago was considered by many to be the beginning of a new era for the company, as it was a car that combined both German and Italian engineering with the visual panache that had defined Lamborghini for over 40 years. The LP640-4 Roadster is undoubtedly one of the most desirable variants of the Murciélago, as it offers the added drama of top-down motoring and the improved LP640-4 powertrain. Here is a chance to buy a brand-new Murciélago, which is an opportunity that will likely never repeat itself and is therefore one that should not be missed.





114

1954 MERCEDES-BENZ 300 S ROADSTER

CHASSIS NO. **188.012.3500355**

ENGINE NO. **188.920.00074/53**

SPECIFICATIONS:

150 hp, 2,996 cc overhead-camshaft inline six-cylinder engine with three downdraft Solex carburetors, four-speed column-shift manual transmission, double-wishbone, coil-spring, and torsion bar front suspension, coil-spring swing axle rear suspension, and four-wheel vacuum-assisted hydraulic drum brakes. Wheelbase: 110 in.

ESTIMATE:

\$550,000 – \$650,000

- One of 141 Mercedes-Benz 300 S Roadsters built
- Restored in elegant colors
- Proudly driven and enjoyed by its owner

In an effort to bridge the gap between the Classic and Modern Eras, the Mercedes-Benz 300 was launched in 1952 with an unbeatable combination of modern engineering and performance with meticulous Old World build quality. They were built to uncompromising standards, and Mercedes-Benz employed the latest materials and technologies to achieve maximum power and minimum weight. Each car was lavished with beautiful finishes and woodwork, and each could travel at triple digit speeds with a full load of cosseted occupants.



The 300 S was built upon the already sumptuous top-range 300 series chassis, with special attention being given to its appearance details and build quality. The extraordinary cost to do so resulted in a “halo” car for Mercedes-Benz, which was priced nearly 50 percent higher than its counterparts. This car was equipped with triple Solex carburetors that were mounted to the 2,996-cubic centimeter engine, which could produce 150 horsepower, and it was inarguably one of the best luxury touring cars available in the 1950s.

The sportiest 300 S variant was the Roadster, which was a dashing convertible that featured a top that folded

completely flat, giving the car a very elegant appearance. Only 141 were produced, and they are the most desirable 300 Ses amongst enthusiasts today.

According to the owner, the car shown here has a 1953 chassis number but was sold in the United States as a 1954 model. It came off the line in early 1954, according to Mercedes-Benz records, and was then delivered to the West Coast distributor in Ventura, California, on June 22, 1954. The owner reports that this was the second 300 S off the line in 1954, in a year when only 54 Roadsters were built, and that it is also equipped with a rare Becker Nürburg radio.



The car eventually ended up in Chicago, where the owner reports that it spent some 20 years in a garage. When purchased by the consignor, it had been repainted white and a new top, which is still in place and in good condition, was installed. The current owner shipped the car to Lyford Engineering in Plymouth, Michigan, who restored the engine. The color was matched to the Mercedes-Benz Silver, with the outer body panels being removed and the body taken apart as far as possible in

order to paint it as the factory had originally. The original seats remain in the car and are in good shape. Likewise, the chrome trim is in good original condition as well. With the work now completed, the car runs great and is reported to have been driven without an issue since. “The engine runs wonderfully,” the owner reports happily, “and is a driver car, not something I haul from show to show.” He has driven the car every summer since 1999 and has shown it in Omaha, Nebraska, and in fundraising shows at Des Moines.

As originally intended, this Mercedes-Benz is a wonderful tourer, and it would be suitable for a good home.





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115

1989 PORSCHE 911 SPEEDSTER

CHASSIS NO. **WPOEB0912KS173716**

ENGINE NO. **64K06339**

SPECIFICATIONS:

215 bhp, 3,164 cc SOHC horizontally opposed air-cooled six-cylinder engine with Bosch electronic fuel injection, five-speed manual transmission, independent front and rear suspension, and four-wheel ventilated disc brakes. Wheelbase: 89.4 in.

ESTIMATE:

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

- **One of only 823 U.S.-specification Speedsters for 1989**
- **Wide-body, Turbo-look; optional Sport seats**
- **Includes a Certificate of Authenticity and the original window sticker**
- **Only 6,417 miles from new**

Late Porsche historian Paul Frère wrote, “As the price and sophistication of the 911 rose, an even stronger demand came up, [e]specially from America, for a simpler and lighter open model, on the lines of the 356 Speedster...” As the 1990s approached, “...hardly as soon as the first Cabriolet left the assembly line, work started on a simplified model.”

Thus, an iconic model that had long been associated with the firm was revived. The whole idea, recalled

Frère, was to offer an open sports car that could be enjoyed by owners living in markets with fair weather; in fact, the original concept did not include a top of any sort.

A prototype on a 911 SC chassis was finished in barely six weeks, and when it was unveiled at the 1987 Frankfurt Auto Show, response was so positive that the factory decided to make it part of the next-generation L-Program 964-based Carrera. When unexpected manufacturing delays stalled the 964's launch, Porsche introduced the new Speedster. It first appeared in late 1989 and was on the 3.2-liter K-Series Carrera chassis, which was about to go out of production.

The 1989 Speedster was styled by Tony Lapine, and like its ancestor, it featured a cut-down, sharply slanted removable windshield and a thin fabric folding “emergency” top. Also, echoing the lightweight 356, there would be no rear seats, as that area was now covered by a fiberglass tonneau. As usual, Porsche offered a lengthy list of factory-installed options, but the most popular check-off was probably the wide-body, “Turbo-look,” which gave this low and menacing convertible broadly flared wheel arches in the front and rear and was highlighted by the Turbo’s trademark “whale tail” rear spoiler and wider (7J and 9Jx16) Fuchs forged alloy wheels and larger tires.

This beautiful Porsche is offered in its original Guards Red paint with a tan and black partial leather interior. It is well-equipped with stabilizer bars, integrated fog lights,

optional Sport seats with electric height adjustment, a trimmed-to-order three-spoked leather steering wheel with a raised hub, air conditioning, a shorter shift lever, a Blaupunkt Reno entertainment system, wheel locks, and an alarm system. This Speedster was delivered new to Mr. Nims Dhillon, of Danville, California, and was part of a private collection for several years. It was acquired about two years ago for the Marshall Goldman Collection in Ohio and thence passed to the consignor. It is virtually a new car, having been driven just 6,417 miles at the time of cataloguing.

This iconic Speedster is supplied with its original spare wheel, tool roll, and jack; owner’s manuals, a warranty book, and a window sticker; and a Certificate of Authenticity, and it presents a rare opportunity for the discerning Porsche collector.





116

1970 ASTON MARTIN DB6 MK II

CHASSIS NO. **DB6MK2/4214/LC**

ENGINE NO. **400/4536/VC**

SPECIFICATIONS:

325 bhp, 4,200 cc double overhead-cam inline six-cylinder with triple Weber carburetors, ZF five-speed manual transmission, front suspension with upper and lower A-arms, coil springs, and an anti-roll bar, rear suspension with a live axle, Watts linkage, radius rods, coil springs, and Girling front and rear disc brakes. Wheelbase: 101.7 in

ESTIMATE:

\$650,000 – \$850,000

- **Single Canadian ownership from new**
- **One of 71 original Vantage-specification DB6s constructed**
- **A highly original, matching-numbers, late-production example**
- **Outfitted with rare factory air conditioning**

Following in the footsteps of the DB4 and the DB5, Aston Martin's DB6 arrived in late 1965. For the DB6, Aston Martin's designers and engineers attempted to improve comfort and practicality over the DB5 while also maintaining the performance that Aston Martin's clients had become accustomed to. The chassis was stretched by 3.75 inches, and the rear axle was relocated in order to create additional cabin space for two rear seats. Despite those modifications, the DB6 only weighed 18 pounds more than the DB5 and was able to retain the DB5's performance, just as Aston Martin had promised.

At the front, the DB6 bore much resemblance to the DB5, but to the trained eye, numerous differences were evident towards the rear of the car, starting with a higher and more vertical windshield and a slightly raised roofline, which allowed for increased interior headroom. Designers also took time to consider the DB6's aerodynamic stability at high speeds, so they crafted a Kamm-style tail at the rear in an effort to provide additional downforce, and as a result, the DB6 had an increased top speed over the DB5. The interior of the DB6 also boasted more small changes, with the most notable being redesigned and more supportive rear seats. The car's ethos was clear when Chairman David Brown was quoted saying, "In an Aston Martin, one should not only be able to move fast and

safely; one should also feel comfortable and have a lot of room, even in the back.”

After four years of production in 1969, Aston Martin released an updated version of the DB6. The car was dubbed the Mk II, and it boasted slightly flared wheel arches over the original DB6, which were necessary, as they allowed room for the larger wheels and tires that were fitted to the Mk II. Aston Martin also offered AE Brico fuel injection for an option on the DB6 Mk II, while the tried-and-true Weber carburetors remained standard. Furthermore, customers could also increase their car’s performance by upgrading to

Vantage specification. Thanks to several improvements to the engine, including a higher compression ratio, horsepower was raised from 282 brake horsepower to 325 brake horsepower.

This 1970 DB6 is documented by its Aston Martin build sheet as an Mk II example that had been built to Vantage specifications, which is considered by many to be the ultimate specification of the model. Only 71 Vantage-specification examples were constructed by the factory, and there is no doubt that only a small portion of these automobiles are still in the hands of their original owner, such as this example.



This Canadian-delivery DB6, allegedly one of the final DB6s built, was originally finished in Aluminum silver paint and trimmed in Dark Blue Connolly leather with a grey headliner. The car was fitted with numerous optional accessories, including front and rear seat belts, two wing mirrors, a pair for Lucas driving lights, a Bosch New Yorker radio, and even 12 pints of antifreeze, which of course would have been necessary for long Canadian winters. Additionally, the car was even fitted with rare factory Coolaire air conditioning,

which is an option seldom seen on any DB6, let alone a Vantage model. It was purchased new by Oskar Rajskey, of My Lord Shirt Manufacturing Company. Instead of opting to pick up his DB6 from a dealership, Rajskey collected his new Aston Martin from the factory directly and drove the car around Europe for a few weeks of vacation. After returning from his travels abroad, the car was shipped to Canada and delivered back to him through Performance Centre, of Toronto, Ontario, on May 15, 1970.





For the rest of its life, the car remained in Rajskey's care in the Toronto area, where it was regularly exercised but carefully preserved. As such, the car has never received a restoration, save for just one repaint in its original color. The interior remains completely original, and save for minor wear requisite for a car of its age, it remains remarkably intact. It should also be noted that the car is accompanied by its original owner's manual, a sales pre-delivery certificate signed by Rajskey, a warranty card, and a file of service history.

In today's collector car market, vehicles boasting single ownership from new are the epitome of automotive

connoisseurship. Often times these vehicles are purchased new by individuals who have simply fallen in love with everything the car offers and their feelings for their car never waver from the moment they first lay eyes on it. For this splendid DB6, it is quite easy to understand why it would have been treasured for 45 years. This Mk II Vantage-specification example is the ultimate iteration of the DB6 platform, and it simply checks all the right boxes.

For those interested, this may very well be the sole chance to purchase a single-owner DB6 Mk II Vantage, and therefore, it is an opportunity not to be missed.



117

1967 JAGUAR E-TYPE SERIES 1 4.2-LITRE ROADSTER

CHASSIS NO. **TE 14119**

ENGINE NO. **7E 11008-9**

SPECIFICATIONS:

265 bhp, 4,235 cc DOHC inline six-cylinder engine with three SU carburetors, four-speed manual transmission, independent front suspension with transverse wishbones, torsion bars, telescopic shocks, and an anti-roll bar, independent rear suspension with lower transverse tubular links and twin coil springs, and four-wheel Dunlop twin-circuit hydraulic disc brakes. Wheelbase: 96 in.

ESTIMATE:

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

- **Fresh, ground-up, nut-and-bolt, concours-quality restoration**
- **Classic red paint over biscuit leather, with a black hood**
- **A low-mileage California car with known ownership history from 1974**



The classic E-Type took the automotive world by storm when it was introduced at the Geneva Auto Show. Its inherent beauty is legendary, as it is one of a few cars ever to be exhibited at the Museum of Modern Art in New York. Production of the car began in 1961, and it featured a 3.8-liter, overhead-cam, six-cylinder engine. Its styling, which was the work of Malcolm Sayer and had been overseen by company founder Sir William Lyons, evolved from Jaguar's Le Mans-winning D-Type race cars.

The E-Type came with the four-wheel disc brakes of the previous XK150 but gained independent rear suspension. In 1964, a bigger-bore DOHC 4.2-liter six took over, along with an all-synchro

transmission, and it offered similar horsepower but greater torque. The E-Type's construction was a multi-tube front end bolted to a steel body shell. The long, low hood and front fenders were one assembly and hinged at the front for unobstructed engine access. The up-sized 4.2-liter six had 265 horsepower and was capable of hauling the car from 0 to 60 mph in 7.4 seconds, with a maximum speed of 149 mph. Sir Stirling Moss was to have said, "This is the greatest crumplet collector known to man."

Early ownership history of this California car dates back to 1974, when it was sold to a James Price Ashman, of Barrington, Illinois. Documents confirm both its California heritage and mileage, along with its subsequent owner history. Under the ownership of Lee O'Donnell, a ground-up, concours-quality restoration commenced, with nothing

left untouched. What resulted is the beautiful E-Type offered today. At the time of restoration, the odometer was also reset to zero. Since completion, only test miles been added.

This car is finished in red, with a biscuit leather interior and black hood, and it features triple-plated chrome wire wheels and Dunlop blackwall tires. It has its original engine block and head, new Koni shocks, stainless steel brake lines, and a correct Blaupunkt radio. The owner's manual, jack, and tool roll are also included with the sale of the car. The consigner describes it as "simply fantastic" and "among the best of the best when it comes to one of the most desirable and sought-after XKE Roadsters."





118

1941 CADILLAC SERIES 60 SPECIAL TOWN CAR

COACHWORK BY **DERHAM**

ENGINE NO. **6343167**

SPECIFICATIONS:

150 bhp, 346 cu. in. L-head 90-degree V-8 engine, three-speed manual transmission, independent front suspension with coil springs, solid axle rear suspension with semi-elliptic leaf springs, and four-wheel hydraulic brakes. Wheelbase: 126 in.

ESTIMATE:

\$150,000 – \$200,000

- **One of six Derham Town Cars built in 1941**
- **Believed to have been originally owned by Bette Davis**
- **Formerly owned by John McMullen and Paul Andrews**
- **Pebble Beach Concours award winner**

With the heyday of automotive custom coachbuilding already past, the Cadillac customer of 1941 had far less selection than just a few years prior. In 1935, Cadillac offered over 60 different body style and chassis combinations, but by 1941 that number had declined to less than 30. Of course, if a customer had the will and the means, there was one coachbuilding firm that had managed to stay afloat during the Depression and the days leading up to the Second World War, and it was certainly looking for work.

In 1887, the Derham Body Company was founded in Rosemont, Pennsylvania, just a few miles from downtown Philadelphia on the Main Line, and it remained active until 1971. Their bodies became famous for their beauty, but their prices were only palatable to the rich and famous. Derham bodies were fit to a wide assortment of chassis from many different makes, and as such, they routinely cost in excess of \$15,000. Such notables as Joseph Stalin, Pope Pius XII, King Farouk, President Eisenhower, Gary Cooper, and Raymond Loewy all had Derham-bodied cars constructed for them. In addition, Derham limousines were used in 15 coronations around the world. They were also the longest-lived American body builder and the only Classic

Era coachbuilder that survived the Depression. Indeed, Derham survived long enough to restore some of the classics that it had bodied four decades earlier.

In 1941, Derham was commissioned to build six Series 60 Special-based town cars. The Cadillac shown here is one of those sixty, and it was reportedly originally owned by one of American cinema's most celebrated leading actresses, Bette Davis. She acquired the vehicle at the height of her career, and it was a fitting mode of transport for the legendary screen queen.

This Town Car was then ushered into the legendary John McMullen Collection in 1995, and it remained a highlight of the collection until its sale in 2007. After the purchase of the Cadillac, Mr. McMullen submitted it for restoration by the experts at Brian Joseph's renowned Classic & Exotic Service, of Troy, Michigan, which is one

of the foremost restoration facilities in the United States. During this time Mr. McMullen managed to track down Bette Davis' only son, Michael Merrill, who, although unable to find any pictures of his mother in the Cadillac, confirmed her ownership of the vehicle. Mr. McMullen also brought the car to the 1998 Pebble Beach Concours d'Elegance, where it won Second in Class.

Not only is this example truly gorgeous, it is also ready for the open road. The Cadillac is fitted with whitewall radial tires for safety and comfort; there is a tonneau cover ready to cover the driver's compartment, should the weather turn to rain; and all of the mechanical systems are fit and ready for a tour. Its fabulous restoration, which is attested to by its recognition on the concours show field, the exceptional rarity of the Derham body, of which only six were produced, and its celebrity aura ensures that it would be a landmark addition to any collection.





119

1979 PORSCHE 911 TURBO

CHASSIS NO. **9309800608**

ENGINE NO. **6891203**

GEARBOX NO. **791404**

SPECIFICATIONS:

Type 930. 300 bhp, 3,299 cc air-cooled horizontally opposed six-cylinder engine with a single turbocharger and Bosch K-Jetronic fuel injection, four-speed manual transmission, front and rear independent suspension, and four-wheel power disc brakes. Wheelbase: 89.4 in.

ESTIMATE:

\$125,000 – \$175,000

OFFERED WITHOUT RESERVE

- Purchased new by noted racing driver Al Holbert
- Finished in its rare original colors of Chiffon Yellow over Brown
- Just 20,000 miles from new

In the company's earliest days, Porsche was known for producing lightweight cars with exceptional handling characteristics. This formula kept Porsche very competitive on race tracks and in showrooms around the world until 1976, when the 911 Turbo was introduced.

Porsche had experimented with turbocharging its racing cars, most notably with the 917/30, but the Type 930 Turbo was the first road going Porsche to utilize forced induction. The 930 Turbo retained the classic looks of the 911 that enthusiasts had come to know and love, yet it

was defined by its unique "whale tail" spoiler, which helped to keep the rear tires planted on the pavement at high speeds. The 911 Turbo boasted a top speed of just over 155 mph, making it one of the fastest cars of its day. *Car and Driver* magazine recorded a 0–60 sprint in just 4.9 seconds, which is a time that could easily beat most cars produced today.

The 911 Turbo offered here was purchased new by an individual who was intimately connected with Porsches of this era, Al Holbert. With three 1st place finishes with Rothmans at the 24 Hours of Le Mans in 1983, 1986, and 1987, five IMSA GT Championships, and experience in both NASCAR and Can Am, Holbert was

unquestionably one of the finest drivers to pilot a Porsche in competition. While the 911 Turbo had a reputation of being difficult to control at the limit, Holbert was indeed well-qualified to get behind the wheel.

This car was originally titled to Bob Holbert's Porsche dealership in Philadelphia. It was one of only eight hundred six examples produced in 1979, and it was well-optioned when delivered. The Porsche was finished in special-order Chiffon Yellow over a full brown leather interior, and it was fitted with a limited slip differential, an electric sunroof, a passenger-side exterior mirror, air conditioning, and power windows.

This 911 Turbo has been very well preserved and maintained by its current owner. Following a complete concours-level engine rebuild and a repaint in its

original color by one of the Southeast's premier restoration facilities, the car has only accumulated test miles, to ensure that it remains in excellent mechanical condition. Included with the car is an extensive file of documentation from both the car's current owner and its most recent prior owner, as well as a Porsche Certificate of Authenticity, photos of the engine rebuild and repaint, a full set of tools, and a spare tire.

As first-generation 911 Turbos begin to gain popularity with collectors, well-maintained examples have become increasingly difficult to find. This 911 Turbo has only been driven 20,000 miles throughout its life, and it has remained in wonderful condition as a result of careful preservation. The provenance of Holbert's ownership only adds to the pedigree of this 911 Turbo, and it will surely not disappoint its next owner.



Lot 120 - 122

THREE MORE FOR THE ROAD

Automobiles from the Estate of Donald C. Mann

“Well, aren’t you going to try it out?” asked Mike. “If not, we might as well go back.”

Not knowing what to say, Buck just nodded and stumbled dazedly toward the low, clean-lined car. When he got into the tight cockpit, he noticed every detail, from the wood-rimmed steering wheel to the clock-faced tachometer.

As he started the powerful engine and felt the whole car throb with the leashed torque and speed at his command, he was not looking at Mike and the smiling faces of the mechanics. Oh no; he was looking beyond them, into the future. Who can say what he saw?

— *The Young Racer*, Donald C. Mann, 1964

The excerpt above is from a short story that Donald C. Mann wrote when just a high-school freshman. When it came to automobiles, he had been to the manner born. In fact, at the time that his story was published, he was just learning to drive...on his father’s 190 SL. His great dream, one realized only in his fiction, was racing for Ferrari.

While that fantasy never became reality, success in the advertising and recording industries did enable Mr. Mann to own more than his share of Prancing Horses and other great machinery. In the words of his brother, Barlow, “Don loved cars that he could hop in and drive on a 1,000-mile vintage event.” As success found him, Mr. Mann would own great Ferraris, including a Platinum-winning 246 GT Dino and a 275 GTB; some great

Porsches, such as early cabriolets and later 911 Turbos, but always air-cooled examples; and perhaps his favorite, a 300 SL Gullwing, which was often his first choice for those 1,000-mile drives.

The only constant in Don Mann’s garage was an eye for well-maintained originality, quality, and horsepower. It was an eye that never really faded, even as the rest of his body failed following a devastating diagnosis with cancer.

In his last weeks, Mr. Mann made a final trip to the Pebble Beach Concours d’Elegance. Purportedly, this trip was made to see his cherished 300 SL be sold at the RM Monterey auction. While there, however, in typical good spirits and high style, he proceeded to buy three more cars for his collection! Not even cancer could keep Don Mann’s enthusiasm for his hobby down. Unfortunately, Don lived for just one more month, long enough to see the cars delivered to his home and even to take a couple of them for test drives. He then passed away in the company of his loving family.

Offered here, at no reserve, are the final three cars purchased by a true enthusiast. RM Auctions is proud to have been entrusted with them by the Mann family, which hopes that these cars will pass to new owners who will drive and enjoy them, as certainly Donald C. Mann would have.





120

1967 FERRARI 330 GTC

COACHWORK BY PININFARINA

CHASSIS NO. **9659**

ENGINE NO. **9659**

SPECIFICATIONS:

300 bhp, 3,967 cc SOHC V-12

engine with three Weber 40 DCZ/6 twin-choke downdraft carburetors, five-speed manual rear-mounted transaxle, four-wheel independent suspension, and four-wheel disc brakes. Wheelbase: 94.5 in.

ESTIMATE:

\$700,000 – \$850,000

OFFERED WITHOUT RESERVE

- Offered from the estate of Donald C. Mann
- Original matching-numbers engine
- Fewer than 8,000 documented actual miles
- Single-enthusiast ownership from 1969 to 2013
- Fully equipped with air conditioning and power windows
- Submitted for Ferrari Classiche certification

Donald C. Mann's family is fond of the road test of a 330 GTC that was published in the July 1967 issue of *Car and Driver*. The feature is filled with delightful quotable quotes: "Depress clutch. Find neutral. Turn ignition key. Give the gas a tiny, nervous touch. Oh My GOD! Not necessarily erotic, but certainly a sensual driving experience. Driving it doesn't change that first visual impression: class." Those few simple lines sum up, more than any long list of technical specifications

can, what makes this model widely considered the best all-around road going Ferrari of all time. It is comfortable; it is powerful; it handles like a ballerina and lunges like a bull; it eats up massive distances at effortless speeds. It is exactly the kind of automobile that Mr. Mann loved.

THE NOAH'S ARK 330 GTC

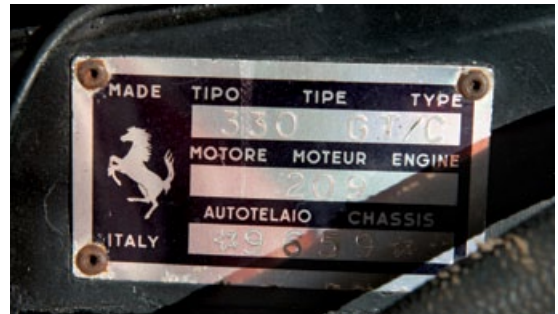
In Milwaukee, just after World War II, Noah Lacona tried a piece of a new Italian delicacy that many a serviceman had sampled overseas: baked dough topped with tomato sauce, white cheese, and spicy sausage. Lacona was so inspired by his meal that he returned to his hometown of Des Moines, Iowa, and set to work converting a café into his own restaurant. One day, while stuck

outside working in the rain, a friend harassed him: “Hey, Noah, you building an ark?” Thus, the restaurant became known as Noah’s Ark, and in 1946, it introduced pizza to a not-altogether-ready Hawkeye State. Lacona recalled later that he had to give away a lot of his specialty in order to get people to try it, as nobody knew what mozzarella cheese and pepperoni were; he actually had to import the ingredients from out of state.

As Noah’s Ark became increasingly more popular and successful over the years, its founder indulged his passion for delicious Italian specialties of another sort. Over the years, Mr. Lacona became a successful Can Am racer, who raced with sponsorship from his restaurant, and in 1969, he purchased this Ferrari 330 GTC, chassis number 9659. Like his pizza, it came courtesy of a returning U.S. serviceman who had been stationed with NATO in Italy. In all likelihood, the serviceman was either the car’s first or second owner, as it had been originally delivered in Venice to a Mr. Caldart.

Mr. Lacona decided to use the Ferrari only sparingly, garaging it with his Can Am cars. He eventually decided to undertake some cosmetic work on the car and stripped and repainted it. Before final assembly could be completed, however, he was distracted by other projects, and the 330 GTC wound up largely sitting in the back of his Can Am shop until 2013. It was then acquired by a restorer, from whom Donald C. Mann purchased it.

The car wears its Lacona repaint in its original color, the lovely pale red known as Rosso Cina, as well as a combination of excellent original and freshly rechromed brightwork. Its paint finish and body panels are in wonderful condition, with the underside of the car having been stripped and resprayed in factory-correct undercoating. The interior was restored in new, correct black leather upholstery, and in the course of a full mechanical servicing, a new exhaust system was installed. A more recent mechanical servicing has been undertaken prior to the sale, which was performed by

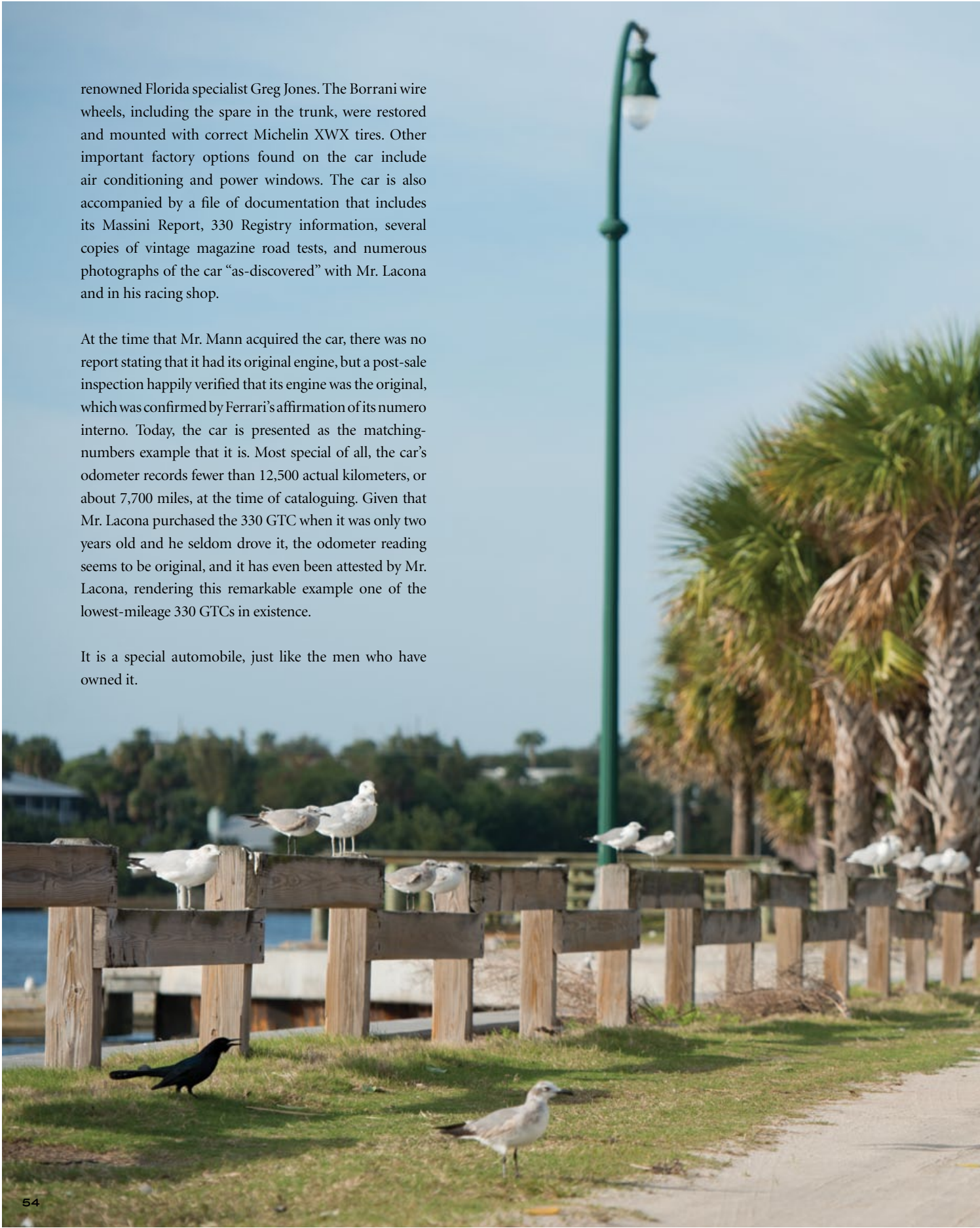


ONE OF THE LOWEST-MILEAGE 330 GTCs IN EXISTENCE, WITH ITS ORIGINAL ENGINE.

renowned Florida specialist Greg Jones. The Borrani wire wheels, including the spare in the trunk, were restored and mounted with correct Michelin XWX tires. Other important factory options found on the car include air conditioning and power windows. The car is also accompanied by a file of documentation that includes its Massini Report, 330 Registry information, several copies of vintage magazine road tests, and numerous photographs of the car “as-discovered” with Mr. Lacona and in his racing shop.

At the time that Mr. Mann acquired the car, there was no report stating that it had its original engine, but a post-sale inspection happily verified that its engine was the original, which was confirmed by Ferrari’s affirmation of its numero interno. Today, the car is presented as the matching-numbers example that it is. Most special of all, the car’s odometer records fewer than 12,500 actual kilometers, or about 7,700 miles, at the time of cataloguing. Given that Mr. Lacona purchased the 330 GTC when it was only two years old and he seldom drove it, the odometer reading seems to be original, and it has even been attested by Mr. Lacona, rendering this remarkable example one of the lowest-mileage 330 GTCs in existence.

It is a special automobile, just like the men who have owned it.





Visit [rmauctions.com](https://www.rmauctions.com) to view all photos.



121

1971 PORSCHE 911 S 2.2 COUPE

CHASSIS NO. **911 130 0087**

ENGINE NO. **6310082**

SPECIFICATIONS:

180 hp, 2,195 cc SOHC air-cooled horizontally opposed six-cylinder engine with Bosch mechanical fuel injection, five-speed manual transmission, independent front suspension with McPherson struts and torsion bars, independent rear suspension with trailing arms and torsion bars, and four-wheel vacuum-assisted ventilated disc brakes. Wheelbase: 89.5 in.

ESTIMATE:

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

- Offered from the estate of Donald C. Mann
- One of the most desirable early 911 models
- Documented by its Porsche Certificate of Authenticity
- Original matching-numbers engine
- Long-term maintenance by Porsche specialists



This 911 S displays the steady improvement that Porsche imparted on its highest-performance sports car in the late 1960s and early 1970s. The wheelbase of the 911 had been extended by some 2.5 inches in 1969, providing better balance and handling, and with its engine output now increased to a potent 180 horsepower, thanks to larger valves and better breathing, a larger 225-millimeter clutch was required. Interior fittings were upgraded as well, with a new steering wheel lock and its instruments now mounted in rubber rings. Externally, new door handles of a safer design replaced the earlier pushbutton type, and the cars were delivered with full factory undercoating for the first time.

Stopping power was provided by 11.1-inch ventilated front and 11.4-inch ventilated rear disc brakes, which proved more than enough for a 2,400-pound car. It was also capable of accelerating to 60 mph from a standstill in just over seven seconds and 100 mph in just 20 seconds, as well as reaching a top speed of 144 mph. Few cars of its day were capable of matching its exhilarating performance.

The 911 S offered here is a 1971 model, which means that it is equipped with the aluminum rear deck lid that is unique to this year's model. It is now finished in its original color combination of Bahia Red with black upholstery, and it is desirably optioned with Recaro Sport seats and a period-correct Becker Europa II radio.

The car was formerly part of a well-known private East Coast collection, and prior to Mr. Mann's acquisition, it had reportedly received mechanical attention to its transaxle, mechanical fuel injection, and other systems, while also being sparingly driven and enjoyed. It is noted to still have its original engine, and it has been serviced prior to the sale by the noted firm of Pat Williams Racing.

This is the last great Porsche to be owned by a man who loved and knew well the pleasure of air-cooled 911s. At its sale, it will be accompanied by various service and restoration records, an owner's manual, a tool kit, and its Porsche Certificate of Authenticity.





122

1956 ARNOLT-BRISTOL DELUXE ROADSTER

COACHWORK BY **BERTONE**

CHASSIS NO. **404/X/3108**

ENGINE NO. **BSI/MKII/312**

SPECIFICATIONS:

130 bhp 1,971 cc inline six-cylinder engine, four-speed manual transmission, independent front suspension with wishbone and traverse-mounted leaf springs, torsion bars to the live rear axle, and four-wheel Alfin drum brakes. Wheelbase: 96 in.

ESTIMATE:

\$400,000 – \$500,000

OFFERED WITHOUT RESERVE

- Offered from the estate of Donald C. Mann
- One of 142 built and fewer than 75 known survivors
- Reportedly personally driven by S.H. “Wacky” Arnolt
- Veteran of the Colorado Grand, the California Mille, and the Pebble Beach Motoring Classic
- Eligible for numerous vintage events, including the Mille Miglia

The 1950s was a magical period for the development of the sports car. Regulations were few, and a post-World War II economic boom opened many possibilities. Britain led the charge with volume exports and was closely followed by Germany and Italy, but there was also no shortage of American ingenuity, which set about making homegrown sporting machines. One such carmaker-to-be was Stanley Harold “Wacky” Arnolt.

Like many Americans, Arnolt bought an MG TC after the war, and as he was impressed with it, he subsequently set up a car dealership and import company in downtown Chicago, where one could buy any of several British marques, including MG, Morris, Aston Martin, Rolls-Royce, and even Bristol. However, Arnolt’s ambition exceeded merely selling other makers’ cars.

On a business trip to the Turin Auto Show in 1952, Arnolt met Nuccio Bertone at a time when the Italian coachbuilder was near bankruptcy, which could have easily ended the auto designer’s business. Arnolt was impressed with the two MG TD-based cars that Bertone had bodied and he reversed Bertone’s fortunes when he placed an

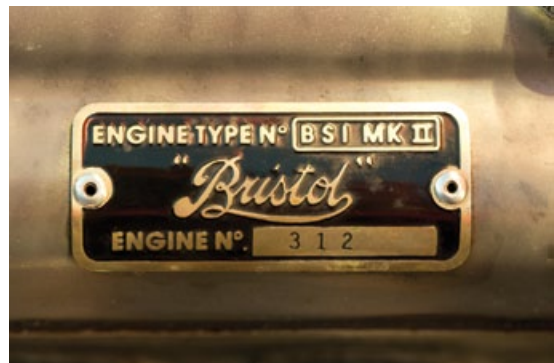
order for 200 like them. These cars subsequently became known as the Arnolt MG.

However, before Bertone could complete the contracted cars, MG discontinued the TD upon which it was based, and only about half of the planned quantity was ever made. Arnolt then began looking for a replacement chassis, eventually settling on the Bristol 404 series chassis and its 130-horsepower, 1,971-cubic centimeter six-cylinder engine. Arnolt purchased complete driving-chassis Bristols that were then delivered to Bertone's Turin factory. There, they received a body that was the design masterpiece of Franco Scaglione, who would go on to design the wild, aerodynamic B.A.T. show cars.

The tall engine and carburetors of the Bristol 404 made it difficult to give the car the desired low-slung look, but Scaglione managed to disguise the height of the engine

by giving the car a raised hood scoop, swooping front fenders that curved into a grille area, and closely set headlights that flanked a small grille. It was introduced to the public at the London Motor Show in the fall of 1953, and the first Arnolt-Bristols arrived in the U.S.A. early in 1954.

Arnolt sought to underscore the car's sporting prowess by personally racing one to a class win at Watkins Glen, and he followed that with entering three examples in the 1955 Sebring 12-hour race, where they finished 1st, 2nd, and 4th in class, to win the team trophy. Arnolt-Bristols went on to further class wins at Sebring the following year and again in 1960. Privately owned Arnolt-Bristols also dominated the SCCA E-Production classes for many years and collected innumerable trophies along the way. They are now fully VSCCA-eligible for vintage events, and some are still actively raced.





The Arnolt-Bristol combined a British chassis and running gear with Italian styling and construction and American money and sales, making it more expensive than the Corvette. Ultimately, production ended in 1959, after only 142 cars were built.

Although the Arnolt-Bristol DeLuxe Roadster offered here was delivered to its first private owner and titled in 1959, its story began much earlier. The original test of its standard BMW-derived 328, 1.9-liter six-cylinder engine was completed on July 23, 1954, at the Bristol factory in England. Its bodywork was completed by Bertone in Turin on January 25, 1957, and the completed car, one of the last twenty produced, was subsequently loaded onto the SS *Calista*, which was destined for Chicago. It was originally finished in silver, with a navy interior and black top. Interestingly enough, Wacky Arnolt is reported

to have personally driven this car for several months prior to selling it to its first owner, Doug Buchanan of Nebraska, in 1959. Buchanan was also reportedly the last customer to receive a car with one of only five sets of Borrani knock-off wheels that Arnolt had custom made for his racing team. Of the five cars that received these wheels, it is believed that only three survive today.

After nearly 10 years of ownership, Buchanan decided to refinish the car in a dark red metallic paint and have the interior reupholstered in black in 1968. Following nearly 30 enjoyable years of having the Roadster in his collection, Buchanan sold it to noted collector Gene Ponder in the 1990s. Ponder painted the car in its current shade of red and upholstered the interior in red/black with a tan top and tonneau. This Arnolt-Bristol has since participated on the Colorado Grand, the California Mille, and the Pebble

Beach Motoring Classic, and it has been shown multiple times, including at The Quail: A Motorsports Gathering and various concours. Its vintage rally pedigree obviously appealed to Don Mann, and he purchased the car on his last trip to Monterey in August 2014.

Just prior to Mr. Mann's acquisition, the Arnolt-Bristol had been under the mechanical care of DL George Coachworks in Pennsylvania. During this time, the unique gear-operated top was refurbished, as were the brakes, to ensure dependable touring. Additionally, they completed a significant mechanical service of the car prior to its last tour, which amounted to approximately \$115,000. The rare Borrani wheels were also fitted with new Dunlop tires. Included with the car are numerous spare parts, including

a Bristol 2.2-liter (406) engine, a correct and complete gearbox, and a correct overdrive unit (not currently installed), as well as books, brochures, and a history file.

The Arnolt-Bristol is a rare and striking performance car that is enthusiastically welcomed in virtually any vintage event, but more than that, it is a historic artifact that recalls a time when the possibilities were wide open, a vision could be made tangible, and talented and inspired men were brought together to create something beautiful and thrilling that transcended their generation.

This magnificent automobile is a window into a magical era, and it is one that can provide enjoyment and inspiration to any who see it or are lucky enough to drive it.



Visit rmauctions.com to view all photos.



123

1953 CADILLAC ELDORADO CONVERTIBLE

ENGINE NO. **536273055**

SPECIFICATIONS:

Series 62. 210 bhp, 331 cu. in. OHV V-8 engine, four-speed Hydra-Matic automatic transmission, coil-spring independent front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic drum brakes. Wheelbase: 126 in.

ESTIMATE:

\$225,000 – \$275,000

- **The first year of the Eldorado**
- **The 309th of 533 built**
- **Restored by Eldorado experts**
- **Well-maintained in beautiful condition**

El Dorado! Over the passing decades, the name has come to refer to a legendary “City of Gold,” which has been long sought after and never acquired by all those who seek fame, fortune, and plunder. Only slightly less desirable in 1953 was Cadillac’s Eldorado, which was, at the time, the most glorious automobile that the company had ever produced. It was the first production Cadillac to carry a name that would continue to mean the finest in American luxury for generations to come.

The Eldorado, essentially a Series 62 Convertible Coupe, was one of four 1952 General Motors Motorama dream cars that were ushered, largely unchanged, into limited production the following year. However, the body was radically reshaped, incorporating a wraparound windshield, Packard Darrin-like “dips” in the doors, and an acrylic fabric convertible top that disappeared neatly behind a metal boot when lowered. This being the 1950s, comfort abounded within, with such features as power seats, windows, and steering all being standard in the leather-trimmed cockpit, as was a signal-seeking radio, an automatic heating system, and windshield washers. The package was finished with wire wheels that were shod with wide whitewall tires.

In a public relations coup for the ages, the first production Eldorado literally rolled out with the president of the United States in the backseat, as Dwight Eisenhower used it for his inaugural parade in January 1953.

Only 533 lucky souls got to experience what Ike experienced. The original Eldorado has gone down in history as the most unique and rarest of the many cars to carry the famous name, and it remains among the most desired of all post-war Cadillacs.

The car offered here, the 309th built, is formerly of John White's respected Ramshead Automobile Collection in Central California. Several years ago, noted 1953 Eldorado restorers Steve Henson and Ronald King

performed a respectful and correct cosmetic restoration on the car, where it was finished in black, with an optional two-tone black-and-white interior and a black cloth top. There is only very minor wear to be found throughout, and overall, the car is still in very impressive condition and very much as it appeared when it left the factory. Additionally, the Eldorado demonstrates quite an imposing and sleek presence, as it is finished in the outstanding and unique color combination of triple black.

The 1953 Eldorado is an American legend, a term often overused but here accurately applied, as it was the first of a long line of cars that marked the finest efforts of the Standard of the World. This example provides an excellent opportunity to acquire such a car and to perhaps cruise leisurely down Pennsylvania Avenue, just as Ike did in 1953.





124

1953 BUICK SKYLARK

CHASSIS NO. **16827145**

SPECIFICATIONS:

Series 70 Roadmaster. 188 bhp, 322 cu. in. OHV V-8 engine, Twin Turbine Dynaflo automatic transmission, independent front suspension with coil springs, live axle rear suspension with coil springs, and four-wheel hydraulic brakes with power-assist. Wheelbase: 121.5 in.

ESTIMATE:

\$140,000 – \$180,000

OFFERED WITHOUT RESERVE

- Offered from a prominent private collection
- The original and most prestigious Skylark
- Exceptional restoration

The Skylark was first displayed as a General Motors Motorama car in 1952, and it was essentially a factory-built “sport custom” that was based on the Roadmaster Convertible. The windshield was chopped four inches, the beltline was cut down and notched at the rear fender line, and the rear-wheel cutouts were rounded and raised to match those in the front fenders; these were all techniques being used by California’s customizers during the same period. The model was noteworthy for lacking Buick’s trademark “ventiports” on the front fenders, and it rode on standard Kelsey-Hayes wire wheels.

A production version of the Skylark wowed the following year, as it was a limited-production offering that celebrated Buick’s 50th anniversary. The production Skylark was noteworthy both for its beautiful design and as the car that debuted as Buick’s first modern overhead-valve V-8, also called the “nailhead,” which could produce 188 horsepower. Power steering, brakes, windows, seat, antenna, and convertible top were included in the nearly \$5,000 price tag, which helped to keep sales to just 1,690 units.

While the Skylark name would continue as a limited-production model for 1954, and it would reappear in Buick’s hierarchy for decades, the 1953 model is generally considered the most special and



desirable by collectors. Along with the original Cadillac Eldorado and Oldsmobile Fiesta of the same year, it was a true example of Harley Earl's "dream car design" that had been put on the street for the public to buy.

The exceptional Skylark offered here was restored for its present owners by Harbor Auto Restoration, of Rockledge, Florida, and it is finished in the iconic color of Mandarin Red, with a maroon and white interior. Beautiful accessories found on the car include sparkling Kelsey-Hayes chrome wire wheels that are

shod in wide whitewall tires and a Continental kit spare, as well as power steering, brakes, windows, top, and radio antenna.

When recently inspected by an RM Auctions specialist, the Skylark was noted to have good panel fit on its very straight bodywork, and the undercarriage is presented in concours condition. In general, the car would require little to display at any show or concours d'elegance, where it would continue to impress, just as the original Skylark show car did in 1952.





125

1953 CHEVROLET CORVETTE

CHASSIS NO. **E53F001274**

ENGINE NO. **LAY566968**

SPECIFICATIONS:

150 bhp, 235.5 cu. in. "Blue Flame" OHV inline six-cylinder engine, three single-barrel Carter carburetors, two-speed Powerglide automatic transmission, independent front suspension with unequal length A-arms and coil springs, live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic drum brakes. Wheelbase: 102 in.

ESTIMATE:

\$300,000 – \$400,000

- **The first year of the Corvette**
- **The 274th of only 300 built**
- **Masterfully restored by a Corvette expert**

In the early 1950s, a team of GM engineers, headed up by Harley Earl, went to work trying to create a fiberglass-bodied car that had the appeal to compete with European sports cars. Harley Earl had excelled at swooping designs since the 1920s and designed aircraft-looking features into the car, including round dials blended into a curved dash, all of which were sheltered under a roofline that stood just under 47 inches tall. The six-cylinder engine was positioned farther toward the rear, which gave the flat hood a long, sleek appearance. By the time it was ready to be unveiled, it is reported that GM had spent over \$1.5 million on the project.

This car, dubbed the Corvette "Dream Car," debuted at the GM Motorama show, which was held at the stylish Waldorf-Astoria Hotel in New York City, and it achieved astounding results. Following the first weekend of the Motorama event in New York, over 300,000 people had seen the car and spent \$800,000 on GM products. At the conclusion of Motorama's U.S. tour, GM stated that over four million people had seen the car.

Production of the two-seat roadster started in June 1953, and by year's end, a total of only 300 Corvettes rolled off the assembly line. This first year of Corvette production signified an important technical milestone: GM was the first major American car manufacturer to successfully mass-produce a vehicle whose underpan and body shell were made entirely of fiberglass.

The Corvette featured GM's 235-cubic inch "Blue Flame" inline-six engine, which had triple Carter carburetors and a dual exhaust. The engine's respectable 150 horsepower was transmitted to the road via a two-speed Powerglide automatic transmission. All 300 cars that were built in 1953 were visually identical, as they were all finished in Polo White with a Sportsman Red interior. The car was fitted with subtle pieces of chrome trim, which ran along either side, as well as wire meshing covering the headlights.

When compared to the Jaguar XK 120 and the MGA of the time, the Corvette was proportionally smaller, yet it was more responsive and superior in handling. Unable to resist its magnetism, virtually every auto enthusiast felt compelled to get behind the wheel of the new Corvette. Even though its initial success was impressive, it is doubtful that even those at GM could have thought the Corvette would achieve the success it has over the six decades it has been in production.

The car offered here was the 274th Corvette produced. It has undergone a body-off restoration, which was performed by Blue Flame Restoration, of Pendleton, Indiana, the shop of respected 1953 Corvette expert Brett Henderson, and it is equipped with a Wonderbar radio, spinner wheel covers, a center-mounted tachometer and speedometer, and bullet air filters. It presents well and authentically throughout, with its iconic colors and high-quality finishes, which are appropriate to how this car left the factory. The panel fit is notably good for one of these early cars, as is the concours-quality brightwork and the proper safety glass windshield. The car is also equipped with its original side curtains in the trunk, as well as a CD of documentation on the restoration

The restoration still shows 45,750 miles, and it is believed to have not been shown since its completion. This is a clean and lovely example of a car that every Corvette enthusiast needs in their collection. The 1950s were the beginning for America's sports car, and it all began right here.





126

CHASSIS NO. **B75BL**

ENGINE NO. **X5BD**

SPECIFICATIONS:

105 bhp, 3,669 cc inline six-cylinder engine with two SU carburetors, four-speed manual gearbox with synchromesh on the 3rd and 4th gears, semi-elliptic suspension with adjustable hydraulic shock absorbers, and four-wheel mechanical servo-assisted drum brakes. Wheelbase: 126 in.

ESTIMATE:

\$275,000 – \$375,000

1934 BENTLEY 3½-LITRE THREE-POSITION DROPHEAD COUPE

COACHWORK BY **THRUPP & MABERLY**

- **Originally delivered to British aristocrat M.A. Spencer-Nairn**
- **Documented ownership history from new**
- **Original coachwork, engine, and gearbox**
- **Recent cosmetic freshening by marque specialists**

One car enthusiast that was attracted to this exciting new 3½-Litre model was M.S. Spencer-Nairn, of Fife, Scotland, the heir to the Michael Nairn linoleum company. In chapter 12 of his published family history, *Silver Spoon*, Mr. Nairn wrote that he sold his 1932 Lagonda Open Tourer and bought "...my dream car, a 3½-Litre Bentley...to be fitted with a drop head coupé body made by Thrupp & Maberly."

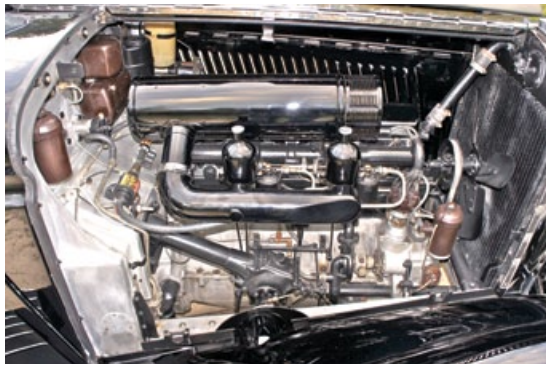
Mr. Spencer-Nairn specified that his new Bentley be fitted with several bespoke items: a speedometer with a clock mounted in the upper center of the dial, a steering column and gear lever that were two inches shorter than was standard, and that the car be built for "town work and touring." The excited new first owner accepted delivery of the car on June 18, 1934, and then drove the car extensively until he was called to serve in World War II. Chassis B75BL was stored during the war, and although he still adored it, he needed a larger car, which he sadly recounted in his memoir, "Unfortunately

it was not a good family car, so when we had four children, I sold it with over 100,000 miles on the clock and replaced it with a standard four-door saloon Bentley.”

It was sold to R.E. Merchant, of Derby, who owned it until 1984, when it was acquired by Howard Brown, a Californian working in London. It was repainted, and the chassis, mechanicals, and cosmetics were redone, resulting in a very reliable car and “a joy to drive.” When Howard and Kathie Brown returned to California they brought their beloved Bentley with them. In 2008, Mr. Brown had the car’s body stripped to bare metal in preparation for repainting, but sadly, he died prior to its completion. The car remained in Mrs. Brown’s ownership until it was sold to its current owner, who completed the freshening.

Chassis B75BL remains in excellent mechanical condition. The Biscuit-colored leather upholstery, repolished veneers, and new Fawn Wilton wool carpets with Biscuit welting are era-correct and complement the black coachwork. The Bentley is fitted with correct new wheel discs and new Dunlop tires, and it will be presented to its fortunate new owner complete with an extensive history, which includes English log books, build sheets and the original owner’s handbook that have been issued by Bentley Motor Cars, and the service file, which dates back to 1953.

Few pre-war cars carry more graceful coachwork or offer more fun behind the wheel than the Derby Bentley. Open cars like this one are especially appealing. It is deservedly one of the most popular tour cars at club events, and this brilliant example will certainly be invited to participate in the most prestigious concours as well.





Art Cross, soon to be Rookie of the Year, at the Indianapolis Motor Speedway in 1952. *Courtesy of the IMS.*

127

1952 KURTIS KRAFT 4000 “BOWES SEAL FAST” SPECIAL

CHASSIS NO. **346**

ENGINE NO. **SPL**

SPECIFICATIONS:

Est. 350 bhp, 270 cu. in. DOHC inline four-cylinder engine with methanol fuel injection, two-speed racing transmission, front independent suspension with leaf springs, live rear axle with torsion bars, and four-wheel disc brakes. Wheelbase: 96 in.

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

ESTIMATE:

\$275,000 – \$350,000

- Finished 5th overall at the 1952 Indianapolis 500
- Driven by Art Cross, the recipient of the Speedway’s first-ever Rookie of the Year award
- One of approximately 15 built; a certified AACA Champ car
- Class winner at the 1996 Pebble Beach Concours d’Elegance
- Winner of the Tony Hulman Memorial Cup
- Completely restored during the 1990s
- Rare and correct example of Frank Kurtis’s dirt-track Indy car

This Kurtis Kraft 4000, chassis number 346, became a permanent part of Indianapolis 500 history when it debuted at the storied race in May 1952 as the Bowes Seal Fast Special, where it was piloted by the soon-to-be-well-known Art Cross. After qualifying 20th at a speed of 135.288 mph, Cross climbed through the field

to finish a remarkable 5th place, earning him the Speedway’s very first Rookie of the Year honors. The Kurtis’s achievement was detailed in the October 1952 issue of *Auto Sport Review*, a copy of which is included in the car’s file.

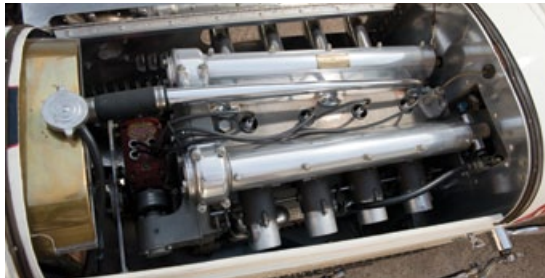
The Bowes Seal Fast Special continued to be driven in competition for close to 10 years, being sponsored for a long time by owner Ray Brady and campaigned by such greats as Joey James, Mike Nazaruk, Len Duncan, Johnny Parsons, and Don Branson. In the early 1990s, the car was owned by collector Bill Chapin and treated to substantial work by Offy expert Ken Hickey, who rebuilt the gearbox and the powerful methanol-fueled engine.

After being acquired by the consignor in 1992, the car was entrusted for restoration to Bob Willey, whose father was one of the original Kurtis Kraft distributors. Willey's refurbished chassis and rebuilt original body complemented Hickey's exacting drivetrain work and resulted in a powerfully running and correctly presented KK4000. The consignor chose to honor the car's original 1952 Indianapolis livery by refreshing the Bowes Seal Fast Special's paintwork and decal placement.

The rarity of chassis number 346 and its quality of restoration soon drew praise from the finest institutions in the collector car niche. The car was certified by the AACA, with tag number 074, which recognizes it as a certified competition race vehicle. The Kurtis proceeded to take First in Class at the 1996 Pebble Beach Concours d'Elegance, where it also won the Tony Hulman Memorial Cup, which was awarded by the IMS for the Best Open Wheel Racecar. The car has also participated in the Goodwood Festival of Speed, as well as the vintage pre-race heat at the modern Indianapolis 500 (where it is invited every year).

This Kurtis, a regular at the Milwaukee One-Miler during the annual Miller Meet, has experienced less than 10 hours of total running time since the engine rebuild, and it continues to offer enthusiasts the visceral performance that made the model such a fierce competitor in period. It is also perfect for concours display, as correct items abound, such as the instruments, especially the extremely rare Jones tachometer.

The Bowes Seal Fast Special is accompanied by an external aircraft starter and an accessory battery cart with four brand-new batteries; Art Cross' original racing helmet (which was sourced directly from the Indy Hall of Famer, as per a letter of authenticity); and a thick file of documentation that includes restoration invoices and a complete race record. The fuel system has recently been cleaned and prepped for future use to ensure good operating order to the famous Offy engine. This Kurtis Kraft is a must-have for any vintage Indianapolis enthusiast or Offy aficionado, and it would make a heart-racing addition to any race car collection.





128

1931 CORD L-29 CONVERTIBLE PHAETON SEDAN

CHASSIS NO. **2930041**

ENGINE NO. **FF 4993**

BODY NO. **G 1264**

SPECIFICATIONS:

125 bhp, 322 cu. in. side-valve inline eight-cylinder engine, front-wheel drive, three-speed transmission, quarter-elliptic front leaf springs at the front, with rear semi-elliptic leaf springs, and four-wheel hydraulic drum brakes. Wheelbase: 137.5 in.

ESTIMATE:

\$150,000 – \$200,000

- **ACD Club Certified Category One (C1-076)**
- **Desirable late “FF” engine**
- **Well-known ownership history since the 1950s**
- **A regular concours competitor**

At its debut, the Cord Front-Drive was the first major American production car with front-wheel drive, and it was easily the most innovative automobile that had been offered to the public in a decade. The Cord’s front-wheel-drive system employed a Lycoming straight-eight that was reversed in the chassis so that the transmission was at the extreme front. The lack of a driveshaft tunnel allowed for the bodies to be mounted low on the frame, with the result being that the Cord was no taller than a person of average height. Their interiors boasted flat floors, allowing for comfortable, spacious seating.

The Front-Drive, like so many of the great automobiles of its time, had the bad luck to have been born at the worst possible moment. It was offered to market just as the Great Depression’s crushing weight came down on the automobile industry, and production of the car faded away in late 1931.

The Convertible Phaeton Sedan offered here is recorded by late L-29 historian Paul Bryant as having been the 4,771st L-29 built. As a late 1931 production model, it was equipped with the desirable “FF” engine, which was a bored-out 322-cubic-inch unit that was stronger than earlier versions, could reportedly produce more horsepower, and came with a more efficient exhaust manifold.

Known history of this car begins in the 1950s, when it was purchased by early ACD enthusiast Karl E. Queilzsch, of Dallastown, Pennsylvania. It passed in 1960 to J.A. Luttrell, of East Lansing, Michigan, and following a restoration by Dave Ten Brink, the car earned a CCCA National award, with 100 points earned at Dearborn, Michigan, during his ownership.

The car next passed to Shirlee Lester, the then-wife of famous vintage tire magnate and car collector Tom Lester, who regularly displayed the car at various concours d'elegance. It was later sold on June 2, 1984, to Bobbie Crump, of New Orleans, and it remained in Mr. Crump's well-known museum for many years prior to its acquisition by the present lady owner, who is located in the Midwest.

This 1931 Cord, which has been well-maintained in its present ownership, still presents beautifully, having had a recent cosmetic and mechanical freshening, and it has been shown as recently as 2014, at the Stan Hywet Concours d'Elegance in Akron, Ohio. It is fully certified as a Category One Original Car by the Auburn Cord Duesenberg Club, with copies of the certification paperwork on file, and it is also a CCCA Premier car.

Few L-29s have as much well-known history, with such illustrious collectors in and out of the close-knit ACD world, as this wonderful Convertible Phaeton Sedan. It is ready to enjoy its next home in an important private stable.





129

1972 FERRARI 246 DINO GT

CHASSIS NO. **03154**

SPECIFICATIONS:

190 hp, 2,418 cc DOHC V-6 engine, five-speed manual rear transaxle, unequal length A-arm front and rear suspension with coil springs and anti-roll bars, and four-wheel disc brakes. Wheelbase: 92.1 in.

Please note that this lot is titled as a 1973.

ESTIMATE:

\$300,000 – \$350,000

- **Three owners and less than 27,500 miles from new**
- **Still wears its original Argento Auteil finish**
- **Ferrari Classiche certified**

The Dino heralded two important firsts for Ferrari. Not only was it the first production car from Maranello to boast a V-6 engine, but it was also the first production car from Ferrari to feature rear-mid engine placement. While the Dino didn't bear any Ferrari badges (save for its data tag), it was undoubtedly near and dear to Enzo's heart, as it was in part a tribute to his late son Alfredo, or "Dino," as he was known to his family. Dino, who had been educated as an engineer, had suggested to his father that the company utilize a V-6 engine in their racing cars, and there is no doubt that he would have been thrilled with the production of the 206 and 246

Dinos, as well as their 206 S and SP prototype forbearers. While the 206 Dino of 1968 and 1969 only saw the production of a mere 153 units, the gem of the Dino family of Ferraris would be the 246 GT and open-top GTS variants.

This Canadian-delivery 246 GT Dino is a later E-Series model that was produced in January 1972. It was purchased new at Luigi Sports Cars in Montreal, Quebec, by a M. Seiling, of Montreal, and at this time, it was finished in Argento Auteil over a beautiful Bordeaux leather interior and fitted with Cromodora wheels. Seiling would retain the car for his whole life, and it was left to his wife following his passing. Mrs. Seiling sold the car to another local enthusiast, who was also the proprietor of Ducati Montreal.

In 2001, the car was bought by its third owner, a well-known Montreal-based collector, and at this time, its odometer displayed just over 25,000 miles. In 2005, he had the engine fully rebuilt by Ferrari of Montreal, at a cost of \$37,000. At that time, the car was also fitted with a Tubi muffler and exhaust, making it somewhat more spritely overall. Lastly, the car's original Cromodora wheels were fitted with period-correct Michelin XWX tires, furthering adding to its already high level of originality and correctness. That same year, the consignor also decided to restore the interior. Most importantly, it still wears its original coat of Argento Autil paint, although the trunk lid was repainted to ensure a perfect finish after a non-original Ferrari badge on the trunk lid was removed.

The Dino has also recently been granted Ferrari Classiche certification, confirming that this car is as correct as when it left the factory. In its present ownership, the car has only accumulated an additional 2,000 miles

of warm-weather driving, in an effort to preserve its mechanical condition through regular exercise. When at rest, it shares garage space with a 275 GTB/4, 365 GTB/4 Daytona, and a Mercedes-Benz 300 SL Roadster. Finally, it is also important to note that the Dino still retains its original books and tools, which are the finishing touches on a motor car that simply needs nothing else.

This Dino has clearly been very well maintained since day one, and it is truly a remarkable example of its kind, not only for its cosmetic and mechanical condition, having accumulated just under 27,500 miles from new, but also for its remarkable ownership history, as it boasts three long-term Montreal-based owners. This occasion marks the first time that this particular Dino has been for sale on the open market, as it has only traded hands privately twice before. It is in excellent condition both inside and out, and it would be an ideal acquisition for the collector looking for a no-compromise example of the best V-6 road going Ferrari ever built.





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1954 CHEVROLET CORVETTE

CHASSIS NO. **E54S003192**

ENGINE NO. **0669636-F54YG**

SPECIFICATIONS:

155 hp, 235.5 cu. in. OHV inline six-cylinder engine with three Carter carburetors, two-speed Powerglide automatic transmission, coil springs, tube shocks, and stabilizer front suspension, leaf springs, tube shocks, and solid rear axle, and four-wheel hydraulic brakes. Wheelbase: 102 in.

ESTIMATE:

\$100,000 – \$125,000

OFFERED WITHOUT RESERVE

- **A highly original, matching-numbers example**
- **Believed to have 42,534 original miles from new**
- **Finished in the desirable Polo White over Red color combination**

The Corvette was aimed squarely at European sports cars when Chevrolet introduced it at the 1953 GM Motorama Show, which was held in



the Waldorf-Astoria Hotel in New York City, and there it achieved great acclaim. Its sleek appearance, which was designed and engineered by a team lead by Harley Earl, utilized jet age styling cues to win over the hearts of Americans across the country. Of course, GM intended for the Corvette to be a success, but few would have guessed that it would become America's most iconic sports car and a legend in its own time.

Production of the Corvette increased tenfold from 1953 to 1954, with Chevrolet producing well over 3,000 of them following a move in production to a renovated factory in St. Louis, Missouri. The second year of production also heralded the introduction of three new exterior colors to the Corvette's color palate, Pennant

Blue, Sportsman Red, and Black, , as well as the addition of an optional beige interior, as opposed to the red. Nevertheless, the Corvette's original colors of Polo White over a Red leather interior remained the most popular.

This 1954 Corvette, which has spent the majority of its life in central Pennsylvania, was allegedly not purchased new but was won by its first owner through a charity raffle! As such, it led a leisurely life with its first owner and was only driven with care on special occasions. According to the consignor, the car maintains many of its original components, as it has never been fully restored, and the 42,534 miles showing on the odometer are believed to be original. In addition to its original engine, transmission, and differential, this Corvette includes the majority of

its original suspension components, its original Fisher guide headlamps, its original Delco-Remy generator, and even its original glass windshield-washer bottle. The car is also accompanied by its very rare and original owner's manual. The car received one repaint, along with some interior work, about 20 years ago, and it remains in wonderful condition.

Early Corvettes are still just as attractive and eye-catching as they were when they were new, which was over 60 years ago now. They are icons of American design and are valued not only for their looks and driving performance but also for being pieces of American automotive history. A well-preserved example such as this is a must-have in any collection.





131

1953 SIATA 300 BC BARCHETTA

COACHWORK BY **BERTONE**

CHASSIS NO. **ST 418 BC**

ENGINE NO. **ST 418 BC**

SPECIFICATIONS:

Est. 51 bhp, 1,089 cc OHV Fiat inline four-cylinder engine with a single Weber carburetor, four-speed manual gearbox, front independent suspension with coil springs, rear live axle with coil springs, and four-wheel hydraulic drum brakes. Wheelbase: 78.5 in.

ESTIMATE:

\$325,000 – \$425,000

- **The so-called “Baby Ferrari”**
- **The 18th of approximately 40 Bertone-bodied examples**
- **Four owners from new; owned by the consignor for 27 years**
- **Beautifully preserved older restoration**
- **Never exhibited; ideal for concours d’elegance or historic racing**

Chassis number ST 418 BC is the 18th 300 BC of approximately 40 examples that were bodied by Bertone. According to John de Boer’s esteemed *Italian Car Register*, the Siata was originally owned by racing enthusiast Bob McNeal, and it was also occasionally raced by Ron Hunter.

In 1961, the Siata was sold to Ken Johnson, and he retained possession of the car until March 1985, when it was purchased by Dr. John Kimball, of Denver, Colorado.

Dr. Kimball commissioned a restoration by Jarl de Boer (John’s father), who was one of the foremost experts on the 300 BC model in the world. Along with a full mechanical freshening and preparation for historic racing, the restoration included a change in the paint finish from British Racing Green to the current coat of Italian-flavored Rosso. During a running of the Avon Vintage Grand Prix shortly after the restoration, Dr. Kimball was photographed leading a pack of competition sports cars in a picture that made the front page of the local newspaper, the *Avon-Beaver Creek Times*.

This beautiful Italian roadster was acquired by the consignor in 1988, and it is currently fitted with

a 1,100-cubic centimeter Fiat motor that is stamped with the same number as the chassis. As it is believed that several such spiders were fitted with these engines at the factory, this engine could very well be the car's original powerplant. The Siata is also accompanied by a period Crosley engine, which was almost assuredly fitted at one point and may also possibly be the car's original motor. The Siata has remained relatively unused in climate-controlled storage for almost 30 years, other than being periodically started for freshness, but in preparation for the car's offering here, the carburetor was disassembled, cleaned, and rebuilt, and the Fiat motor now reportedly starts and runs with reliable verve.

This 300 BC still displays a warm patina to the 1980s Rosso finish, as well as a spartan elegance in such details as the minimal gauges, Nardi wood-rimmed steering wheel, racing windscreen, and knock-off wire wheels. It is accompanied by a 1980s racing logbook and a copy of a period Siata specifications brochure.

As this sensationally preserved Siata has not once been shown over the last 27 years, it would be perfect for concours and vintage events, or it could be easily returned to the glory of historic racing. The superlative build quality of its spry chassis and tuned Fiat motor would make for thrilling competition in small-bore classes, just as Antonio Pompeo originally envisioned.





132

CHASSIS NO. **LSMH57**

ENGINE NO. **SH28**

BODY NO. **6204**

SPECIFICATIONS:

178 bhp, 4,877 cc F-head inline six-cylinder engine with twin two-inch SU carburetors, four-speed automatic transmission, independent front suspension with coil springs and hydraulic dampers, rear semi-elliptic springs with controllable hydraulic dampers, and self-adjusting hydraulic front brakes with combined hydraulic and mechanical rear brakes with servo-assist. Wheelbase: 123 in.

ESTIMATE:

\$450,000 – \$600,000

1959 ROLLS-ROYCE SILVER CLOUD I DROPHEAD COUPE ADAPTATION

COACHWORK BY H.J. MULLINER

- One of 13 built and 10 left-hand-drive examples
- Built for noted industrialist and sportsman Norman Paul Butler
- Numerous original special features, including a Rolls-Royce tachometer
- Award-winning restoration at multiple national concours
- Rolls-Royce Foundation documentation

Beginning about halfway through the production run of the Silver Cloud I, Rolls-Royce offered a drophead coupe by H.J. Mulliner, style number 7504. Unlike previous Mulliner Drophead Coupes on this chassis, the new car, referred to as an adaptation, made use of a “Standard Steel Saloon” body shell, which was heavily modified by Mulliner. This would be the standard method of construction for most Mulliner Drophead Coupes through to the end of the Silver Cloud

series in 1965. No others were as rare as the Silver Cloud I variant, of which between 13 were built, with 10 being left-hand-drive examples.

The car offered here, chassis number LSMH57, is perhaps the finest restored example of a Silver Cloud I Drophead Coupe Adaptation known to exist. It was built for Norman Paul Butler, a founder of Oak Brook, Illinois, as well as the Oak Brook Polo Club and the Butler National Golf Course. Mr. Butler specified numerous unique features for his Rolls-Royce, including a dashboard-mounted Rolls-Royce tachometer, power-assisted steering, power windows, a power top, dual fog lights, and a rear seat that had been designed to fold

flat, forming a platform for additional luggage for touring. These specifications cost the original owner nearly \$15,000, which was a tremendous sum in 1959, especially when a new Chevrolet at that time cost around \$2,500!

Mr. Butler took delivery of the car in New York on May 15, 1959, and it had an unusual British license plate, BC33, one of the first to be issued (in December 1903, in Leicester), as specially requested by the new owner. He would take it to Ireland in 1965, where he would join his family at Kilbooy Castle in Tipperary.

The present owners had the good fortune to rescue this significant Rolls-Royce in 2000. A complete body-off restoration was meticulously undertaken to original factory standards by Mark Schlachter, of Metalkraft Coachwerkes, who is one of the top coachbuilders in the country. Taris Charysyn and Company created fitted luggage for the trunk and rear-seat luggage platform, and they were made to the factory's original specifications. The owner even commissioned a set of his-and-hers director's seats to be used at showings, as well as a wooden steering wheel that matched the interior trim; although the original steering wheel is also supplied.





This magnificently restored Silver Cloud I won the Silver Cloud/Phantom V Concours class at the 2012 Rolls-Royce Owners Club National Meeting and also the Shamrock Award for the Most Improved Post-War Car. It went on to secure the Collector Foreign Best of Class and the Carl H. Lindner Trophy for Best Rolls-Royce/Bentley

at the Ault Park Concours in Cincinnati in 2014, and it was also shown that year here at Amelia Island.

This outstanding Rolls-Royce of extraordinary beauty and rarity, with known history and a painstaking restoration, is an exceptional motor car.





133

1961 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER

CHASSIS NO. **875138**

ENGINE NO. **R 1200-9**

GEARBOX NO. **EB 310 JS**

BODY NO. **DR 1224**

SPECIFICATIONS:

265 hp, 3,781 cc DOHC six-cylinder engine with three SU carburetors, four-speed manual gearbox, independent front suspension with double wishbones, torsion bars, and a sway bar, independent rear suspension with coil springs, double wishbones, and a sway bar, and four-wheel hydraulic disc brakes. Wheelbase: 96 in.

ESTIMATE:

\$375,000 – \$475,000

OFFERED WITHOUT RESERVE

- **Rare and desirable early example with flat floors, welded bonnet louvers, and external bonnet latches**
- **Gorgeous in Carmen Red over a Biscuit leather interior**
- **Concours-winning, 100-point JCNA, Reggie Ray restoration**
- **Matching numbers, confirmed by a Jaguar Daimler Heritage Trust Certificate**

Jaguar's E-Type was an immediate hit, from its introduction at the March 1961 Geneva Motor Show until its end in 1974. *Autocar* said it was a "breakthrough in design of high-performance vehicles." At its New York introduction a month later, *Road & Track* called it "every bit as exciting as the XK120 was" at its 1948 debut, while *Car and Driver* succinctly remarked that it was "sensual and elemental."

Unlike its predecessors, the XK120, 140, and 150, the E-Type did not have a separate chassis frame. Its monocoque body shell was bolted to a multi-tube front structure, which was covered by a massive bonnet that was tilted forward to access the engine. The engine itself was the dual overhead-cam six of the XKs, but in the most powerful 3.8-liter form, and it was fed by three SU carburetors. It could deliver 265 brake horsepower, accelerate to 60 mph in under seven seconds, and nearly touch 150 mph when asked. As it was shorter and lighter than the XK150, it naturally performed better, but at a price. Because space was at a premium, an overdrive gearbox would not fit, let alone an automatic transmission. To the true enthusiast, however, the lack of an automatic was a benefit, not a burden.

Its styling was reminiscent of the D-Type Jaguar competition car of the 1950s. This was the first Jaguar not designed by William Lyons but rather Malcolm Sayer, an aircraft engineer turned car designer who had worked on the C-Type and D-Type Jaguars and who would later design the XJ13 racing prototype and the XJS Coupe. The E-Type's theme could be described as voluptuous minimalism, as the car had shapely curves and was almost devoid of ornamentation. In place of a grille, Sayer used a simple oval air inlet that had been bisected by the thin chrome bar. Its bumpers were similarly slight, while the headlights were covered in Plexiglas nacelles, which was an aircraft-inspired touch that is still much-loved by purists.

This very early E-Type Roadster, with flat floors, external bonnet latches, and welded bonnet louvers, was the 138th built and the first E-Type sold in Pennsylvania. In the early 1990s, with 41,700 miles showing on its odometer, it was restored from its complete original condition by Ray's Jaguar Restorations in Limerick, Pennsylvania, the shop run by the late Jaguar authority Reggie Ray. Fresh from its restoration,

it was shown at three Jaguar Club North America concours, scoring 100 points at each and ultimately winning the Challenge Cup. Since then, it has covered exceedingly few road miles, with fewer than 42,000 showing on its odometer, and it has been stored properly for preservation in a temperature-controlled environment, where it has been elevated on jack stands and lubricated with regularity.

This car is gorgeous in its Carmen Red paint, with a Biscuit leather interior and tan canvas top, and it looks as good today as it did in 1960 and again after its restoration in the 1990s. Its chrome wire wheels, with the authentic early-style knock-offs, are nicely complemented by wide whitewall tires, which were very popular in the United States at the time. It has recently been serviced by F40 Motorsports in Connecticut, and it is worthy and ready for another round of the concours circuit. The car is accompanied by a set of photographs of the restoration, invoices, and the proverbial "boxful" of trophies. This represents an unusual opportunity to acquire a rare and period-correct example of Jaguar's most iconic car, one in its original and purest form.





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1995 FERRARI F512 M

CHASSIS NO. **ZFFVG40A1S0101411**

SPECIFICATIONS:

440 bhp, 4,943 cc flat 12-cylinder engine with Bosch Motronic fuel injection, five-speed manual transmission, front and rear independent suspension, and four-wheel disc brakes with ABS. Wheelbase: 100.3 in.

ESTIMATE:

\$325,000 – \$375,000

OFFERED WITHOUT RESERVE

- **Ferrari's final flat-twelve; the 51st of 75 U.S.-specification examples built**
- **Two owners and 11,000 miles from new**
- **Unquestionably one of the finest examples of its kind**

Compared to the evolution of the Testarossa to the 512 TR, the jump to the F512 M was much more radical than Ferrari's previous evolution. The most evident exterior change was to the nose; the F512 M was fitted with fixed headlights, rather than the older retractable units. The nose was restyled to bear a resemblance to the F355 and the 456, with new turn signal indicators and fog lamps. The rear also carried cues from its siblings, and it was fitted with round taillights, which were similar to those of the F355 and would

become signature Ferrari design cues for years to come. Inside, the F512 M received some minor changes as well, such as a new, more modern steering wheel, adjustable aluminum pedals, a more refined air-conditioning system, and updated trim. New five-spoke alloy wheels were also fitted to complete the look.

By the time production ceased in 1996, as Ferrari was introducing the 550 Maranello, 501 examples had been produced, with a mere 75 allocated for the U.S. market, which was a seemingly miniscule amount for a market that generally commanded the largest allocation of any Ferrari production model. As such, the car instantly became collectible in the United States.

This example, finished in iconic Rosso Corsa over Beige, is the 51st U.S.-specification F512 M built. This

particular car was first sold by Ferrari of Scottsdale in January 1997 to its first private owner in Fountain Hills, a town just outside of Scottsdale. The car remained with that individual until his passing, and it was then sold once again by Ferrari of Scottsdale. At that time, the car was listed for sale in a local newspaper by Ferrari of Scottsdale in early December 2003, and the advertisement was noticed by the car's current owner, a Ferrari collector who had been looking to purchase a F512 M for quite some time.

Having found his perfect car, the F512 M was purchased by its current and second owner. Following a timing belt service that was performed by Ferrari of Scottsdale, the car was delivered to its second owner less than two weeks after its purchase. The car remained in Arizona until the spring of 2004, when it was shipped to the owner's summer residence in New York, where it has remained for the last several years. This incredibly well preserved

car has been very well maintained and used sparingly. It received its last timing belt service in 2012, by Classic Coach in Elizabeth, New Jersey, and it has travelled less than 150 miles since. It is also important to note that the car is accompanied by all of its correct owner's manuals and books, as well as its original tool set, which only add to the car's exceptional pedigree.

The most potent and refined iteration of the Testarossa platform is the F512 M, and it is truly an incredible automobile. It was a quantum leap forward over the Testarossa of 1984, and it represents the end of an era for Ferrari. F512 M cars are a rare sight when compared to their predecessors, and they are much rarer still in the United States, making them highly collectible. This particular example is nothing short of spectacular. With its iconic Rosso Corsa over Beige finish, two owners from new, and just 11,000 miles on the odometer, it is surely one of the finest examples of its kind.





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1955 JAGUAR D-TYPE

CHASSIS NO. **XKD 530**

ENGINE NO. **E 2044 9**

BODY NO. **H 2030**

SPECIFICATIONS:

Est. 300 bhp, 3,781 cc DOHC inline six-cylinder engine with three Weber 45 DCO3 carburetors, four-speed manual transmission, independent front suspension, live rear axle trailing links and transverse torsion bar, and four-wheel disc brakes. Wheelbase: 90.5 in.

ESTIMATE:

\$3,750,000 – \$4,250,000

- **Extensively documented; multiple in-period 1st place finishes**
- **Comprehensive restoration in 2003 by noted D-Type expert**
- **Subject of a five-part feature series in *Jaguar World Monthly***
- **Vintage racing participation, including at the Mille Miglia and Goodwood Revival**
- **Accompanied by a FIVA Passport, FIA papers, and a JDHT Certificate**

When the Jaguar D-Type debuted at the 1954 24 Hours of Le Mans, it finished a narrow 2nd to a 4.9-liter Ferrari V-12. A year later, a D-Type with a long-nosed factory body and a revised motor won the race outright. Although Jaguar retired from racing after the 1956 season, the D-Type continued to flourish in private hands, winning Le Mans in 1956 and 1957 for the Ecurie Ecosse. Although not necessarily well-suited to every type of course, the D-Type proved to be

extremely effective on properly surfaced endurance circuits, and it remains one of the most important Le Mans race cars ever built, holding a special place in Coventry lore.

Chassis XKD 530 offers a tale that is surely as intricate and fascinating as any surviving D-Type. This car, one of the fifty-four examples produced for privateer customers, was dispatched from the factory on February 13, 1956, and it was finished in British Racing Green, as confirmed by its Jaguar Daimler Heritage Trust Certificate. The car was retailed through Finnish Jaguar dealer S.M.K. and delivered in April 1956 to Curt Lincoln, of Helsinki, a tennis player on Finland's Davis Cup team who was known to the racing world for his exploits in F3 midget cars, and a Jaguar C-Type.

From this point forward, Mr. Lincoln focused on driving his other cars, while XKD 530 was piloted for Askolin by various team drivers. Correspondence suggests that, around this time, Mr. Lincoln contacted the factory with interest in modifying the car to GT class specifications by converting it into an XK-SS road car. Eventually, the decision was made to conduct further race modifications domestically. Coachbuilders Wiima, of Helsinki, were retained to install a full-width windscreen, a new nearside door, and a custom tail fin. The year 1958 saw continued competitive outings, with numerous 1st and 2nd place finishes.

On May 26, 1959, Mr. Lincoln wrote to Jaguar's racing chief, F.R.W. "Lofty" England, stating that the rigors of ice racing had taken a toll on the car and an overhaul was in order. The D-Type arrived at the Works competition department in Coventry in December 1959, and the engine block was replaced with a factory 3.8-liter example. The 40-millimeter Weber carburetors were replaced with 45-millimeter units, the gearbox and brakes were reconditioned, and the car was repainted in white. Chassis XKD 530 then returned to Scuderia Askolin with a written tag stating "+100 hp," and Mr. Lincoln resumed racing it, taking the checkered flag twice more in February 1960.



Chassis XKD 530 tears across the ice in front of what must surely be a cold crowd in Northern Finland.

Photo by Kari T. Tossavainen. Courtesy of Terry Larson.



Chassis XKD 530 competing at Oritkari, near Oulu in Northern Finland, on March 31, 1963.

Photo by Kari T. Tossavainen. Courtesy of Terry Larson.

In late 1960, Mr. Lincoln sold XKD 530 to magazine publisher Olli Lyytikainen, who continued to race the car, usually with future international rally driver Timo Makinen at the wheel. The following year, the car experienced one of its most publicized races, when Heimo Hietarinta finished 1st in the Formula Libre Class at the Leningrad Grand Prix on August 27, 1961. Chassis XKD530 is believed to be the only D-Type to have ever raced in the Soviet Union, and the occasion was reported in the September 1961 issue of Finnish magazine *Tekniikan Maailma*, forever documenting the car's momentous participation.

In November 1966, chassis XKD 530, no longer competitive on Finland's ice courses, was sold to English collector Nigel Moores, a historic racing enthusiast who owned a number of D-Types during his life. When the car arrived for him, it showed the symptoms of wear expected from such hard use, and the body had been

modified to an open two-seater cockpit with a truncated tail. As rebuilding the original body was deemed to be too prohibitively expensive for a car of such value at that time, it was decided that the later D-Type construction manner, which involved separately bolting a front and rear chassis sub-frame to the monocoque body, afforded the opportunity to remove the damaged body and salvage as many original chassis components as possible.

Mr. Moores' staff separated the chassis tub, mounted all-new bodywork in the factory long-nose style, and fitted the car with the wide-angle headed D-Type engine that had originally been used by the Cunningham team. The separated monocoque body, the original engine, and the gearbox were put aside and eventually sold, around 1984, to historic racer John Harper, who repaired the coachwork and mounted it on an all-new chassis that mostly consisted of various original Jaguar factory components.







As both resulting cars were stamped with the XKD 530 chassis number, a controversy gradually emerged as to the proper identity of each car and as to which was, in fact, the authentic original car. “Ole Sommer,” a D-Type owner and the proprietor of Sommer’s Veteranbil Museum in Denmark, eloquently summarized the situation in a 1995 letter to Arthur Urciuoli (who acquired the original monocoque car in 1993), writing, “It seems difficult to rectify the situation, unless some benevolent person should decide to purchase both cars and exchange the front sub-frames and the legal documents, resulting in only one single car claiming to be XKD 530.”

This is essentially the path that the previous owner followed after acquiring one car in 1998 and the other in June 2002. As detailed by an extensive five-part feature series written by Paul Skilleter and Jim Patten for *Jaguar World Monthly* magazine between December 2002 and September 2003, the consignors

delivered both cars in late 2002 to Chris Keith-Lucas’s well-regarded CKL Developments in East Sussex. When disassembling both cars, CKL carefully noted the individual part numbers, and after comparing them to original factory parts numbering that had been supplied by a long-time D-Type expert, the parts were separated and color-coded to distinguish which were original to XKD 530 and those used as replacements in either of the two vehicles.

Of course, some doubt had emerged regarding the legitimacy of various claims of the two cars’ individual histories and to which extent each possessed original components. These doubts were put to rest when CKL finally remounted the repaired original monocoque onto the original chassis frame, finding that the original factory bolt holes, which were fortuitously not uniformly drilled, matched precisely, for a form-fitting connection.



Following the mid-2003 completion of CKL's amazing restoration, which reunited XKD 530's separated components for the first time in 35 years, the car was taken to Goodwood for some initial laps, and veteran Le Mans driver Mike Salman (who drove several D-Types in period) was asked to join the session and share his thoughts for the JWM feature. Chassis XKD 530 has run the Mille Miglia Storica four times since the restoration, and it has been invited to the 2009 Villa d'Este Concorso d'Eleganza, the 2009 Pebble Beach Concours d'Elegance, and the 2011 Amelia Island Concours d'Elegance. Additional vintage race participation included the 2011 Silverstone Classic's Stirling Moss Trophy, the 2011 Goodwood Revival Sussex Trophy, and the 2012

Goodwood Revival Sussex Trophy, where the car finished 8th overall and 1st among all D-Type entrants. During its current ownership, the car has been carefully sorted, including work being performed on the fuel and braking systems. It has also been regularly driven and maintained to ensure that it is ready for reliable road use.

Chassis XKD 530 is accompanied by a FIVA Passport and FIA papers, and it features its original engine, transmission, chassis frame, monocoque body, and brake calipers. It is believed to be one of the most original examples extant, and it has been carefully scrutinized by some of the niche's leading experts, resulting in a very complete car of utmost authenticity.



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1930 DUESENBERG MODEL J ‘SWEEP PANEL’ DUAL-COWL PHAETON

CHASSIS NO. **2336**

ENGINE NO. **J-487**

COACHWORK BY **LEBARON**

SPECIFICATIONS:

265 bhp, 420 cu. in. DOHC inline eight-cylinder engine, three-speed manual transmission, beam-type front and live rear axles with semi-elliptic leaf springs, and vacuum-assisted four-wheel hydraulic drum brakes. Wheelbase: 153.5 in.

ESTIMATE:

\$1,200,000 – \$1,400,000

- **The most iconic Duesenberg body style**
- **The one and only long-wheelbase Sweep Panel Dual-Cowl Phaeton built**
- **Outstanding provenance, with 70 years of known history**
- **Recent cosmetic restoration and freshening**
- **ACD Club Certified Category One (D-132)**

Today, the Duesenberg Model J, affectionately nicknamed the “Duesy,” continues to represent anything truly great or grand, regardless of the chosen spelling. It was bankrolled by E.L. Cord and designed from the outset to be the world’s finest car. When the car debuted at the New York Auto Salon on December 1, 1928, its launch dominated newspaper headlines.

The Model J’s visually impressive 420-cubic inch, dual overhead-cam, inline eight-cylinder engine featured a free-breathing, four-valve cylinder head, and it could develop 265 brake horsepower in normally aspirated form. Other remarkable features found on the Model J included a fully automatic chassis-lubricating system that operated every 30 to 60 miles, excellent two-shoe hydraulic drum brakes, and complete instrumentation, which included a 150-mph speedometer, a tachometer, an altimeter, an eight-day clock with a split-second stopwatch hand, and more. In short, from introduction to the present, the Model J marks the crowning achievement of the Classic Era.

J-487: A ONE-OF-A-KIND DUESENBERG

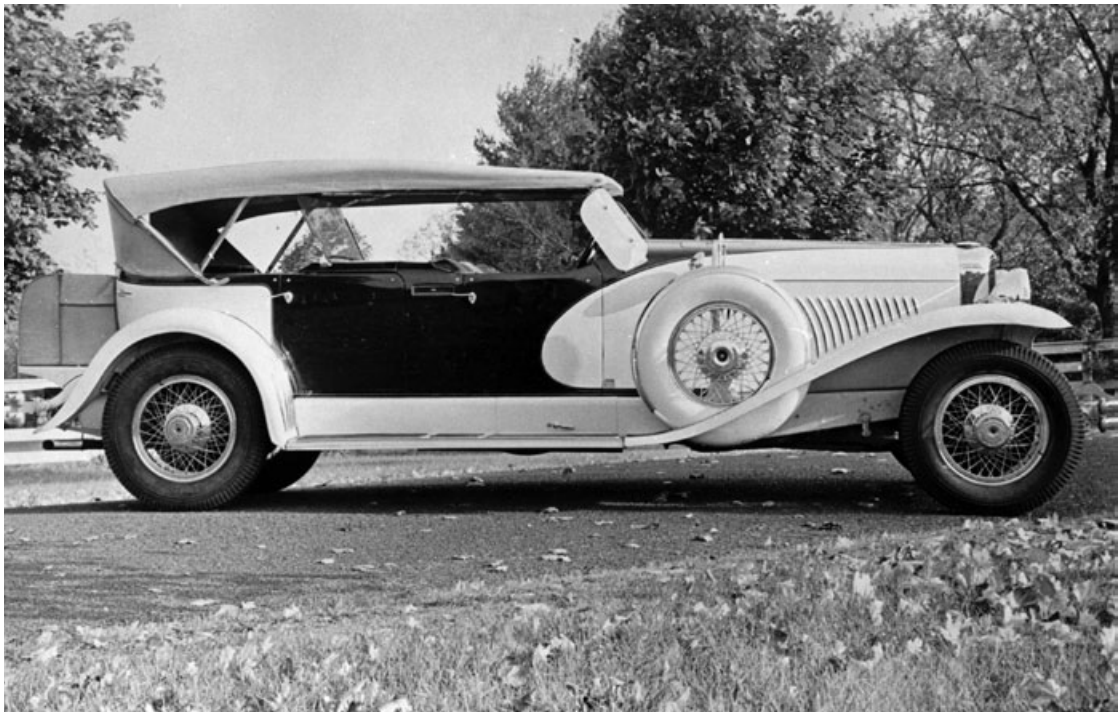
Interestingly, of the mere eighteen examples ever produced of the Sweep Panel Dual-Cowl Phaeton, the car offered here is the one and only example on the long 153½-inch wheelbase chassis, number 2336. The lengthening of the sweep panel body gave most of the new space to the rear seat passengers, filling in the space between the doors with a new panel of metal that featured a small contrast-color fillet. The effect was one of impressive size and power, creating the ideal luxury motor car

The original owner of chassis number 2336 was J. Clarke Dean, a broker at Dean, Onatavia & Company of Chicago. Mr. Dean was a very prominent figure in Windy City business, dealing in stocks, bonds, and commodities, such as grain and cotton, as well as enjoying membership in Chicago's most prominent sporting clubs. Interestingly, the records of long-time Auburn Cord Duesenberg Club Duesenberg historian Raymond Wolff note that the prosperous Mr. Dean paid cash for his new Model J, and he was surely one of only a few men capable of doing so.

In 1938, Dean eventually sold his Duesenberg through the Felz Cadillac Company, a renowned dealership in Chicago. Reportedly, the sale was to another Chicagoan, but by 1948, the car had made its way to Grand Rapids, Michigan, and was sold that year to a Grand Rapids local, George Williams. By this time, the car had acquired its present engine, J-487, which is believed to have been a factory branch-installed replacement from its Chicago days, and it has remained with the car for over 60 years.

Following brief ownership by several other Midwestern enthusiasts, the Duesenberg was purchased in 1951 by Raydon R. "Don" Thompson and his business partner Jack Irwin, of Huntington, West Virginia. Working with local mechanic Bob Roller, Mr. Thompson restored the Phaeton's rolling chassis and engine, after which the car passed to a new owner in Maryland.

The prized Model J was eventually sold to legendary Model J connoisseur Tony Pascucci, of Meriden, Connecticut, in 1964. The car remained with Mr. Pascucci for two decades before being sold to the Imperial Palace Auto Collections of Las Vegas. With the exception of a brief sojourn in the hands of Bill Lassiter, it would remain with the Imperial Palace for a decade and then eventually make its way into the ownership of another well-known enthusiast, Dale Fowler.



The famous, often-published photograph of J-487, taken in the 1950s.





Visit rmauctions.com to view all photos.



While the Duesenberg had been fully restored in earlier ownership, it has undergone significant mechanical and cosmetic freshening with its present owner. Intensive research was undertaken in the hopes of finding a proper six-volt fuel gauge, but finally, one was built out of proper components. New exhaust and fuel gaskets were installed, and the transmission and clutch were removed, sorted, and reinstalled with proper adjustments.

Most importantly, the body was repainted in its present elegant color combination of black and graphite grey, providing a handsome match to the black cloth top and leather interior, with its distinctive engine-turned dashboard.

This impressively finished Duesenberg is spectacular in its elegant proportions, and it holds an important place of pride in even the rarefied rosters of surviving Sweep Panel Phaetons. Along with being the one and only long-wheelbase ever made, and with having numerous unique design features and its own special character, it bears decades of known history, which includes some of the greatest names in modern collecting. It is, simply put, an exceptional example of the marque, and one with a known and continuous history from new, which has always been well maintained and cared for throughout its life, as evidenced by its ACD Club Category One certification.

As the only long-wheelbase Sweep Panel Dual-Cowl Phaeton ever built, chassis number 2336 will forever remain one of the most interesting and unique Duesenberg Model Js in existence.





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1958 PONTIAC BONNEVILLE SPORT COUPE

CHASSIS NO. **C558H3252**

SPECIFICATIONS:

300 bhp, 347 cu. in. OHV V-8 engine, four-speed Hydra-Matic automatic transmission, independent coil-spring front suspension, live rear axle with trailing arm coil-spring suspension, and four-wheel hydraulic power drum brakes. Wheelbase: 122 in.

ESTIMATE:

\$100,000 – \$150,000

OFFERED WITHOUT RESERVE

- Formerly part of the Milhous Collection
- The ultimate 1958 Pontiac; in stunning colors
- Highly optioned, with a Tri-Power engine and Trans-Portable radio

Your father might have driven an Oldsmobile, but the Pontiac probably belonged to your grandfather. All of that changed in the 1950s, when Pontiac truly became a performance marque. At the end of the 1954 model year, Pontiac retired both its six- and straight-eight-cylinder engines. For 1955, all cars had V-8 overhead-valve powerplants that shared some heritage with the small block Chevy. In mid-year, a \$35 Power Pack option added a four-barrel Rochester carburetor, which pushed horsepower to 200 on Hydra-Matic cars.

For 1956, the engine was enlarged to 317 cubic inches and a dual four-barrel carburetor option developed a hefty 285 brake horsepower. Only about 200 cars were so-equipped. The 1957 model year brought another increase in displacement, this time to 347 cubic inches. A special Bonneville Convertible that used Rochester fuel injection was released in the Star Chief line. This engine was rated at 315 brake horsepower, and just 630 were built. It was, however, not the most powerful 1957 Pontiac. In December 1956, a NASCAR Tri-Power option with three 2-barrel carburetors was introduced.

In an uncharacteristic move, General Motors introduced new bodies and chassis for all

1958 cars. In this shuffle, Pontiac made the Bonneville a separate series, one that was comprised of just a convertible and a hardtop coupe. The standard engine was a 285-brake horsepower four-barrel V-8, but fuel injection and Tri-Power were still available. Very few injected cars were built, largely because the system had yet to be perfected. Performance enthusiasts generally opted for Tri-Power instead, which included three Rochester two-barrel carbs, 10.5:1 compression, and a high-lift camshaft.

The Pontiac Bonneville being offered here is a well-restored, highly accessorized Super Deluxe Sport Coupe. It is equipped with Tri-Power and the Strato Flite four-speed Hydra-Matic transmission, and it has power steering, power brakes, and power windows. It also has the unusual Trans-Portable radio that was introduced for 1958. This radio could be removed from the car and used as a portable at home, at a picnic, or on the beach. The car is also fitted with a rear speaker and rear antenna, which can be used when the radio is plugged into the dashboard. Other accessories on the car include rear fender skirts, a tissue dispenser, and door edge guards.

The car is painted in two-tone green and remains in excellent cosmetic condition. The interior is done in matching hues of green, with the seats upholstered in a vinyl-cloth combination motif. The quality of the upholstery work is excellent, as is the headliner and dashboard.

The engine compartment is clean, and the trunk is nicely detailed. Three artifacts of its earlier life remain in the rear window, two decals from the Automobile Club of Southern California and one from the Pontiac Oakland Club International. The car rides on Remington Cushion Aire C78-14 whitewall tires.

A few years after the introduction of the Bonneville came the GTO, which commanded all the attention of young Pontiac buyers. In 1958, however, the performance Pontiac was very much the Bonneville, and very often it was a Tri-Power Super Deluxe Sport Coupe, like this one. It was fast, stylish, and elegant, and it featured all the qualities a successful businessman looked for in a new boulevard cruiser or performance car for the daily commute.





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1935 MERCEDES-BENZ 500/540 K CABRIOLET A

COACHWORK BY SINDELFINGEN

CHASSIS NO. **105384**

ENGINE NO. **105384**

BODY NO. **817605**

KOMMISSION NO. **12847**

SPECIFICATIONS:

115/180 bhp, 5,410 cc overhead-valve supercharged inline eight-cylinder engine, four-speed manual transmission, double-wishbone independent front suspension with coil springs, swing axle rear suspension with coil springs, and four-wheel hydraulic drum brakes with vacuum-assist. Wheelbase: 129.5 in.

ESTIMATE:

\$2,900,000 – \$3,500,000

- **One of 33 Mercedes-Benz 500 K Cabriolet As built**
- **Upgraded to 540 K specification in period**
- **Fastidiously maintained and excellently presented**

The Mercedes-Benz 500 K was introduced at the Internationale Automobil-Ausstellung, more commonly referred to as the Berlin Motor Show, in March 1934. Although it was produced alongside the 380 K, it was planned as a successor model to satiate the expressed interest of Mercedes-Benz's wealthy clientele for a luxury conveyance that produced more power.

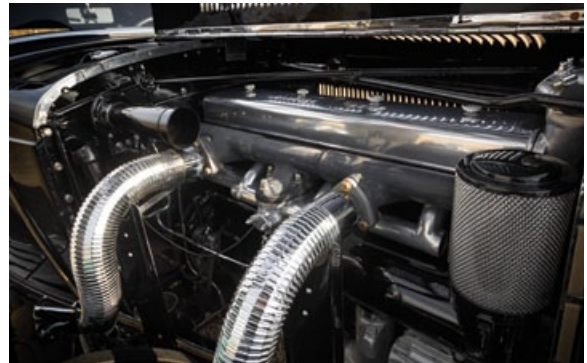
The 500 K succeeded to this end, with the 380 being phased out by the end of 1934. It embodied a generously braced chassis with fully independent suspension and, of course, an engine with an increased bore and stroke, which

created 4,984 cubic centimeters of displacement. Its output was 100 horsepower in normal operation and an impressive 160 horsepower with the supercharger engaged. This power unit was mated to a four-speed gearbox, with direct ratio in third gear and the fourth gear acting as an overdrive unit. The result was a sensation, and ultimately, 342 clients, mainly from Europe, England, and North America, visited their local Mercedes-Benz dealers to place an order for the new car.

One of those clients was Adolf Busch, of Hamburg, Germany. He placed an order for the Cabriolet A, which was logged under kommission number 12847 and eventually assigned to chassis 105384. Connoisseurs of supercharged Mercedes-Benzes understand this early Cabriolet

A body style to be one of the most desirable open examples, short of the Spezial Roadster, as it retains the best elements of its predecessor, the SSK, with its long sweeping fenders, louvers on the top and sides of the hood, a low windshield and top, dual rear-mounted spare tires, and a passenger compartment set far back. This particular example is unique, with its leather bonnet strap harkening back to the heroic days of the six-cylinder steeds that had been driven by Stuck, Caracciola, and von Brauchitsch.

Mr. Busch only had this car for a few years, as a notation on the kommission paper, a copy of which is on file, indicates that on October 31, 1938, the ownership of the car was reassigned to Dr. Gavin, who was reportedly a director at Mercedes-Benz. It is believed that the engine upgrade to 540 K specification, which is well-known in this example, was completed at this time. This upgrade not only added torque and increased horsepower to 180 with the blower engaged, but it also created a more potent combination when being mated to the lighter and more flexible 500 K chassis.









During the war, the car ended up in France, and in the late 1950s, it was purchased by Dean Weihe, a captain in the U.S. Air Force. Mr. Weihe imported the car into the United States in 1961 and began performing a cosmetic restoration, which was completed around 1964. Scans from two Florida-area newspapers at the time make mention of Weihe's debut of the Mercedes of a local old car outing. In the article, he notes his importation of the car from France, where it had lain dormant for a number of years in a village outside of Paris. Mr. Weihe retained the car at his home in Florida for the better part of three decades, finally selling it in the late 1980s or early 1990s. At this time, it was purchased by another collector from Florida and traveled with him overseas.

The car was reported to be largely original, but in 1999, the purchaser commissioned restorer Francois Cointreau, of France, to perform a high-quality concours restoration. The body was removed from the chassis so that the skin could be removed, and all necessary repairs



were made to the original wood framing to ensure the continued integrity of the car. Cointreau's work focused on the cosmetic aspects of the restoration, and between 2000 and 2001, Riefen-Wagner, of Landshut, Germany, performed all of the mechanical overhaul work. This included a complete engine overhaul and a rebuilding of the brakes, chassis, suspension, steering, and fuel systems. It was also the recipient of a new radiator core, which provides significant peace of mind for those familiar with the exorbitant cost of overhauling the intricate radiators on these cars. Within the car's history file are photos of Cointreau's work, as well as receipts from Riefen-Wagner.

Its current caretaker of nine years has continued to fastidiously maintain the impressive quality of the fit and finish of his 540 K as part of his select collection of pre-war classics. In 2009, its mettle was tested on the

rigorous 1000-mile journey through the mountain roads of the Colorado Grand, and it performed flawlessly. The successful completion of this rally is a testament to the strength and versatility of this automobile, the quality of Riefen-Wagner's work, and the subsequent maintenance it has enjoyed since.

Only 33 examples of the Mercedes-Benz 500 K Cabriolet A were constructed, and it is believed that only 11 remain, with a small number of those having their more potent 5.4-liter engine being mated to the lighter 500 K chassis, as 105384 does. The car has benefitted from an outstanding restoration and excellent care and maintenance, making it not only a mere piece of sculpture that would be an exceptional contender for entry into any of the most prestigious concours around the world but also a driving machine that is capable of long-distance touring in the spirit for which it was originally built.



Touring on the Colorado Grand in 2009. *Courtesy of John Waugh*



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1956 LINCOLN PREMIERE CONVERTIBLE

SERIAL NO. **56WA43818**

SPECIFICATIONS:

285 bhp, 368 cu. in. OHV V-8 engine, three-speed Turbo-Drive automatic transmission, independent coil-spring front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel power hydraulic drum brakes. Wheelbase: 126 in.

ESTIMATE:

\$140,000 – \$180,000

OFFERED WITHOUT RESERVE

- The “premiere” 1956 Lincoln
- Outstanding and highly correct restoration, with a NOS engine
- One of the finest in existence

The 1956 Lincoln was longer, lower, totally redesigned, stunningly styled, and thoroughly modern. Under the hood, it packed an upgraded overhead-valve V-8 that could produce 285 horsepower and was mated to a standard three-speed Turbo-Drive automatic transmission. All of this came at significantly higher prices, which thrilled Lincoln devotees who were willing to pay for it. Sales for 1956 reached record levels, rising from 23,673 cars in 1955 to 47,531 in 1956. The rarest and most expensive of all models was the Premiere Convertible, of which 2,447 were built.





The Premiere Convertible offered here is finished in Wisteria, which looks like something off of George Barris's palette, but it is actually one of the numerous unusual factory colors offered on these cars. On the baroque lines of the 1956 Lincoln, alongside slabs of chrome and with a complementary white interior, this paint appears right at home, as if made to reflect the glow of neon.

The Premiere was painstakingly restored in prior long-term ownership to truly "better-than-new" condition in all respects, with work being completed in 2010. As part of the painstaking work, the original engine was replaced with a new old stock 1956 Lincoln V-8, which

came out of the Ford Technical School when it closed, and as such, it is literally "new" and has all of the correct finishes and details. Correct decals and tags are also found throughout. The white vinyl top fits so closely and smoothly that the car appears at first glance to be a hardtop coupe. In sum, all of the finishes throughout are absolutely spectacular and done to extraordinarily fine standards, as great attention was paid to accuracy and to "how the factory did it."

If there ever was a concours-level 1956 Lincoln, it is this example. It remains one of the best in existence and would be among the highlights of any collection, 1950s convertibles, Lincolns, or otherwise.





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1933 CADILLAC V-16 SEVEN-PASSENGER SEDAN

COACHWORK BY FLEETWOOD

ENGINE NO. **5000024**

BODY NO. **5**

SPECIFICATIONS:

Body Style 5575-S, 165 bhp, 452 cu. in. OHV V-16 engine, three-speed manual transmission, solid front and live rear axles with semi-elliptic leaf springs, and four-wheel vacuum-assisted mechanical drum brakes. Wheelbase: 149 in.

ESTIMATE:

\$375,000 – \$450,000

- **An utterly outstanding V-16 Cadillac**
- **Known history, with four owners from new**
- **Professional body-off restoration**
- **Pebble Beach Concours award winner**
- **Entirely matching numbers; build sheet-documented**

This car, engine number 5000024, was one of only ninety-nine V-16 Cadillacs produced in 1933, and it is one of only two known survivors in this style, number 5575-S. It was originally delivered to prominent Dayton, Ohio, manufacturer and politician George W. Shroyer, whose career included serving as the mayor of Dayton. The fastidious Mr. Shroyer ordered his new Cadillac with no fewer than three pages of custom features, which outlined such unique touches as special woodwork, unique trim

(including a polished stainless steel body and fender edge trim), and a luxurious lamb's wool carpet for the rear compartment.

The car was shipped to Mr. Shroyer on February 1, 1933, and it remained in his ownership until June 14, 1963, at which time the retired mayor was 98 years old. It was sold by him to Arthur H. Kusuhara, of Canoga Park, California, and then later passed to well-known Cadillac enthusiast Dick Shappy, of Rhode Island, who owned it only briefly before selling it to the present owner in 2006.

This spectacular automobile then underwent a no-expense-spared restoration, which was

overseen by the renowned team at RM Auto Restoration, of Blenheim, Ontario, Canada. The car was carefully restored exactly back to its original delivery condition, as specified on the build sheet. Its owner proudly notes that the build sheet, a copy of which is on file, “lists about ten things that were individually numbered—not just engine and chassis, but starter, generator, axles, transmission, and much more. Every single one of those components is still on the car.”

The exhaustive restoration included not only a full disassembly and rebuild of the engine, transmission,

brakes, and chassis, but because of its display at Pebble Beach in chassis form, many normally unseen components were also restored to concours standards. This included the tops and sides of the chassis, which were hand-rubbed and polished, but also such things as the instrument shells, wiring harness, switchgear, and the back sides of the instrument panel and glove boxes. The woodwork was painstakingly restored, with much of the marquetry replaced due to water damage to the veneers. The exterior paintwork was painstakingly color-sanded and hand-buffed to a perfect gloss, setting off the astonishingly straight brightwork.





It is also important to note that, unlike many of the other chassis displayed at Pebble Beach, this stunning V-16 was entered in the traditional 17-mile Tour d'Elegance. In preparation, it was fitted with a custom oak buckboard-style body with button-tucked leather seats on traditional iron springs, floorboards, and an instrument board designed to accommodate the restored dash components. As you would expect, given the extensive restoration, the chassis performed flawlessly on the tour and exhibited exhilarating performance, which was partly due to its dynamometer-tuned engine and chassis but also a result of the exceptionally lightweight coachwork!

Following its exhibition as a bare chassis at the Pebble Beach Concours d'Elegance in 2008, the car was returned there as a completed restoration in 2010, and it was awarded Second in Class in the hotly contested American Classic Custom category.

This is more than just a handsome, well-known, and well-documented Cadillac V-16; it is a beautifully preserved, well-maintained, sweet-running show car. It is perhaps the only V-16 of its kind that has been restored to such a high standard, and it is certainly the only one with continuous ownership history since new.





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1972 FERRARI 365 GTC/4

CHASSIS NO. **15197**

SPECIFICATIONS:

320 bhp, 4,390 cc DOHC V-12 engine with six Weber 38 DCOE59/60A side-draft carburetors, five-speed manual transmission, four-wheel upper and lower wishbone, coil-spring independent suspension, and four-wheel hydraulic disc brakes. Wheelbase: 98.4 in.

ESTIMATE:

\$300,000 – \$375,000

- **Beautifully restored in Blue Sera over Beige**
- **Recently serviced by Autosport Designs**
- **An ideal four-place touring Ferrari**

At its heart, Ferrari's 365 GTC/4 was graced with the 4.4-liter V-12 from the 365 GTB/4 Daytona. However, the 365 GTC/4's engine was fitted with side-draft carburetors in order to create a sleeker and lower hood line. The new car also boasted a very similar chassis to the Daytona, which had been stretched by 100 millimeters to allow for extra cabin room.

The 365 GTC/4, which was wonderfully appointed with sumptuous Italian leather, ZF power steering, power brakes, and a radio, was made to soak up hundreds of miles at high speed. The suspension was also fitted with a

hydro-pneumatic self-leveling device on the rear suspension, presumably in an effort to help accommodate its owner's luggage. Only 500 examples were built over an 18-month period, making it much rarer than its predecessor.

Chassis 15197, a U.S.-specification 365 GTC/4, was delivered new to William Harrah's Ferrari distributorship, Modern Classic Motors in Reno, Nevada, shortly after it was completed in 1972. It was sold later that year to an owner in Santa Monica, California. The car would remain in Southern California, and in 1980, it was listed in the Ferrari Owners Club USA's newsletter as being owned, as of June 1980, by Michael R. Geller, a general contractor residing in Beverly Hills, California.

By 1984, the car had been purchased by Melvin Moultry, also of Beverly Hills, who showed the car at the Ferrari Club of America International Meeting in Carmel Valley, California. The following year, the car was featured in issue number 79 of the Ferrari Club of America's magazine, *Prancing Horse*. Moultry showed his 365 GTC/4 at the Rosso Rodeo Concours on Rodeo Drive in Beverly Hills in June 1995.

After 26 years of ownership, the car left Moultry's stable in 2010, and at this time, it was decided that the car would undergo a full restoration. The restoration was tasked to Rod Drew's FAI in Costa Mesa, California, who fully restored the car to an incredible standard and refinished it in its present color combination of Blue Sera over a Beige leather interior, at that owner's request. By the time the restoration was completed in November 2011, receipts totaled to nearly \$150,000,

and it was clear that the restoration truly left no stone unturned in its endeavor to create one of the finest 365 GTC/4s on the planet. Following its sale in 2012 to yet another Beverly Hills-based enthusiast, the car was acquired by a collector based on Long Island. Recently, it has undergone a service by Autosport Designs, of Huntington Station, New York, and it remains in brilliant condition, ready for entry into concours events. It would be the perfect vehicle for a family of four who is looking to enjoy a Sunday drive in quintessential Italian style.

The 365 GTC/4 is considered by many to be a more usable iteration of the famed Ferrari Daytona, and like any four-seater Ferrari, it is an ideal grand touring automobile that combines the best aspects of Italian engineering and luxury. This example is truly one of the finest, and it would certainly satisfy any *tifosi*.





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1956 MERCEDES-BENZ 300 Sc CABRIOLET

CHASSIS NO. **188.013.6500077**

ENGINE NO. **199.980.6500077**

BODY NO. **25**

SPECIFICATIONS:

175 bhp, 2,996 cc overhead-cam fuel-injected inline six-cylinder engine with Bosch mechanical fuel injection, four-speed manual transmission, independent front suspension with coil springs, rear swing axles with coil springs, and four-wheel hydraulic drum brakes. Wheelbase: 114.25 in.

ESTIMATE:

\$1,100,000 – \$1,300,000

- **One of only 49 built**
- **An exceptional, authentic, award-winning restoration**
- **Formerly owned by James Patterson**
- **Well-documented, including correspondence from previous owners**
- **One of the very finest to be found**



THE MODERN 540 K

The 300 Sc is highly desirable and considered by many to be the “ultimate” 300. It was introduced in 1955 with a 300 SL engine that had Bosch mechanical fuel injection, and was good for a factory-rated 175 horsepower, although the actual figure was nearer 200. The car also featured a new “low-pivot” swing axle rear suspension, which was yet another feature that had been developed and perfected on the 300 SL. The combination of the 300’s advanced oval tubular chassis, suspension, and powerful engine produced a powerful grand tourer, one that was ideal for long-distance travel throughout Europe.

The 300 Sc was the true spiritual successor to the 500 K and 540 K that are now so fiercely prized by enthusiasts. Only 200 examples were produced, comprising of three different body styles.

CHASSIS NUMBER 188.013.6500077

Chassis number 188.013.6500077 has an astounding, well-documented provenance, with known ownership since it was only a few years old. It was one of only forty-nine 300 Sc Cabriolets produced, and it was delivered from the Mercedes-Benz factory on April 27, 1956, to dealer Schoemperlen & Gast of Karlsruhe, in southwest Germany. Reportedly, while in the original ownership of a Karlsruhe-area brewer, the car was seen by an importer from New Jersey, who saw it while there on a trip and negotiated for its purchase and transport into the United States.

The importer sold the car to David Siegrist, the president of Montclair Studebaker-Packard in Montclair, New Jersey (this at a time when Studebaker-Packard dealers often acted as Mercedes-Benz dealers). It was acquired from him in 1960 by Ben Halsell, of the exclusive enclave of Greens Farms, Connecticut.

Mr. Halsell retained the magnificent Mercedes-Benz until July 1978, when he sold it to marque specialist Alex Dearborn. The car's file retains Mr. Halsell's correspondence with Mercedes-Benz of North America, from which he received information about 300 Sc production, verification of the dealer in Germany to whom the car was originally delivered, and a copy of the original handwritten build sheet, with a transcription in typewritten German and a transcription in typewritten English.



In correspondence that had been written at the time of the sale, which is also retained in the car's file, Mr. Halsell notes that the luggage accompanying the 300 Sc appeared to be unused at the time and that in all the time he had owned it, he only added 39,000 kilometers to the odometer, for a total of 77,000. He closed his letter by saying that "to stand and see this machine leave our place might be like losing the warmth and other attractions of a Sophia Loren or a Raquel Welch."

Mr. Dearborn retained the 300 Sc for four years before passing it on to Michael Hall, of Newport Beach, California. In correspondence to a subsequent owner, Dearborn noted that at the time "the car was completely original, including the paint, and beautiful enough to win the local MBCA Concours." Mr. Hall entrusted the Mercedes-Benz to marque specialist Charles Brahm,

who was one of the leading 300 Sc experts of the time and was respected for his excellent, thorough workmanship. The result was a flawless restoration and presentation.

Following several intervening owners, the 300 Sc spent well over a decade in the renowned collection of James Patterson in Louisville, Kentucky. Mr. Patterson entrusted the car to specialists at Hjeltness Restoration, of Escondido, California, where it was thoroughly inspected and any items that required freshening or correction were expertly executed. The front and rear carpeting was replaced and other cosmetic items were addressed, including a reveneering of all the interior wood, a recovering of the leather dashboard and glove box door, a repairing of any nicks or blemishes in the paint, a replacing of the bumper guard rubbers, and having the radio rebuilt by specialist Charles Siegfried.





In addition to the cosmetic work, all mechanical items possibly needing attention were addressed, such as having the water pump rebuilt and the brakes serviced, which included having White Post Restorations sleeve the master and wheel cylinders. At the same time, the temperature and amperage gauges were repaired and reinstalled, various gauges and seals were replaced, and various other minor details were sorted, down to the battery cables and hold-downs.

Today, the 300 Sc has been properly maintained, receiving regular service and exercise, and it remains imposing and

simply beautiful, with its dark blue paint, straight body panels, and impeccable chrome all being in excellent condition. The blue top is just as fine and is complemented by the grey leather upholstery, which exhibits only the faintest signs of wear. The luggage remains in excellent condition and shows little-to-no wear. The owner reports that the car won Best in Show at the Lake Mirror Classic.

Presented here is a truly magnificent example of one of Mercedes-Benz's most desirable post-war products and the true heir to the 540 K.





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1957 CADILLAC ELDORADO BIARRITZ

CHASSIS NO. **5762107544**

BODY NO. **FW 1729**

SPECIFICATIONS:

Series 62. 325 bhp, 365 cu. in. OHV V-8 engine with dual four-barrel carburetors, four-speed Hydra-Matic automatic transmission, coil-spring independent front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel power-assisted drum brakes. Wheelbase: 129.5 in.

ESTIMATE:

\$125,000 – \$175,000

OFFERED WITHOUT RESERVE

- Offered from a prominent private collection
- The ultimate Cadillac convertible of 1957
- Recent and thorough mechanical servicing

Cadillac's Eldorado was introduced in 1953 as part of GM's famed Motorama shows, and it quickly established itself as the last word in American automotive luxury at the time. The Eldorado was Cadillac's flagship, and as the company sat atop GM's family of brands, the Eldorado became the pinnacle of automotive achievement and the aspirational dream of every GM car buyer. Only the most successful of individuals could afford the pricey \$7,286 price tag, and ownership of one was akin to driving a trophy that proclaimed your professional success.

Even though the hardtop Eldorado Seville and the equivalent convertible, the Eldorado Biarritz, first went on sale in 1956, the next year brought about several important updates, both mechanically and cosmetically. New for that year was Cadillac's X-frame construction, which brought increased structural rigidity and helped to make the Eldorado's ride even more sublime. Under the hood lay Cadillac's 365-cubic inch V-8; it was topped with two 4-barrel carburetors and could produce 325 brake horsepower, which was 20 horsepower more than the standard Cadillac engines.



To go along with their new mechanical components, the 1957 Eldorados also received a complete restyling, which was inspired by Cadillac's Eldorado Brougham and Park Avenue show cars. The aforementioned new chassis also allowed the body to sit lower than it did on earlier cars, reducing overall height and improving the visual impression on the road. The car was given a distinctive tail treatment, which included rounding the flanks and having each bear a single shark-like fin. Only 1,800 Biarritz Convertibles were produced that year, accounting for only a small percentage of total production.

The Dakota Red car offered here has been part of its owner's prominent collection for several years, during which time it has been well-maintained. The parade boot cover for the convertible top has been repainted the correct color, and during the course of a full service, which was performed in December 2014, the car was fitted with all-new brake wheel cylinders, mistakes in an earlier wiring job were correctly repaired, and a new fuel tank was installed. The result is a car that not only looks terrific but also runs and operates equally well.

A 1957 Eldorado is one of the most desirable Cadillac convertibles of its era, and this is a prime example.





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1975 PORSCHE 911 CARRERA 2.7 MFI COUPE

CHASSIS NO. **9115600461**

ENGINE NO. **6650644**

GEARBOX NO. **251576**

SPECIFICATIONS:

210 bhp, 2,687 cc SOHC air-cooled horizontally opposed six-cylinder engine with Bosch mechanical fuel injection, five-speed manual transmission, independent front suspension with torsion bars, McPherson struts, and an anti-roll bar, independent rear suspension with torsion bars, trailing arms, tubular shock absorbers, and an anti-roll bar, and four-wheel disc brakes. Wheelbase: 89.4 in.

ESTIMATE:

\$300,000 – \$350,000

- **Matching-numbers example; one of 508 built for 1975**
- **Rare Ice Green Metallic paint with its original black interior**
- **Fully restored by a European expert of early 911s**
- **Includes a Porsche Certificate of Authenticity**

This stunning 911 Carrera was delivered new in May 1975 through Mahag, the Porsche dealer in Munich. It is the 460th of only 508 H-Series ROW Carreras, and it appears to have spent its life in Sweden. The included Certificate of Authenticity issued by Porsche Sweden notes that the original owner specified a wide-range list of extra-cost options, including headlamp washers, air conditioning, step-less adjustable intermittent wiper control, a driver's side sports seat and front passenger seat covered in black leather with perforated inserts, antenna suppression, a five-speed gearbox, colored windows, tinted glass, and a black perforated headliner (the "Triple Black" package). Also fitted were a dashboard speaker,

two rear speakers, and a package of two front fog lamps and a rear fog light. The car wears a full set of special-ordered 7Jx15 Fuchs forged light-alloy wheels at the front and 8Jx15 at the rear.

While the name of the original owner is unknown, the car's second owner was well-known Swedish Porsche dealer Bo Strandell, who acquired it in the mid-1980s. Strandell sold the car in 1988 to a lawyer, Bertil Delborn, and at that time, approximately 70,000 kilometers were recorded on its odometer. Mr. Delborn drove the car regularly until 1990, after which he stored it in a heated garage and drove it only sparingly until 2012, when it was purchased by the consignor; at the time the consignor purchased the car, it had covered only 83,000 kilometers. During Mr. Delborn's ownership, the car underwent mandatory government inspections in 1990, 2002, 2003, 2008, and 2011.

A comprehensive, two-year, nut-and-bolt concours restoration was undertaken in 2012, by one of Europe's top early 911 specialist shops. Work included a complete disassembly, with all of the parts being catalogued, inspected, and refurbished or replaced where needed. The tub was stripped to bare metal and found to be in good condition overall, with some minor rust repair necessary, as would be expected from a 40-year-old vehicle; nonetheless, all of the body panels remain original. The body shell was primed using an electrostatic coating process, ensuring that the entire shell is fully protected from corrosion. It was then repainted in its original special-order color, Ice Green Metallic (code 250), which was applied using a downdraft spray booth with Glasurit paint. All of the tinted glass is original and in good condition. All seals and weather-stripping are new, and all trim, frames, door handles, and window frames have been newly anodized in black.

Mechanically, the powerful 2.7-liter engine was completely rebuilt to as-new condition and appearance, with an extreme focus being paid to detail. A dynamometer test of the freshly rebuilt engine produced

an impressive average of 214 horsepower. The five-speed fully synchronized transaxle and braking system were both fully rebuilt, while the Koni shock absorbers were also restored before being reinstalled. All suspension bushings and ball joints were replaced. New 205/55 front and 225/65 rear tires were mounted on the car's refinished original Fuchs alloy wheels.

A fresh set of correct black "negative" Carrera appliques completes the exterior. Except for new correct black velour carpets and a black headliner, the interior is the original, with a black leather sport seat on the driver's side and a normal black leather seat for the passenger. The speedometer, tachometer, clock, and all other instruments have been carefully restored. The odometer was reset to zero, and the car will have approximately 1,500 kilometers on it since the rebuild. The radio is a new retro-inspired Blaupunkt-Köln example. Additionally, the Porsche is supplied with its original tool kit, spare wheel, jack, and air pump. A detailed handbook that outlines the incredibly thorough restoration will accompany this Carrera at sale, along with numerous photographs that document the process.



Visit rmauctions.com to view all photos.



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1960 FERRARI 400 SUPERAMERICA SWB CABRIOLET

COACHWORK BY PININ FARINA

PROCEEDS TO BENEFIT THE OWNER'S FOUNDATION FOR THE EDUCATION OF CHILDREN

CHASSIS NO. **1945 SA**

ENGINE NO. **1945 SA**

SPECIFICATIONS:

340 bhp, 3,967 cc 60-degree V-12 engine with three Weber 46 DCF carburetors, four-speed manual transmission, independent front suspension with double wishbones and coil springs, rear suspension with a live rear axle, semi-elliptic leaf springs, telescopic shock absorbers, and four-wheel disc brakes. Wheelbase: 95.25 in

ESTIMATE:

\$6,000,000 – \$7,000,000

- **The third of seven short-wheelbase Superamericas**
- **Fully restored to concours standards by Classic Coach and Greg Jones**
- **Formerly owned by Oscar Davis**
- **Matching-numbers example**

other well-to-do individuals being the privileged first owners of Superamericas, putting them in the upper echelon of automobile enthusiasts.

THE SHORT-WHEELBASE SUPERAMERICA

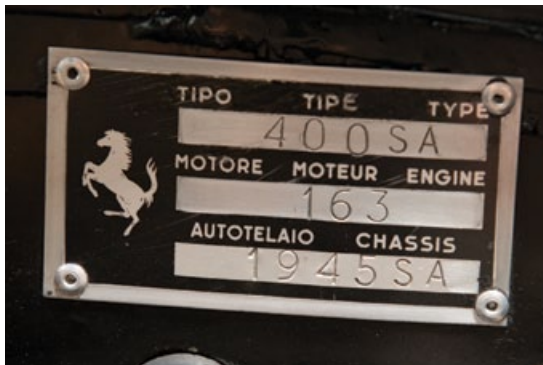
In the late 1950s and early 1960s, the Ferrari Superamerica was the last word in sporting elegance. It offered the very best in terms of luxury and performance and was the very best car money could buy. These cars often found their way into the garages of the world's elite, with numerous heads of state, barons of industry, and



The successor to the 410 Superamerica was the 400 Superamerica, and it boasted numerous improvements over its predecessor. While the engine decreased in displacement from 4.1 liters to 4.0 liters, the new unit introduced a number of benefits. The 4.1-liter V-12 was a “long-block” Lampredi-designed unit, while the new 4.0-liter engine was based on the Colombo single overhead-camshaft engine that was first utilized in the 250 Europa GT. In order to increase the capacity from 3.0 liters, the bore was enlarged to 77 millimeters and the stroke was lengthened to 71 millimeters, providing a total cubic capacity of 3,967 cubic centimeters. Furthermore, a twin coil and distributor ignition system was utilized,

along with triple Weber carburetors, granting the engine an improved 340 horsepower.

The first batch of seven 400 Superamericas were built on a 2,420-millimeter chassis with both coupe and cabriolet coachwork, with the convertible versions being the rarer of the two. Later, a second series of Superamericas was constructed, and it boasted a wheelbase extended to 2,600 millimeters in an effort to increase interior space. Thanks to their elegant lines and notably more aggressive stance, the first-series SWB Cabriolets are considered the most desirable of all Superamericas.



CHASSIS NUMBER 1945 SA: THE THIRD OF SEVEN

According to noted Ferrari historian Marcel Massini, chassis number 1945 SA was built in mid-1960 as the third of seven short-wheelbase Superamericas built. This particular example was built with left-hand drive and fitted with open headlights. Finally, it was finished in an interesting, although unusual, color combination of Verde Bottiglia (MM 16364) over a Rosso (VM 3171) Connolly leather interior.

The coachwork was carried out by Pinin Farina and the body was completed at their factory in Turin on July 6, 1960. Later that year, it was sold to Helmut Horten, a German entrepreneur based in Croglio, Switzerland. In January 1961, the Superamerica was registered in Milan under Horten Italiana S.r.l., and it would remain in Italy for the following three years under Horten's ownership.

Sometime thereafter, 1945 SA was owned by a Mr. Warzits in Germany, and it is believed to have been exported to the United States for a brief period of time. However, by 1985, the car, which was now wearing white paint, had returned to Europe, where it was acquired by Bernard Pfister, of Geneva, Switzerland. By 1989, Pfister had repainted the Superamerica red, and it would remain in Switzerland for the next few years, where it was displayed at the official Swiss Ferrari importer, Ferrari Suisse SA in Nyon.

The Superamerica was listed for sale in Marseille, France, in June 1997 and was purchased one month later by Scott Rosen, of Bedford Hills, New York. The car remained with him for two years before being purchased by noted sports car enthusiast Oscar Davis, of Elizabeth, New Jersey. One year later, Davis sold the car through nearby Classic Coach to its current custodian, who would also entrust them to fully restore the car to its original specifications.



Chassis 1945 SA was meant to be driven and enjoyed. *Courtesy of Bernard Pfister.*

PROCEEDS TO BENEFIT THE
OWNER'S FOUNDATION FOR THE
EDUCATION OF CHILDREN



Visit rmauctions.com to view all photos.







Classic Coach took great care in restoring 1945 SA to its former glory and chose to refinish it in its original color combination of Verde Bottiglia over Rosso, which was a unique color scheme when the car was new. During this complete, frame-off restoration, no cost was spared to restore the 1945 SA back to a spectacular standard. Following its restoration, the car was sent to noted Ferrari specialist Greg Jones, of Stuart, Florida, who further dialed-in the car mechanically, ensuring that every facet of this wonderful Superamerica works perfectly. Receipts chronicling the extent of the restoration are in the car's file for inspection.

Since the completion of the restoration, the car has remained with its current owner, residing alongside other vehicles from Maranello. As 1945 SA has never been shown following the completion of its restoration, it would be an ideal concours entrant at the world's most prestigious events, where it would undoubtedly garner

much attention. There is no question that it would pass the rigors of concours judging with flying colors, and it would surely impress its next owner on tour as well. After recently being driven by an RM specialist, it was noted that this Superamerica was "on the button" and runs and drives beautifully in every regard, with performance that is befitting of its immaculate cosmetic presentation.

In the realm of the Ferrari Superamerica, the 400 Superamerica SWB Cabriolets have always been the most desirable. As this car features gorgeous coachwork, unrivaled luxury, the shorter wheelbase chassis, and the most potent 4.0-liter V-12 engine, it can truly be considered one of the greatest grand touring Ferraris of all time.

Furthermore, proceeds from the sale will be donated to the owner's foundation for the education of children—an act of generosity befitting of such an incredible car.



Visit rmauctions.com to view all photos.



146

1937 LINCOLN MODEL K CONVERTIBLE SEDAN

COACHWORK BY **LEBARON**

CHASSIS NO. **K-8128**

SPECIFICATIONS:

Body Style 363A, 150 bhp, 414 cu. in. L-head V-12 engine, three-speed manual transmission, solid front and live rear axle with semi-elliptic leaf springs, and four-wheel power-assisted mechanical drum brakes. Wheelbase: 145 in.

ESTIMATE:

\$130,000 – \$160,000

OFFERED WITHOUT RESERVE

- Offered from a prominent private collection
- One of only twelve built and six known to survive
- Elegant art deco design
- Ideal for CCCA CARavans and AACA events

The flagship of the Lincoln Motor Car Company in the 1930s was the Model K, which replaced the stylish Model L that had appeared in the early 1920s. When introduced in 1931, the Model K was powered by a V-8 engine, but due to market pressures from the other luxury brands, Ford responded with the additional V-12 Model KB in 1932. There were few buyers in these early Depression years, and by 1934, Lincoln had reverted back to its K model designation, but it was still powered by the twelve.

By 1937, the Zephyr had joined the lineup, but Lincoln continued to offer its prestigious Model K, and now it had 17 custom body styles. Perhaps influenced by Cord, the stylists saw simplicity as a key feature. The front headlamps were now an art deco teardrop design that had been streamlined into the front fenders, and the V-front windcreens were fitted on all standard bodies. Belt moldings were removed and replaced by a narrow crease. The doors extended down almost to the running boards. These were all influences of the revolutionary and popular John Tjaarda designs. From an engineering standpoint, the V-12 engine was fitted with hydraulic lifters and a different cam contour and then placed further forward, sitting on altered engine mounts.



The Model K offered here was one of twelve built in 1937 with body style number 363A, also known as the convertible sedan body by LeBaron that had a three-piece division window. This rare example is one of only six currently known to survive. It was purchased at Hershey in the 1990s by a former Ford executive and well-respected collector, the late Ray Flynn, and after enjoying the car for a period of time, he commissioned Brian Joseph's Classic & Exotic Service, of Troy, Michigan, to refinish the car in its present Washington Blue, as well as replace some worn portions of the original maroon leather upholstery and rebuild the car mechanically.

Following this overall freshening of a still greatly original car, the Lincoln was displayed in 2006 at the Meadow Brook Hall Concours d'Elegance, the Gilmore Museum, and the CCCA Carnival of Cars, held on the historic Packard Proving Grounds, where it received a Best of Class award. The current owner purchased this Lincoln soon thereafter, in August 2008, and has continued to preserve and maintain the car so that it can be driven and enjoyed.

In 1937, the man who owned a Model K Lincoln was at the top of his game. That is still happily true today.





147

1927 STUTZ VERTICAL EIGHT CUSTOM BLACK HAWK TWO-PASSENGER SPEEDSTER

CHASSIS NO. **AA-C18-86501**

ENGINE NO. **84675**

COACHWORK BY **ROBBINS**

SPECIFICATIONS:

110 bhp, 298.6 cu. in. SOHC inline eight-cylinder engine, three-speed manual transmission, solid front axle and live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic drum brakes. Wheelbase: 131 in.

ESTIMATE:

\$400,000 – \$550,000

- **One of the most important Stutzes extant**
- **A genuine, authentic Black Hawk Speedster**
- **Formerly owned by William Harrah and Sam Vaughan**
- **Well documented and respected by enthusiasts**
- **The fastest American-built production car of 1927**

The 1927 Black Hawk Speedster was the modern successor to the legendary Stutz Bearcat of the Brass Era, and it was the first “boattail” speedster to be produced by a major American manufacturer. With its powerful straight-eight engine, which was fed by dual Zenith carburetors,

and a strong chassis with underslung worm drive and lightweight Robbins bodywork, it was able to capture the Stevens Trophy Cup at Indianapolis, as well as the AAA Stock Car Championship. It was, simply put, America’s fastest production car, but with power and sensual style to spare.

Documented, original, and properly restored examples of the Black Hawk Speedster are few and far between, and they are seldom ever available for sale.

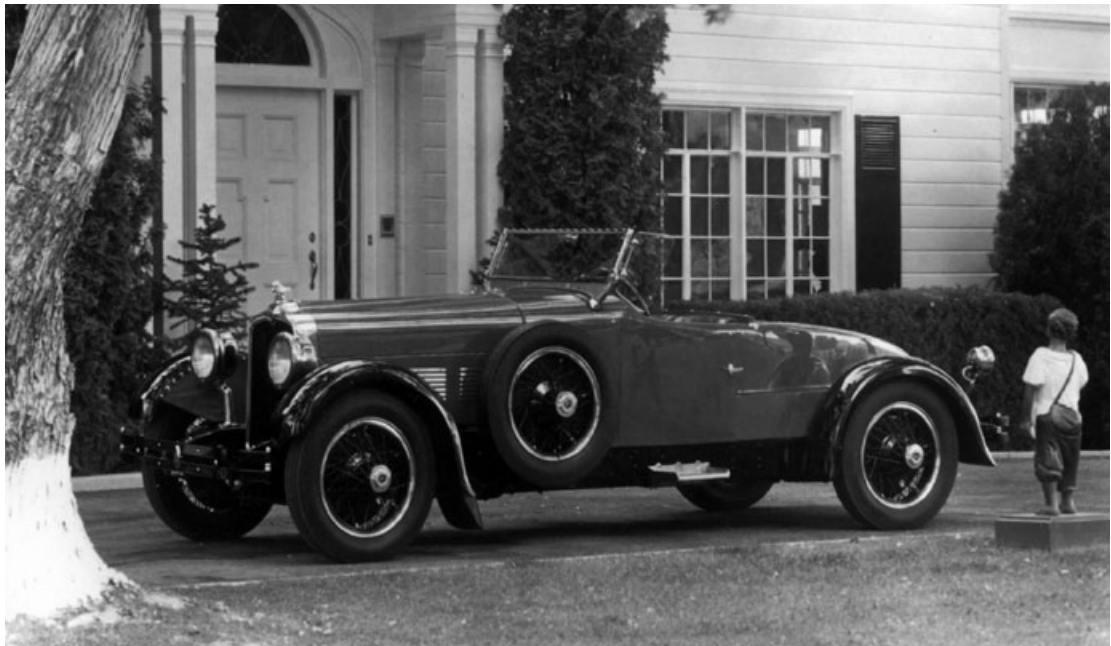
THE HARRAH'S STUTZ

The known ownership history of this car begins in 1947, when it was owned by Bruce Robbins, of Pasadena, California (not believed to be a relative of the original coachbuilder). In an article on his Stutz in the October 1954 issue of *Road & Track* magazine, Mr. Robbins recalled finding the car locally through a newspaper advertisement, where it was being offered for \$200. It was largely complete, including the original boattail bodywork, with the exception of the fenders. Correct fenders were modified from those taken from a Stutz touring car of this period, and the missing windshield was recreated, with a borrowed original used as a pattern. The body was finished in red with black fenders.

Mr. Robbins eventually sold his Stutz to Edward Fenton, of Los Angeles, and it then passed in 1959 from Fenton to William F. Harrah, for Harrah's Automobile Collection in Reno, Nevada. The Stutz was photographed as-acquired by Tom Burnside and appeared in *Motorcars of the Golden Past* by Ken Purdy, as well as in some of Harrah's famous promotional postcards.



The Stutz's original bodywork being restored in the 1950s. *Courtesy of the National Automobile Museum (The Harrah Collection).*



The Stutz following its original restoration by Bruce Robbins. *Courtesy of the National Automobile Museum (The Harrah Collection).*



The Stutz, as restored by Harrah's. *Courtesy of the National Automobile Museum (The Harrah Collection).*



The Stutz on the 1996 CCCA CARavan in the America South. *Courtesy of the owner.*

After Mr. Harrah learned that the paintwork on the car was not original, he commissioned his shop to perform one of their famous "Gold Star" restorations. Work began around 1960 and was finished in January 1963. During this time, it was discovered that the serial number plate on the dashboard was not correct and that a previous owner had welded into the chassis an incorrectly numbered cross-member from a 1928 Stutz. After much deliberation, Harrah's assigned the car chassis number AA-C18-86501, which is correct to the 1927 series and does not conflict with any other known Stutz. Complete documentation of this work, which has been collected from the Harrah's archives, is included in the file.

The restored Stutz was displayed in Harrah's Automobile Collection until 1985, when it was sold to the late Sam Vaughn, of Uncertain, Texas, for his own famous collection. After Mr. Vaughn's untimely passing, it passed into the ownership of another well-known collector, Herbie Livingston, from whose South Carolina museum it was purchased by the present owner.

By the late 1990s, the cosmetics of the car had deteriorated from its long museum display. Its owner requested that his son, the owner of Northeast Ohio Restoration, perform a new restoration based on the original restoration file, copies of which were acquired from Harrah's. The car was very thoroughly and authentically finished once more, and it eventually earned a CCCA Premier status. It was also driven by the owner and his wife on a number of 1,000-mile CARavans, where it always performed beautifully.

This Black Hawk Speedster is not only authentic but also one of the most well known and respected among enthusiasts, as it has literally decades of known history, and it is being offered today for the first time in 20 years. It has always been enjoyed and appreciated, as it certainly will be by the next owner of what was once America's fastest road going car.





148

1938 DELAHAYE 135 MS COUPE

COACHWORK BY FIGONI ET FALASCHI

CHASSIS NO. **60112**

ENGINE NO. **60112**

BODY NO. **729**

SPECIFICATIONS:

160 hp, 3,357 cc overhead-valve inline six-cylinder engine, Cotal electro-mechanical four-speed gearbox, independent front suspension with a transverse leaf spring, live rear axle with quarter-elliptic springs, and four-wheel-assisted mechanically actuated Bendix drum brakes. Wheelbase: 114 in.

ESTIMATE:

\$1,100,000 – \$1,600,000

- **Displayed on the Fioni et Falaschi stand at the 1938 Paris Salon**
- **Formerly owned by Antoine Rafaelli and Peter Kaus**
- **Concours restoration by marque specialists, as well as a recent sorting**
- **Equipped with the desirable racing-specification MS engine**

A particular highlight of the mid-1930s, and arguably the height of the French coachbuilt era, was Fioni et Falaschi's introduction of the Goutte d'Eau, or teardrop streamliners, which were built as coupes and cabriolets on both Delahaye and Talbot-Lago chassis.

Both pre- and post-war, Fioni et Falaschi's stand at the Paris Salon was a "must-see" attraction. Although teardrop cars were made in relatively small numbers, they were so immediately eye-catching that they became instant icons, and they remain so today. This particular example of Fioni coachwork was built on Delahaye's Type 135 chassis, a model that was introduced in 1935 at the Paris Salon and was enthusiastically received. It proved delightful to drive, producing 160 horsepower in this most-powerful MS configuration. Of its performance, *The Motor* wrote in 1938, "There are few cars with such superb roadholding and steering, such performance, and such instantly responsive controls."

CHASSIS NUMBER 60112

The Delahaye 135 MS Coupe on offer here, chassis number 60112, was clothed with Figoni body number 729 for the 1938 Paris Salon, where it shared the Figoni et Falaschi stand with a fabulous V-12-powered Delahaye 165 Cabriolet.

It seems likely that this Delahaye was hidden from occupying forces during World War II, as it was not discovered until 1964, in the ownership of its second known owner, Madame Michele Gautier of La Seyne-sur-Mer, a few miles from the Mediterranean port of Toulon in Southern France. The car was hidden behind a hedge of bulrushes and discovered by none other than Antoine Raffaelli, the most well-known enthusiast

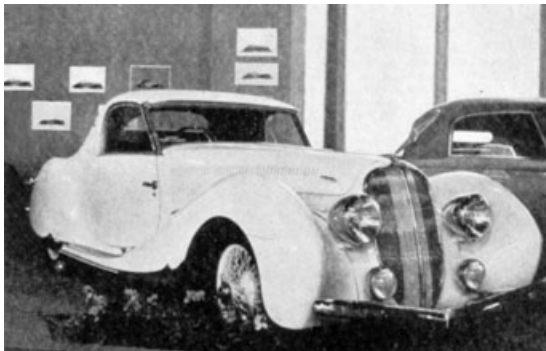
for prying Bugattis out of their pre-war hiding places, particularly around Europe and France. At the time of the discovery, it was wearing registration 308 M 6, which was from the nearby Alpes-Maritimes region. Given that the number is so low, it is likely that it dates back to the original ownership. Only in 1983 was it registered to Madame Gautier, under 740 AN 83, likely to establish her ownership of the car prior to its pending sale.

Rafaelli finally acquired chassis 60112 from Madame Gautier in 1985, and it was again registered in Alpes-Maritimes, this time as 3506 VJ 06. He then delivered the Coupe to the workshops of Jacques Conforti, of the Quartier du Port in Nice, for a meticulous restoration, which took place between 1986 and 1987. The find was documented in a French publication, when the restorer





On the Rue Lemoine, near the Figoni Works, in September 1938. *Courtesy of the Figoni Archives.*



On display at the 1938 Paris Auto Salon. *Courtesy of the Peter Larsen Collection.*



Ovidio Falaschi (middle) presents 60112 to prospective customers at the 1938 Paris Salon. *Courtesy of the Figoni Archives.*

was reaching out to confirm that this was indeed the 1938 Paris salon car. During the restoration, it was found that the skin and wood had suffered from exposure to the elements, so the wood framing was largely replaced and the sensuous shape of the skin was recreated in steel. Minor styling updates, which are presumed to have been performed in the 1940s, include a restyled narrower grille, and chrome embellishments that were added to the leading edges of the front bumpers were retained.

Raffaelli sold the car in 1990, and it was in the care of two owners until 1998. That year, the car joined Peter Kaus's renowned Rosso Bianco Collection in Aschaffenburg, Germany, where it remained until 2006, when it was purchased by American collector John O'Quinn.

RESTORATION

In its new American ownership, the restoration on the Delahaye was found to be aging and a fresh one was commissioned. Mr. O'Quinn hired Parisian Delahaye expert Benoit Bocquet as a consultant on the restoration, who recommended Atelier Automobiles Anciennes Dominique Tessier to assume the task. They embarked on a two-year restoration, which was truly a labor of love, with the strictest attention to detail being paid.

The car was brought down to its bare chassis before a meticulous rebuild was conducted on the body, chassis, engine, transmission, and interior, with work being performed on quite literally every single nut and bolt. From the running gear to the beautifully retrimmed

upholstery, the results were spectacular. As a result of period photographs provided to Bocquet by Mr. Claude Figoni, Tessier was able to restore the nose and grille back to its configuration as seen at the 1938 Paris Auto Salon, complete with ve'e'd front bumper and tri-color grille.

The grille is particularly important and unique to this car, as Joseph Figoni, an Italian national who immigrated to France years earlier, designed it to show his patriotism toward his adoptive homeland of France, particularly during the tumultuous build-up leading to World War II.

The provided photos also helped determine that the exterior was originally finished in a light Ivory color, as paint limitations at the time would have never produced a truly white car. Correspondingly, the interior was determined to be a deep red leather interior with white piping and it was finished accordingly, as seen today.

Although the cosmetic appearance of the car was fabulous, the Delahaye had not been driven much following the completion of the restoration due to Mr. O'Quinn's untimely passing in 2009. Since coming into the possession of its current owner, who is also an astute

collector, the restoration was thoroughly shaken down in an exhaustive four-month process to make sure that every element of its performance was as it should be.

Work performed on the car included the removal of the gearbox for the installation of a new flywheel ring gear, the rebuilding of the starter, and the cleaning and synchronization of the Solex carburetors. In addition, new wheels were manufactured using the original hubs, correct hose clamps were installed, and the door latches and window cranks were sorted for smoother operation. A number of parts were rechromed, including the grille, bumpers, rumble seat steps, hood hardware, hub knockoffs, and several other smaller pieces of hardware. All wiring and electrical elements were checked and sorted where necessary, including the instrumentation, horns, battery, and cables.

As Figoni et Falaschi Teardrop Coupes come to market, they always attract intense interest wherever they appear. With a combination of a perfectionist restoration with subsequent sorting, intriguing history, flamboyant bodywork, and 100-mph performance, this Delahaye is a perfect entrant for some of the most important concours events around the world.





149

1956 BMW 502 CABRIOLET

COACHWORK BY **BAUR**

CHASSIS NO. **59094**

SPECIFICATIONS:

120 hp, 3,168 cc all-alloy 90-degree V-8 engine with a single Zenith twin-downdraft carburetor, four-speed manual transmission, double-wishbone front suspension with torsion bars, live axle rear suspension with torsion bars, and front disc and rear drum brakes. Wheelbase: 111.6 in.

ESTIMATE:

\$250,000 – \$350,000

- **One of only 57 examples built**
- **An expert, complete, frame-off restoration**
- **Upgraded with a correct 3.2-liter V-8**
- **Accompanied by a BMW Classic Certificate of Authenticity**

The rare BMW 502 Baur Two-Door Cabriolet offered here is one of only two such cars known to be in the United States. It has been completely restored and stands in remarkable condition. This car was manufactured on June 2, 1956, and delivered to the firm of Siemens & Halske, AG, in Munich for executive use. While no records are available to account for the car's migration to Canada, it is known that it was last registered in 1973 by Dr. Franklin Lam, an Ottawa dentist. The 502 sat quietly until 2010, when Dr. Lam elected to have the idle vehicle towed away. Tow truck driver Michael Higgins bought the car with the intention of restoring it. Mr. Higgins soon

recognized the enormity of the undertaking and chose to sell the car. On June 6, 2011, the current owners acquired this 502.

The new owners immediately shipped the 502 back to Europe for restoration by two extremely experienced and well-respected BMW experts, Erwin Brummer, of Brummer Repair (valley near Munich), for the mechanical and electrical aspects of the car, and the Matejcek firm in Pilsen, Czech Republic, for the body work, convertible top, upholstery, carpeting, and interior accents.

The current owners made regular trips abroad during the two-year restoration to review the work. On one of those early journeys, they met with staff at the Archives Department of BMW Group Classic, the chief resource and authority of all things BMW. Since the car required an entire refinish and the

owners had no desire to replicate the 502's unexceptional original Cortina Grey exterior and blue leather interior, they wanted to know which colors were offered during the car's production run to make sure the 502 would be finished in true BMW period tones. They learned that since the cars were built to order, there was no standard list of colors. Purchasers could request any color they wanted, and the current owners found that any color would meet authenticity criteria. To ensure the 502's adherence to BMW standards, they stayed with the BMW color spectrum and chose a radiant Topaz Blue metallic finish (code 364) and a sophisticated beige leather interior.

The owners took delivery of the refurbished 502 on May 2, 2013. They report that it has been fully restored, with all components operative. The work met BMW Group Classic requirements, as evidenced by its accompanying Certificate of Authenticity. Since the car's restoration, the owners have been focused on confirming its reliability. The 502 has competed in several events that have been

sponsored by the BMW Vintage & Classic Car Club of America, such as a 1,000-mile tour in northern Germany in September 2013 and a 1,000-mile road rally through the Colorado Rockies. The 502 has also been entered in several concours d 'elegance events, where it has won Best in Class and Peoples' Choice awards.

The car is outfitted with Michelin radial tires, and the manual top is fully lined. The owners also made critical upgrades: the original 2.6-liter engine (number 11849) was replaced with a more powerful 3.2-liter V-8 engine and the front drum brakes were exchanged for power-assisted disc brakes for safety. Both changes conform to specifications for later-model 502 Cabriolets. The original engine has been retained, but it is not restored. It is available, should the new owner request it. An owner's manual, tool kit, jack, and spare tire accompany the car.

This is an uncommon 502 that is ready to be enjoyed by an individual who is able to appreciate the elegance of a vintage BMW.





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1988 PORSCHE 911 TURBO ‘SLANT NOSE’ CABRIOLET

CHASSIS NO. **WPOEB093XJS070320**

ENGINE NO. **68J00846**

SPECIFICATIONS:

Type 930. 282 bhp, 3,164 cc SOHC horizontally opposed air-cooled six-cylinder engine with a single turbocharger and Bosch electronic fuel injection, Type 930/36 four-speed manual transmission, independent front and rear suspension, and four-wheel ventilated disc brakes. Wheelbase: 89.4 in.

ESTIMATE:

\$250,000 – \$300,000

- **One of 591 factory Turbo Slant Nose Cabriolets built for the U.S. in 1988**
- **Only 2,401 miles from new; many desirable options**
- **Includes a Porsche Certificate of Authenticity**

When Porsche was told that it could no longer bring the Type 930 Turbo into the United States after 1979 because it couldn't meet tough new emissions regulations, production nearly ceased. After a six-year hiatus and the development of a new electronic engine management system to control exhaust emissions, Porsche brought the 911 Turbo back to the U.S. market.

In that same period, a number of wealthy clients asked the factory to create street-legal versions of the brilliant 935 Group 5 car under its Special Wishes Program (*Sonderwunschprogramm*).

They featured a flat, aerodynamic nose with retractable headlights, widened and louvered front fenders, more muscular rear quarters with air intakes and stylish “strakes,” extended and boxed rocker panels, an additional oil cooler, and a large rear spoiler, which housed an intercooler atop the engine lid. After 930s returned to the U.S. market in 1986, Porsche formalized the design the following year, with option number 505, also known as the 930S, for the U.S. market and option 506 for the Rest of the World, as Porsche called it. This option code could be ordered for an additional \$23,244.

This rare factory-built *Flachbau* 930S Cabriolet was completed on January 28, 1988, and was then shipped to Valley Imports Inc., of Fargo,

North Dakota. It was delivered on March 28, 1988, to its first registered owner, Mr. Randy Marten, who has been described as an enthusiastic Porsche collector. This rare car was subsequently sold to another discerning collector in Ohio, where it remained until recently. It still wears its original and near-perfect Guards Red paint, with a black canvas folding power top and boot, and it is trimmed in special supple Champagne leather with a leatherette beltline and black carpeting.

According to its factory-issued Certificate of Authenticity, this Turbo was delivered with a 40-percent limited slip differential to help get its 282 horses to the pavement. Among the many factory options included on the car are heated driver and passenger seats, which also have 12-way adjustment to provide the driver with a perfect position. In addition, both seats have adjustable lumbar support. The Sport steering wheel with an interior-matching leather rim has a raised hub and a painted crest. Both

outside mirrors are heated and electrically adjustable. To help keep the occupants comfortable, the side windows are power-operated and there is an air-conditioning system. The buyer specified a Blaupunkt Reno SQR stereo cassette player and multiple speaker package, as well as an alarm system. The front trunk contains the car's original collapsible spare wheel and tire, a tool kit, an air compressor, and a jack. The compartment is trimmed in Black Velour, and the car has a set of color-coordinated accessory floor mats. The car's original Goodyear Eagle tires are mounted on Fuchs forged alloy wheels, with the center spokes painted to match the body, and they are highlighted by hand-painted center cap crests.

This wonderful Slant Nose Cabriolet is a true time capsule, as it appears so fresh and new that it might have rolled out of Porsche's factory yesterday. It has been driven only 2,401 miles at the time of cataloguing, and it is supplied with all of its original documentation, owner's manuals, a warranty book, a pristine tool kit and jack, and an electric air compressor for the collapsible spare tire.





151

1980 FERRARI 512 BB

CHASSIS NO. **33287**

SPECIFICATIONS:

360 bhp, 4,942 cc DOHC horizontally opposed 12-cylinder engine with four Weber triple-barrel carburetors, five-speed manual transaxle, front and rear unequal length A-arm suspension with coil springs and anti-roll bars, and four-wheel disc brakes. Wheelbase: 98.4 in.

ESTIMATE:

\$325,000 – \$375,000

OFFERED WITHOUT RESERVE

- **Rare Nero Daytona over Nero color combination**
- **Beautifully restored to concours standards; less than 500 miles since completion**
- **Only 12,000 original miles from new**

Ferrari's newest 12-cylinder offering was introduced in 1971 at the Turin Salon, and it would be a major departure from the 365 GTB/4 "Daytona" that came before it, as its engine was mounted just aft of the passenger compartment rather than in front, in an effort to directly challenge the show-stopping Lamborghini Miura, the vehicle that had started the mid-engined supercar trend in the late 1960s. At that time, the 365 GT4 BB was the fastest road car Ferrari had ever built, and it proved to be a serious challenger to the talented upstart from Sant'Agata.

However, less than 400 examples of the 365 GT4 BB would be constructed between 1973 and 1976, before production transitioned to its successor, the 512 BB. The 512 was updated to be more livable than the car that preceded it, but it also offered improved performance. The car was powered by a larger 4.9-liter, flat 12-cylinder engine with dry-sump lubrication, which was mated to a five-speed manual transmission. The 512 BB also boasted a higher compression ratio, while also retaining the four triple-barrel Weber carburetors of its predecessor. Wider rear tires allowed for better grip, thanks to an expanded rear track. This gave the 512 BB a 0–100 km/h time in the mid-five-second range and a top speed of over 280 km/h. Not only was the 512 BB more than a match for the Lamborghini Miura, it also compared quite favorably with the new Countach.

In terms of cosmetics, Pininfarina utilized strikingly similar styling to the 365 GT4 BB, but it was fitted a lower chin spoiler at the nose and NACA ducts on the sides to cool the car's exhaust system. Most notably, the triple taillight arrangement seen on the 365 GT4 BB was simplified to twin taillights. Sadly, none of these vehicles would be destined for the American market, as Enzo Ferrari himself believed that his most groundbreaking car should not be detuned to comply with the notorious and ever more stringent emissions standards mandated by the federal government. Nevertheless, many 512 BBs were imported through the grey market and certified for the American market.

This 1980 example is finished in its original color combination of Nero Daytona over Nero, and it has recently undergone a concours-level restoration by Ferrari specialists, who finished it to an incredible standard. Absolutely no stone was left unturned to ensure that this 512 BB is one of the best examples of its kind. Both the engine and transmission were removed and fully rebuilt, with the correct components utilized throughout, and the car's timing belt was replaced. The suspension was also completely rebuilt with correct OEM bushings and components. The interior and dashboard were removed from the car and completely reupholstered in correct Nero

leather throughout. The instruments were also rebuilt and recalibrated. Finally, new and correct Cromadora wheels and air intakes were fitted as a final touch.

After taking Gold in its class at the 2015 Cavallino Classic, the car was shipped to esteemed concours judge Ted Rutland for complete review. No expense was spared and anything that was found not to be concours-acceptable was remedied. Receipts for all work will be on file. Additionally, the car is accompanied by all its correct and original books and a complete set of tools in their proper tool kit. In total, over \$85,000 of work was spent on this 512 BB to bring it to such incredible condition and an excruciating level of factory-correctness.

With less than 1,000 carbureted 512 BBs introduced before production transitioned to the fuel-injected 512 BBi in 1982, this variant is cherished by many enthusiasts as the most potent Berlinetta Boxer that money can buy.

This rare black-on-black example is surely one of the best examples of its kind. Following its recent concours-level restoration, it needs nothing and would certainly stand tall in any Ferrari collection.





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1971 LAMBORGHINI MIURA SV

CHASSIS NO. **4884**

ENGINE NO. **30642**

SPECIFICATIONS:

385 bhp, 3,929 cc DOHC transverse mid-mounted alloy V-12 engine with four Weber twin-choke carburetors, five-speed manual transmission, independent front and rear suspension with A-arms, coil springs with tubular shocks, and anti-roll bars, and four-wheel hydraulic disc brakes. Wheelbase: 98.42 in.

ESTIMATE:

\$2,250,000 – \$2,750,000

- **The factory publicity and U.S.-homologation prototype**
- **Featured on the factory brochure and at the 1971 Boston Auto Show**
- **The cover car of both *Lamborghini Miura* and *The Lamborghini Miura Bible***
- **Formerly owned by Joe Sackey and beautifully restored by Miura guru Gary Bobileff**
- **Retains its original *sperimentale* engine; the finest example available for sale**

The first “supercar” from Lamborghini, and perhaps the first supercar the world had ever seen, was the P400 Miura. When it was first unveiled at the 1966 Geneva Salon, its impact was nothing short of extraordinary. Simply stated, the Miura looked like no other on the road, and it marked a paradigm shift in the design of high-performance cars. Its sensuous lines were undoubtedly indebted to the placement of its engine, which was mounted transversely, just

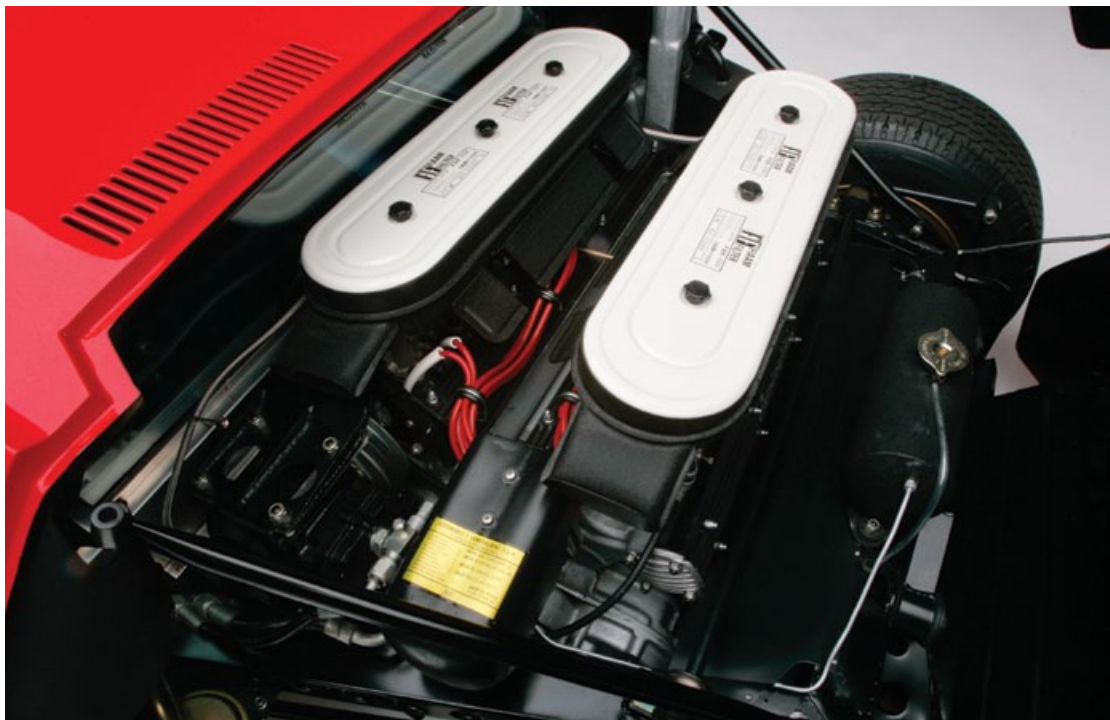
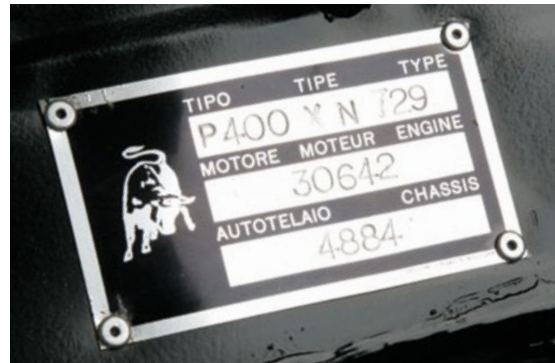
behind the passenger compartment. The Miura’s performance also matched its looks, and the car would go on to be the poster-child for a petrol-fueled generation. As such, Miuras could often be found in the garages of many of the most fashionable celebrities of the day, including Miles Davis, Rod Stewart, and Frank Sinatra.



Marcello Gandini penned the gorgeous design at the age of 27, and it encapsulated the youthful spirit of the age. The car was beautifully styled throughout and had intricate details that always brought a smile to the driver's face when interacting with the car, such as the shape of the doors, which were supposedly modeled off of the horns of a raging bull. To many, it boasted the perfect automotive silhouette, as it was just as sensual as it was muscular.

The final iteration of the Miura, the SV, featured numerous improvements over the already spectacular

P400S that came before it. The SV featured better handling, thanks to revised suspension, which helped to remove the "front-end lightness" that was so characteristic of the earlier cars; in turn, the rear bodywork was made slightly wider. Perhaps the most notable changes were to the engine, which featured larger carburetors and different cam-timing, as they made the SV much more user-friendly at lower rpms. With its engine producing 385 brake horsepower, the SV boasted incredible performance. A sprint to 60 mph from a standstill took just 5.8 seconds, and its top speed was quoted at 180 mph.



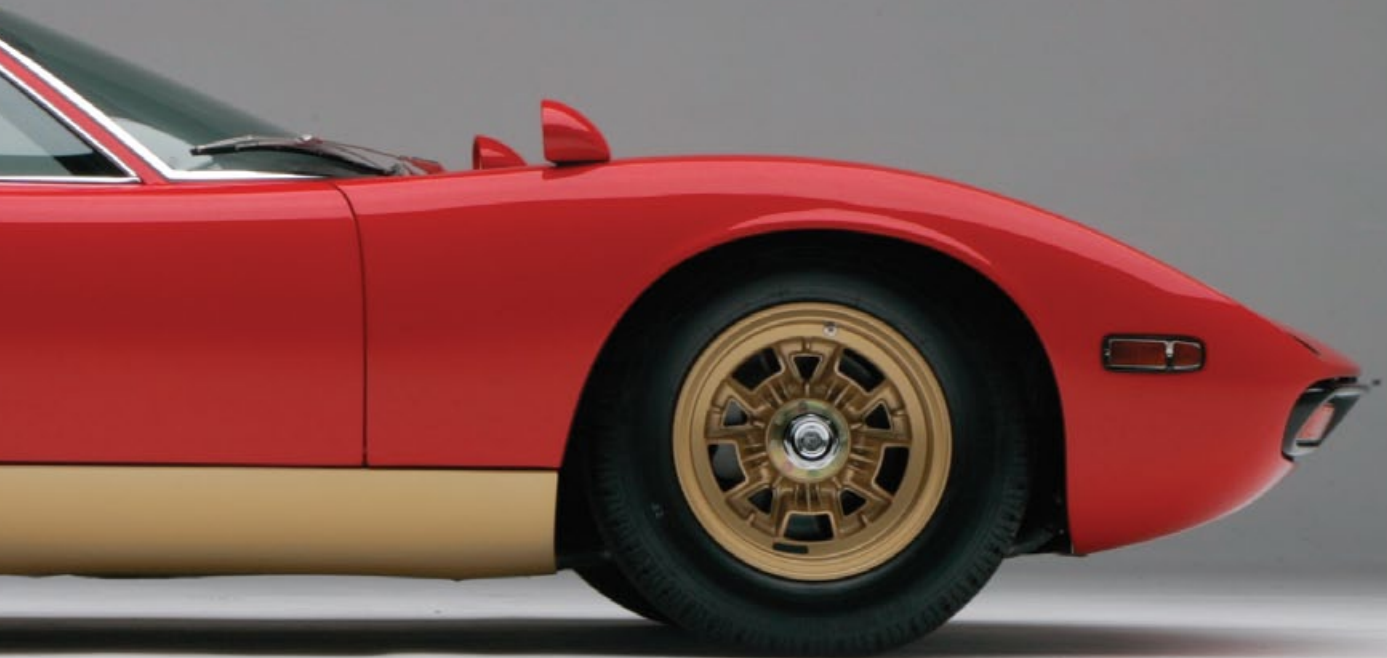
CHASSIS NUMBER 4884: THE FIRST AMERICAN SV

Lamborghini built just 21 examples of the Miura SV specifically for the United States market. These cars were delivered through their new official U.S. distributor, Alberto Pedretti's Modena Racing Company of New York, and they were specially equipped with a reconfigured engine, which had an air pump and other minor differences that took a little horsepower from the mighty V-12 but were necessary to enable the model to be federalized by the EPA (by the skin of its Italian teeth!).

The car offered here, chassis number 4884, is the prototype that was built to be tested by the EPA, and it

was the very first Miura SV sold in the United States. It is one of the first eight cars that were built with a single-sump oil system, and accordingly, it has a 200-mph speedometer, as well as the other features common to all American SVs, such as U.S.-specification headlight lenses and side-marker lights, octagonal center-bolt wheel nuts, a reinforced chassis and steel passenger compartment, and interiors with Borletti air conditioning, leather upholstery, and safety belts. Unique touches on this car include the Modena Racing Car emblem on the rear panel and a factory-installed additional ashtray in the driver's door sill.





Joe Sackey's quintessential *The Lamborghini Miura Bible*—a book which is important to the history of this particular car, as will be seen—notes chassis number 4884 as being a “factory publicity SV” with “engine number 30642 (*sperimentale*).” Indeed, this car was photographed for the Miura SV brochure and was intended for the New York Auto Show of 1971. However, delays in development resulted in it appearing instead at the Boston Auto Show that year, where it was finished, as it is today, in Rosso Corsa, with gold sills and matching wheels, and a Bleu leather interior with velour seat inserts. The appearance of this car at the Boston show marked the first appearance of a Miura SV in the United States.

Chassis number 4884 was then sold by Pedretti to Jack Robinson of Goddard, Kansas, which was described by Sackey as “a tiny hamlet west of Wichita with a population of less than 2,000 people...and the occasional tumbleweed...As the owner of the town's only Miura SV, Robinson clearly owned the fastest car in Goddard, as the local highway patrol duly noted.” Robinson would regularly test the Miura SV's performance on the ruler-flat Kansas terrain and

reportedly drove it to Utah, where he occasionally observed speed runs on the Bonneville Salt Flats.

In 1977, the car was sold on Robinson's behalf by Astro Motors, of Topeka, to Dr. Alan Brown, of Savannah, Georgia. According to Sackey, “[After being] told that the car was the first U.S.A. SV, Brown wrote a letter to Automobili Lamborghini SpA, who responded, confirming that his U.S.A. Homologation Prototype SV was indeed the very first one sent over to obtain type-certification for a limited series of U.S.A.-spec Miura SVs.”

Dr. Brown loved his Miura but was an “off-the-radar” enthusiast who was known only by a few other Miura owners; even still, his car remained completely original and perfectly preserved, down to its original Pirelli CN12 tires. Sackey eventually was able to locate him in Savannah, and the two men struck up a close friendship. However, with the good doctor's untimely passing in 2005, his widow insisted that Sackey personally purchase chassis number 4884, which he did. Sackey proceeded to then send it to Gary Bobileff's renowned Bobileff Motorcar Company, of San Diego, California, for a complete and thorough restoration.





The car was returned to its original combination, down to the sourcing of correct Bertone seat material, by the foremost U.S. Miura specialists, and it was finished exactly as it had been when the factory completed it. It went on to be shown at the 2006 Concorso Italiano, where it garnered much acclaim and a First in Class award. Most significantly, Sackey chose it as the cover car for *The Lamborghini Miura Bible* upon its publication in 2008, and he also devoted an entire chapter of the work to his pursuit, acquisition, and restoration of this significant SV. In 2007, the car was featured in the 25th anniversary issue of *Classic and Sportscar* magazine. It had appeared earlier on the cover of the famous

Lamborghini Miura by Peter Coltrin and Jean-Francois Marchet, and it has been thoroughly described and documented in its entry in the online International Lamborghini Registry.

As this first American-delivery SV is still powered by its original *sperimentale* engine and is in every respect just as it was in 1971, it is not only historically significant but also one of the most unmolested, beautifully restored, and authentic of all examples. It is a car instantly recognizable to Lamborghini aficionados, one of whom will now have the pleasure of making it a deserving cornerstone of his or her collection.



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1927 MILLER 91 “BOYLE VALVE” SPECIAL

CHASSIS NO. **5**

ENGINE NO. **N14**

SPECIFICATIONS:

155–250 bhp, 90.2 cu. in. DOHC

16-valve inline eight-cylinder engine with a supercharger and one updraft carburetor, three-speed Miller manual transmission, front-beam axle with semi-elliptic leaf springs, live rear axle with semi-elliptic leaf springs, and four-wheel drum brakes. Wheelbase: 100 in.

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

ESTIMATE:

\$600,000 – \$750,000

- **Extremely rare original Miller 91 engine**
- **Original Miller 91 gearbox and rear end**
- **Exacting restoration of an exceptional build quality**
- **Cosmetic tribute to the 1927 Indianapolis-running Boyle Valve Special**
- **Awarded at the Pebble Beach and Meadow Brook Concours d’Elegance**
- **Multi-time veteran of the Miller Meet in Milwaukee**
- **Well-known within the Miller enthusiast niche**

The Miller 91 was a true tour de force of rear-wheel-drive racing technology. It was so successful and its domination on speedways of the 1920s was so complete, that it was effectively responsible for its own demise. The AAA’s rule change for 1930 to the “Junk Formula” was, in fact, adopted to stop the Miller 91’s seemingly unstoppable winning streak.

When the rule change that limited displacement to 1½ liters (91 cubic inches) was announced for the 1926 racing season, Harry Miller could have merely shortened the stroke of his nearly unbeatable 122-cubic inch engine and continued producing and selling the rear-drive race car that he first introduced in 1923. Instead, in typical fashion, Miller’s staff of extraordinarily talented men was assigned to design and build an entirely new car.

There was no commonality of parts between the Miller 91 and the preceding 122, except for externally sourced items, such as the wheels, tires, instruments, and electrical components. Yet, to the untrained eye, the 122 and 91 rear-drive cars were virtually identical in appearance, with the exception of the 91’s three-piece



The consignor was faced with the prospect of choosing a gearbox, and he hesitated to install a Model A transmission, although those are often chosen for such cars. With a tip from Miller expert Chuck Davis, the owner became aware of the location of an original Miller gearbox, which is a very rare collectible considering that Miller transmissions were made in-house in exceptionally low numbers. Although the owner had refused several offers for the transmission over the years, he eventually relented and sold the unit to the consignor, who again sent it to Chris Leydon for refurbishment.

Armed with the correct engine and gearbox and an original 91 rear end, the project was turned over to race car expert Bob Willey, of Moline, Illinois, whose father was one of the original Kurtis Kraft dealers. In addition to installing the hard-won components, Willey was charged

with building a new aluminum body. To this end, the consignor had sourced Harry Miller's original blueprints for the Miller 91 model, which were collectibles in themselves and were sold to him by Gordon White (an advisor to the Smithsonian's transportation department). Willey used these original documents as the basis of his exacting build process, ensuring that the body was produced to the precise dimensions and specifications of Harry Miller's original drawings.

A final question of external finishing still loomed, and for that consideration, the consignor chose to honor one of the original Miller 91 examples: the car purchased new by Harry Hartz, which was sold to Mike Boyle in 1926. That car was repainted just as the Boyle Valve Special, and it wore #15 when it started 6th on the grid at the 1927 Indianapolis 500, where it finished a respectable

19th. The original Boyle Valve Special's cosmetic livery was precisely copied on this car based on the beautiful drawings of famed automotive artist Peter Helck, with the triangular logo handsomely complementing a deep finish of white and light blue paintwork. A crisply polished exhaust manifold and red-painted wire wheels rounded out the arresting exterior presentation.

Following the meticulous build process, the Boyle Valve Special was welcomed at many premium vintage events, receiving a Second in Class and *Automobile Quarterly's* Best Racecar Award at the 1995 Pebble Beach Concours d'Elegance. In 1996, the Miller participated in the Goodwood Festival of Speed and the Meadow Brook Concours d'Elegance, where it won its class and also garnered the Peter Helck Trophy. The car has also been displayed and run numerous times at the Miller Meet in Milwaukee, where it has always been warmly welcomed. Furthermore, this Miller 91 is believed to be one of the most highly publicized Millers of the last 20 years, having

been the subject of feature articles in *Hemmings* and *Vintage Motorsports*, among many other magazines.

With a claimed original example of the vaunted supercharged 91-cubic inch Miller engine and an original Miller 91 gearbox and rear end, this fascinating and remarkably faithful restoration is about as close to a bona-fide original Miller 91 as anyone could possibly hope to find. The car's remarkable build was overseen at great expense and care, with receipts, invoices, and photographs desirably documenting the process.

This Boyle Valve Special has been shepherded by one of today's most dedicated Miller enthusiasts, and it now awaits its next caretaker. It would ideally complement any assemblage of early American race cars, and it will continue to receive a warm welcome at Miller gatherings and vintage Indy car celebrations. Its availability should attract the interest of Miller aficionados and discerning collectors far and wide.



Visit rmauctions.com to view all photos.



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1967 SHELBY 427 'SEMI-COMPETITION' COBRA

CHASSIS NO. **CSX 3045**

SPECIFICATIONS:

Est. 485 hp, 427 cu. in. "medium-riser" OHV V-8 engine with a four-barrel Holley carburetor, four-speed manual transmission, four-wheel independent upper and lower A-arms with coil springs, Koni tubular shock absorbers, and anti-sway bars, and four-wheel Girling disc brakes with alloy calipers. Wheelbase: 90 in.

ESTIMATE:

\$2,200,000 – \$2,500,000

- **One of 29 authentic Semi-Competition Cobras built**
- **Genuine and documented, with exceptional history**
- **Authentic and well-maintained restoration**
- **Long-term ownership by renowned Cobra enthusiasts**

THE 427 S/C COBRA

Although Shelby's 289 Cobra was well-proven in competition, by the mid-sixties it was becoming clear that something else was needed. Every year, more power was required to stay competitive, and Ford's 289 had reached its reliability limit at around 380 or 390 horsepower.

In many respects, the father of the 427 Cobra was racing driver and development engineer Ken Miles, who thought the idea of a bigger

engine might work for the Cobra, especially if winning in SCCA's A Production class was the aim. If there was any doubt about the need, it was eliminated when the Shelby team went to Nassau for Speed Week in 1963, where they were confronted with Chevrolet's new Corvette Grand Sport, which was more than nine seconds a lap faster than the Cobras.

Although Carroll Shelby had been promised a new aluminum-block version of Ford's 390 engine, internal resistance developed from the NASCAR faction inside of Ford and Shelby, and they were forced to make do with the cast-iron 427. Although reliable at 500 horsepower, the engine was so much heavier that a complete



redesign of the chassis was required to ensure that the car would handle properly. The result was a larger, five-inch wider chassis and coil springs all around. The necessary work was completed with the help of Ford's engineering department, and the formidable 427 Cobra was born.

As with all his cars, Shelby intended to see that the Cobras were winners on the track. In order to qualify as a production car under FIA rules for the GT class, manufacturers were required to produce a minimum of 100 examples. Shelby's strong relationship with privateer racers gave him the confidence that he could sell that many, and as a result, a competition-spec version of the new 427 was announced. Features on the car included an expanded body to accommodate wider wheels and

tires, an oil cooler, a side exhaust, an external fuel filler, front jacking points, a roll bar, and a special 42-gallon fuel tank.

In anticipation of FIA approval, Shelby placed an order with AC for 100 competition 427 Cobras. Each was finished in primer with a black interior and air-shipped to Shelby's facilities upon completion. Unfortunately, when the FIA inspectors arrived on April 29, 1965, they found just 51 cars completed, and they denied Shelby the homologation he needed. Oddly enough, the same fate befell Enzo Ferrari; his 250 LM, which was intended to replace the GTO, was also denied approval. As a result, both of these archrivals were forced to return to the previous year's cars for the upcoming season.





Once Shelby knew that the FIA was not going to allow the new 427 Cobra to compete in the GT class, he cancelled his order for the remaining competition cars and AC reverted back to the production of street cars.

Meanwhile, in June 1965, the FIA decided to juggle its classification system, and a new class, called "Competition GT," was created. The production requirement for this class was lowered to 50, which was, coincidentally, one less than the number of 427 competition cars built at the time of the FIA inspection.

The rule change created another problem for Shelby: it put his Cobra in the same class as Ford's GT40. Since Shelby was running that program for Ford, there was a clear conflict of interest, not to mention a disparity in performance. To resolve it, Shelby agreed not to campaign his own car, leaving it in the hands of the privateers.

By this time, 53 competition chassis had been completed by AC (chassis numbers CSX 3001 through CSX 3053), and of those, 16 had been sold to private teams. The first two were retained as prototypes, and one chassis, CSX 3027, was sent to Ford Engineering.

The remaining chassis were something of a problem for Shelby. They were parked outside of Shelby's Los Angeles warehouse and proved difficult to sell. Seeing the cars prompted Shelby's East Coast representative, Charles Beidler, to suggest that they be painted and completed as street cars and then marketed as the fastest street car ever built. The idea worked, and the 427 S/C, or Semi-Competition, was born.

The cars were brutally fast, and driving one was an exhilarating experience. One of the most memorable stories about the 427 Cobra is based on a test that was arranged for *Sports Car Graphic* magazine by Ken Miles. A few years earlier, Aston Martin had bragged that their racing cars were capable of accelerating from 0 to 100 mph and back to zero in less than 20 seconds. Miles had the idea to restage the test using the new 427 Cobra. The result, according to *Sports Car Graphic* Editor Jerry Titus, was an astounding 13.2 seconds.





CSX 3045

Chassis CSX 3045 is a well-known and fully documented S/C, as it has been pictured three times in the Shelby American World Registry; first, in 1967, with early owner Peter Bayer on page 252; second, on page 251, which shows a nice on-track shot of the car (#288) with early 1980s owner Jere Clark at the wheel; and third, in the previous owner's driveway, shortly after he took delivery in 1995.

The Cobra presented here was invoiced to Shelby American on February 23, 1965, and was completed to S/C specification, under work order number 15103. On

April 21, 1966, Shelby American received an order for an S/C model, and with it, a request was made to install a modified race exhaust system on the car, which was to be delivered to the customer, a Mr. Hall, on May 31. Likely, "Mr. Hall" did not actually take delivery or keep the Cobra on its MSO, since the next recorded owner, Peter Bayer, acquired CSX 3045 as payment for promotional work done on behalf of dealer Larsen Ford, of White Plains, New York, and he was the first to register this car, which was in 1967. Doug Carsen, of Rimersburg, Pennsylvania, who is believed to have raced this particular S/C in several SCCA events, became the next owner.

In the mid-1970s, John Parlante, of Whitestone, New York, began some restoration work on the S/C prior to passing it to Geoff Howard in 1978. Once the car was acquired, Howard completed the work, including the Guardsman Blue paint scheme. By 1979, it was offered for sale with 10,400 miles and being described as “fresh restoration, all competition options, polished Halibrands—expensive!” Well-known historic and Cobra collector Jere Clark, of Phoenix, Arizona, bought the car, installed Arizona plate 427 S/C, and went vintage racing.

At SAAC-5 in Dearborn, Michigan, CSX 3045 won First Place in the Competition Shelby Popular Vote category, after which Dick Smith gave a white-knuckled Rick Kopec an on-track demo-drive at 185 mph! The car eventually came into the hands of Cobra aficionado George Stauffer, of Blue Mounds, Wisconsin, in the early 1980s. He advertised it as “a real S/C; it has run at Laguna Seca several times and is ready to win more historic races. Guardsman Blue; fuel cell; not for the timid.”

By 1986, it was in the ownership of Carl Schwartz, of Grand Blanc, Michigan, which was followed by inclusion in the famous John Mozart Collection from 1988 onward. Under Mr. Mozart’s ownership, CSX 3045 was subjected to a full restoration that had been carried out to his

impeccably high standards. It was contracted to Mike Giddings, of Robin Automotive in Northern California, who refurbished the suspension, braking systems, rear end, and transmission, as well as performed all of the final assembly and detailing work. The original engine was rebuilt, the dynamometer was tested by Elgin Cams and Tech Craft, and the paint work was handled by Scott Veazie Restoration Services, of Los Angeles, California.

In December 1994, Cobra expert Dave Dralle, of Redondo Beach, California, carried out an inspection of the car on behalf of the next owner, who purchased it from Mr. Mozart in early 1995. This proved to be money well spent, as CSX 3045 won Gold at the 1998 SAAC Convention in Charlotte, North Carolina, plus Best Cobra and Best Comp Cobra at SAAC in Ann Arbor, Michigan, in 1999, in addition to many regional SAAC Show First Place awards.

Only 29 Shelby 427 Semi-Competition Cobras were built, and these raucous roadsters are seldom offered publicly. It is even more unusual to find a genuine, 18,000-mile S/C with this car’s perfect provenance and stunning appearance, thus providing a very tempting purchase consideration for a serious collector of American racing history.





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1968 TOYOTA 2000GT

CHASSIS NO. **MF10L-10189**

ENGINE NO. **10225**

BODY NO. **1179**

SPECIFICATIONS:

150 bhp, 2,000 cc DOHC Yamaha aluminum hemi-head inline six-cylinder engine with three Solex twin-choke side-draft carburetors, five-speed fully synchromesh manual transmission with overdrive, four-wheel independent suspension, and four-wheel power-assisted Dunlop disc brakes. Wheelbase: 91.7 in.

ESTIMATE:

\$900,000 – \$1,100,000

- Only 351 built; one of 84 left-hand-drive examples
- Comprehensive restoration and recent mechanical sorting
- “Toyota’s E-Type”; the greatest Japanese car of all time

Little did the attendees know at the time, but the 1965 Tokyo Motor Show would signal a significant shift in the automotive world. Certainly the most desirable sports cars in the world were “Western.” Italy’s Ferrari 275 GTB, Britain’s Jaguar E-Type, Germany’s Porsche 911, and the American Chevrolet Corvette all satisfied a youthful urge in the automotive market for sprightly and beautifully designed sports cars. Japan, however, had never produced a car that could pluck at the heartstrings of enthusiasts...that is until the 2000GT made its grand debut.

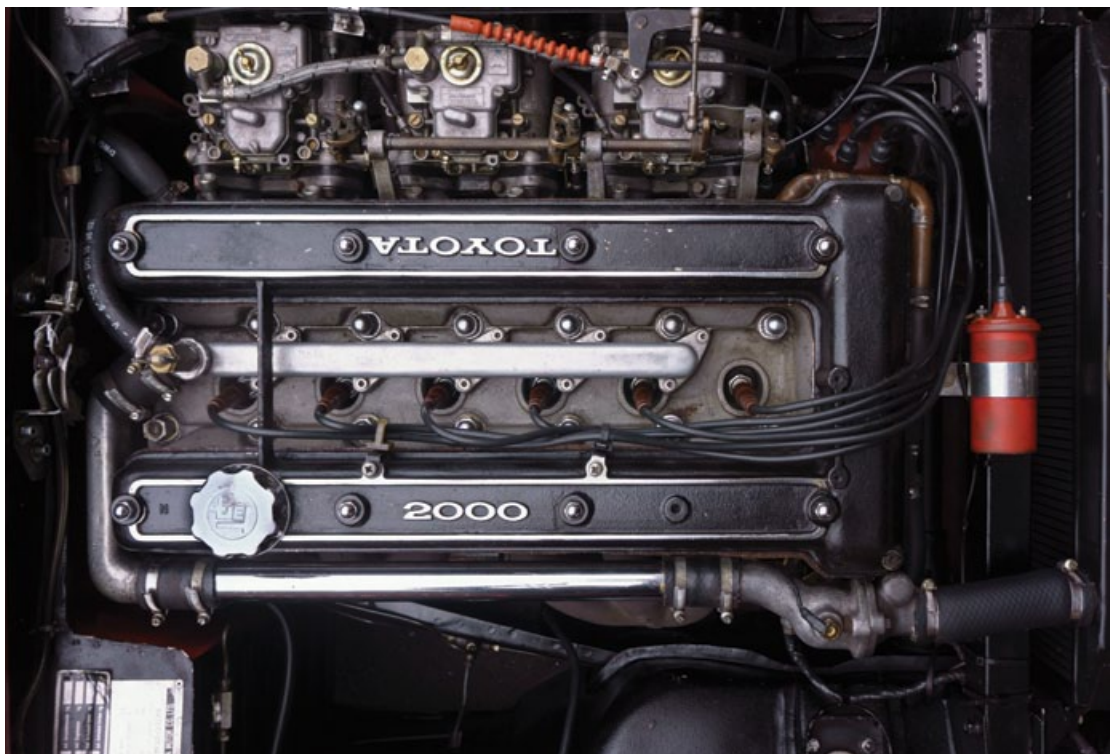
In comparison to what preceded it and its contemporary competition, the 2000GT was almost otherworldly. Here was an automobile that could compete with the world’s most sophisticated sports cars, not only in terms of performance but also in design. Yamaha, which was heavily involved in precision motorcycle manufacture at the time, created the car’s underpinnings. Toyota saw this as an opportunity to shake their reputation of producing rather conservatively designed economy cars. The 2000GT project would show the world that Toyota could construct a world-class car that was both refined and exciting and that they could reach a design equilibrium that perfectly balanced aerodynamic efficiency with aesthetic excellence.

Pete Brock even fielded a team of 2000GT SCCA racers for Shelby American, creating extraordinary potential for this car. In an article written by a Toyota designer in the 1967 fall issue of *Automobile Quarterly*, it is evident that tremendous consideration was given to the overall design language of the 2000GT.

As for the interior design, the Toyota stylists believed that the interior should be as much about comfort as it is about fashion. "As a Grand Touring car, it should have the equipment and layout to respond to a high degree of driving skill. Unlike the usual concept of a sports car, which presupposes a certain amount of

discomfort and austerity, it should possess an air of comfort and affluence. It should be the kind of car in which its owner can enjoy a leisurely drive in town or a fast zip through the countryside."

While the interior was strikingly appointed with wood veneer sourced from Yamaha's own piano division and leather, it featured nothing more than what is necessary for a driver to enjoy the car as a grand tourer. Owners could easily acquaint themselves with their surroundings, and nothing essential to driver control or passenger comfort was ever far from reach.

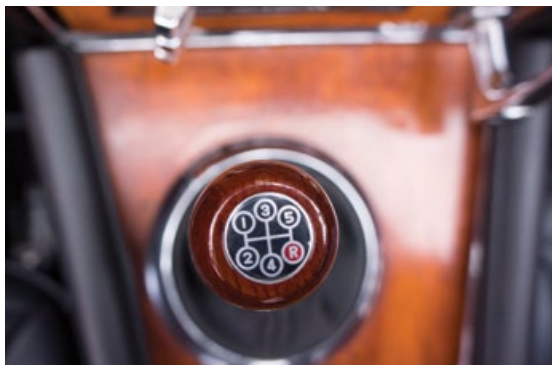


Even though its engine was based on the inline-six of the second-generation flagship Toyota Crown Sedan, the 2000GT would prove to be the most exciting car in the Toyota model range, not only due to its timeless, sleek styling but also due to its Yamaha-developed twin-cam head. With its triple side-draft carburetors, the engine could produce 150 horsepower, and the vehicle had a curb weight of just 2,400 pounds. This allowed it to achieve a favorable 49/51 weight distribution, which made it quite light on its feet and a joy to drive on a winding mountain road. *Motor Trend* lauded it as “one of the most exciting and enjoyable cars we’ve driven.”

Adding to the desirability of the 2000GT is its rarity. Only 351 examples left the factory by the time production concluded in 1970, and just 84 were produced with left-hand drive.

This particular 2000GT was built in December 1967 and sold new in Belgium, where the original owner kept and maintained the car until 1985, when it was acquired by its second owner, Karl Walterscheidt of Germany. Herr Walterscheidt, Germany’s first Toyota dealer and an avid enthusiast, decided to undertake a complete and thorough three-year restoration of the Japanese classic in 1999. After restoring the car, he took part in the 2010 Schloss Dyck Classic Days, where the car was featured as part of the Toyota display, with several other 2000GTs and the new Lexus LFA. The owner, always willing to drive his car, also participated in the Nürburgring Classic rally.





This 2000GT was acquired by the current owner in February 2012, and it has most recently been mechanically refreshed. Additionally, the car includes more-supportive sport seats, which have been painstakingly trimmed in the correct-style material. The interior also features an updated Blaupunkt radio, although the original will also be included with the car, along with a number of additional spare parts, with some of them being NOS. Finally, the car retains a very rare, original, and complete tool roll, which is an increasingly difficult set to find whole.

The 2000GT can easily be designated as the most important sports car to ever come out of Japan. When considering its low production numbers, breathtaking design, exhilarating performance, racing pedigree, and historical importance, it is evident as to why these cars are desirable to many discerning collectors. Considering the comprehensive restoration and recent sorting of this example, it will surely make for a superb and rewarding drive, be it through winding canyon roads or down open stretches of highway.



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2006 ASTON MARTIN DBRS9

CHASSIS NO. **DBRS9/7**

SPECIFICATIONS:

600 bhp, 5,935 cc DOHC aluminum V-12 engine, six-speed sequential manual transmission, front and rear independent suspension with double wishbones and adjustable Moton shock absorbers with adjustable sway bars, and four-wheel ventilated disc brakes. Wheelbase: 108 in.

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

ESTIMATE:

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

- **The only example currently in the United States**
- **Campaigned in the SCCA Speed World Challenge GT and Pro Racing World Challenge series**

When produced, Aston Martin's DBRS9 was intended to be a more useful alternative to the all-out DBR9, which was built for the Le Mans GT1 class, fielded by the factory team, and proved a very expensive proposition to build and run. While the DBR9 saw impressive success on race tracks around the world, including at Le Mans and Sebring, the DBRS9 was conceived for competition in the GT3 class. Since the car provided the majority of the performance of its older sibling for only a fraction of the complexity, purchasing a DBRS9 proved tempting to many teams and individuals looking

to go racing in Aston Martin's contemporary commitment to motorsport.

Chassis DBRS9/7 was delivered new to Autosport Designs, of Huntington Station, New York, in February 2006, and it was homologated to SCCA Speed World Challenge GT specifications and campaigned throughout the season. Following the 2006 season, numerous upgrades were undertaken to further enhance this car's performance. The engine was now capable of producing 600 horsepower, thanks to a conversion to dry-sump lubrication and the fitting of an upgraded crankshaft, pistons, connecting rods, and new Vanquish S cylinder heads. The Koni suspension was also updated to use Motor shock absorbers with adjustable sway bars.

Prior to the 2008 season, the car was sold from Autosport Designs to John Sindors, who had it further upgraded by Rahal Letterman Racing for use in the SCCA Pro Racing World Challenge series. The chassis was heavily revised, including shifting five percent of the car's weight distribution to the rear of the car, lowering the ride height by an inch, and revising the suspension format. In this specification, the car was raced three times in the 2008 and 2010 seasons, earning pole position at Road Atlanta and fastest lap at Mid-Ohio. Then, following the 2010 season, the car was sold to Rick Mancuso, of Lake Forest Sports Cars, who finished it in its current Aston Martin Racing Green livery. It was then acquired by collector Jeff Urbina, who in turn sold the car to the current consignor.

Included with the sale of the car is a Stack data acquisition system with engine, chassis, and suspension sensors to analyze the car's performance, a quick-release steering wheel, a driver's cool suit, air jacks, and a two-way radio.

The DBRS9, shod in carbon fiber and aluminum and tipping the scales at just 2,800 pounds, is a thrilling example of track-bred machinery. Chassis DBRS9/7 is fitted with numerous upgrades over the standard DBRS9, and it is a wonderful example of its breed, having achieved a pole position, a fastest lap, and the added benefit of never having sustained damage in competition. It is being offered today at a fraction of its original cost, making this example a wonderful acquisition for any Aston Martin collector or track-day enthusiast.





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1954 BUICK SKYLARK

CHASSIS NO. **7A1090267**

SPECIFICATIONS:

Series 100. 200 bhp, 322 cu. in. OHV V-8 engine, Dynaflo automatic transmission, independent coil-spring front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel power-hydraulic drum brakes. Wheelbase: 122 in.

ESTIMATE:

\$125,000 – \$150,000

OFFERED WITHOUT RESERVE

- **Older, well-maintained restoration**
- **Reliable and trouble-free touring**
- **Recipient of an AACA Grand National award**

In 1953, General Motors introduced three special convertible models. The Cadillac El Dorado featured standard chrome wire wheels and a metal body-color cover for the lowered top, and the Oldsmobile 98 Fiesta came with every conceivable factory option, except air conditioning. Both cars previewed the wraparound windshields that would appear on all upscale GM marques in 1954. Buick's 1953 Skylark, however, was a car unto itself.

While the El Dorado and Fiesta were based on standard convertible bodies, the Skylark had its own distinctive fender lines. This car

was called the "Anniversary Convertible," as it commemorated Buick's 50th birthday, and it came standard with virtually all options, including Kelsey Hayes chrome wire wheels. With 1,690 built, the Skylark outsold the Eldorado and Fiesta by nearly three to one.

For 1954, the Skylark became a series in its own right and the body was substantially redesigned. Its rear fenders were bobbed, sloping gently down, and large chrome taillight nacelles were added. Finally, there was a wraparound windshield, as on all '54 Buicks, and the wheel cutouts were enlarged and elongated, with their contrasting color providing a visual accent. It was the most expensive Buick, at \$4,355, which was more than \$800 above the priciest Roadmaster.

This 1954 Skylark was restored by Greg Cook at Cook's Restorations in Gettysburg, Pennsylvania. It was an AACA Senior First Place Grand National award winner soon after completion. Although about two decades old, the restoration has held up very well and even earned a corporate award from *Autoweek* magazine at Amelia Island in 2003, when Buick was the featured marque. It is finished in correct Arctic White, with a maroon-and-cream interior in the correct distinctive pattern and a white vinyl convertible top. The carpets are of the proper type and fit very nicely. The paint and chrome are both very good, and the undercarriage shows just the slightest signs of use, despite being driven regularly.

The car was purchased by the current owner in 1997, and it has been driven 7,200 miles since restoration, including

nearly 2,000 trouble-free miles on the 2014 AACA Centennial Tour in New England. As the owner's summer car in Maine, it has provided many enjoyable trips and tours this past year. It is equipped with all the standard Skylark features, such as power steering and brakes, a power seat, a power top, power windows, a signal-seeking Selectronic radio with an electric antenna, and Kelsey-Hayes chrome wire wheels with B.F. Goodrich Silvertown whitewall tires.

Nineteen fifty-four was the final year for the Skylark as a specialty model, and this year is the rarest of the first-generation models, as just 836 cars were built. This car is an excellent example, and it is certain to provide its next owner with many more miles of motoring pleasure.





158

1930 CADILLAC V-16 CONVERTIBLE COUPE

COACHWORK BY FLEETWOOD

ENGINE NO. **701777**

BODY NO. **91**

SPECIFICATIONS:

Series 452. Body Style 4335. 175 bhp, 452 cu. in. OHV V-16 engine, three-speed selective synchromesh manual transmission, solid front axle with semi-elliptic leaf springs and hydraulic dampers, three-quarter floating rear axle with semi-elliptic leaf springs, and four-wheel vacuum-assisted mechanical drum brakes. Wheelbase: 148 in.

ESTIMATE:

\$300,000 – \$400,000

- **The ultimate Classic Era Cadillac**
- **Rare “Pennsylvania” Fleetwood-built convertible body style**
- **One of fewer than a dozen known survivors**
- **An AACA and CCA National award winner**

This car, engine number 701777, was one of one hundred 1930 V-16 Cadillac chassis produced with this beautiful convertible coupe body style, number 4335. This style is one of the best-looking bodies built on the early “Sixteen,” and it was built exclusively for the V-16 at the original Fleetwood Metal Body Company factory in Fleetwood, Pennsylvania. Like other “Pennsylvania Fleetwoods,” it was distinguished by its vee’d windshield, straight door sills, and a curved molding in the hood and body, which provided a natural place to split the popular, eye-catching two-tone color schemes.



Just 11 of these beautiful Classics are known to have survived today, and among them is the V-16 offered here, which is noted by its original build sheet to have been intended for the renowned Don Lee dealership in Los Angeles, only to be diverted to New York. Importantly, this document serves as verification that this is the original body and engine for this chassis.

The present owner acquired the car from the family of its long-time owner, the late Bob Kuhlman, whose widow noted in a letter to him that it was “my husband’s favorite toy...we know we have given up a family member (I know it’s only material), but the history and material attachment is so profound.”

Photographs on file detail the car’s every nut and bolt, showing the care that went into its restoration, which included updating the shimmering black and silver paint and such desirable accessories as dual side-mounted spares, painted wire wheels with chrome spokes, double whitewall tires, the Goddess hood ornament, a “low boy” trunk, and Cadillac Pilot Ray driving lights (acquired from Don Sommer’s American Arrow). Not surprisingly, the car is a former AACA National Senior First Prize winner, and it was also a Classic Car Club of America First Prize winner. It is described by an RM Auctions specialist as “being a great runner, which starts at the touch of the button and has a great sound; it steers easily and shifts smoothly.”

This is a striking and elegant V-16 that has the legendary Fleetwood craftsmanship preserved in its every nut and bolt.





159

1949 JAGUAR XK120 ALLOY ROADSTER

SERIAL NO. **670025**

CHASSIS NO. **679902**

BODY NO. **F 1039**

SPECIFICATIONS:

Est. 300 bhp, 3,781 cc DOHC inline six-cylinder engine with a C-Type cylinder head and two SU carburetors, upgraded Borg Warner five-speed manual transmission, front independent wishbone suspension with torsion bars and an anti-roll bar, rear live axle with semi-elliptic springs, and front disc and rear drum brakes. Wheelbase: 102 inches.

ESTIMATE:

\$325,000 – \$375,000

- **The 25th of 242 alloy-bodied XK120s produced**
- **Extensive restoration by marque specialists**
- **Finished in correct Battleship Grey, with C-Type seats**
- **Features tasteful upgrades and modifications for enhanced touring**
- **Proven performer as a past California Mille and Colorado Grand participant**

As the story goes, when the XK120 made its debut at the Earls Court Motor Show in 1948, it created nothing short of a sensation in the automotive world. Initially, the cars were constructed of light alloy, and then they were switched to conventional pressed steel, but the superb styling remained a constant. Production of all-steel bodies wouldn't begin until May 1950. At the close of production in 1954, a total of 12,055 XK120 roadsters, coupes, and drophead coupes were produced, including just 242 hand-built alloy roadsters at the start of production.

Chassis 670025 was completed on November 9, 1949, and finished in black over a red leather interior. It is the 25th left-hand-drive example to have been completed by Jaguar, and of the 242 alloy-bodied cars, about 180 were produced with left-hand drive. This car was delivered to its first owner through well-known U.S. distributor Max Hoffman in New York City, and it was immediately put to use as a race car by its first owner. It is believed that during this time, the car's chassis was replaced by a later one from a 1953 Fixed Head Coupe, chassis number 679902, for improved rigidity on the track. Sometime thereafter, Paul Peattie and Ali Lugo de Armis, well-known East Coast racers and vintage sport car collectors, jointly owned the Jaguar for many years. In April, 2000, it was acquired by Rob

Mooney, who continued to race the XK120 competitively in vintage events at Lime Rock and the Louden Raceway in New Hampshire. He subsequently sold the Jaguar to noted New York architect Steven Harris in November 2007.

Between 2007 and 2009, the Alloy XK120 was afforded a thorough nut-and-bolt restoration by marque specialists at Mike Wilson's Restorations, of Visalia, California, while Terry's Jaguar Parts, of Benton, Illinois, performed the work on the Jaguar's engine. At the time, the car was painted British Racing Green, but it was refinished in correct Battleship Gray over pigskin hides. During the restoration, many of the upgraded components added over the years were restored, while other features were added to benefit performance and drivability. The result is a stunningly beautiful, event-ready XK120 with a period-correct appearance and outstanding performance.

The car is equipped with a 3.8-litre Jaguar twin-cam six and fitted with twin SU sandcast carburetors, reworked camshafts, and a ported and polished C-Type head that is said to produce over 300 horsepower. In addition, it has

been upgraded with a Borg-Warner five-speed manual transmission, front disc brakes, and classic lightweight Dunlop racing wheels. Further enhancing its sporting pedigree are correct lightweight C-Type racing seats with safety belts, Brooklands screens, leather bonnet straps, an outside fuel filler, Lucas tri-beam headlamps, and auxiliary spotlights. Its Jaguar Daimler Heritage Trust Certificate is provided, along with a tool roll. Although not installed, the original XK120 windscreen and black steering wheel are included, along with a file of restoration and service receipts.

This XK120 was the winner of a Best in Class award at the 2009 Carmel-by-the-Sea Concours on the Avenue, and it was displayed at the Amelia Island Concours d'Elegance and Belmont Concours d'Eleganza in 2010. The car has also participated in the 2011 Presidio of San Francisco Concours d'Elegance. In addition, it has successfully rallied in the Colorado Grand and the California Mille without incident, which is a true testament to the quality of both the restoration and preparation of this beautiful alloy-bodied Jaguar.



160

1988 JAGUAR XJR-9

CHASSIS NO. **TWR-J12C-388**

ENGINE NO. **00415**

GEARBOX NO. **89SRD 102**

SPECIFICATIONS:

Est. 670 bhp, 5,996 cc SOHC 24-valve, water-cooled, naturally aspirated, aluminum, 60-degree V-12 engine with Bosch fuel injection and Motec engine management, five-speed straight-cut TWR transmission, front independent double-wishbone, pushrod-activated suspension with horizontally mounted Koni shock absorbers with coil springs, rear independent double-wishbone suspension with Bilstein shock absorbers and coil springs, and four-wheel AP Racing four-pot calipers with 13-inch cast-iron disc brakes. Wheelbase: 106.7 in.

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

ESTIMATE:

\$3,000,000 – \$5,000,000

- Winner of the 24 Hours of Daytona in 1990
- Placed 2nd overall at seven IMSA events, including the 1989 24 Hours of Daytona
- Podium finishes at the 1989 and 1990 12 Hours of Sebring
- The sole remaining example of two purpose-built, IMSA-specification XJR-9s ever built
- Presented in truly stunning condition; restored and maintained regardless of cost
- Fantastic, fully detailed history and memorabilia included with the sale
- Extensive available spares and back-up support for this model

CHASSIS TWR-J12C-388

Construction of the carbon fiber and Kevlar monocoque for TWR-J12C-388 began in mid-July of 1987 at Advance Composite Technology in Derbyshire, United Kingdom. The complete car was finished in October of the same year. The first three XJR-9s, chassis 188 (converted from an earlier chassis and renumbered), 288, and this car, 388, were then sent out for special testing that had been organized by Jaguar at Big Spring in Texas. This car completed over 400 miles of testing while TWR hunted for the perfect setup. The next outing for chassis 388 was at Talladega in January 1988, in preparation for the grueling 24-hour meeting at Daytona later that month.





1988

Daytona, the first IMSA GTP event of the season, was held from January 30th to the 31st. This Jaguar was entered as #61, with drivers Jan Lammers, Danny Sullivan, and Davy Jones behind the wheel. After a fantastic qualifying session, they were lined up on the front row of the grid. Unfortunately for 388, the race did not go as planned, and the car was ultimately classified in the 26th position, although its sister car won the race at the model's debut.

In February, 388 raced in the three-hour sprint race on the streets of Miami. After qualifying 7th, it managed to finish 6th overall. The following month, the IMSA circus arrived at Sebring for the 12-hour endurance race. This time, chassis 388 was driven by Lammers, Jones, Danny Sullivan, and John Neilson, and after an eventful race, the Jaguar came home in 7th place.

On April 10, Road Atlanta held its annual 500-kilometer race, where this Jaguar was driven by Davy Jones and Andy Wallace. The car qualified strongly in 3rd position and was destined to finish in that place. That is until, 15 laps from the end, Davy Jones spun the car and lost a position to the Porsche 962 of Chip Robinson and Derek Bell. Despite the bad luck, it appeared that things were picking up for the team.

The next three events were held at West Palm Beach, Florida; Lime Rock in Connecticut; and Mid-Ohio. Chassis 388, driven by Lammers and Jones, finished on the podium at all three events, often joined by its sister car, chassis 288. After a DNF at Watkins Glen in July, the team headed to Road America in hopes of returning to the podium. The car qualified in 4th, but after a ferocious no-holds-barred battle with the Nissan GTP ZX Turbo of Geoff Brabham, the Jaguar finished in 5th place, just behind its sister, which was driven by Brundle and Nielson.



Chassis 388 during the 1988 campaign, as seen at Sebring, Atlanta, and Mid-Ohio. *Courtesy of Mark Windecker.*

Round 10 saw the championship head to Portland for the 300-kilometer Camel Grand Prix. The Jaguars qualified well, and chassis 388 started 5th place on the grid. Unfortunately, Lammers selected a wrong gear at the start, and a poor getaway meant that the #61 car quickly dropped to 15th place. However, the Jaguar clawed its way through the field to finish a respectable 4th overall.

Two weeks later, at the 300-kilometer Sears Point Camel Grand Prix, a fantastic qualifying session by both the

Jaguars saw them lining up 2nd and 3rd on the grid. Lammers, in this car, followed Brundle for the first stint and then again after the pit stops. Jones followed Nielson home to a fine 3rd place finish. The final race of the year for chassis 388 was at Sears Point in September. Davy Jones was tasked with qualifying the car, but an accident would sideline them before the race. Rather than repairing the car at the circuit, the team decided to use the spare car and sent chassis 388 back to TWR in preparation of the 1989 season.

1989

As with previous years, the infamous SunBank 24 at Daytona opened the 1989 IMSA Championship season. Once again leading the grid after a tight-knit qualifying session was the Nissan of Geoff Brabham. Joining him on the front row was Jaguar chassis 288, of Lammers, Jones, and Boesel, which was in 2nd place, and the second Electramotive Nissan, which was in 3rd. Chassis 388 started 7th on the grid, one place in front of its sister car, chassis 188. The opening lap saw mixed fortunes, as chassis 188 made contact with the second Nissan and both cars were forced to retire. In the early hours of the morning, thick fog urged the organizers to impose a red flag period for over three hours, leaving this Jaguar holding the hopes of the TWR Castrol team in its hands. After the restart, it became a three-horse race between the struggling Nissan, chassis number 388, and the frighteningly fast Miller Porsche. The Nissan would retire

after dropping a valve, leaving the sole remaining Jaguar to take the lead. However, continuously rising engine temperatures forced an unplanned pit stop, allowing the Porsche past. This car would finish an outstanding 2nd overall after the exhausting struggle.

For the first seven rounds of the 1989 IMSA Championship, chassis number 388 finished on the podium, with six of those races ending in 2nd place finishes. It wasn't until the eighth round, held at the Watkins Glen circuit, that chassis number 388 suffered an engine failure, which resulted in its first retirement of the season. However, after only two weeks, Davy Jones navigated this car to the pole position, just ahead of the sister Jaguar XJR-10. The Nissan was the stronger car and eventually came out on top, while the XJR-10 would finish 2nd, with chassis 388 rounding out the podium. It was yet another successful and impressive weekend for the Castrol Jaguar team.



Chassis 388 at the 1989 24 Hours of Daytona. *Courtesy of Mark Windecker.*

The Portland Grand Prix was held on July 30, and this car again qualified strongly in 3rd position, with the XJR-10 on the pole. Unfortunately, chassis number 388 suffered an early spin and dropped down the order. A brisk recovery resulted in another successful weekend for Jaguar, ending with a win and this car finishing in 4th position. In August, the IMSA Championship headed to Heartland Park for the inaugural 300-kilometer race. Chassis 388 qualified strongly in 2nd place, bookended by the usual Nissan powerhouses. Unfortunately, the race did not suite the non-turbo V-12, and the car came home with a 5th place finish.

In September, this Jaguar entered the two-hour Camel Grand Prix of San Antonio. Another great qualifying resulted in the car placing 4th on the grid; however, on lap 29, Michel Ferte lost control and hit the barrier. The

car was retired, and the decision was made to send it back to TWR for repairs and to be upgraded to XJR-12 specifications for the upcoming race at Daytona in 1990.

1990

Jaguar entered two cars at Daytona in 1990, with Davy Jones, Jan Lammers, and Andy Wallace driving chassis number 388. Both Jaguars were out-gunned in qualifying and only managed 9th and 10th at the start. This led many to think that the “Big Cats” would not feature much in the race, but Tom Walkinshaw was not concerned. As the night rolled in, the cars at the front of the pack continued to encounter more and more problems.



The 1st and 2nd place finishers, chassis 388 and 288, respectively, at the 1990 24 Hours of Daytona.



This Jaguar XJR-9 at the 1990 24 Hours of Daytona. *Courtesy of Sutton Motorsport Images.*

As dawn rose, the two Castrol Jaguars were running well clear of the 3rd place Porsche by an astounding 16 laps. However, the rising sun also led to rising temperatures, and both Jaguars began to overheat. The team decided to pit the cars and flush the radiators, handing time to the hungry Bayside Porsche. After a tense last few hours, relief came when Jan Lammers brought chassis 388 across the line first, to win IMSA's greatest race. Chassis number 288 would finish just behind its sister car, for an extraordinary 1-2 Jaguar finish.

After much celebration, chassis number 388 returned to the track in March for the 12 Hours of Sebring. Another difficult qualifying session resulted in chassis 388 finishing 12th on the grid, but after another contentious race, this car had scythed through the field to come home on the podium once more, this time in 3rd place, rounding off its hugely impressive racing career in true Jaguar fashion.



Visit rmauctions.com to view all photos.



Courtesy of Sutton Motorsport Images



Courtesy of Denis L. Tanney

The XJR-9's return to Daytona, as seen when it won the 24-hour endurance race in 1990 and then again at the hands of Davy Jones in 2015.

Subsequently, the Jaguar was retained by the TWR museum until it was disbanded in 2003. The car was then completely restored in 2006 and acquired by the current owner shortly thereafter. It has since covered just shakedown laps and has also performed faultlessly during a demonstration by 1990 Daytona winner Davy Jones, as well as one by Jochen Mass at this year's 24 Hours of Daytona.

Just as it had in 1990, the spine-tingling howl of the Jaguar's V-12 during this year's demonstration brought both the crowd and the teams back to their feet.

“THE HANDLING IS GREAT, THE BRAKES ARE FABULOUS, AND THE MOTOR IS CRISP AND RESPONSIVE—LET'S GO RACE IT!”

DAVY JONES

JANUARY 2015



Davy Jones reunited with the XJR-9 at the Daytona International Speedway on January 24, 2015. *Courtesy of Denis L. Tanney*



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1938 MG TA DROPHEAD COUPE

COACHWORK BY TICKFORD

CHASSIS NO. **2736**

SPECIFICATIONS:

52.4 bhp, 1,292 cc OHV pushrod four-cylinder engine, four-speed manual transmission, front and rear sliding trunnion suspension, and nine-inch Lockheed hydraulic drum brakes. Wheelbase: 94 in.

ESTIMATE:

\$90,000 – \$120,000

OFFERED WITHOUT RESERVE

- **Superb restoration; expertly maintained**
- **Superior to the basic Midget Roadster in every way**
- **One of the finest examples extant anywhere**

As 1938 dawned, *The Motor* magazine observed that MG was suffering “the perilous inheritance of an honored name.” TA Midgets were being overshadowed, as the company moved up-market with bigger sedans and tourers in 1½-, 2.0-, and eventually 2.6-liter capacities. Meanwhile, *The Autocar* heralded the arrival of a new TA Midget, one that was considerably more sophisticated than the roadster: a three-position drophead coupe. It was bigger than the two-seat Midget, yet smaller than the four-passenger VA series.

For the TA body, MG sought the services of high-quality coach and chassis builder Salmons

& Sons Carriage Works, which had a long relationship with Aston Martin and was, at the time, operating under its new name, Tickford. Only 260 of these cars were built before World War II, and it is believed that only about half of those remain in existence.

The Tickford Drophead Coupe was a genuine effort to produce a weather-proof convertible, as it had a lined top and external landau irons, which enabled three positions to be utilized. Wind-up windows meant that it was quiet and dry when the top was raised. The first part of the top could be rolled back to expose the driver and passenger, while the landau irons would lock in the rear. Finally, the top could be lowered for a fully convertible experience. The windshield

was fixed but could be opened upwards, which was “a valuable asset if one is driving through thick fog,” as *The Autocar* observed.

The drophead coupe was fitted with an adjustable telescopic steering wheel, while its semaphore trafficators notified other drivers of changes in direction when the windows were raised. MG also offered a wider range of colors in 1938, with eight external paint finishes and seven tones for the interior leather. The TA Roadster sold for £222, but the drophead coupe offered much more luxury for just £269 and 10 shillings.

The example offered here is certainly the finest one we’ve ever offered. MG expert Gene Roth spent seven years completing a ground-up restoration, which he finished in 1994. He restored the car to be period-correct down to the smallest detail, including the correct and complete

tool set. All original and restorable mechanical and body components were retained to assure authenticity. Each component was rebuilt to as-new condition, except the engine block, which was replaced in England. The interior is done in walnut, leather, and with Wilton carpeting, as original, and the body is finished in black acrylic urethane enamel. The brightwork is a triple-plated chrome, which includes the wire wheels.

The current owner has continued to maintain this MG’s stunning restoration, as the car has been carefully stored, serviced religiously, and exercised regularly, but only in appropriate weather. Thus, its roadworthiness has been maintained, while the quality of its restoration has also been preserved, both cosmetically and mechanically. Prospective buyers are encouraged to inspect this car closely, as it is certainly one of the best restored TA Tickfords.





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1970 MASERATI GIBLI 4.7 SPYDER

COACHWORK BY GHIA

CHASSIS NO. **AM115/S 1087**

ENGINE NO. **AM115/S 1087**

SPECIFICATIONS:

330 bhp, 4.7-liter dual overhead-camshaft V-8 engine, five-speed manual transmission, independent coil-spring front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic disc brakes. Wheelbase: 100.4 in.

ESTIMATE:

\$750,000 – \$900,000

- **Two Florida owners and 49,000 miles from new**
- **From the collection of Bill Warner, the chairman of the Amelia Island Concours d'Elegance**
- **Still powered by its original engine**
- **Beautifully restored; exceptionally well documented**
- **One of the very finest examples in existence**

Maserati's Ghibli was penned by the talented and young Giorgetto Giugiaro while he was working for Ghia, and it all but stole the show when it was introduced at the 1966 Turin Auto Show. It was conceived as a luxurious and sporting grand touring car that was perfect for crossing large swathes of land in a single bound, and it was a spectacular choice for the individual looking for a stylish automobile that had space for two and their luggage yet was still capable

of sprinting across Europe or North America. The car was fitted with a 4.7-liter DOHC V-8 engine with dry-sump lubrication, making it just as powerful as it was attractive, as it boasted 330 horsepower and a 0–60 mph time of 6.8 seconds, which lead to a top speed of 154 mph.

The most desirable variant of the Ghibli was the spyder. It was identical in every way to its closed sibling, boasting the same performance and an identical amount of practicality but all with the added romanticism of top-down touring. With minimal effort, the fabric top could be neatly folded away behind the seats, leaving more than enough luggage space in the trunk for both the driver and passenger. Only 125 Ghibli Spyderys were built in total, and they rarely become

available on the open market, leaving them as icons of design for most and the perfect grand touring car for the fortunate few.

This 4.7-liter Ghibli Spyder was purchased new by Raymond Mason Sr., the financier and founder of the Charter Companies of Jacksonville, Florida, and it was ordered new by him through Trident Imported Motors Incorporated, of Rosemont, Pennsylvania. Mason specified that the car be finished in Blue Medio (20A173) over a Connolly Bianco (PAC.1544) leather interior, which is the same color combination it wears today. However, instead of picking the Ghibli Spyder up in Pennsylvania, as most customers would, Mason instead opted to pick up his new car from the Maserati factory in Modena, and from there, he took possession of the car on October 26, 1970. On his maiden voyage with the car, he immediately drove across Europe to his

estate in County Galway, Ireland, and the car remained in Europe for his use for the next two years.

In 1972, Mason brought the Ghibli Spyder home to America, shipping it to New York City. Just like he did when he purchased the car new, Mason opted to drive the car from New York to his estate in Epping Forest, the former estate of Alfred I. DuPont, which was located in Jacksonville, Florida. Following its arrival in Florida, Mason's Ghibli Spyder continued to see use in the Jacksonville area for many years, but the car was prone to overheating in the humid Florida climate, which was a common issue with early Ghiblis. As a result, Mason was convinced by a local shop to switch the car's engine with a Chevrolet V-8 to alleviate the problem. Afterwards, Mason drove his Ghibli Spyder for several more years before leaving it to rest in his garage permanently.





Chassis 1087 on the set of *Love, Wedding, Marriage*.

It was not until the 1990s that the Ghibli Spyder was discovered and purchased from Mr. Mason by Bill Warner, the chairman of the Amelia island Concours d'Elegance, who decided to restore the car back to its original configuration. With its Chevrolet V-8 still intact, a correct 4.7-liter Ghibli engine was sourced to replace it. The car was then completely mechanically overhauled at Brumos Porsche, and it was upgraded from its original three-speed automatic to the more sporting and desirable ZF five-speed manual gearbox. Finally, a later Ghibli radiator with dual cooling fans was installed to address its overheating problems, ensuring that this example will run well in any climate. Following the completion of the restoration, it was loaned through Maserati USA for use in the final scenes of the movie *Love, Wedding, Marriage*,

starring Mandy Moore. After its 15 minutes of fame on the silver screen, the Ghibli Spyder was brought back to Brumos for some final detailing, and it was at this time that Ghibli expert Ivan Ruiz called Warner and told him that he had come across a Ghibli engine that might be of interest, as the block was stamped AM115/S 1087, which made it this Spyder's original powerplant. The engine was purchased and immediately shipped back to Jacksonville to be reunited with its proper chassis and body years after being separated.

In January, the interior was restored by Lesch Designs, of Tallahassee, and they were tasked with installing factory-correct leather and wool carpeting to bring the interior back to its original state.

This incredibly well documented Ghibli Spyder comes with all of its correct service and parts manuals, the original owner's manual, and factory documentation from Maserati, including a Certificate of Origin. A matching set of fitted luggage by Randy Cox, of Cox Designs, resides in the trunk, along with a copy of *Love, Wedding, Marriage*. The consignor notes that it is a delight to drive and it performs wonderfully, "with an exhaust tone that would impress even the most jaded aficionado."

It goes without saying that this Ghibli is one of the finest in existence, as it boasts just two owners to its name, with the current owner being Bill Warner, as well as a fresh restoration and a cameo role in a Hollywood film. The Ghibli Spyder, rarer than a Daytona Spider and arguably more attractive and civilized, is considered by many to be one of the finest grand touring cars Maserati has ever produced, and it is often mentioned in the same breath as such Italian icons as the Ferrari 365 GTB/4 Daytona and the Lamborghini Miura. For cruising the Sunshine State in top-down Italian style, there truly is nothing better.





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1934 ALVIS SPEED 20 SB TWO-DOOR SALOON

COACHWORK BY VANDEN PLAS

CHASSIS NO. **11845**

SPECIFICATIONS:

87 bhp, 168.5 cu. in. OHV inline six-cylinder engine, four-speed manual transmission, independent front suspension with a transverse leaf spring, live axle rear suspension with leaf springs, and four-wheel mechanical drum brakes. Wheelbase: 124 in.

ESTIMATE:

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

- Offered from the estate of our dear friend, Edward Herrmann
- Exceptionally attractive coachwork
- Decades of documented history
- A CCCA Full Classic
- The prized possession of a beloved enthusiast

The Alvis Speed 20 is one of the more seldom-seen CCCA Full Classics in the United States. It was a superb British grand tourer that had a triple-carbureted six-cylinder engine and underslung chassis, which provided superb performance and handling, and it became the basis for some truly outstanding coachwork, with perhaps the most beautiful and expensive bodies being produced by Vanden Plas, of London.

According to Alvis historian Wayne Brooks, chassis number 11845 is one of eight known surviving Speed 20 SBs with their original “flat-back” two-door saloon bodies by Vanden Plas. As noted in Brian Smith’s book, *Vanden Plas Coachbuilders*, the car was originally supplied to London dealer Charles Follett for his client, Mrs. F.E. Gilbey. Its next known owner, G.D. Price, held on to it for some years. It was eventually imported to the United States, where it was on display for over a decade in the San Antonio Museum of Transportation in Texas, from which it was sold in 1994.





After spending time in several other good homes, the handsome Alvis was acquired by Edward Herrmann. It was taken to Mr. Herrmann's friend and trusted restorer Don Breslauer, who carefully returned it to its original condition, rebuilt the engine, and freshened the coachwork. When replacing the interior woodwork, Mr. Herrmann requested a "cubby hole" in the dashboard for a glovebox. Its paint color is the unusual but lovely deep olivine green that Mr. Herrmann had previously selected for his famous, award-winning 1929 Auburn Speedster.

The car was featured as part of a special article on the Full Classic Alvis by Bill Manishor, which was published in the Winter 2013 issue of *The Classic Car*. In this article, Mr. Herrmann praised his car's "elegant simplicity of line and balance that has rarely been achieved on any car...One of the stipulations of the restoration was that it be considered a 'refurbishment,' not a Pebble Beach Concours sort of affair. We wanted it correct and very presentable, but not obsessively so." Due to Mr. Herrmann's unfortunate illness, the car



has been seldom driven since the completion of its restoration, but it has been freshened mechanically and serviced prior to its sale, and it is reported to drive well. It is accompanied by Wayne Brooks's detailed history report and an extract from his Alvis Cars database, which includes data from Alvis Ltd. Records held by Red Triangle, of Kenilworth, England.

This handsome Alvis is more than just a seldom-seen and beautiful Full Classic, as it is being offered today from the esteemed stable of a great enthusiast, Edward Herrmann, who was a long-time friend of the RM Auctions family and one of the car hobby's most beloved figures. In the words of RM Auctions Chairman Rob Myers, "We were very saddened by Ed's passing but are very honored to be offering this automobile on behalf of his very loving family. He will always hold a fond place in our hearts."



In memory of Edward Herrmann



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1957 ASTON MARTIN DB2/4 MK III

COACHWORK BY TICKFORD

CHASSIS NO. **AM300/3/1363**

ENGINE NO. **DBA/981**

GEARBOX NO. **DBCW/1675**

SPECIFICATIONS:

200+ hp, 2,922 cc DOHC six-cylinder engine with a factory competition cylinder head, manifolds, and triple Weber side-draft carburetors, four-speed manual transmission, torsion bar independent front suspension with coil springs, live rear axle with coil springs and radius rods, and hydraulic front disc and Alfin rear drum brakes. Wheelbase: 99 in.

ESTIMATE:

\$250,000 – \$350,000

- **Extensive and fascinating early U.S. racing history**
- **Fitted in period with a DB3S competition head and triple Webers**
- **One of 551 examples built; only five owners from new**
- **Restored for vintage rally and tour competition**
- **Includes FIVA Passport**
- **Matching-numbers engine**

Since being delivered new to Dr. Robert Pye, of Woodland, California, on November 28, 1958, this early DB2/4 Mark III saloon has enjoyed a long and rewarding life in the hands of its owners. It had been updated in period for competition use, and its racing history is highlighted by the 16 period participant dash plaques still affixed to the engine compartment bulkhead. Those period races include Laguna Seca in 1958, Pomona Sports Car Races, Cotati, and numerous others, some of which resulted in podium finishes.

It was then set aside to rest for many years, until late 1987, when it passed into the charge of the documented second owner, Steve Warren, who was a resident of North Hollywood, California. The car remained in California until 1994, when it was acquired by noted enthusiast Robert Daly, of Massachusetts, who commissioned its renovation. Unfortunately, before the restoration was completed, Mr. Daly fell ill and decided to sell the car. At the time, the car had undergone some mechanical upgrades and a chassis and cosmetic restoration had been completed.

Early in the car's life, the cylinder head, manifolds, and SU carburetors were replaced by a factory competition head, intake and exhaust manifolds, and triple Weber 40 DCOE side-draft racing carburetors, which were believed to be from DB3S/112. The car is also fitted with the Girling

front disc brakes that had become standard during the Mk III's production run. To enhance this car's menacing and purposeful look, a pair of driving lights was neatly mounted within the grille.

The fourth owner, Jean-François Wulpillier of Reichenburg, Switzerland, brought the Mark III back to Europe in 2003. Mr. Wulpillier began to campaign this historic car in Oldtimer rallies. Over the winter of 2004 and 2005, with the car having recorded some 62,500 miles, the restoration effort began anew and included replacing the interior and performing a complete overhaul on the engine. With that work completed, chassis 1363 was entered in more than 40 classic car rallies. In 2013, this beautifully prepared Aston Martin came into the possession of its fifth owner, who also a Swiss resident. As of January 2015, its recorded mileage under his tenure was 78,500 miles.

Included with the MK III is an impressive cache of spare and original parts. These include factory door panels, a front windscreen, interior hardware, two genuine steering wheels (requiring repair), reproduction manuals, contemporary event logs, and numerous electrical parts, many of which are NOS or new. Additionally, the car's file includes restoration photos, correspondence with the first Swiss owner, period advertisements, and a genuine, rare full-color dealer brochure.

This wonderful and very rapid DB2/4 is a rally and tour veteran that has been maintained properly for use as such, with the most recent servicing being performed by a specialist in Switzerland. It would be welcome at virtually every U.S. post-war rally/tour event, such as the California Mille and Colorado Grand, and it would be a perfect mount for the Copperstate 1000. For an owner wishing to compete in Europe or elsewhere, this car has been issued a current FIVA Passport.





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1931 ALFA ROMEO 6C 1750 GRAN SPORT SPIDER

COACHWORK BY ZAGATO

CHASSIS NO. **10814313**

ENGINE NO. **10814313**

BODY NO. **917**

SPECIFICATIONS:

85 bhp 1,752 cc DOHC supercharged inline six-cylinder engine with a Memini carburetor, four-speed manual transmission, front and rear live axle suspension with leaf springs, and four-wheel mechanical drum brakes. Wheelbase: 108 in.

ESTIMATE:

\$2,300,000 – \$2,600,000

- **The 13th of approximately 106 fifth-series Gran Sports produced**
- **One of 76 examples built for 1931**
- **Comprehensive restoration completed in 2009**
- **Exhibited at the 2012 Pebble Beach Concours d’Elegance**
- **Overwhelmingly original example with numerous matching body stamps and parts numbers**
- **A racing legend built on the triumphs of such Alfa greats as Tazio Nuvolari and Achille Varzi**

As the world of motorsports evolved during the early 1920s, FIAT continued to dominate grand prix racing, but they soon watched many of its brightest and most talented employees hired away by the competition. Perhaps no loss was more significant than that of engineer Vittorio Jano, who not only demonstrated a

mastery of technical design but also supervised field testing, contributed to race strategies, and even occasionally worked with pit crews. While his exodus from FIAT in late 1923 marked a downturn for the Turin firm’s fortunes, it was a coup de grâce for Alfa Romeo, whose team manager, one Enzo Ferrari, had personally recruited the young engineer.

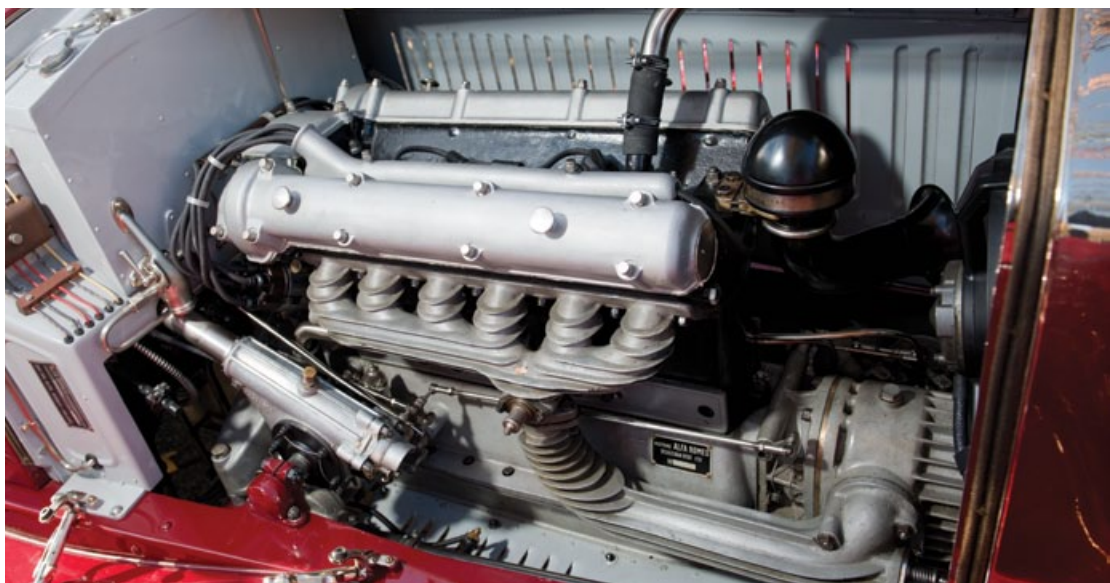
Jano was immediately charged with developing Alfa’s new grand prix car, the P2, and the model’s smashing run of victories overwhelmingly justified his hiring. In 1926, Jano succeeded Giuseppe Merosi as Alfa’s head of design, and he then set to work on a touring car that was centered around a brand-new overhead-cam, 1.5-liter,

inline six-cylinder engine. The 6C 1500 officially entered production in 1927, and the Sport version, which became available a year later, featured a twin overhead cam that raised power by 10 to a brisk 54 horsepower. (This motor would become the conceptual basis for the evolution of small-displacement dual-cam engines that defined Alfa's greatest cars over the following four decades.) Both Normale and Sport versions rode wheelbases of 114 inches and were generally clothed in saloon or four-seat tourer coachwork.

In 1929, the 6C 1500 Super Sport was introduced, and it featured two-seat spider coachwork and an optional Roots supercharger, which increased power to 76 horsepower. These cars were produced in very small numbers during the two series of 6C 1500 production, which lasted until late 1929, when the engine displacement was enlarged to 1,752 cubic centimeters.

The resulting 6C 1750 was produced in four more series of gradual improvements over the following six years, soon distinguishing itself as one of Alfa Romeo's most important models. While nearly 2,600 examples were made in total, many of these cars were equipped as the single-cam Turismo version (the replacement for the Normale) and were built on Alfa's long 122-inch chassis. A minority of these cars were classified as Sport models, which were built on 114-inch chassis and equipped with the twin-cam 1750 engine. Most of these cars were clothed with Alfa saloon coachwork and were soon more appropriately renamed Gran Turismo.

This distinction paved the way for the Super Sport examples, which rode the shorter 108-inch wheelbase and were available with finned alloy superchargers and intake manifolds. Perhaps most importantly, these cars were coachbuilt to individual customer order by firms like Zagato, Castagna, and Touring.





In 1930, the Super Sport name was updated to Gran Sport, and these cars featured an ingenious sloping radiator that not only gave the car a more rakish appearance but also functionally increased the surface area of the radiator for improved cooling. The 6C 1750 Gran Sport Standard was equipped with the Roots supercharger, which developed an unprecedented 85 horsepower, and approximately 106 examples were produced before the introduction of the sixth and final series of cars in 1933.

In factory competition form, the 6C 1750 firmly thrust Alfa Romeo into the winner's circle, making it arguably more successful than any Alfa model to date. With five major victories in 1929 alone, including Giuseppe Campari's triumph at the Mille Miglia, the 6C 1750 took the top

three places at the 1930 Tourist Trophy and the 1930 Mille Miglia, the latter of which constituted an epic duel between legendary drivers Achille Varzi and Tazio Nuvolari.

CHASSIS NUMBER 10814313

“Find the [correct] rhythm, and the Alfa becomes as easy and well-mannered as a sports car 30 years its junior,” wrote Mark Dixon in the February 2015 issue of *Octane* magazine, after he had tested the 6C 1750 Gran Sport Spider that had been produced just one chassis number after the feature example offered here. “Straightaway, it's clear why this car was such a natural for road racing. It doesn't matter whether you're going fast or slow; the steering is always light and super sharp.”

After describing how “the higher-pitched sounds of the supercharger and gearbox...assault your ears,” Dixon added, “The exhaust produces a wonderfully roty hot-rod beat,” and “torque is remarkable good.” He summarizes, “There aren’t many cars of this vintage that feel so satisfying in every respect. If you want a quality pre-war sports car that’s challenging but not difficult, exhilarating without being exhausting, then a 6C 1750 makes a convincing statement.”

Although factory records of chassis number 10814313 were destroyed during World War II, it is very likely that the Alfa was constructed during March or April of 1931, as most of the cars in close proximity within the chassis sequence were issued certificates of origin around this

time. According to the data of Luigi Fusi and Roy Slater’s in the seminal 1968 book on the 6C 1750 model, the car is the 13th of approximately 106 examples of the fifth-series 6C 1750 Gran Sport and one of still fewer clothed in Zagato’s famous spider coachwork.

The car was reportedly first registered in Switzerland in 1933, but by the late 1940s, it was owned by a student in Geneva named Lucien Dorier. According to an original Swiss title printed on silk, Mr. Dorier sold the 6C in June 1950 to Guido Arioli, a salesman living in nearby Tinizong. The car is believed to have lived the majority of its life in Switzerland, and by the 2000s, it was owned by collector Peter Groh, who had commissioned a substantial restoration, which began in 2005.







Ivo Buschor, of Schocherswil, Switzerland, was retained to rebuild the engine, carburetor, gearbox, clutch, steering column, axles, and brakes, with additional work being performed on the fuel and electrical systems. The body and cockpit were disassembled, rebuilt, and refinished, the instrument panel was refurbished, and the seats were reupholstered. The restoration was completed in April 2009, and according to invoices, it totaled over 100,000 Swiss francs, with the result being a masterfully presented, concours-worthy vintage speed machine.

When the Alfa was acquired by the consignee in 2011, it was finally removed from its long-time home in Switzerland and imported to the United States. The Gran Sport's importance, rarity, and correctness of restoration were confirmed when it was accepted and presented at the 2012 Pebble Beach Concours d'Elegance, where it competed in the European Classic: Sports Racing class. Although sparingly used by the current owner, the Alfa has been periodically driven to maintain freshness, and it has recently received a fluid top-off and basic service to ensure strong operating quality for the next caretaker.

The Alfa retains a number of original components and markings, including the original chassis identification plate, engine number stampings, and crankcase stamping. The numbering of the Memini carburetor, front axle, rear axle housing, and CWP gear carrier also suggest that these components are original. The chassis number is stamped on both the windscreen and the hood-hinge, and body number 917 is clearly stamped on various parts of the car, including on the floorboards and in fascinating pencil markings on the inside of the wooden door panels and trunk lid. The car is also accompanied by its original owner's manual.

Chassis number 10814313 is a sensational example of a verifiable racing legend and one of Alfa's most esteemed and significant pre-war automobiles. With its beautiful open coachwork, stout mechanical prowess, and impressive competition pedigree, there is little wonder that the 6C 1750 Gran Sport Spider has grown to be a darling of top-tier concours d'elegance and a favorite among discerning collectors and Alfa purists. Well-maintained examples are reputed to be highly rewarding driver's machines that are abundant in light, connected steering, impressive road handling, and plenty of supercharged power, provided by its center-positioned accelerator pedal.



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1958 CADILLAC ELDORADO BROUGHAM

ENGINE NO. **58P088156**

BODY NO. **702**

SPECIFICATIONS:

Series 70. 335 bhp, 365 cu. in. OHV V-8 engine, four-speed Hydra-Matic automatic transmission, coil-spring independent front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel power hydraulic brakes. Wheelbase: 126 in.

ESTIMATE:

\$175,000 – \$250,000

OFFERED WITHOUT RESERVE

- **The third-from-last first-generation Eldorado Brougham**
- **Reportedly only three owners from new**
- **Well-maintained, largely original condition**
- **Numerous original accessories and air suspension**

For the ultimate Cadillac of the late 1950s, Harley Earl's styling team contributed multiple new ideas, including four-door hardtop sedan bodywork with disappearing windows, rear-hinged rear doors, and a broad expanse of sparkling brushed stainless steel for the roof. Quad headlights were exclusive to the model. The engineering staff worked out a litany of power accessories that was so numerous that "power everything" wasn't just a convenient phrase, it was a reality. The trunk lid and rear doors not only opened with the push of a button, but they

also closed with one too, and the doors would lock automatically when the transmission was put in gear. A memory front seat was a first for a production car, as were the forged aluminum wheels. Naturally, there was air conditioning.





All of this high living came at a cost of \$13,974, which was twice the cost of the Eldorado Biarritz Convertible. In fact, one had to look long and hard to find a production car anywhere in the world that was as expensive as an Eldorado Brougham. Cadillac reportedly lost \$10,000 on every car built, which was why the original “Eldo Bro” lasted for only two years and only 704 examples were made.

The car offered here is body number 702, the third-from-last original Eldorado Brougham. It remained in the family of its original owner until 2007 and was then sold to a well-known Cadillac enthusiast in the American South, who carefully restored its mechanical

components and drove it extensively. The car visited the 2009 Cadillac-LaSalle Club Grand National in Las Vegas and was actually once driven from coast to coast, across the United States.

The Eldorado Brougham still has its original interior, which is in well-maintained condition, and it still rides on its very rare original air suspension system. It is also accompanied by many of the original vanity accessories, reportedly everything except for the original atomizer, which was destroyed when it was loaned to a company to reproduce it.

This Eldorado Brougham, showing under 75,000 actual miles, is the ultimate in 1950s Cadillac luxury.





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1955 AUSTIN-HEALEY 100S

CHASSIS NO. **AHS 3504**

ENGINE NO. **1B222705**

GEARBOX NO. **1013**

BODY NO. **32**

SPECIFICATIONS:

132 bhp, 2,660 cc pushrod inline four-cylinder engine, four-speed manual transmission, front independent coil springs, rear semi-elliptic leaf springs, and four-wheel Dunlop hydraulic disc brakes. Wheelbase: 90 in.

ESTIMATE:

\$975,000 – \$1,375,000

- **The first chassis of just fifty built of this special alloy-bodied racing model**
- **The fourth car to be finished; custom-ordered for actor Jackie Cooper**
- **Delivered to Cooper at the 1955 12 Hours of Sebring race**
- **Driven by Cooper, with co-driver Roy Jackson-Moore**
- **The only 100S delivered in Spruce Green**

The story of Donald Healey and his motor company, which was founded in the English Midlands town of Warwick immediately following World War II, is well-known. It was an era when a small group of dedicated and talented people could create great automobiles, and Healey's tiny company did just that, even during an era of post-war shortages and an economy still struggling to recover.

In 1952, Healey had struck a deal with Austin for them to assemble his "Healey Hundred" in far greater quantity than his tiny Warwick-based company ever could have. As part of that arrangement, Healey continued development of the car and embarked upon a competition and record-setting program to garner publicity to boost sales. The key element of that effort was the development and creation of the 100S, a car conceived not to make a profit but rather to advance the marque's sporting image by its appearance on race tracks around the world.

The 100S was developed throughout 1953 and 1954, and what emerged was a car that looked very similar to the standard 100 but was, in fact, built

by hand at the Healey Works in Warwick, where scores of improvements and modifications were incorporated to make it more competitive in racing. As with any race car, weight was always a principal concern, and to lighten the 100S, an all-alloy body was used, along with an alloy substructure. To further contribute to weight savings, the standard car's bumpers were shed, as was the large glass windscreen and the "weather equipment," which included the top and side curtains. The result was a curb weight of just 1,876 pounds. The 100S was a purpose-built racing car from the beginning.

The engine was also highly modified, resulting in a power increase from 90 to 132 brake horsepower. This was achieved by dozens of modifications, with the most apparent being a specially designed aluminum Weslake cylinder head that required the intake and exhaust manifolds to be on opposite sides from those of the production cars. Although ostensibly still an "Austin" engine, they were actually built at the Morris engine plant in Coventry.

Among other notable features of the 100S are the brakes. Dunlop hydraulic disc brakes at all four corners were cutting edge in the mid-1950s. The early Dunlop systems used a Plessey mechanical pump to energize the braking system. However, with advances in disc brake design,

the pump was believed to be unnecessary, and Healey and Dunlop installed a new design in the Cooper 100S chassis. Through trial and error, the final set-up was determined and used on the subsequent 100S Healeys.

THE JACKIE COOPER 100S: CHASSIS AHS 3504

While this was going on in Warwick, American actor Jackie Cooper was racing his standard Austin-Healey 100, which was painted Spruce Green. At this point, he had already become a huge fan of the marque and was also a great friend and supporter of Donald Healey. Cooper had begun his acting career as a child star in the 1920s, and at age 9, he became the first child actor to receive an Academy Award nomination. He joined the U.S. Navy during World War II, and afterwards, he returned to acting. He remained involved with the Navy as a line officer and jet co-pilot, which led to a distinguished career and him eventually achieving the rank of captain. Cooper's dedication to the Austin-Healey marque was such that he traveled with the Donald Healey Motor Company to the Bonneville Salt Flats for the record attempts in 1954. Cooper even narrated the British Motor Corporation's publicity film of the venture, concluding it by stating that Donald Healey was the "Wizard of Warwick"!



Jackie Cooper getting a little good luck before hitting the track at Sebring.



The 100S getting prepared for the big race. Note the roll of tape on the hood.

Thus, when the 100S was announced, Cooper was a ready customer. The car offered here is the one he ordered, which was produced in the first batch. It is the first production chassis and the fourth 100S completed. It was used as a test-bed for the new upgraded Dunlop disc brake system, and various brake system components are uniquely stamped, with some even being hand-engraved with numbers to help with the initial layout of the braking system. Chassis 3504, used as a guide for building the first three cars, was finished just in time for shipment to Florida for the 1955 12 Hours of Sebring race, where Cooper took delivery of the car. At Cooper's request, it is the only 100S finished in his signature Spruce Green, and its interior was also in a unique and matching green. Additionally, while the other 100S cars wear a dash plaque that attests to their specifications being similar to that of the Austin-Healey 100 that raced at Sebring in 1954, this car, the first chassis, was not originally fitted

with that plaque, as stated in a memo written by Cooper to a subsequent owner, Bill Wood. Also unique to 3504, and also at the request of Cooper, this 100S was equipped with a YCM Mallory distributor, which remains with the car today.

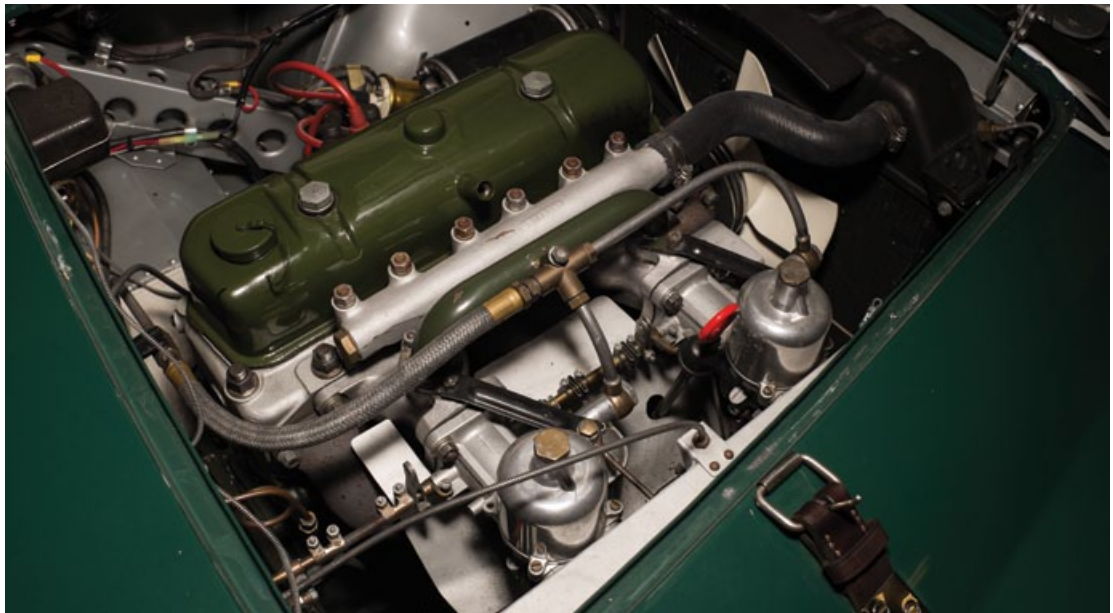
For the 1955 12 Hours of Sebring race, Cooper teamed with Englishman Roy Jackson-Moore, an Austin representative then living in the U.S. This was the first Sebring race to include a Hollywood movie star, and seven 100S cars were entered, including one driven for the factory by Stirling Moss and Lance Macklin. Cooper and Jackson-Moore were holding onto 7th position overall and would have finished as the second 100S in the race and 2nd in class, to be beaten only by Moss and Macklin, but as Cooper wrote, "In Sebring, faulty wiring caused battery failure, and I had to push the car over a mile!" The extraordinary effort resulted in a 42nd place finish,

but it got him named Auto Sportsman of the Month and pictured on the cover of *Sports Car Illustrated* magazine. As such, Cooper and AHS 3504 entered Sebring legend. (Cooper, already an active member of the California Sports Car Club and the British Auto Racing Club, began his competition career at Pebble Beach in 1951 with his completely stock Jaguar XK120.)

After that first outing at Sebring, Cooper went on that same year to race 3504 at Thompson Raceway in Connecticut, the Edenvale airport circuit in Ontario, at Beverly in Massachusetts, at Watkins Glen in New York, and at the Nassau Trophy Races in the Bahamas.

Subsequent owners of the car continued to race 3504 for a number of years, and in 1976, it was acquired by Austin-Healey collector Bill Wood, of New England.

Originally, Wood had purchased another 100S that was missing various items, and so he placed an ad in *Road & Track* magazine in search of a 100S grille. He subsequently received a call offering him a 100S engine and gearbox. Wood made the purchase and later discovered that it was the drivetrain from the Cooper 100S. Sometime later, Wood discovered an engineless 100S that was being prepared for the installation of an MGB motor by its owner. Wood acted quickly and was able to trade a motorcycle for the car, which turned out to be the Cooper 100S. Thus, the car and motor were reunited, and in 1989, Wood sent the somewhat disassembled but quite complete car to Fourintune Garage in Cedarburg, Wisconsin, for a full and correct restoration. Fourintune restored no fewer than four of this rare model, and in 1990, it was finished just in time to compete in the Meadow Brook Hall Concours for the Peter Helck Trophy in the Race Car Circle.





Wood then sold the car in 1997 to Italian Tommaso Gelmini. Gelmini shipped the car to Italy and raced it at the Targa Florio and Mille Miglia Storica in 2001 (as car #174). In 2002, chassis 3504 was purchased by Joe Hayes, of Chicago, Illinois, and he returned it to the U.S.A. In 2003, it was purchased by Bruce Earle, of Pennsylvania. Earle used the car in numerous vintage races, and in 2008, he sold the car to William Story, of California. This unique car was featured in the 2009 Austin-Healey Club of America calendar for the month of April, and it appeared at the 2008 Austin-Healey Club USA's annual Rendezvous. In August 2009, it was the featured car at Botham Vineyard's 14th Annual Vintage Celebration in central Wisconsin. The current owner purchased the car

in 2010 and has taken it to several British car shows for charitable causes.

This 100S retains its original engine, chassis, and all-alloy body, and the left front fender was replaced with a NOS fender from a New Jersey dealer after being damaged at Evendale in June 1955. Today, this unique automobile embodies the magical age when a small team of talented and inspired people could develop and create such a car, when a Hollywood celebrity could race one against the likes of Stirling Moss, when the racing circuit included the glamor of Nassau, and when speed records on the Bonneville Salt Flats figured prominently in automobile advertising.

The car has been put aside for preservation during its prep for contemporary vintage racing, and included with its purchase is the original Weslake aluminum cylinder head, an original “hippo-type” aluminum oil cooler, and other spares and original parts, which are too numerous to list here but will be available for inspection on site.

This unique car, one of only fifty produced and the first chassis among them, has unique brake parts, and it would make a stunning centerpiece in any high-grade collection of sports cars. Add to that its period racing history, which includes Sebring, and its legendary “press on regardless” finish, and something very exceptional becomes rarer yet. Then account for the celebrity/sportsman original owner and his relationship to Donald Healey, as well as its specially ordered color and features, and one can most certainly consider AHS 3504 among the world’s most significant competition sports cars. This extraordinary Austin-Healey is ready to continue to provide adventure on the road and would be enthusiastically welcomed at innumerable prestigious events worldwide.



Visit rmauctions.com to view all photos.



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1958 PORSCHE 356 A 1600 SPEEDSTER

COACHWORK BY **REUTER**

CHASSIS NO. **83814**

ENGINE NO. **75350**

GEARBOX NO. **22235**

SPECIFICATIONS:

60 hp, 1,582 cc OHV air-cooled horizontally opposed four-cylinder engine with dual Zenith carburetors, four-speed manual transmission, independent front suspension with laminated torsion bars, parallel trailing arms, and tubular shock absorbers, independent rear swing axles with torsion bars and tubular shock absorbers, and four-wheel hydraulic drum brakes. Wheelbase: 82.7 in.

ESTIMATE:

\$250,000 – \$300,000

- Fully restored in attractive colors
- One of just 1,129 T2 Speedsters produced from 1957 to 1958
- Includes books, a tool kit, and a Certificate of Authenticity

Porsche's iconic 356 Speedster first appeared in 1954, after U.S. distributor Max Hoffman convinced the factory that it needed a product with which to compete with lower-cost British imports. What Porsche delivered was a bare-bones roadster with a base price of just under \$3,000, which was exactly what Hoffman needed to get customers in the door. Unlike the luxurious 356 Cabriolet, with its fixed windshield and numerous comfort features, the Speedster was very basic, with side curtains instead of roll-up door glass, a removable windshield, ventilated thin-shell non-reclining bucket seats, and little else.

It was a true dual-purpose sports car. Owners could readily use their Speedsters for every-day transportation and then drive to the track on weekends, remove the bumpers, top, windshield, floor mats, and other trim, tape on some numbers, and go racing. Speedsters offered excellent performance due to their light weight, and they soon established themselves as the cars to beat. They were well-built, reliable, and great fun to race. Speedsters remained competitive well into the 1970s and 1980s, winning many national championships in the U.S. and Europe. By the time T2 Speedster production wound down in 1958, only 1,129 examples had been built, and that group is considered to be the most modern and drivable today.

This very pretty 1958 Speedster has benefitted from a prior cosmetic and mechanical restoration, and its engine compartment has recently been detailed. It wears a California "black plate" and is presented in period-correct Signal Red (601) paint. Its lightweight Speedster seats are upholstered in tan leatherette, as is the rest of the interior, which is complemented by tan German square-weave carpeting. It has a matching tan fabric folding top and side curtains, as well as a tan top boot. Its paint and brightwork are described as excellent, and the consignor states that all the body panels are original to the car, which is verified by the three-digit numbers that appear on the inside of both doors, the front trunk lid, and the engine cover.

It is powered with a period-correct, 60-horsepower 1600 Normal four-cylinder engine that has been completely rebuilt, fitted with correct date-coded Zenith carburetors, and is described as being in good running order. The transaxle has also been replaced. Finally, the Speedster is fitted with chromed steel wheels, and it retains an original deluxe steering wheel.

Speedsters of all years have become highly collectible in recent years, and with a limited number of good examples available, demand has grown steadily. Here is a nicely restored Speedster that is perfect for club shows or enjoyable top-down weekend touring. It is supplied with its original books and tool kit, as well as a Certificate of Authenticity.





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1930 BENTLEY “BLUE TRAIN” RECREATION

CHASSIS NO. **B68HR**

ENGINE NO. **B34H-1396**

SPECIFICATIONS:

180 bhp, 5,675 cc Bentley B80 inline eight-cylinder engine with four SU carburetors, synchronized four-speed manual transmission, independent front suspension with upgraded coil springs, rigid rear axle with semi-elliptic leaf springs, and hydraulic front drum and mechanical rear drum brakes. Wheelbase: 140.5 in.

Please note that this lot is titled as a 1950.

ESTIMATE:

\$550,000 – \$650,000

- **Recreation of the legendary “Blue Train” Speed Six**
- **Built by a respected UK coachbuilder**
- **Based on a 1950 Bentley Mark VI chassis**
- **Recently completed and only test mileage since**

Legends cling to many famous cars, but perhaps the most fabled of them all is the story of the “Blue Train” Bentley.

Once upon a time, March 12, 1930, to be exact, a wager was made amongst a group of early motoring enthusiasts at a dinner party at the Carlton Hotel in Cannes, France. A high-spirited discussion was prompted by the Rover motor car’s advertisement, claiming that its Light Six was faster than the famous express train *Le Train*

Bleu. One person in the group was Captain Joel Woolf “Babe” Barnato, a well-known playboy millionaire, the heir to a South African diamond and gold mine, an international sportsman, and one of the original “Bentley Boys,” as well as the chairman of Bentley Motors and the winner of the 24 Hours of Le Mans in 1928 and 1929. He boasted that he would have no difficulty outrunning *Le Train Bleu* in his Bentley Speed Six. He bet £100 on his claim.

The next day, at 5:45 p.m., *Le Train Bleu* steamed out of Cannes, heading to London’s Victoria Station, while Barnato and his relief driver left the Carlton Hotel in his Speed Six. Although

they battled heavy rain and fog, delays from searching for fuel, a punctured tire and having to use their only spare, and a choppy ferry ride across the English Channel, they arrived at the St. James Street Conservative Club four minutes before *Le Train Bleu* had even reached the ferry at Calais, France. Captain Barnato won his bet; however, the French authorities promptly fined him a sum far exceeding his winnings for racing on public roads. Bentley Motors was also excluded from the 1930 Paris Salon for conducting an unauthorized race.

As for the car that he actually raced that day, that story too is one of legend. Barnato happened to have owned ten 6½-Litre cars, with seven being standard chassis and three being Speed Six chassis. For decades, the car depicted as the “Blue Train Bentley” in countless newspapers and

magazines, as well as in a commemorative painting of the race with *Le Train Bleu* by Terence Cuneo, was Barnato’s streamlined “fastback” coupe, which had been bodied by Gurney Nutting and wore chassis number HM2855. However, the Bentley he actually drove that day was a rather unassuming black, fabric-covered saloon that had been built by H.J. Mulliner on a 1929 Bentley Speed Six chassis, number BA2592. Captain Barnato had owned that car for a year before the event, while his Gurney Nutting Coupe was still being built.

The race is still a fascinating legend, and in October 2005, 75 years after the event occurred, Bentley Motors celebrated it with a limited-edition version of the current series Bentley, a 6.75-liter four-door saloon named the Arnage Blue Train Series.





The Blue Train Recreation offered here was modeled after the Gurney Nutting Coupe and built to exacting standards by a renowned coachbuilding firm in the UK. This series is ever popular, as the firm has a lengthy three to five year waiting list for those looking to acquire their own fabled Bentley. This example, built on a 1950 Bentley Mark VI chassis, was just completed in October 2014. The car was then recently imported into the U.S. and has been registered in this country with its duties paid. This Blue Train has only covered delivery miles since, and it therefore remains in as-new condition throughout.

The car is equipped with a Bentley B80 inline eight-cylinder engine that has been beautifully detailed and features four SU carburetors, which create a healthy 180 horsepower. The powerful inline-eight is mated to a synchronized four-speed transmission, making the Bentley a true pleasure to drive. The rear trunk also features a full tool kit in a fold-down tray, should the owner wish to work on the car themselves. The beautifully crafted interior features matching liquor cabinets, with each containing a decanter and a set of crystal glasses that have been engraved with the Bentley "B," to provide



touring comfort for the passengers. The cabinets are finished in highly polished walnut, as is the dash cowl and the tops of the doors. Beautiful red leather completes the interior, along with matching red carpeting. A Webasto sliding sunroof is fitted, as are twin side-mounted spare wheels. This Blue Train, finished in a stunning and menacing black vinyl-and-leather-covered body, has quite a presence on the road.

The legend of the Blue Train race in March of 1930 remains one of the greatest stories in automotive history, and one could imagine how exciting it would be to recreate that incredible race in this car today!



Bentley vs. The Blue Train by Terance Cuneo



Visit rmauctions.com to view all photos.



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1960 JAGUAR XK150 S 3.4 ROADSTER

CHASSIS NO. **T 831811 DN**

ENGINE NO. **VS 1624-9**

GEARBOX NO. **JLS 42569 JS**

BODY NO. **F 16840**

SPECIFICATIONS:

250 bhp, 3,442 cc DOHC inline six-cylinder engine with three SU carburetors, four-speed manual transmission with electric overdrive, torsion bar independent front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic disc brakes. Wheelbase: 102 in.

ESTIMATE:

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

- **Concours-winning, 100-point JCNA, Reggie Ray restoration**
- **Timelessly elegant in deep blue over grey leather**
- **Desirable Laycock de Normanville overdrive**
- **Matching numbers, as confirmed by its Jaguar Daimler Heritage Trust Certificate**

Jaguar's XK120 was an instant hit at its 1948 Earls Court introduction. It was low and lithe and had a curvaceous envelope body, as well as a newly designed dual overhead-cam inline six-cylinder engine, which could willingly produce prodigious power and would endure as Jaguar's standard bearer motor throughout the 1990s. The model took its name from a May 1949 speed run by a production roadster on Belgium's Jabbeke Highway, where it was clocked in at over 120 mph.

For 1955, the chassis was redesigned with larger torsion bars and rack-and-pinion steering. The engine was given higher-lift camshafts, which raised horsepower to 190. The car was redesignated XK140, and an XK140 MC variant with the cylinder head from the C-Type Jag boosted brake horsepower to 210.

The final iteration of the original XK arrived in 1958 as the XK150. The car was significantly restyled and now had a higher beltline, with virtually no dip ahead of the rear fender. The windshield was a one-piece curved affair, and the grille was widened. For the first time, four-wheel disc brakes were available and fitted to most cars, while even the roadster version featured wind-up

windows. An XK150 S model with an engine updated to 250 brake horsepower was ultimately added to the line. In mid-1961, the all-new E-Type, which was sold as the XKE in North America, was introduced, and the XK150 was quietly phased out.

In the 1990s, this blue XK150 Roadster was restored to an impressively correct, award-winning standard by late Jaguar expert Reggie Ray in his Pennsylvania shop, and it still stuns today, with its deep blue paint and matching convertible top. The interior is upholstered in grey leather, with matching carpets, and it remains show-quality throughout. The chrome wire wheels sport knock-off caps and wide whitewall tires.

It is equipped with the 250-horsepower, triple-carburetor 3.4-liter "S" engine and also features the desirable Laycock de Normanville electric overdrive. The car's odometer shows barely 42,000 miles, which are believed to be genuine. It is equipped with a

correct period Radiomobile AM radio and comes with its original tool roll and owner's manual. The car has earned numerous awards, including an AACA National First in 1996, several Best of Show awards, and multiple 100-point Jaguar Club North America honors. Accordingly, the car includes several boxes of trophies. Additional documentation provided with the car includes restoration photos and invoices. Since its show career, this Jaguar has covered very few road miles, and it has been properly stored for preservation in a climate-controlled environment, where it has been elevated on jack stands and has received regular lubrication. It has recently been serviced by F40 Motorsports in Connecticut.

Offered here is the XK model that cemented Jaguar's reputation as a world-class builder of sports GTs: an XK150 S in its most powerful, user-friendly, and refined form. This car is an impressive example and comes with a sterling pedigree.





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1933 PACKARD SUPER EIGHT COUPE ROADSTER

VEHICLE NO. **659-100**

ENGINE NO. **750953**

SPECIFICATIONS:

Series 1004, 145 bhp, 384.8 cu. in. L-head inline eight-cylinder engine, three-speed manual transmission, solid front axle and live rear axle with semi-elliptic leaf springs, and four-wheel mechanical drum brakes. Wheelbase: 142 in.

ESTIMATE:

\$225,000 – \$250,000

- **An AACA National First and CCCA Premier winner**
- **Well-preserved older restoration**
- **Beautiful example that is ready to be enjoyed**

When America inaugurated a new president in March 1933, Packard still retained its place as the nation's leading luxury car, as it was prominently placed in the parade on Pennsylvania Avenue. The new Tenth Series had debuted in January and featured two eight-cylinder lines, the Eight and Super Eight, as well as an extensive catalogue of Twelves.

The Tenth Series, offered in a staggering array of 55 body styles on five different wheelbases, proved unusually fleeting. By August, with

fewer than 5,000 built, it had been discontinued and succeeded by the Eleventh Series. As a result, survivors are quite rare.

Packard's last true roadster without side curtains was offered in 1931's Eighth Series. Replacing it with style was the coupe roadster, the company's name for a convertible coupe. It retained the roadster's sporty rumble seat but treated the front passengers to a cozy cabin, complete with roll-up windows. This car is an excellent example.

The current owner purchased it from New Jersey collector David Kane some 25 years ago. It had recently been restored for Kane by Stone Barn

Automobile Restoration in Vienna, New Jersey, and afterwards, it earned AACA Junior and Senior awards, as well as CCCA First Prize and Senior recognition, with medallion 1329. In its current ownership, the plaudits have continued, with a Third in Class at the 1992 Pebble Beach Concours d'Elegance. Following a myriad of awards from local shows, it was accorded CCCA Premier status at the Baltimore Eastern Grand Classic in 1994.

In the years since, it has been enjoyed by its owner and treated to a regular servicing and freshening of the now older restoration. The car has only the most modest blemishes, the blue and silver paint retain a deep shine, and all the brightwork is of show quality. The undercarriage is spotless and painted blue to match the body. The interior and rumble seat are done in medium grey leather, and while showing some age, it is virtually unworn and has no significant flaws. The rumble seat

has clever fold-out leather pads at the side, which act as arm rests for the passengers. There is also a golf bag door on the right-hand side. The convertible top is made of a canvas that matches the blue paint and has silver piping.

Similarly, the engine compartment is clean and well-detailed, showing age in only a few areas. The car has Bijur central chassis lubrication and a working Startix starting system. The tires are Lester 7.00x17 wide whitewalls, which are all in good condition.

Fewer than 1,400 Series 1004 Packards in all body styles were built during the short model year. This is an opportunity to acquire a rare and desirable example. It is ready for participation in all CCCA, AACA, and other vintage functions, and it is bound to please a new owner.





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1932 STUTZ DV32 TONNEAU COWL FOUR-PASSENGER SPEEDSTER

CHASSIS NO. **DV-26-1474**

ENGINE NO. **DV-33319**

COACHWORK BY **LeBARON**

SPECIFICATIONS:

156 bhp, 322.1 cu. in. DOHC inline eight-cylinder engine, three-speed manual transmission, solid front and live rear axles with semi-elliptic leaf springs, and four-wheel hydraulic drum brakes. Wheelbase: 134.5 in.

- **The ultimate, most powerful Stutz model**
- **The only factory-catalogued Dual-Cowl Phaeton on the DV32 chassis**
- **One of a believed two known survivors**
- **Formerly owned by Scott Newhall and Charles Jones**
- **Desirable short-wheelbase chassis and lightweight aluminum coachwork**

“It was the best of times; it was the worst of times.” Charles Dickens wrote it about 18th century France, but it applied just as well to the mood within 1060 North Capitol Avenue, Indianapolis, in 1930. Stutz was in trouble. The successes of competition in the Brass Era had not translated into successes in production in the 1920s, and the company was further weakened by financial shenanigans of top management

and the onslaught of the Great Depression. In the end, it would not survive. Nonetheless, in early 1931, amidst all the gloom and doom, Stutz launched the DV32, and it was as fine an epitaph as any automaker would ever write for itself.

The DV32 began with the original Stutz Vertical Eight that had debuted in 1926. As the company did not have the funds on hand to design a completely new engine, they had to make do with this mill for five years, continuously fine-tuning and upgrading it. The DV32 featured the last iteration of the mill, which began as a 322-cubic inch former BB engine that had been redesigned by Charles “Pop” Greuter, the dean of the Stutz engineering department, to

ESTIMATE:

\$500,000 – \$700,000

include double overhead camshafts and angled valves above the hemispherical combustion chambers. It was this arrangement that gave the engine its lasting title, the "Dual-Valve 32," for its four valves per cylinder, with 32 in total.

The upgraded engine produced some 156 horsepower, which was about the same horsepower-per-cubic-inch ratio of the Duesenberg Model J, and this was taken to the rear axle through a Warner three-speed transmission. With a lightweight body on a short-wheelbase chassis, as found on the example offered here, a DV32 was swift, flexible, and capable of not only 90 mph but also outrunning just about everything but the inevitable.

Only about 200 examples of the DV32 were delivered during Stutz's waning days, which finally came to an end in 1935, after a valiant attempt at survival through

light truck production. The survivors have long been held among the most valuable and desirable of Stutzes, and they are among the most pleasurable automobiles of their era to drive.

CHASSIS NUMBER DV-26-1474

The genuine DV32 offered here was bodied in aluminum by LeBaron as a four-passenger speedster. This body style was offered in two variations, with and without a tonneau cowl, which, according to other manufacturers, would make it a "dual-cowl phaeton." This was the only dual-cowl phaeton style to be catalogued by Stutz for the DV32 chassis. It is believed that three DV32 Four-Passenger Speedsters survive today, of which two have the tonneau cowl, and the car offered here is the only example of those two likely to be available for sale in the near future.







The ownership history of chassis number DV-26-1474 has been traced back to well-known San Francisco socialite, enthusiast, and early collector Scott Newhall. Later, it passed to prominent collector Charles Jones, from whom the present owner acquired the car in 1990.

The consignor spent the next five years exhaustively restoring the car back to original condition, noting that he took each component apart, rebuilt, and painted or chromed them as-original, with extensive research being made to ensure correctness and a high level of detail throughout. The engine, transmission, rear axle, and other drivetrain components were overhauled, rebuilt, and repainted, while the body panels and fenders were individually primed and painted before being mounted on the chassis.

The restoration was completed in 1995, and the car was shown at that year's Pebble Beach Concours d'Elegance. The following year, it became a CCCA Senior award winner at the California Summer Grand Classic, where it received badge number 2042, and in 1998, it won First Place at the Silverado Concours d'Elegance. Today, it still presents beautifully and is accompanied by a small collection of photos that document the restoration work, as well as information pertaining to its show history.

As the only available Dual-Cowl Phaeton to ride on the ultimate Stutz chassis, this car would be a singular addition to any collection of CCCA Full Classics.





173

1927 ROLLS-ROYCE PHANTOM I NEWMARKET CONVERTIBLE SEDAN

CHASSIS NO. **S359FM**

ENGINE NO. **85087**

BODY NO. **5718**

SPECIFICATIONS:

40–50 bhp, 468 cu. in. overhead-valve inline six-cylinder engine, three-speed manual transmission, solid front axle with semi-elliptic leaf springs, live rear axle with cantilever leaf-spring platform suspension, and four-wheel servo-assisted brakes. Wheelbase: 146.5 in.

ESTIMATE:

\$200,000 – \$250,000

COACHWORK BY **BREWSTER**

- **One of 67 built on Springfield Phantom I chassis**
- **New York and Boston dealer “trials” car**
- **Fascinating New York society ownership history**
- **A CCCA Full Classic; excellent tour and CARavan car**

This “Springfield” chassis Phantom I, number S359FM, was manufactured at the Rolls-Royce of America facility in the Massachusetts town of the same name. Records from the Rolls-Royce Foundation, copies of which are included on file, note that the car was built in 1927 and was used as a “trials car,” also known as a dealer demonstrator, at the agencies in New York and Boston. It is highly possible that many of the famous names who enjoyed Phantom Is in the

U.S. during this period took their first drive behind the wheel of this very car.

Following its “trials use,” the car was sold new on December 27, 1928, to Arthur R. Seligman of New York City, this purchase took place just a month after it had arrived in the city. Mr. Seligman was the son of a prominent broker and member of the New York Stock Exchange, Maurice Seligman, and he was also a prominent socialite, sportsman, and yachtsman. This Phantom I continued its fascinating social history by eventually passing to Charles Barron Otis, an engineer and publisher of *The American Banker*, in 1936. Mr. Otis was a

member of a prominent Boston family and a relative of the Otis family, which owned the *Los Angeles Times*, as well as Amelia Earhart!

By the time Mr. Otis had purchased the Phantom I, it had been rebodied as the present Newmarket Convertible Sedan, one of sixty-seven built by Brewster and a design that would be copied almost line by line from California coachbuilders Murphy. The styling has beautiful, almost light lines, which were created by thin window pillars, large window glass, and a delicate beltline molding. These features were all typical of Murphy but unusual for a four-door convertible of this era.

The car features all of the ornate accessories that are typical of a Rolls-Royce from this period, including chrome wire wheels wrapped in wide whitewall tires, dual side-mounted spares that are shod in cloth covers with belted mirrors, and a body-color metal trunk. The French-made Marchal headlamps were a popular accessory for wealthy American motorists. Inside is correctly upholstered in leather and has wool carpeting.

This handsome and well-maintained Rolls-Royce has recently been driven 1,000 miles in its present ownership, and it has won an Amelia Island Concours Class Award and an award at the Mirror Lake Classic Concours. It is described as being in excellent mechanical condition, just as surely as it was while on Wall Street so many years ago.





174

1932 LINCOLN MODEL KB COUPE

COACHWORK BY JUDKINS

CHASSIS NO. **KB1644**

ENGINE NO. **KB1644**

BODY NO. **5-12308**

SPECIFICATIONS:

Body Style 244B. 150 bhp, 448 cu. in. L-head V-12 engine, three-speed synchromesh transmission with integral free-wheeling, solid front axle and live rear axle with four-wheel longitudinal leaf springs, and four-wheel vacuum servo-assisted mechanical drum brakes. Wheelbase: 145 in.

ESTIMATE:

\$180,000 – \$220,000

- **Lincoln's 1932 salon exhibition car**
- **The first and most desirable year of the Lincoln V-12**
- **One of reportedly nine built**
- **Beautifully restored; a CCA Premier winner**

This car was one of only nine Model KB Lincolns built in 1932 to this beautiful two-passenger coupe design by the John B. Judkins Company, of Merrimac, Massachusetts. According to surviving factory records, copies of which are on file, this particular Coupe was Lincoln's 1932 salon exhibition car, and it had been displayed at the automobile salons held that year in major American cities. It was finished on December 27, 1932, and it is believed to have been shown at the Drake Hotel in Chicago, the Biltmore Hotel in Los

Angeles, and the Palace Hotel in San Francisco as part of its nationwide tour.

Then, as now, the car's body and wheels were finished in Jade Mist, with Birmingham Green fenders, moldings, and upper panels and silver striping. The top was trimmed in leather to match the Birmingham Green, and the interior was upholstered in Wiese Bedford Cord cloth. Interestingly, when new, this Lincoln was priced at \$5,415, which was \$500 more than the most expensive factory body.

A later owner acquired the car, still in its original and unrestored condition, in the early 1990s, and after researching and verifying its history with

archivists at the Henry Ford, he undertook a ground-up restoration to the highest of standards, finishing the car in the original salon colors and trim. The car went on to earn a Classic Car Club of America Premier award, and it has continued to be shown enthusiastically by its present caretaker, achieving award-winning results. It has been well-preserved and carefully maintained, and although

an obvious concours competitor, it would also make a superb car for CCCA CARavans and other long-distance touring events.

This spectacular Lincoln is one of a few surviving original salon display cars. It has style, power, and rich history in equal measure.





175

1970 NISSAN FAIRLADY Z 432

CHASSIS NO. **PS30-00092**

SPECIFICATIONS:

160 hp, 1,989 cc DOHC 24-valve S20 inline six-cylinder engine with three Mikuni-Solex 40PHH side-draft carburetors, five-speed manual transmission, independent front suspension with MacPherson struts, coil springs, telescopic dampers, and an anti-roll bar, independent rear suspension with Chapman struts, lower wishbones, coil springs, and telescopic dampers, and front disc and rear drum brakes. Wheelbase: 90.75 in.

ESTIMATE:

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

- **Four valves per cylinder, three carburetors, and two overhead camshafts**
- **Only about 420 examples produced, solely for the Japanese market**
- **Acquired from its original owner in Japan in 2013**
- **The most recognizable yet rarest use of the first-generation GT-R drivetrain**

In the late 1960s, Nissan began development of a closed sports car to replace their popular Datsun 1600 and 2000 roadsters. Under the direction of Yutaka Katayama, the president of the Nissan Motor Corporation in the U.S. (known as “Mr. K” and the “Father of the Z-car”), renowned German designer Albrecht von Goertz was hired as a consultant on the project. He and the Nissan styling staff would develop the initial design, while Yamaha would engineer the drivetrain and build the prototype. Ultimately, Nissan and Yamaha didn’t come to terms and the project was temporarily shelved.

Undeterred, Nissan continued to develop the new car in-house. Chief Designer Yoshihiko Matsuo, along with Assistant Designer Akio Yoshido and their team, created the car we know today as the 240Z. It was introduced in October 1969 and was an immediate success, as it offered striking styling, strong performance, and exceptional build quality, all at an affordable price.

Although the Datsun 240Z was targeted primarily at the American audience, Nissan produced an exceptional version of the Fairlady Z strictly for their domestic market. Since their merger with Prince, Nissan had developed their formidable S20 straight-six into a competition colossus, culminating with the launch of the indomitable Skyline GT-R. This is the same race-derived drivetrain, with the upgraded close-ratio five-speed gearbox and heavy-duty limited slip differential, that would be fitted in the Z-car, creating the ultimate production variant, the Fairlady Z 432.

MY FAIRLADY Z

The Z 432 offered here is possibly one of the finest examples to come out of Japan. It is incredibly rare, as only 420 total examples were produced, with many having met their fates on the racing circuit or having been heavily modified over the years. Therefore, any highly original car such as this is rarer yet, as well as highly sought after, as few are seldom found outside of their homeland.

This car was imported from Japan in 2013 and had been acquired, incredibly, from its first and only owner. At the time, the Nissan was still registered on its original Shinagawa license plates from September 1970. Save for one repaint in its original color, it has never been taken apart, and it remains in remarkably original condition throughout. Everything continues to function as it did when it left the factory, including the original radio, clock, and heater. Additionally, the car includes its original Nissan tool roll, spare tire, and foot-well flashlight, and it also

features the optional rear spoiler and desirable factory magnesium wheels.

An RM specialist, himself very familiar with these cars, has test-driven this Z 432 and reports that this willing, high-revving machine provided a thrilling ride. The solid feel of an excellent, unrestored car cannot be overstated, but the bottom line, as he relates, is that “it runs like a scalded cat!”

As with the Hakosuka GT-R, the Z 432 is a legend at home, and it has a growing following amongst enthusiasts in the West. Despite its recognizable good looks, this limited-production, high-performance car should never be confused with a Datsun 240Z. This is the “holy grail” of all Z-machines, and as such, the opportunity to acquire an example as wonderful as this is unlikely to be repeated any time soon.





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1932 MARMON HCM V-12 PROTOTYPE

CHASSIS NO. **DD609**

SPECIFICATIONS:

151 bhp, 368 cu. in. overhead-valve aluminum V-12 engine, three-speed manual transmission, sliding-pillar independent coil-spring front suspension, transverse leaf-spring independent rear suspension, and four-wheel mechanical drum brakes. Wheelbase: 134 in.

ESTIMATE:

\$450,000 – \$550,000

- A one-off CCCA Full Classic prototype
- The only Marmon V-12 ever built
- Formerly owned by Brooks Stevens and Ed and Judy Schoenthaler
- A 2001 Pebble Beach Concours d'Elegance Best in Class winner
- Documented in *Automobile Quarterly*, Vol. 43, No. 4

In an attempt to urge his company to survive the Great Depression, Howard Marmon took drastic action by conceiving a revolutionary new model.

The HCM, as it became known, was developed in collaboration with Fred Moscovics and George Freers, and it was to have a tubular backbone and four-wheel independent suspension, using transverse leaf springs in the front and rear. Two parallel front springs were connected to sliding

pillars, which were anchored to outriggers from the narrow center chassis. At the rear, four springs, two forward and two aft, were mounted to the differential housing, which formed the center of the chassis. The outer ends of the springs supported the wheel hubs. Drive was by swing axles. The result was very low, un-sprung weight, but ride quality suffered, so the front springs were changed to coils mounted on the pillars above the steering knuckle.

The transmission was a three-speed unit mounted rigidly to the tubular backbone, through which the driveshaft ran. Behind the transmission was an epicyclic overdrive, in turn rigidly bolted to the differential housing.

Problems with lubrication and the shift linkage caused this arrangement to be abandoned and replaced by a standard Marmon Sixteen transmission that had been mounted directly behind the engine.

Howard Marmon decided on a V-12 engine, as it was more powerful than an eight but much more economical than his flagship V-16. Engineering was expeditious and based on the V-16, retaining the V-16's bore, stroke, 45-degree cylinder bank angle, and wet-liner aluminum construction. It developed 151 brake horsepower at 3,700 rpm, which was three-quarters of the V-16's output from an engine three-quarters its size. Initial tests were conducted at the Indianapolis Motor Speedway in July

1932, where the car was driven by racing driver Wilbur Shaw, and here, the car accelerated from 10 to 50 mph in a then-remarkable 12.77 seconds, with a 113-mph maximum speed.

The HCM's body was similarly radical. While creating the Marmon Sixteen, Howard Marmon had contracted its body design to Walter Dorwin Teague Associates in New York. Mr. Teague, however, did not like automobiles and did not even drive, so he assigned the Marmon project to his car-crazy son, Walter Dorwin Jr., who was then an M.I.T. student. The Marmon Sixteen design came together when Teague Jr., known as Dorwin, came home from Boston to work weekends.





After his experience with the Sixteen, Dorwin Teague built a model of “what a car really should look like,” as he described it. His influences were an evocative Renault ad in a French magazine and the enclosed fenders on Frank Lockhart’s 1928 Stutz Blackhawk speed record car. The 1/10-scale model, with its long hood, aft-mounted cabin, and truncated luggage compartment, was in the Teague design office when Howard Marmon came to discuss the project. Marmon was captivated, and once back in Indianapolis, he sent Teague a set of chassis drawings to get things started.

The HCM’s form was further refined, with the cabin moving slightly forward and the trunk becoming more of a bustle. In place of the model’s freestanding headlamps, a pair of stylish narrow Woodlites was integrated into the edge of the grille shell. Like the four-passenger coupe model, its doors were reversed, making them front opening.

The car was built in a special shop in a corner of Marmon’s plant and personally financed, at an estimated cost of \$160,000, by Howard Marmon

himself. Upon its completion in the fall of 1933, the company was in receivership. Howard Marmon and George Freers took it on a tour of the nation's auto manufacturers to see if someone else could produce it. However, none of the Big Three, nor any of the independents, were interested. In the end, Marmon took the car home to his North Carolina estate and wrapped it in cellophane. There it remained until his death in 1943.

Prominent car collector and operatic tenor James Melton tried to buy the HCM, but Marmon's widow would not sell it. Instead, she gave the car to Fred Moscovics, who was then working for A.O. Smith, a manufacturer of automobile frames and other industrial products in New York. Moscovics in turn traded it to Allan Floyd, of Milwaukee, who eventually gave it to industrial designer Brooks Stevens for his museum. Stevens painted the HCM dark blue but otherwise left it largely untouched, as well as unused.

The next owner, renowned collector Ed Schoenthaler, purchased the car from the Stevens museum in 1999, after Mr. Stevens' death. He was initially interested in some other cars from the Stevens Collection, but he decided to purchase the HCM after researching its history, becoming, in his words, "the only one of five owners to pay for the car." All previous transfers had been gifts or trades.

The HCM was entrusted to George Kovanda, of Chicago Restorations, who completely disassembled and rebuilt it, finishing it in the correct shade of light tan. The work was completed in 2001, and then, in 2014, it was reunited with its designer, Dorwin Teague, in an emotional moment at the Pebble Beach Concours d'Elegance, which was compounded by the car winning Best in Class.

The Marmon HCM is one of the most significant yet relatively unknown prototype cars ever built. This example has been extensively chronicled by the late Beverly Rae Kimes in *Automotive Quarterly*, and it represents a singular opportunity to acquire a car of exceptional historical importance.





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1966 CHEVROLET CORVETTE STING RAY 327/300 CONVERTIBLE

CHASSIS NO. **194676S120051**

ENGINE NO. **120051 F04IHE**

SPECIFICATIONS:

300 bhp, 327 cu. in. OHV V-8 engine with a single Holley four-barrel carburetor, four-speed manual transmission, four-wheel independent suspension, and hydraulic front and rear disc brakes. Wheelbase: 98 in.

ESTIMATE:

\$80,000 – \$100,000

OFFERED WITHOUT RESERVE

- **Multiple-award winner, including a NCRS Top Flight and a Bloomington Gold Blue Ribbon**
- **Finished in one-year-only Mosport Green; very well optioned**
- **Complete matching-numbers example**

Chevrolet's second-generation Corvette took the world by storm upon its introduction for the 1963 model year. It was dubbed the "Sting Ray," for its distinctive shark-like styling, apart from its tried-and-true V-8 engine, and it was completely different from the Corvettes that preceded it. It is both shorter and lighter than the car it replaced, as it boasted a new ladder-type chassis frame and was the first American production car ever fitted with an independent rear suspension. Chevrolet also offered both coupe and convertible body

styles for the Corvette with this all-new car, giving enthusiasts the choice between the security and comfort of a coupe or the open-air thrill of a convertible.

Like previous years, the 1966 Corvette remained largely unchanged, save for a few interior and exterior details. The seat pattern changed slightly to decrease wear, backup lights were now standard and integrated into the rear bumper, and Holly carburetors were offered as standard on all engine options. This would also be Chevrolet's most successful year with the second-generation Corvette, as over 27,720 were produced, with 17,762 being convertibles.

The Corvette Convertible offered here was built in April 1966 and fitted with the base 327-cubic inch, 300-horsepower V-8 engine, which was mated to a four-speed manual transmission. It was finished in Mosport Green—a color that would only be available for 1966—over a matching Green vinyl interior and tan convertible top, and it was very well optioned from the factory, as it was equipped with a hardtop, aluminum “knock-off” wheels, complete ignition shielding, a teakwood steering wheel, power windows, a power antenna, and a factory-tinted windshield.

Following a full restoration to its original configuration, this Corvette has seen numerous accolades at many Corvette events around the country. It is a beautiful restoration that has earned the prestigious Triple Crown award for achieving a Blue Ribbon at Bloomington Gold, Top Flight certification by the NCRS, and the Gold Spinner Award at Chevy Vettefest. Once such a Corvette

has received these highest awards, there is no doubt to its authenticity and the proper numbers in the engine and drivetrain. The car was purchased by its current owner in March 2011, and the restoration has held up very well, with the Corvette remaining in immaculate condition and ready for more shows or the open road.

The Corvette is perhaps the most iconic American car ever built, and it has always been the gold standard of American sports cars. It is ideal for highway cruising, still quick enough to win the occasional stop-light drag race, and is widely considered to be one of the greatest post-war American car designs, and it will never go out of style, especially second-generation ones.

This Corvette is in truly remarkable condition, and it has excelled at the country’s most rigorous and prestigious Corvette concours events. It would definitely please the most discerning of collectors.





178

1963 SHELBY 289 COBRA

CHASSIS NO. **CSX 2147**

SPECIFICATIONS:

306 bhp, 289 cu. in. Ford OHV V-8 engine with an aluminum intake and Holley carburetor, aluminum Borg-Warner T-10 four-speed manual transmission, independent front and rear suspension with A-arms, transverse leaf springs, and tube shock absorbers, rack-and-pinion steering, and four-wheel hydraulic disc brakes. Wheelbase: 90 in.

ESTIMATE:

\$950,000 – \$1,150,000

- **Formerly owned by Ford Special Projects Director Jacques Passino**
- **Original matching-numbers engine**
- **Finished in its original colors**

The Shelby Cobra combined British handling and finesse with American muscle, and it was the car to have when it was unveiled in 1963. Using the AC Ace as a starting point, Carroll Shelby shoehorned a powerful Ford V-8 engine to replace the Ace's aging and anemic inline-six. The result was nothing short of spectacular, and it proved to be not just a thrilling street car but also a very competitive racer. At the Cobra's first outing in Riverside, California, in February 1963, Dave MacDonald handily put everything on the track in his rearview mirror. Those who saw it in action were immediately smitten.

While the first 75 Cobras to leave Shelby's California facility were fitted with 260-cubic inch V-8 engines, the cars that would follow received a slightly larger 289-cubic inch engine. The Cobra was quoted at 271 brake horsepower and weighed in at only 2,000 pounds, which was nearly 500 pounds lighter than the Corvette. As a result of the Cobra's seemingly instant success, Carroll Shelby went from being a well-known racing driver to a household name, paving the way for his Shelby-branded vehicles for years to come.

This Cobra, chassis CSX 2147, was fitted with a 289-cubic inch engine, a single Holley carburetor with an aluminum intake, an aluminum Borg-Warner T-10 transmission, and desirable rack-and-pinion steering. According to the car's

entry in the Shelby World Registry of Cobras and GT40s, it was originally invoiced to Jacques Passino, of the Ford Motor Company. Passino knew Cobras well and played an important role within Ford, as he was the director of the company's Special Products division. The car was invoiced to him on September 16, 1963, for \$5,182, and it included such features as "Class A accessories," a luggage rack, and WSW tires, all purchased with the added incentive of a Ford Motor Company discount. Passino kept the car for just over a year and then returned it to Shelby American in November 1964, with 12,336 miles on its odometer.

While the early ownership history of the car remains unknown after Passino's ownership, it is known that the car was acquired by Paul Horn, of Santa Monica, California, in May 1974 from the car's third owner. Horn restored the car, refinishing it in Guardsman Blue over its tan upholstery and fitting new wheels and a roll bar. The car left his ownership in 1977 and was sold through Ferrari of Los Gatos to Edward Bonneau, who then passed it to Peter Ballow, also of California, one year later.







In 1982, CSX 2147 was acquired by Hal Morrison, of Saint Helena, California, who subsequently sold the car to Rod Skinner, of Napa, California. The car appeared at SAAC-9 in Napa in August 1984, and there, it wore a custom Oregon license plate that read SHELBY. Two years later, it was purchased by Gary Penir, also of Napa. Penir showed the car at SAAC-13 in Santa Rosa in 1988 and took Second Place in the popular vote for Cobra class. He would retain the car for the next 25 years. Eventually, Penir decided to move to Hawaii but opted not to bring his Cobra with him, storing it in his daughter's garage in California. However, he would often drive his Cobra on return visits.

Ultimately, Penir sold CSX 2147 to its current Texas-based owner, who has maintained it in his collection for

the past five years. In his custody, the car was restored to its original color combination of Guardsman Blue over a black interior, and it looks truly gorgeous, fitted with its original wheels. This Cobra still retains its original 289 V-8, and it also comes equipped with its correct top bows, convertible top, tonneau cover, side curtains, and owner's manuals.

The Shelby Cobra is just as desirable as it was on the day the first example left Shelby's facilities, and it is largely considered to be the most iconic American sports car ever produced. To many, the 289 is the ideal iteration of Carroll Shelby's most famous car. With enough power to easily outrun modern traffic, yet not enough to be nearly as aggressive as the 427, these are truly wonderful automobiles to be enjoyed out on the open road.



179

1967 SUNBEAM TIGER MK IA

CHASSIS NO. **B382002093 LRX FE**

ENGINE NO. **7476-B19KC**

GEARBOX NO. **HEHE 016034**

BODY NO. **JAL 662081**

SPECIFICATIONS:

164 bhp, 260 cu.in. OHV Ford V-8 engine, four-speed manual transmission, coil-spring independent front suspension, live rear axle with semi-elliptic leaf springs, and front disc and rear drum hydraulic brakes. Wheelbase: 86 in.

ESTIMATE:

\$125,000 – \$175,000

OFFERED WITHOUT RESERVE

- **Iconic Mark IA Tiger; recent restoration by Classic Showcase**
- **Includes Rootes Archive Centre Trust Certificate**
- **British sports car with American V-8 power**

Sunbeam's new Alpine, which was introduced late in 1959, put the company squarely back in the two-seater sports car segment. Its unibody design with modest, stylish tailfins made it up-to-the-minute and more modern-looking than anything from MG or Triumph. However, what it didn't have was power.

Rootes Competition Manager Norman Garrad was aware of the Ford V-8 engines that Carroll Shelby had fitted to AC sports cars to create the

Cobra. Garrad's son Ian, Rootes' West Coast sales manager in the U.S., approached Shelby, who oversaw the creation of a prototype for the Tiger, which took the name of a 1925 Sunbeam land speed record car. The prototype was completed in the spring of 1963, and it was powered by the 260-cubic inch version of the small block Ford, as used in Falcons and Fairlanes. Inside was a tight fit, and it required a change to rack-and-pinion steering; thus, it came out just 20 percent heavier than a four-cylinder Alpine, and it had twice the power. Lord Rootes gave his okay, and 3,000 engines were ordered from Ford.

Between 1964 and 1967, production of Mark I Tigers reached 6,450, with about half of them unofficially designated Mark IA, based on the Series V Alpine. A Mark II version with the 289-cubic inch Ford engine was introduced in 1967, but only 633 were built before production was halted. The Chrysler Corporation had bought the Rootes Group, which made the Ford engine verboten, although Chrysler's smallest V-8 sadly would not fit.

This Mk IA Tiger was manufactured on May 13, 1966, and built to North American specifications. When it was complete, it was sent to Rootes Motors Overseas Ltd. in London for export. The U.S. dealer and first owner are not recorded. It was recently restored by Classic Showcase in Oceanside, California, with all systems having been gone through and a full vehicle detail having been performed both inside and out, including on the undercarriage.

During the restoration, all-new suspension components were installed, the brightwork was redone where needed, the top bows were restored for the new fitted soft-top, and the instruments were gone through. New rubber was installed, as was a new stainless steel exhaust system. The car was wet-sanded and buffed after it received new paint, resulting in a brilliant finish. New carpets were fitted, and all-new upholstered panels were installed in the trunk. The varnished wood dashboard has full instrumentation, as well as a period-correct Motorola solid state AM radio. The car is fitted with Michelin radial tires that are on steel wheels and have correct hubcaps and beauty rings.

Included with the purchase of this Sunbeam are a Tiger tool roll, an owner's manual, and a certificate from the Rootes Archive Centre Trust. This recently restored example is fabulous to show or drive.





180

1953 FERRARI 212 EUROPA COUPE

COACHWORK BY VIGNALE

CHASSIS NO. **0287 EU**

ENGINE NO. **0287 EU**

SPECIFICATIONS:

140 bhp, 2,562 cc single overhead-camshaft V-12 engine, five-speed manual gearbox, independent front suspension via A-arms, and transverse leaf springs, live axle rear suspension with semi-elliptic leaf springs, and four-wheel hydraulic drum brakes. Wheelbase: 102.4 in.

ESTIMATE:

\$2,000,000 – \$2,500,000

- **Built for American sportsman Thomas Neelands**
- **A compelling early Vignale-bodied Ferrari; one of only six built**
- **Matching-numbers original engine and gearbox**
- **Two-time Copperstate 1000 participant**
- **Freshly serviced and ready to rally or show**

THE FERRARI 212

Ferrari's 212 series of automobiles was constructed between 1950 and 1953, and it boasted a variety of different styles and configurations that customers could choose from. The cars were blessed with a modified Colombo V-12 that was bored out to 2.5 liters to provide high horsepower, as well as a chassis that

was largely based on that of the earlier 166 MM but had been adapted by engineers to handle the higher horsepower of its updated engine.

With only about 100 models of the 212 produced, production was divided up into competition-ready Export models, which sported even-numbered chassis, and road going Inter models, which received odd-numbered chassis. Towards the end of the production run, some of these 212 models carried the chassis number suffix "EU," which stood for Europa. Numerous coachbuilders would be commissioned to clothe the 212 chassis and engine, but none were more distinctive than those bodied by Vignale.

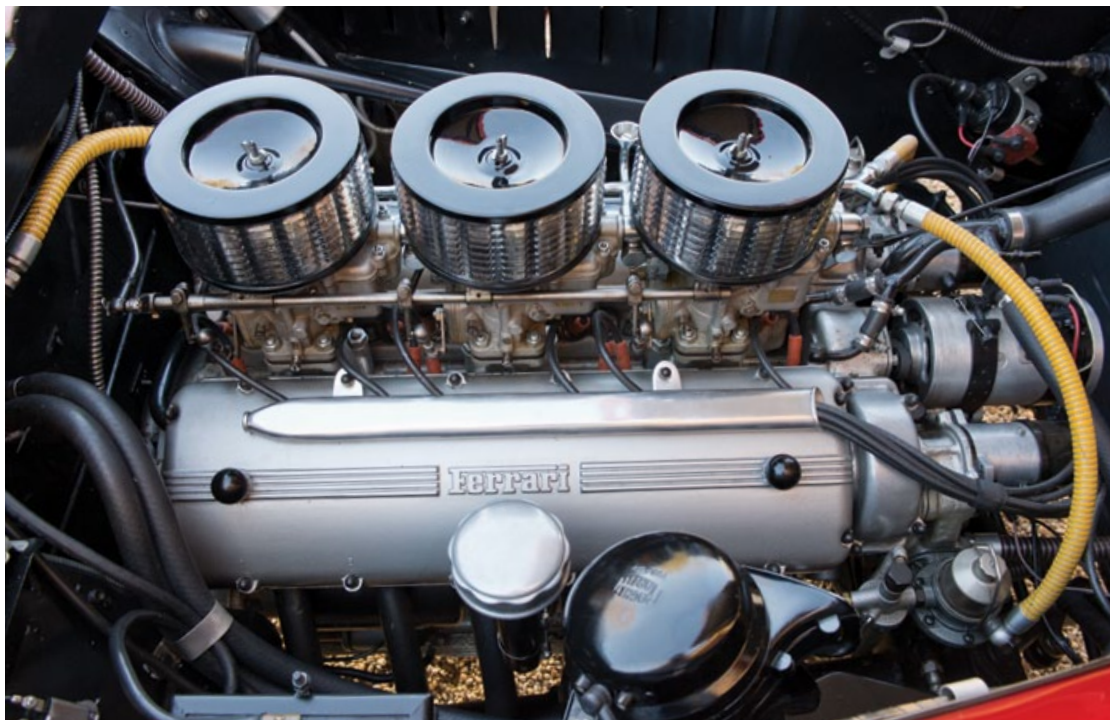
CHASSIS 0287 EU

Following its completion by the factory, chassis number 0287 EU, a 212 Europa Coupe with coachwork by Vignale, was earmarked for shipment to the United States, where it would be sold by Luigi Chinetti Motors. The car was shipped directly to Chinetti's facilities, where it was subsequently purchased by its first owner, Thomas Neelands of New York City, a prominent financier, sportsman, and enthusiast of fine automobiles.

By the 1960s, chassis number 0287 EU had traveled further west to San Francisco, where it was owned by Sid Colberg. In 1977, the car was purchased by Robert

Raylor, of Burlingame, and three years later, the car was reported to be with Robert Lloyd, of Justin, Texas, who started to restore the car. Two years later, the 212 Europa was in the respected collection of John Ridings Lee, of Dallas, who had repainted the car maroon and removed its side chrome trim.

In 1983, chassis number 0287 EU returned to California, in the custody of Russell Head, a resident of Hillsborough. Head showed his car at the Ferrari Owners Club Concours at the Rancho Canada Gold Club in Carmel Valley in August 1984.





Sometime thereafter, the Europa was owned by an individual in Salt Lake City, Utah, and then it was imported to Switzerland after being purchased by Albrecht G. Guggisberg's Oldtimer-Garge in Berne. After properly importing chassis number 0287 EU into Switzerland in June 1986, it was resold that same month to Paolo Gecchelin, of Castelgomberto, Italy. Gecchelin used the car frequently and showed it in the Ferrari Club Italia meeting at Imola in October 1987. Two years later, he drove it in the Mille Miglia, wearing #151. In June 1989, the car returned to Imola, where it was shown once again by Gecchelin during the Ferrari Club Italia meeting.

Following its second time participating in the Mille Miglia, in May 1990, the Europa was sold to a Mrs. Graziella Palato, of Vicenza, Italy. Obviously Gecchelin regretted selling his Europa, as he purchased it back from Palato in January 1992. Following his reacquisition of the car, Gecchelin showed it during the Tutte le Ferrari in Pista meeting at Mugello in October 1993. However, in 1995, Gecchelin would part with his Ferrari for the last time, selling it to Ralph Bruggmann, of Gstaad, Switzerland. Bruggman displayed his Europa at Ferrari's 50th anniversary celebrations in Rome and Maranello in May 1997.



One year later, the 212 Europa was sold back to Albrecht Guggisberg's Oldtimer-Garage, who commissioned the engine to be overhauled. Shortly thereafter, it was sold to collector Edgar Schemerhorn, of Delft, Holland, in December 1999. Schemerhorn drove the car sparingly but showed it at the MECC Show in Masstricht, Holland, in 2002 and again at the Uwe Meissner Modena Motorsport Track Days and Concours at the Nürburgring in Germany in 2005. In December of that year, the car was pictured in issue number 59 of the German magazine *Ferrari World*. Schmerhorn sold his car at RM's own famed Ferrari – Leggenda e Passione auction at the Ferrari factory in

Maranello, Italy, on Sunday, May 17, 2009, which was an honor that testifies to the car's overall quality.

In 2009, chassis number 0287 EU returned to Texas, where it was cosmetically restored. Its stunning Vignale coachwork was refinished in red, with a black top, and the interior was reupholstered in matching black leather, tying the two-tone exterior to the interior of the car. The mechanical fuel pump was also replaced with an electric fuel pump in an effort to increase its reliability. It should also be noted that these changes can be easily reversed if the new owner should so desire.





Following the restoration, chassis number 0287 EU was purchased by its current custodian in 2011. In his ownership, the car was driven twice on the Copperstate 1000, in 2012 and 2013. It was also shown at the Santa Fe Concorso in Sante Fe, New Mexico, in September 2013. In January 2015, in preparation for this auction, the Europa was sent to Bob Smith Coachworks in Gainesville, Texas, for a full service and detailing, which has ensured that the car is ready for more outings on vintage rallies and concours events.

Early Vignale-bodied Ferraris are representative of a unique period in Ferrari's history. Their coachwork is

instantly recognizable when compared to Scaglietti, Pinin Farina, Ghia, or Touring, and a very limited number of examples were produced before Pinin Farina became the coachbuilder of choice. As such, Vignale-bodied Ferraris are highly sought after for their unique looks and character, and no two examples are exactly identical.

Chassis number 0287 EU, one of only six built, is a wonderful example of its kind, and it would be an excellent concours candidate or vintage rally participant. With two Copperstate 1000 rallies to its name and a recent servicing by Bob Smith Coachworks, it is definitely ready for continued use by its next owner.



181

1968 INTERMECCANICA ITALIA SPYDER

CHASSIS NO. **50049**

SPECIFICATIONS:

250 hp, 301.5 cu. in. Ford Cleveland V-8 engine, four-speed manual transmission, independent front suspension with coil springs and telescopic shock absorbers, rear trailing arm suspension with coil springs and a Panhard rod, and four-wheel disc brakes. Wheelbase: 94.5 in.

ESTIMATE:

\$140,000 – \$180,000

OFFERED WITHOUT RESERVE

- **Single ownership since 1978**
- **Comprehensive restoration, including a mechanical rebuild**
- **Shown at the Meadow Brook Concours d'Elegance in 2010**
- **A brilliant example of a rare Italian sports car**

Knowledgeable sports car enthusiasts are quick to perk up when they hear the name Intermeccanica, and with good reason. Intermeccanica was established in 1959 by chemical engineer Frank Reisner and his wife, Paula, and their cars combined Italian artistry with an American powertrain. The Reisners were zealous car buffs who loved sports cars and racing. They traveled to Europe and settled in Torino, Italy, where they opened their company and began manufacturing aftermarket speed kits. Their dream was to build beautiful performance cars. In 1967, after

a series of name, ownership, and engineering changes within the company, the Reisners began production of the stunning Italia Spyder.

The first Italias were exported to the United States in 1968. The cars were unlike anything else on the market and quickly gained the attention of discerning American car lovers. However, with limited production and a dear price tag of \$8,500, only the affluent could afford them. To many aficionados, the 1968 Intermeccanica Italia Spyder was an automotive masterpiece. The car's "prancing bull" badging was a gracious nod to Lamborghini's fighting bull. Its styling, which was classic Italian with vintage Ferrari undertones, was elegant. Its performance was

equally impressive, as it could reach 0–60 in 6.2 seconds and had a top speed of 155 mph, which was attained through a powerful and proven Ford V-8 engine. The Italia's steel body was hand-formed, and its chassis was made from tubular steel. With fewer than 400 of these models being built during its production run from 1967 to 1973, the Italia has since taken on an appealing mystique as a rare automobile.

The Italia Spyder offered here is an exceptional and pristine example, one that has been enjoyed by one owner for the past 37 years. It underwent a bumper-to-bumper restoration by the talented craftsmen at R&A Engineering in Manchester, Michigan, and expense was not an issue, with receipts totaling more than

\$200,000 accompanying the car. The consignor notes that all of the mechanical systems have been rebuilt or replaced, including the engine, which has been disassembled and reconstructed, reportedly with a few performance-enhancing upgrades. The body was completely stripped, meticulously examined, and refinished in a lustrous blue tone, and all of the chrome and brightwork were replated. The interior was completely redone with tan leather seating and matching carpets, and chrome wire wheels with knock-off hubs were put on as a finishing touch. The end result is a spectacular Italia, one whose looks qualified it for display at the 2010 Meadow Brook Concours d'Elegance.

The Italia's beauty and performance, combined with its scarcity, make this Spyder a gorgeous and valued prize.





182

1973 PORSCHE 911 CARRERA RS 2.7 TOURING

CHASSIS NO. **9113601108**

ENGINE NO. **6631067**

GEARBOX NO. **7831087**

BODY NO. **831087**

SPECIFICATIONS:

210 bhp, 2,687 cc SOHC air-cooled horizontally opposed six-cylinder engine with Bosch mechanical fuel injection, five-speed manual gearbox in the rear transaxle, four-wheel torsion bar independent suspension, and four-wheel hydraulic disc brakes. Wheelbase: 89.4 in.

ESTIMATE:

\$775,000 – \$975,000

- The “ultimate” and legendary road going first-generation 911
- Matching numbers and unblemished known history
- Authentically restored to award-winning standards by marque specialists at Kundensport
- Wearing the striking special-order color of India Red from new
- Meticulously perfected to drive superbly

Porsche still sought to remain competitive in motorsport after the 917 ceased competition due to a change in regulations, so they chose to pursue racing in Group 4 and 5 of the FIA's Appendix J, where the cars were based on production sports cars. Porsche designated its already formidable 2.4-liter 911 S as the starting point for a new Group 4 GT class entry. Following the proven racing formula of reducing weight while adding power, Porsche's engineers got to work and went on to create the most sporting 911 to be available to the public, the Carrera RS.

As the RS was blessed with numerous performance upgrades over the existing 911 models, it was a car that could just as easily bare its teeth on a race track, and in fact, it was conceived to do so. The basis of the car was the 190-horsepower, 2.4-liter engine, but it was enlarged to 2.7 liters through the utilization of new 90-millimeter cylinders and its bores had been coated with a new low-friction material called Nikasil, which has since become commonly used in high-performance cars. The engine was equipped with the reliable Bosch mechanical fuel injection and could develop 210 brake horsepower at 6,300 rpm. The suspension was also upgraded, and the wheel arches were broadened six inches at the front and seven inches at the rear to fit wider lightweight Fuchs wheels. However, the Carrera RS' most defining feature was its *burzel* (ducktail) rear spoiler.

Finally, its curb weight was reduced to a feather-light 2,370 pounds, which only added to the car's performance. Needless to say, this was a very quick car. It was capable of sprinting from 0 to 60 in just 5.5 seconds and reaching a top speed of 150 mph, which are impressive figures even when compared to modern production cars.

Homologation for Group 4 required the production of at least 500 cars, but that number was easily eclipsed due to the overwhelming demand for the sportiest 911 money could buy. By the time production ceased, 1,590 examples had been built, consisting of 1,308 road-ready Touring models, 200 Lightweights, 17 RSH prototype and development cars, and 55 RSRs.

Chassis 9113601108 was built to Touring specifications and delivered new to its native Germany. It was one of just thirty examples finished in special-order India Red paint, which is the same hue it wears today, and in addition to its special color, it was fitted with sport seats, retractable seat belts, through-the-grille fog lights, and a limited slip differential. True to its origins, the car still retains all of these options today.

Although the car's early history is unknown, it did spend some time in a Japanese museum after departing Germany, and it was repainted white with blue stripes. Afterwards, the car was shipped to the United States, where it was purchased by George Valerio. At that time, it was noted that the car was in excellent condition, as



it still retained its matching-numbers engine. The car later found its way to Phillip Coombs, of Santa Barbara, California, who decided to commission a rotisserie restoration for his newly acquired Carrera RS.

The car was sent to Porsche specialists at Kundensport in Camarillo, who were charged with overseeing the project and doing the majority of the work. The car was taken down to bare metal and refinished in its correct shade of India Red. The drivetrain was rebuilt by Porsche specialists (the Aase Brothers in Anaheim), and the restoration of the car's interior and original sport seats was left to Tony Garcia, of Autobahn Interior in San Diego. During the restoration, it was noted that the car was still fitted with an incredible number of its original components, down to the correct fog lights and date-stamped seat belts. It was also noted that the car had never received any accident damage, and its original panels are unblemished. Well-known Porsche 911 RS specialist David Mohlman similarly

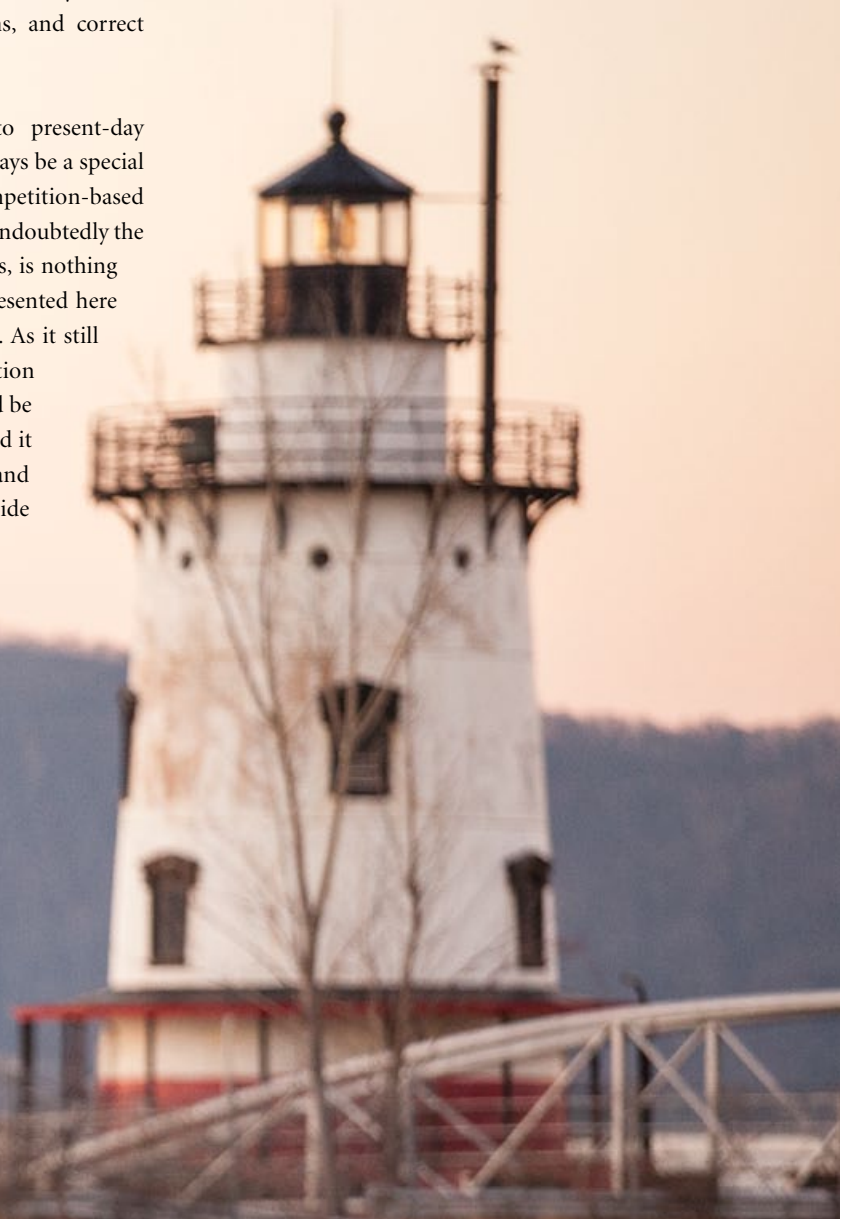
commented that this RS was an outstanding example, and he remembered it as an example with a first-class, authentic restoration.

Upon completion of the restoration in 2012, the car was sold to prominent collector Don Davis, who fitted it with its recognizable "Carrera" side-stripe graphics. It was then subsequently purchased by a knowledgeable Colorado-based collector. In his possession, the car was meticulously and professionally dialed-in for road use, and it is reported to run and drive impressively, which one must experience to fully appreciate its rewards. The RS has covered just under 1,000 miles since the completion of its restoration, and it was shown at the 30th annual Concours d'Elegance of Colorado in 2013, where it took First Place in the Early Porsche category and was judged by the PCA to an unprecedented 240.6 points out of 240, with the additional 0.6 points being awarded for the car's high level of genuine components, which further confirms its high degree of originality.



A full tool kit and owner's manual accompany the car, as well as its Porsche Certificate of Authenticity, which confirms its original numbers, options, and correct color of India Red.

As the 911 has endured through to present-day production, it is clear that there will always be a special place in Porsche history for this first competition-based homologation model. The Carrera RS, undoubtedly the most desirable model of air-cooled 911s, is nothing short of legendary, and the example presented here is undoubtedly one of the finest extant. As it still remains in absolutely spectacular condition following its expert restoration, it would be a wonderful entrant at any concours, and it would be equally at home driving to and from such an event, ideally with some side trips scheduled.



183

1972 FERRARI 365 GTB/4 DAYTONA SPIDER

COACHWORK BY SCAGLIETTI

CHASSIS NO. **15417**

SPECIFICATIONS:

352 hp, 4,390 cc DOHC V-12

engine with six Weber 40 DCM7

carburetors, five-speed manual

transaxle, independent front and

rear suspension by coil springs and

wishbones, and four-wheel hydraulic

disc brakes. Wheelbase: 94.5 in.

ESTIMATE:

\$3,000,000 – \$3,500,000

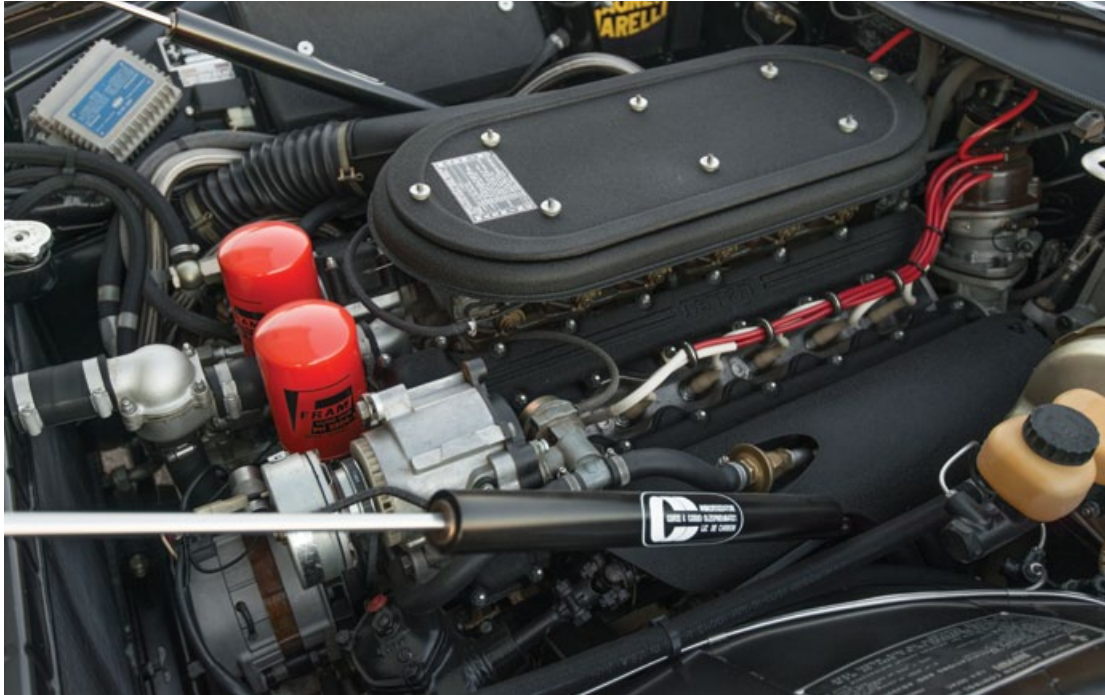
- Ferrari Classiche certified
- A genuine Daytona Spider; one of 121 built
- Platinum Award winner at the 2013 Cavallino Classic
- Beautifully restored, with minimal use since



Until the introduction of the 550 Maranello, the 365 GTB/4 represented the end of the line for Ferrari's two-seater front-engined V-12 grand touring cars, and it was a fantastic automobile in every regard. While many believed at that time that mid-engined sports cars were the way of the future, which was spurred on by the introduction of Lamborghini's Miura, Ferrari stuck with their tried-and-true formula of keeping their V-12 in the front, and they were still able to create a record-

breaking automobile. A sprint from 0 to 60 mph took just 5.4 seconds and led onwards to a top speed of 174 mph, making this the fastest production car in the world at the time of its unveiling in 1968. The car, nicknamed "Daytona" after Ferrari's legendary 1-2-3 finish at the 1967 24 Hours of Daytona, was a wonderful replacement to the 275 GTB/4, as it was vastly different from its predecessor in design but still distinctly a Ferrari.





Many believed that it would be hard to top the Daytona Coupe, but Ferrari had one last trick up their sleeves. The first Daytona Spider was shown to the public at the Frankfurt Motor Show in September 1969, and it was finished in an eye-catching yellow, with a black interior and Borrani wire wheels. While the body contours remained largely identical to the coupe, the rear wings on the spider were squared-off on the top edges. This first spider was also fitted with Plexiglas-covered headlights, like the earliest European-specification Daytona Coupes, but all production Daytona Spiders were fitted with the later pop-up

headlights. The car all but stole the show at its unveiling, and many existing clients immediately expressed interest.

Ferrari only built 121 true Daytona Spiders, which represents just a fraction of the 1,406 total examples built during Daytona production. Although a number were converted to spiders later in their life, genuine Daytona Spiders command a substantial premium over coupes and are undoubtedly the most desirable Daytonas built. Ninety-six examples were slated for the U.S. market, with the remainder of the production run earmarked for Europe. It goes without saying that these cars are highly sought after by collectors, not only for their rarity but also for the added thrill of open-air V-12 motoring.

CHASSIS NUMBER 15417

Chassis 15417, the Daytona Spider presented here, is indeed one of the one hundred twenty-one true Daytona Spiders constructed by the factory. The car was completed in April 1972 as a U.S.-delivery example and fitted with air conditioning, a tonneau cover, and a Voxson radio. It was shipped stateside in October 1972 and delivered new to Ferrari's East Coast distributorship, Luigi Chinetti Motors of Greenwich, Connecticut. The car was originally ordered for Professor Dr. Calvin L Stevens, of Edwardsville, Illinois, who was the founder of a Florida-based specialty chemical company, Ash Stevens Inc.

Interestingly enough, Dr. Stevens did not actually take delivery of the car, and its first private owner was William M. Whitelaw Jr., of Dublin, Ohio. Whitelaw would not own the Daytona Spider for long, and by February 1974, it was

owned by Robert L. Smith, of Hinsdale, Illinois. By the early 1990s, it was noted that the car had accumulated about 33,000 miles. In 1998, the car was owned by Jeffery Schwartz, and in his ownership, it was sent to the Ferrari specialists at Classic Coach, of Elizabeth, New Jersey, where it received a full restoration. The car's restoration was completed in January 2000, and it was refinished in Nero over a brown leather interior with black Daytona seat inserts.

Following the restoration, chassis 15417 was acquired by an enthusiast in Florida who went to great lengths to preserve the Daytona Spider in its as-restored state, only driving the car 150 miles in nearly 12 years of ownership and storing it in a climate-controlled garage. While in storage, the car was serviced annually by Florida-based Ferrari specialists to ensure that it always remained in fully functioning condition.



During this individual's ownership, the car was Ferrari Classiche certified, attesting to the fact that the car appears today just as it did when it left the factory.

The Daytona Spider was purchased from the Florida enthusiast by noted collector Bob Bishop, who showed the car at the 2013 Cavallino Classic, where it was awarded a Platinum Award, highlighting the supreme quality of the restoration almost 15 years after it was completed. Following its departure from Bishop's ownership, chassis 15417 has remained in excellent condition and ready for more concours outings. It is accompanied by its original books, tool kit, Ferrari Classiche certification binder, and service invoices.

There's no doubt that the 121 Daytona Spiders that were built by the factory are some of the most desirable drop-top Ferraris ever built. When new, the Daytona Berlinetta was an extraordinary automobile. Not only was it the fastest production car ever built, but it also combined incredible Italian design and style with its fantastic performance. The only thing Ferrari could do to make the Daytona more desirable was to create a convertible version. The example offered here is truly exceptional and boasts an incredible restoration, with a Platinum Award and Ferrari Classiche certification to its name. It checks all the right boxes and requires only a new owner.





Visit [rmauctions.com](https://www.rmauctions.com) to view all photos.



184

1937 CORD 812 SUPERCHARGED PHAETON

CHASSIS NO. **812 31917 H**

ENGINE NO. **FC 2633**

SPECIFICATIONS:

170 bhp, 288 cu. in. supercharged L-head V-8 engine, four-speed pre-selector manual transmission, independent front suspension, rear semi-elliptic suspension with leaf springs, and four-wheel hydraulic drum brakes. Wheelbase: 125 in.

ESTIMATE:

\$150,000 – \$200,000

- **One of the great icons of American design**
- **A factory-supercharged example with its original engine**
- **Freshly and authentically restored**
- **Offered from two decades of ownership**

The Duesenberg Model J became available with a supercharger in 1932. Three years later, the eight-cylinder Auburn could also be had with a blower. All that was left was to fit the engine to the new Cord of 1936, and a year later, as the 810 evolved into the 812 and production was fully underway, Auburn Automobile Company's most flamboyant line received supercharged power as a popular \$415 option on all models.

Lycoming began with the 810's stock V-8 engine, revising the design with a modified firing order,

lowered compression ratio, more extreme cam grind, and a unique, larger Stromberg AA-25 carburetor. The engine exhaled through a functional four-pipe chrome side exhaust, which was an identifying mark of all supercharged Auburn, Cord, and Duesenberg products. It was believed to have been added to the Cord by stylist Alex Tremulis, later of Tucker fame, and engineered into being by none other than August Duesenberg.

The supercharged Cord had a factory-quoted power output of 170 horsepower, although Lycoming employees later recounted numbers as high as 195. The factory sent two properly equipped Beverly Sedans to the Indianapolis

Motor Speedway, where, driven by Ab Jenkins and Billy Winn, they recorded the highest average speed over a 24-year period at the Brickyard, which was over 80 mph, and it captured the famous Stevens Trophy. That record would stand until 1954.

The Phaeton offered here, chassis number 812 31917 H, is identified as having been a factory-supercharged example by virtue of its five-digit serial number, which begins with a 3. It has resided for many years in Washington State and spent several decades with late enthusiast John Brewin, in whose ownership it was long recorded by Cord historians.

After Mr. Brewin's passing, the Cord was stored for several years before being sold to its present owner, who has owned it for two decades. He recently spent six years having it restored back to its original condition, with

exhaustive work being performed by local Washington craftsmen. Necessary metalwork in the body was completed to factory standards, while the engine and transmission were rebuilt. The engine itself, FC 2633, is the original supercharged one for this car, as listed in both of Josh Malks's respected Cord books, and it was found and reunited with the car by the present owner. The owner notes that the supercharger has improved modern internal parts and oil plumbing, and a pressure gauge was installed on the gearbox, both as recommended in the *Auburn Cord Duesenberg Club Newsletter*. These ensure that everything in the engine is operating as it should.

This Rich Maroon beauty, freshly complete after six years of painstaking work, is likely to be one of the nicest factory-supercharged 812 Phaetons known, and with its original engine present under the hood, it is one of the most authentic. It stands ready to be shown with pride.





185

1921 STUTZ MODEL K BULLDOG

CHASSIS NO. **10348**

ENGINE NO. **10304**

SPECIFICATIONS:

80 bhp, 361 cu. in. T-head, four-valve inline four-cylinder engine, three-speed manual transaxle, solid front and live rear axles with semi-elliptic leaf-spring suspension, and rear-wheel mechanical drum brakes. Wheelbase: 130 in.

ESTIMATE:

\$120,000 – \$140,000

OFFERED WITHOUT RESERVE

- **A four-passenger version of the legendary Bearcat**
- **Owned for six decades by legendary Stutz enthusiast Don Short**
- **A veteran of numerous vintage tours**
- **Well-maintained in a prominent collection**



When it came time for the wealthy automobilist to purchase a new automobile for his growing family in the early 20th century, he often did not wish to give up the fun and passion he had enjoyed behind the wheel of a two-passenger sporting car. In the case of the lucky Stutz owner, he did not have to. Beginning in 1915, that famed Indianapolis manufacturer began building a four-passenger version of its infamous racing-derived Bearcat.

This four-passenger model, dubbed the Bulldog, was built on a slightly extended wheelbase chassis, but it used lightweight bodywork, so it had only a slight weight increase over the Bearcat. It was powered by the same durable and powerful



T-head four-cylinder engine, which had proven to be a powerhouse of a design, with Stutz holding onto it until well into the 1920s.

The Bulldog offered here is one of very few authentic surviving examples, and it benefits from decades of known history by true enthusiasts, with the majority of the car's life being spent in the care of one passionate man, the late Don Short. Mr. Short, a famed enthusiast and capable mechanic of all things Stutz, purchased this Bulldog in the 1940s, and it remained in his ownership for over 60 years, finally being sold following his passing in the early 21st century.

The car wears a more recent cosmetic and mechanical freshening, including an updated paint scheme in black and ochre, an interior that was accurately retrimmed where necessary (preserving what good original leather was left), and a correctly fitted new top. It features both a correct rear-mounted trunk and dual rear-mounted spares, which preserve the flowing, close-coupled lines of the sporty bodywork.

This is an ideal Nickel Era tour car for the Glidden Tour and various VMCCA and AACA activities. It is simply a Splendid Stutz!





186

1938 BUGATTI TYPE 57C ARAVIS CABRIOLET

COACHWORK BY **GANGLOFF**

CHASSIS NO. **57710**

ENGINE NO. **510**

BODY NO. **235**

SPECIFICATIONS:

Body Style 3912. 160 bhp, 3,257 cc dual overhead-camshaft inline eight-cylinder engine with a Roots-type supercharger, four-speed manual gearbox, solid front axle with semi-elliptic leaf springs, solid rear axle with quarter-elliptic leaf springs, and four-wheel Lockheed dual master hydraulic drum brakes. Wheelbase: 130 in.

ESTIMATE:

\$2,500,000 – \$3,250,000

- **One of three extant Aravis Cabriolets by Gangloff**
- **Desirable supercharged specification**
- **The 2012 Amelia Island Best of Show winner**
- **Documented by Bugatti historian Pierre-Yves Laugier**

Chassis 57710 is one of only three extant examples of the Aravis Cabriolet by Gangloff that were built in 1938 and 1939. Like other Bugatti bodies, the Aravis was named after a beautiful mountain range, and it was designated as a 2/3-seater cabriolet when it was first offered in the 1938 catalogue. Only Gangloff and Letourneur et Marchand were allowed to dub their 2/3-seater cabriolets the Aravis, and it is believed that each coachbuilder produced six of these bodies, of which three by Gangloff survive, as do three by Letourneur et Marchand.

This car is based on a Gangloff drawing, number 3912, which is dated October 7, 1938, and a copy of this drawing is in the car's file as part of a report prepared by Bugatti historian Pierre-Yves Laugier. According to Gangloff records, the order for this Aravis Cabriolet, style number 3912, was placed by the Piot Garage, under number 235, and it was delivered there in November 1938, with chassis 57710 and a naturally aspirated engine, number 510. According to the Bugatti factory list of agents, the Piot Garage was located in Dijon, France.

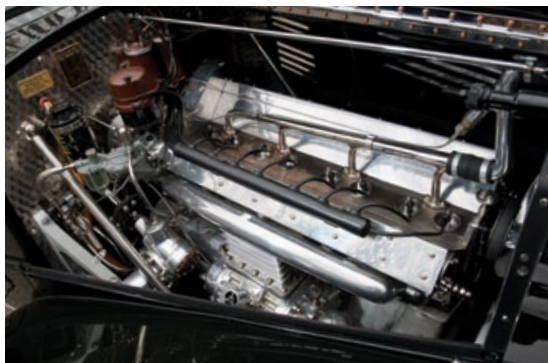
On November 5, 1938, chassis number 57710 was officially registered in the name of its first private owner, Mr. Fernand Rey of Dijon, who

was the proprietor of a pharmaceutical company, and it was licensed under the number 700 DU 4. A copy of the registration record, which is also on file, contains a note indicating that the car was sent to the south of France at the beginning of the war, and it likely remained there for the rest of the conflict.

Fortunately, Mr. Rey was able to retain ownership of his Bugatti throughout the war, and then, in 1950, he sold it to Roger Teillac. Teillac was a Bugatti specialist who had been in business since before the war, and at the time of purchase, he was the proprietor of the Laos Garage in Paris. Teillac continued to drive the Bugatti under its original registration, and thus, the Dijon police received a letter from Rey, which indicated that he had sold the car to Teillac on August 11, 1950.

Around the autumn of 1950, the car was sold by Teillac to Raoul Bensoussan, a garage owner living in Oran, Algeria. According to his younger brother, Edgard, the car was purchased for about 9,000 francs. It is believed that Raoul left the car in Marseille and let Edgard use it when he was on holiday in the Alps in the summer of 1952. Afterwards, the car was sold to a Mr. Weiss, a bailiff from Oran.

Weiss was very interested in the car but could not pay cash, so he proposed to the Bensoussan brothers that he would trade it for his Delahaye Coupe des Alpes and some cash, to which they agreed. Legal ownership of the car was transferred to Weiss, and the brothers learned later on that Weiss was divorcing from his wife and would not be able to complete the deal because he needed to pay for alimony, so there was no car and no money for the brothers.









Edgard Bensoussan in front of 57710, circa 1950. *Courtesy of Archive Pierre-Yves Laugier.*

Around 1960, Bugatti enthusiast J. Liscourt, who would own around eight examples of the marque in the early 1960s, found Weiss' Aravis in a garage in Toulouse, where it was reportedly in excellent condition and wearing its original two-tone blue paint. Liscourt, along with noted collector Yves Dalmier, helped direct Bugattis to well-known Brussels dealer Jean de Dobbeleer. After owning the car for a short period and using it to travel to his family's home in the north of France, Liscourt ultimately sold 57710 through de Dobbeleer to the United States in April 1961.

At some point before the car left Europe, its original motor, number 510, was removed and installed in 55223, and a replacement Type 57 motor was restamped and installed. De Dobbeleer's associate in the U.S. was Gene Cesari, who helped find a new owner for the car within weeks. As such, it can be seen in both Charles Fawcett's *The Bugattis of Jean de Dobeeler* and Gene Cesari's *Bugatti Memories*.

The purchaser of 57710 was Dr. J.E. Fields, of Joliett, Illinois, and his ownership was noted in Hugh Conway's 1962 Bugatti Register. By 1979, the American Bugatti Register quotes the new owner as Edwin Andrews, of Evanston, Illinois. It was subsequently owned by well-known Chicago collector William Jacobs, after which it was acquired by the Behring Collection and then eventually passed to a noted East Coast collector.

During a previous restoration, the dorsal fin was lengthened to allow for the removal of the European-style license plate cutout, the hood louvers had been restyled, and an original supercharger was added to upgrade the car to the potent 57C specification.

The current owners acquired the car in the mid-2000s and consigned it to respected restorers at LaVine Restorations, who performed a full concours-quality restoration. In the process, the hood louvers were changed back to their original style and the single blade bumpers, which had been added in the 1950s, were replaced with the standard Type 57 bumpers, as seen in period photos.

The engine was fully rebuilt by Sam Jepson, who incorporated a high-quality recast block that had been sourced by Scott Sergeant; specification and dynamometer sheets from the rebuild are available for inspection. As completed, this 57C Aravis performs as well as it looks, having won numerous awards, including Best of Show at the Glenmoor Gathering in 2011 and subsequently Amelia Island in 2012.

This rare 1938 Aravis is a very proper car, having had only a few French owners during its early life. It is known that the Gangloff coachwork was well-preserved when it was eventually shipped to its new home, where it was in the hands of caring collectors, and it has lived there ever since. The other two surviving Bugatti Aravis by Gangloff are in the hands of long-term collections, making the offering of this particularly flamboyant car a special opportunity indeed.





187

1961 MERCEDES-BENZ 300 SL ROADSTER

CHASSIS NO. **198.042.10.002753**

ENGINE NO. **198.980.10.002817**

BODY NO. **198.042.10.00264**

SPECIFICATIONS:

215 bhp (DIN), 240 hp (SAE), 2,996 cc SOHC inline six-cylinder engine, four-speed manual transmission, coil-spring independent front suspension and coil-spring single-point swing axle rear suspension, and servo-assisted drum brakes. Wheelbase: 94.5 in.

ESTIMATE:

\$1,100,000 – \$1,300,000

- Offered proudly by its owner of 35 years
- Reportedly only three owners from new
- Retains its original matching-numbers engine
- Equipped with both the hardtop and soft-top
- A wonderful enthusiast-owned Roadster

While the original Mercedes-Benz 300 SL “Gullwing” Coupe was exiting stage left in 1957, its successor, the 300 SL Roadster, was debuting at that year’s Geneva Salon. The conversion of the 300 SL to an open car meant redesigning the chassis, which was strengthened significantly to compensate for the loss of the roof structure. The headlamps were changed, the grille was smaller, and a chrome molding was added below the doors. The famed racing-derived twin-cam six-cylinder engine produced some 215 brake horsepower, and the revised rear suspension

now boasted a compensating spring, which was added to reduce the oversteering tendencies of the Gullwing’s single-jointed swing axle arrangement.

Enthusiasts who may have worried about the 300 SL going “soft” had absolutely nothing to concern themselves about. The Roadster remained among the fastest automobiles on the road, as it was capable of 133–155 mph, depending on the final drive ratio specified. Production of the Roadster continued until early 1963, and with 1,858 built, it proved even more popular than its gullwinged predecessor, yet it still remained exclusive enough amongst the well-to-do. Like the earlier Coupe, it was, in its day, the car in which to see and be seen, and it was favored by celebrities, racing drivers, and just about anyone who appreciated fine machinery and who also had the bank account to acquire it.

Today, the 300 SL Roadster still carries with it an indelible aura of speed, power, and sophisticated style. It is fast enough for the sports car lover yet comfortable enough for those who demand luxury, and it has remained for nearly 60 years as one of the most desirable automobiles in the world.

A SOUTHERN ROADSTER

The car offered here, chassis number 198.042.10.002753, was purchased by its present owner from a gentleman in New Orleans in 1981; he recalls being told that the seller was the second owner. At that time, the car was finished

in Black, with the present black steering wheel and a black hardtop.

The owner proceeded to have the car refinished in its original color, Fire Engine Red (DB 534), with the hardtop refinished to match and a correct replacement black leather interior installed at the same time. The engine was also rebuilt by the Gullwing Service Company, of Essex, Massachusetts, the highly regarded predecessor to today's famed Paul Russell & Company, and they also installed a stainless steel exhaust system. He notes that the car is presently equipped with the standard 3.89:1 gear set.





Today, the consignor notes that while the car had 43,000 miles on its odometer when purchased, he has since added 20,000 more, through use around town and occasionally on a long-distance tour to a Gull Wing Group Convention. Its last extended trip was to Virginia several years ago. The owner notes that while the car has largely remained in storage for the past two years, as other priorities have taken over, he has regularly changed the oil and driven it about 50 miles on the weekends, just to keep everything working as it should. Prior to sale, the owner and Automotive International of Charlotte have been sorting the car for

the road, and it is expected to drive and operate well at the time of the auction. It wears standard steel wheels that are wrapped in whitewall Michelin tires that have been installed 5,000 miles ago, and it is equipped with a later Becker radio, which still plays.

This charming “enthusiast’s Roadster,” which has been used and enjoyed by a Gull Wing Group member for 35 proud years, would be a wonderful automobile for continued use in GWG activities and local touring, or it would be perfect simply taking the family out to dinner, be it for oysters in New Orleans or barbecue in Charlotte!





188

1972 FERRARI DINO 246 GTS

CHASSIS NO. **04368**

SPECIFICATIONS:

195 hp, 2,418 cc DOHC V-6 engine with three Weber carburetors, five-speed manual transaxle, front and rear unequal length A-arm suspension with coil springs and anti-roll bars, and four-wheel disc brakes. Wheelbase: 92.1 in.

Please note that this lot is titled as a 1973.

ESTIMATE:

\$385,000 – \$450,000

- **Ferrari's first mid-engine road going sports car**
- **Equipped with air conditioning and power windows and upgraded with a modern stereo**
- **Finished in classic Rossa Corsa over Tan**

The Dino range of sports cars was named in honor of Enzo Ferrari's son, Alfredo, who designed a dual overhead-camshaft V-6 engine for both road and racing use before tragically passing away at the age of 24. It was created with the intention of competing with smaller and less expensive sports cars than Ferrari's traditional 12-cylinder offerings. Starting with the 206 GT that was introduced at the 1967 Turin Motor Show, the Dino line showed that Ferrari could compete with the likes of Porsche by producing a car that had a lower price but still all of the

requisite Italian style, flair, and drama that their customers had come to know and love from Ferraris of the past.

Only one hundred fifty-four 206 Dinos were produced before Ferrari introduced the updated Dino 246 GT. It boasted a 2.4-liter V-6 that could produce 15 more horsepower than the 180 offered in the 206 Dino, and it was noticeably quicker than its predecessor. Accelerating to 60 mph from a stop took just over eight seconds, and its top speed was reported to be over 145 mph. The Dino tipped the scales at just 2,394 pounds, and it boasted a near-perfect weight distribution, thanks to its mid-mounted engine. As a result, handling proved to be fantastic, and

the Dino was just as incredible to drive as it was to look at. With an incredibly rigid frame in coupe form, it was quite clear to those in Maranello that the Dino would make a fantastic spider as well.

The Dino 246 GTS was first presented to the public at the 1972 Geneva International Motor Show. While it remained largely unchanged from the 246 GT, it added the benefit of an open targa-top roof, which proved to be massively popular with customers, especially those in the United States. The top may have been gone, but the voluptuous Pininfarina-designed body that was introduced with the 206 still remained. By the end of production in 1974, Ferrari had built 1,282 Spiders, with nearly half of those being destined for the United States.

This U.S.-specification E-Series Dino, chassis number 04368, was manufactured in September 1972 and equipped with air conditioning and power windows.

While the car's early history is not known, it was located in California as of 1980, and it remained there for over 20 years, according to the Dino Register. In 2005, it was acquired by its current Florida-based owner, who has used the car regularly ever since, occasionally driving it in local events and displaying it at concours events, such as the Winter Park Concours d'Elegance in 2013. During his ownership, over \$40,000 has been spent on servicing and maintaining the Dino, including an engine-out overhaul in 2008, and it remains in wonderful driving condition. When considering its power windows, air conditioning, and the additional upgrade of a modern stereo, this Dino would surely be a wonderful driver.

This Dino, finished in traditional Ferrari Rossa Corsa with a beige interior and black Daytona seats and inserts, is truly unmistakable as one of Maranello's finest sports cars, and it would be a wonderful acquisition for the individual looking to enjoy top-down fun in the sun.





189

1969 MERCEDES-BENZ 280 SL 'PAGODA'

CHASSIS NO. **113.044.12.013686**

SPECIFICATIONS:

180 bhp, 2,778 cc SOHC inline six-cylinder engine with Bosch mechanical fuel injection, four-speed automatic transmission, independent front suspension with coil springs, independent rear suspension with low-pivot swing axles, trailing arms, and coil springs, and four-wheel hydraulic disc brakes. Wheelbase: 94.5 in.

ESTIMATE:

\$90,000 – \$125,000

OFFERED WITHOUT RESERVE

- **Recent meticulous cosmetic restoration in its original Dark Olive over Cognac color combination**
- **Ideal for touring, with rare Audiovox cruise control, unique Borg-Warner overdrive for high-speed travel, and four-speed automatic transmission**
- **Original Becker Europa II Stereo tuner with a custom-installed amplifier**

Creating a car to follow up the 300 SL and 190 SL would be a difficult task for the designers at Mercedes-Benz in the late 1960s. Both automobiles were praised for their stunning design, as well as their incredible driving dynamics, and it was hard for anyone to imagine a better car. When the W113-generation SL was introduced in 1963, it's crisp, angular Paul Barcq styling, coupled with its unique Pagoda hardtop, quickly gained many admirers and became the next "in" thing.

The ultimate specification of the W113 platform is the 280 SL, and it boasted a 2.8-liter, inline six-cylinder engine that was capable of producing 180 horsepower. Regardless of being the top-shelf model for what was already an expensive car, the 280 SL was the most popular variant, with 23,885 examples being built from 1968 to 1971.

This 1969 280 SL, finished in compelling Dark Olive Green, or *Dunkeloliv* (DB 291), over a fresh Cognac leather interior with a tan soft-top, was recently cosmetically restored following an earlier mechanical restoration by a Canadian Mercedes-Benz collector who had owned the car for many years. The car's snug-fitting soft-top was outfitted in correct German fabric.

The interior was completely retrimmed from an MB Tex interior to correct-style Cognac full-grain leather throughout, and it was fitted with a new headliner and carpeting. The wood trim was refinished, and even the original clock was restored and is still functioning. At the same time, aging chrome, rubber body moldings, and the wheel covers were replaced. Even though this 280 SL already features a four-speed automatic transmission and rare optional Audiovox cruise control, it has been further upgraded with a keyless remote door and trunk operation, adding to the car's ease of use. It is also important to note that the car is riding on proper color-matched steel wheels that are wrapped in correct Michelin XZ whitewall tires.

The 280 SL is accompanied by its original owner's manual, repair manual, and a multi-language list of available options used for marketing purposes in period. It also retains its original tools, jack, spare wheel with a Michelin XZ tire, and its iconic hardtop with correct chrome strips. Interestingly, the car also comes with a custom-designed electric hoist, which allows for effortless storage and the removal of the hardtop.

The W113-generation SLs are treasured by enthusiasts for their driving dynamics and iconic looks, and they are considered by many to be the quintessential Mercedes-Benz convertible. They are practical enough to be used on a daily basis yet are still special in their own right, and they are just as charming today as they were when new. This compelling car offers all this and more.





190

1970 JAGUAR E-TYPE SERIES 2 4.2-LITRE FIXED HEAD COUPE

CHASSIS NO. **2R 28321**
ENGINE NO. **7R 13232-9**
GEARBOX NO. **KE 14504**
BODY NO. **4R 24264**

SPECIFICATIONS:
246 bhp, 4,235 cc DOHC inline
six-cylinder engine with two
Stromberg carburetors, four-speed
manual transmission, torsion bar
independent front suspension,
coil-spring independent rear
suspension, and four-wheel hydraulic
disc brakes. Wheelbase: 96 in.

ESTIMATE:
\$90,000 – \$125,000
OFFERED WITHOUT RESERVE

- **Jaguar's iconic E-Type Coupe**
- **Long-term single-owner history**
- **Only 12,000 miles driven prior to being restored**
- **Fresh from a comprehensive restoration by marque specialists at Classic Showcase**

As United States motor vehicle safety and emissions regulations tightened, further changes were made to the E-Type. For the U.S. market, the covered headlamps were replaced by open lights and other lighting was relocated and made larger. The switchgear was replaced with rocker-type units, a collapsible steering column was fitted, and the bumpers were strengthened. These changes were phased in during 1967 and 1968 and codified in a new Series 2 for all markets in August 1968. During this time, some changes were made to the body as well, particularly to the 2+2 coupe.

This 1970 Series 2 E-Type was purchased new by Edward H. Fickett, a Los Angeles architect whose work was on the forefront of what is now called “California Modernism.” He designed more than 60,000 homes and was responsible for planning and designing approximately 70 residential communities. He was also the architectural advisor to President Eisenhower and a housing consultant to the federal government.

In 1990, Mr. Fickett decided to park the Jaguar in his Beverly Hills garage, and at this time, it had fewer than 12,000 miles on its odometer. The years were kind to the car, with its coachwork and interior still in original condition and accordingly patinated when it was brought into the daylight. It was in this time-warp condition that it was acquired in 2014 and treated to a comprehensive

restoration by specialists at Classic Showcase, of Oceanside, California. The car was disassembled and stripped, which revealed scant rust or deterioration. The metal was finished and fitted prior to a complete repaint in Old English White, and then it was wet-sanded and buffed prior to reassembly. All of the brightwork was replated, the instruments were restored, and new rubber seals, grommets, and wiring harnesses were installed. The engine, head, and transmission were completely rebuilt to factory specifications, and the fuel, braking, and electrical systems were renewed, restored, or replaced where necessary. Master upholsterers retrimmed the

interior in black leather and correct materials. Currently, the car shows just 100 miles on its odometer since the completion of its restoration, including those accrued during final testing and tuning.

This E-Type Fixed-Head Coupe is equipped with a four-speed transmission, chrome wire wheels, and a period-correct AM/FM cassette radio. It is accompanied by a DVD of the restoration process, and it is reportedly in great running and driving condition. This Jaguar represents a unique opportunity to begin the second chapter of a single-owner motor car's life.





191

1933 CHRYSLER CL IMPERIAL DUAL-WINDSHIELD PHAETON

COACHWORK BY **LEBARON**

SERIAL NO. **7803597**

ENGINE NO. **CL1302**

BODY NO. **172-15**

SPECIFICATIONS:

135 bhp, 385 cu. in. L-head inline eight-cylinder engine with nine main bearings, three-speed manual transmission with a vacuum-assisted clutch, leaf-spring and beam axle front suspension, leaf-spring and live axle rear suspension, and vacuum-assisted four-wheel hydraulic drum brakes. Wheelbase: 146 in.

ESTIMATE:

\$400,000 – \$500,000

- **One of the finest and most respected of the 17 known examples**
- **Formerly of the Melton, Rockefeller, and Harrah collections**
- **Originally restored by the Chrysler Corporation and Briggs in 1946**
- **More recent cosmetic and mechanical restoration**
- **Featured in numerous publications**

Changes for the 1933 Chrysler Imperial marked yet another leap forward in design, as it included a more imposing frontal view, with its sharply pointed grille blending into the remarkably long hood line, which was achieved by overlapping the cowl and extending it to the raked split windshield. In many ways, the 1933 models represent Chrysler's ultimate aesthetic statement of the Classic Era.

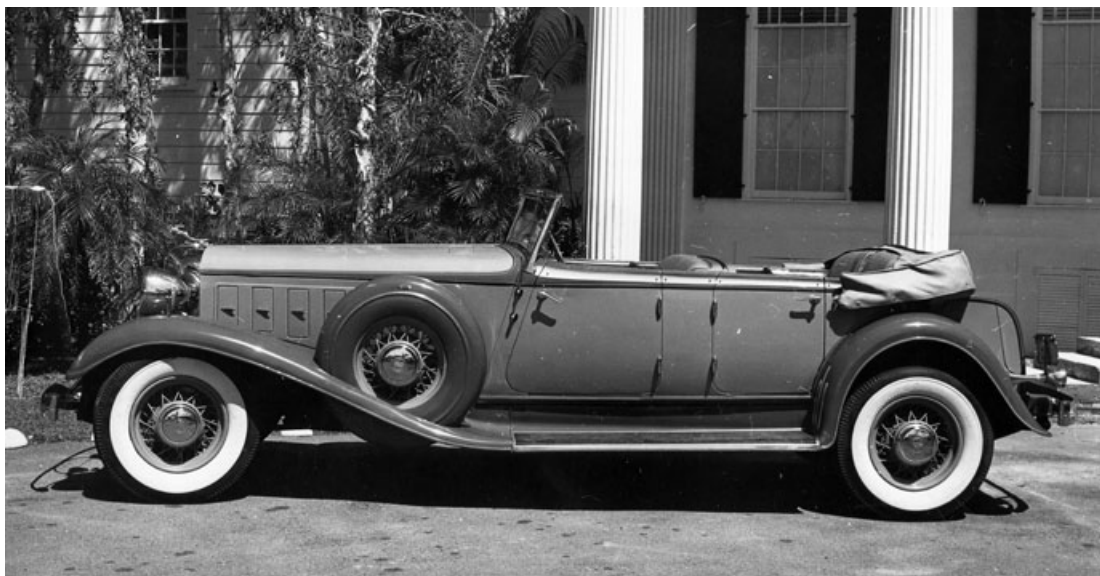
Few of these styles are as stunning as the dual-windshield phaeton, which was designed by Ralph Roberts and built by LeBaron Carrossiers. Fifty of these bodies were ordered by Chrysler in 1932. Fourteen were initially shipped, although a few are believed to have been returned to the factory for an update with 1933 sheet metal and trim. Other than these updates, 36 of the 50 cars were originally built as 1933 models, and today, it is estimated that just 17 remain, including a handful of restored examples. In fact, LeBaron's own Ralph Roberts was so enamored with the design of the 1933 dual-windshield phaeton variant that he ordered one for use as his personal car.



“THIS MAGNIFICENT STEED”

The car offered here, serial number 7803597, has a known history that begins on the front lawn of a fraternity house in Bloomington, Illinois, in 1946. While passing through town during one of his frequent nationwide tours, radio tenor and early car collector James Melton spotted the Imperial and fell in love with it immediately. Melton was ordinarily a collector of Brass Era automobiles that predated the Chrysler by two decades or more, but he felt that the Imperial would be just the right car for driving while at his Palm Beach house. He had soon negotiated to buy it from the fraternity brothers.

With the Imperial being only 13 years old, Melton had some trouble having it “restored.” He first entrusted a local body shop with the task but was not satisfied with the results, aside from the application of a beautiful cream and cocoa paint scheme, so he simply called up his friends in engineering at Chrysler Corporation and Briggs (the parent company of LeBaron), and they told him to send it back to the factory. It was returned three months later, completely restored by the men who had built it originally, with Spike Briggs even having correct, all-new hardware made for it from the original drawings. After discovering that the correct overdrive transmission was installed, Chrysler decided to install the present gearbox, a Chrysler overdrive truck transmission that worked splendidly, then as now.



James Melton’s “factory restored” Chrysler at his Autorama museum in Hypoluxo, Florida, circa 1954.
Courtesy of Margo Melton Nutt.





The Chrysler remained with Melton until 1961, when shortly before his untimely passing, it and many of his other cars were sold to Winthrop Rockefeller for display at his Museum of Automobiles in Morrilton, Arkansas. Following Rockefeller's death in 1975, the Imperial passed to William Harrah and was exhibited for many years in Harrah's Automobile Collection at Reno, Nevada.

Since the 1940s, this car has been perhaps the best-known Imperial Dual-Windshield Phaeton, on account of its many illustrious ownerships and studious long-time maintenance. It was featured in *Harrah's Automobile Collection* by Dean Batchelor and in a feature article in the August 2010 issue of *Hemmings Classic Car*. Today, its file includes a copy of the

Hemmings article, as well as its original factory build sheet and delivery information.

In James Melton's own 1953 book on his car collection, *Bright Wheels Rolling*, he described his experiences with the Imperial as "one of my favorites, and I drive it as much as anything I own. It goes quietly and like a bomb. And beyond that there isn't much to say about it. But look at that finish! Look at that solid, bank-vault hardware! Look at that lovely top! Brother, that's an automobile, a genuine, honest-to-Pete motor car!"

We can't say it any better than that.





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1966 FERRARI 330 GT 2+2 SERIES II

COACHWORK BY PININFARINA

CHASSIS NO. **08279**

ENGINE NO. **08279**

SPECIFICATIONS:

300 bhp, 3,967 cc SOHC V-12 engine with three Weber 40 DCZ/6 carburetors, five-speed manual gearbox, independent unequal length wishbone front suspension with coil springs, live rear axle with semi-elliptic leaf springs and coil springs over telescopic shock absorbers, and four-wheel dual-circuit Dunlop disc brakes. Wheelbase: 104 in.

ESTIMATE:

\$400,000 – \$600,000

OFFERED WITHOUT RESERVE

- **Believed to be the only example finished in Ivory White**
- **Fitted with numerous custom features**
- **Freshly completed and in beautiful condition**

Contrary to Ferrari's usual practice of introducing their newest model at a major auto show, the company chose to show their new 330 GT 2+2 to the public for the first time at their annual pre-season competition press conference in January 1964, with a more formal appearance occurring the following month at the Brussels Salon. With its bodywork designed and built by Pininfarina, the 330 GT 2+2 differed greatly from the 250 GTE and the interim 330 America, as it was fitted with an unusual four-headlamp nose that some say was styled to attract American customers. Underneath, the car featured numerous updates

and included a wheelbase that was 50 millimeters longer than that of the 250 GTE, a Dunlop dual-circuit braking system, and Koni adjustable shock absorbers.

The second-generation 330 GT 2+2, later dubbed the Series II, was introduced halfway through the 1965 model year. Its most noticeable change over the first-generation model was the replacement of the car's quad headlights with a more subtle dual-headlight treatment. The body gained different side louvers, which allowed for better engine ventilation and mimicked the design of the 275 GTS. Ten-hole cast alloy wheels were fitted as standard to all Series II cars, but the hugely

popular Borrani wire wheels remained available as optional extras. The car's interior was also given a minor refreshing, namely a redesigned transmission tunnel that was connected to the central dashboard, which further necessitated changes in the location of the dashboard switchgear.

Chassis number 08279 is a highly compelling example within the realm of Series II 330 GT 2+2s. It is believed to be the only example to have been finished in the unique Avorio (19377) color by the factory when new, and it is the first 330 GT 2+2 to utilize twin engine mounts instead of the older quad engine mounts of

the Series I cars. According to information from Ferrari historians Marcel Massini and Jarrett Rothmeier, 08279 was also fitted with a Beige Scuro interior (VM 846), power windows, and air conditioning.

The car was built in March 1966 and sold new to its first owner, a Mr. Hollman, who lived in Torino, Italy. Hollman was no stranger to Ferraris; he had previously owned a 275 GTS, a pair of 250 GTEs, and one other 330 GT 2+2, and he would later own a 365 GT 2+2 and a 365 GTC. In the 1970s, the car was imported into the United States from Italy and was purchased by Dr. Arthur S. Wilson, of Houston, Texas, in 1974.





Wilson would go on to own the car for over 20 years. He first offered the car for sale in the *Ferrari Market Letter*, volume 17, number 25, where he had noted that it had “collector’s custom factory trim” and that it had been recently restored. Additionally, it was also fitted with a number of unusual accessories, including a four-spoke steering wheel in place of the traditional three-spoke Nardi steering wheel, unique front and rear bumpers, a unique driver’s side mirror, and a unique gas cap. The car remained for sale with Dr. Wilson for the following five years, even when he moved from Houston to Flagstaff, Arizona.

In 1995, the car was purchased by the current owner, who more recently decided to fully restore the car to show standards and return it to its original shade of Avorio. The 330 GT is accompanied by an extra set of Borrani wire wheels, in addition to its factory-correct alloy wheels, and its original and very rare blue-painted factory jack.

Chassis 08279 is a highly intriguing example of the most desirable variant of the 330 GT 2+2. It stands out from the crowd, with its numerous custom features, and it will undoubtedly attract attention wherever it goes. For the individual looking for a unique Ferrari with a story to tell, look no further.





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2007 FERRARI 599 GTB

CHASSIS NO. **ZFFFC60A270150345**

SPECIFICATIONS:

611 bhp, 5,999 cc DOHC 65-degree V-12 engine, six-speed manual transmission, independent front and rear suspension with double wishbones, coil springs, an anti-roll bar, and electronically controlled telescopic dampers, and four-wheel ventilated ceramic disc brakes. Wheelbase: 108.3 in.

ESTIMATE:

\$200,000 – \$275,000

- **Extremely rare six-speed manual transmission**
- **One of only 20 delivered to the U.S. as such**
- **Driven less than 3,800 miles since new**
- **Considered the last great analog Ferrari V-12**

The 599 GTB Fiorano was a ground-breaking achievement for Ferrari. Although it was touted as a dual-purpose grand touring and sports car, the 599 could easily outmatch the performance of Ferrari's iconic F40, even with all of its luxury accoutrements. Knowing that this was a big moment for the company, Ferrari even produced a video of both cars racing on a winding canyon road, which was titled *Dual for the Crown*. In the end, the 599 emerges victorious and outruns the fabled F40, demonstrating the advances of Ferrari's race-bred technology.

The 599's engine is derived directly from the Ferrari Enzo, which, just a few years earlier,

had been acclaimed as the company's most technologically advanced supercar ever. The GTB can sprint from 0 to 60 in 3.7 seconds, and the six-liter V-12 can produce 620 brake horsepower at 7,600 rpm, bringing the car to a speed of 205 mph. Its acceleration was faster than the Enzo and even faster than the McLaren F1, partly in thanks to its superb traction control, which was initially developed for the Scuderia's Formula One cars.

Like its cousin, the F430, the 599 was the second Ferrari to wear the now trademark *il manettino* dial on the steering wheel. This dial, with its name translating to "little lever," features five settings to adjust the traction damper settings and to monitor the throttle mapping. This gives the driver the option of having both a docile, driver-friendly car and a no-holds-barred racer.

Like all modern Ferraris, the 599 is just as luxurious as it is fast. The interior is spacious and comfortable, with incredible attention to detail being paid throughout. Carbon fiber and aluminum are utilized on the dash, which features Enzo-style instruments and a complex LCD display that allows the driver to access a multitude of settings and in-car information. The seats, developed by Recaro, are multi-functional and have adjustable pneumatic support for the passengers' hips and ribs, to provide a tight grip during high-speed road or circuit driving.

The 599 GTB offered here was sold new through Ron Tonkin Gran Turismo Ferrari in Portland, Oregon. As it appears today, it was finished in what can only be described as a truly menacing black-over-black color combination. This GTB is also equipped with a six-

speed manual transmission, and although a standard feature, most customers opted for the latest F1-style sequential electronic gearbox, making the manual gate-shift transmission extremely rare. Only 20 such examples were delivered to the United States. Optional equipment found on the car includes the famous Scuderia Ferrari fender shields; 20-inch monolithic Challenge wheels wrapped around carbon-ceramic disc brakes with red calipers; an upholstered top; a Bose sound system and six-CD changer; and the desirable Daytona-style seats. The current owner acquired the GTB in November 2009, and the car has accrued less than 3,800 miles since new. It has been properly stored in a climate-controlled collection, and it is accompanied by its original books.

Ultimately, the 599 GTB is a remarkable Ferrari and a spectacular example of 40 years of supercar progress.





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1987 PORSCHE 911 TURBO COUPE

CHASSIS NO. **WPOJB0935HS050582**

ENGINE NO. **68H00604**

SPECIFICATIONS:

Type 930. 282 bhp, 3,164 cc SOHC horizontally opposed air-cooled six-cylinder engine with a single turbocharger and Bosch electronic fuel injection, Type 930/36 four-speed manual transmission, independent front and rear suspension, and four-wheel ventilated disc brakes. Wheelbase: 89.4 in.

ESTIMATE:

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

- **Matching numbers; only 11,703 original miles**
- **Well-optioned example**
- **Near-perfect mechanical and cosmetic condition**
- **Includes original factory documentation and a Certificate of Authenticity**

Porsche is the company that truly cemented the word “Turbo” into the world’s automotive lexicon. The Type 930, which was unveiled as a concept in 1973 and was put into production in 1975, was a brilliant meld of forced induction and the famed automaker’s light and efficient air-cooled engine technology. With their outrageous flared fenders, widened tires and wheels, and iconic “whale tail,” Porsche’s 911 Turbo quickly became the object of almost every sports car enthusiast’s desire.

Beginning in the early 1970s, Porsche had demonstrated the worth of an exhaust-driven turbine for developing tremendous power for a given engine displacement, astounding the racing community with its World Endurance Championship-winning 917s. The company was quick to adapt turbocharging to its Group 4 Type 934 and Group 5 Type 935 racing coupes, basing those ferocious machines on the street-driven Type 930. Throughout the later 1970s and into the 1980s, the 930 evolved into an ever-more sophisticated, luxurious, and powerful road car. By 1987, the Turbo boasted a 3.3-liter engine, which was connected to a smooth four-speed manual transaxle and could produce 282 horsepower at 5,000 rpm and 289 foot-pounds

of torque at 4,000 rpm, The ventilated brake rotors were drilled for increased efficiency, and a large intercooler was housed within the “Tea-tray” rear spoiler. The 1987 930 Turbo, of which 1,695 were built for the U.S. market and another 786 for the “Rest of the World” (RoW), was capable of a near-160 mph top speed.

This stunning Guards Red (027) Turbo Coupe, with a sunroof and barely 11,000 miles from new, appears as pristine as the day it left the factory in December 1986. It was delivered new to Jack Daniels Motors in Fair Lawn, New Jersey, and then went to Auto Leasing by Elite Inc., of Closter, New Jersey. Its warranty book is dated April 3, 1987. The Champagne leather interior presents as-new, with factory-installed clear protective plastic still protecting the carpeting from being soiled and worn. This car is fitted with a limited slip differential, a power sunroof, factory air conditioning, a center console, electric windows, eight-way power seats, a leather steering wheel with a raised hub, a high-end Blaupunkt

stereo entertainment system, left- and right-hand electrically adjustable and heated outside mirrors, a rear window wiper, and fog lamps, as well as competition valve stem supports, wheel security locks, and anodized Fuchs forged “Windmill” alloy wheels, which are seven inches wide in the front, nine inches wide in the rear, and are all fitted with Michelin Pilot Sport Plus tires. It is supplied with a set of factory-accessory floor mats, a complete and original tool kit, and an air compressor for its collapsible spare tire and wheel. The car includes its original and correct manuals, warranty book, and keys, and it even comes with a touch-up paint stick.

This 911 Turbo Coupe shows fewer than 12,000 original miles, meaning that it has been barely broken in. It would be a perfect addition to any collection of fine high-performance sports cars, and after the replacement of some of its consumable items, it would be very suitable for club events or weekend enjoyment.





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1912 ROLLS-ROYCE 40/50 HP SILVER GHOST ROI DES BELGES

CHASSIS NO. **2232E**

ENGINE NO. **79T**

COACHWORK IN THE STYLE OF **BARKER**

SPECIFICATIONS:

50–60 bhp, 7,428 cc side-valve inline six-cylinder engine with a two-jet type carburetor, steering wheel quadrant controls and an automatic air valve, three-speed manual gearbox, semi-elliptic front springs and cantilever springs mounted over the axle with friction-type shock absorbers, and two-wheel mechanical brakes with handbrake-operating rear drums on the rear hub. Wheelbase: 135.5 in.

ESTIMATE:

\$500,000 – \$650,000

- An original “parallel bonnet” Silver Ghost
- Formerly owned by the Duke of Sutherland and Millard Newman
- Handsome, period-correct Roi des Belges coachwork
- A proven tour car with excellent road manners and reliability

The Silver Ghost was created in 1906, and at the time, it was the most advanced automobile that money could buy. At a time when cars were either powerful or refined, agile or sturdy, fast or comfortable, the Silver Ghost was all of that and more.

Credit for the inherent capability of the chassis must go largely to the engine and its exceptional flexibility and refinement. Other six-cylinder designs suffered from long and flexible crankshafts that induced vibration and created harsh noises. Royce’s new engine featured much larger bearings and the

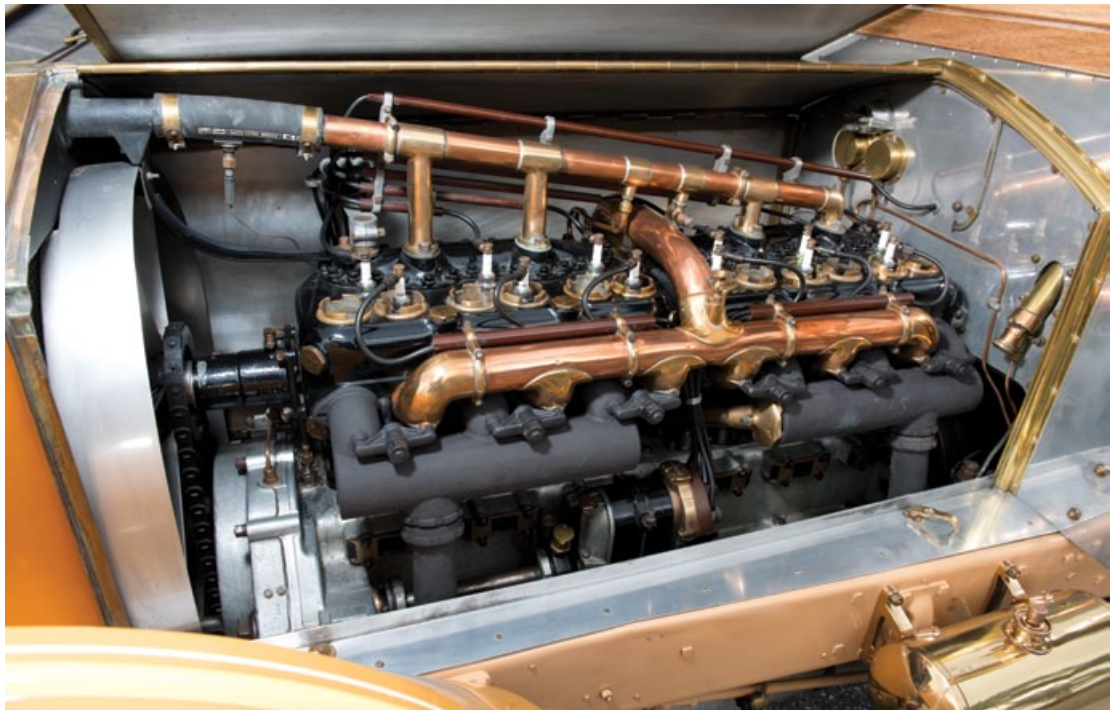
pressurized oiling system they needed, which was secured by seven main bearings that were contained within a strong and rigid crankcase.

Rolls-Royce’s advanced foundry capabilities allowed for removable cylinder blocks with fixed heads, which eliminated leaks and cooling problems, and casting them in triplets helped shorten and lighten the engine. Twin ignition, via magneto and distributor and coil, helped ensure both reliability and thorough combustion. Superior breathing resulted from carefully designed manifolds and a new twin-jet carburetor developed by Royce. All of this, combined with low compression, at just 3.4:1, allowed the Ghost engine to develop prodigious torque while turning at just 1,250 rpm.



In an engineering sense, the Silver Ghost was a mechanical masterpiece, with its aluminum alloy crankcase and the timing drive and ignition being driven by gears, not chains. The timing gears were made of phosphor bronze and nickel steel, which were ground and polished by hand. The crankshaft was ground to an accuracy of .00025 on its bearing surfaces and then hand-polished to remove any minute scratches left by the grinder. The result was an automobile that ran in complete silence without a puff of smoke, which was a feat that was unmatched at the time.

In the day, the hallmark of a fine car was its top gear capabilities, partly because the drivers were unaccustomed to shifting but also because running in top gear only gave a smooth ride, particularly when the owners were generally the rear passengers. And it was such top gear flexibility that earned the Ghost its admirable reputation. It was capable of accelerating from a standing start to top speed without shifting, and it did so silently, giving the operator the impression of being pulled along by an unseen hand. While other cars were faster or more powerful, none could match the serene and somewhat surreal experience of “ghosting” along a quiet road.





CHASSIS NUMBER 2232E

A new Silver Ghost chassis in 1912 sold for £1,850, or around \$4,000 U.S., which was a price that frequently doubled with its owner's selection of custom coachwork. As chassis regularly outlasted their bodies, it was not uncommon for a Silver Ghost to change coachwork when passing from owner to owner, often being repurposed for various uses.

When delivered new in January 1913, the chassis offered here, number 2232E, carried a torpedo body by Thrupp & Maberly. In 1988, it was rebodied into its present touring style, a Roi des Belges or "Tulip Phaeton," which was a popular Barker style in the early 1900s that was

created by Wilkinson, a well-known modern British coachbuilder. It is important to note that because so few Edwardian Silver Ghosts survive with their original coachwork, a properly rebodied example such as the car offered here is fully accredited by all major Rolls-Royce societies, and it is fully welcomed into the Rolls-Royce Owners' Club, the Rolls-Royce Enthusiasts Club, and the Silver Ghost Association for all of their events and tours.

Over the years, the car has been enjoyed by several collectors in England, the United States, and Canada, including ownership in the 1920s by His Grace the Duke of Sutherland, as well as more recent ownership by the late, highly respected American enthusiast of Silver Ghosts, Millard Newman.

For more recent owners, the car has been well-sorted mechanically and enjoyed as a regular touring and event car. It is offered with a collection of archival documentation from the Rolls-Royce Foundation, including copies of original build documentation, and it is, of course, listed with a complete roster of bodies and owners in John Faisal's standard reference work, *The Edwardian Silver Ghost*.

This car, being offered from its most recent enthusiast owner, would be ideal for any number of tours and driving events. In the words of marque historian Diane Brandon,

"The charm of driving a very high-g geared Edwardian Ghost is addictive." As an example, in the summer of 2004, the owner of a 1913 Silver Ghost drove her car alone from her Pennsylvania home to Pebble Beach and back, a round trip of over 5,000 miles, without incident.

For the enthusiast seeking a proper Edwardian Silver Ghost with the desirable "parallel bonnet" and all the flamboyance that a vast, powerful Brass automobile can provide, there are few better choices than this handsome car, as it has been the choice of royalty and prominent American collectors alike.



Visit rmauctions.com to view all photos.



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1971 FERRARI 365 GTB/4 DAYTONA BERLINETTA

COACHWORK BY SCAGLIETTI

CHASSIS NO. **14385**

ENGINE NO. **14385**

BODY NO. **548**

SPECIFICATIONS:

352 bhp, 4,390 cc DOHC V-12 engine with six Weber carburetors, five-speed manual transmission, independent front and rear suspension with unequal length wishbones and coil springs over telescopic shock absorbers with anti-roll bars, and four-wheel disc brakes. Wheelbase: 94.48 in.

Please note that an import duty of 25% of the purchase price is payable on this lot if the buyer is a resident of the United States.

ESTIMATE:

\$600,000 – \$750,000

- **“The Condo-Find Daytona”**
- **Offered on behalf of the original owner**
- **A European-specification car, picked up at the factory in 1971**
- **Complete tool set, manuals, and incredible documentation**

Every big city has its legends, and among the car guys who gather at bars after work and in suburban garages, those legends spread like wildfire. The single-owner Corvette still in the widow’s carport. The Duesenberg still in the original family’s carriage house. Most of those are, of course, just fun rumors.

On the other hand, urban legends are sometimes true. The story told here belongs to one such legend, which has become known as the “Condo-Find Daytona” or, due to the eight-track tape of disco rock still stuck in its K-Tec player, “the

Disco Daytona.” For the last 25 years, it has been hidden in plain sight, tucked away in the corner of a parking garage in downtown Toronto, where it has been up on blocks and under a cover, with -35 antifreeze in its radiator. It is offered here directly by its first and only owner, Patrick Sinn



**“IN JULY OF 1971, THEY TOLD
ME THAT THE CAR WAS READY,
SO I FLEW OVER TO MILAN.”**

- PATRICK SINN

of Toronto, and as is often the case with someone who has owned a car since new—for 44 years in this case—he tells the incredible story best.

The year was 1971. I had just finished skiing in Chamonix, France, and I went to Geneva to catch a flight home. I was waiting in the airport for the flight to take off, and it was delayed, so I had the whole day to stand in the airport doing nothing. I heard about this Geneva International Motor Show, so I said, “Why don’t I just go there and check out the new models?”

When I got there, Ferrari had a display of two Daytonas and a 246 Dino. That was the first time I set my eyes on the Daytona, and I fell in love with it. I sat in the car, walked

around it a million times, and said to myself, “I want to buy one.” So I talked to the salesman at the motor show and asked him, “How can I buy the Daytona?” He said, “Well, you can go to any Ferrari dealership and place an order.” I said, “Well, since I’m in Europe, I’m not going to wait. I’m going to go to the factory and just order a car—that’s the quickest way—and that way I can pick the color, options, and what have you.”

So, instead of flying home from Geneva to Toronto, I canceled my flight and bought a ticket to Milan. When I got off at the Milan airport, I rented a car and drove it all the way to Modena, where the Ferrari office is. I went into the office and told the gentleman inside that I wanted to buy a Daytona.





He introduced me to a Mr. Boni, who was the sales manager, and he showed me the list price, options, choice of color, and upholstery. I signed a contract with them to buy a Daytona and picked Bordeaux Red with a metallic base, because I liked that color, and I also picked the two-color upholstery that I like. They told me I had to come back in the summer, when the car was ready. I told them, "I want to come here, take the car out of the factory, and drive it in Europe for a while before shipping it back." They said, "Fine. We will fit you with an EE license plate so you can drive it anywhere in Europe."

Approximately \$18,000 U.S. later, plus a little bit more money for spare parts, because I wanted some spares for tune-ups and brake work, I left Ferrari with a deposit.

In July 1971, they told me that the car was ready, so I flew over to Milan, got down to the factory, and took possession of the new Daytona.

When I first drove from the factory to Geneva, almost all the way on the autostrada, I stayed at the InterContinental Hotel in Geneva. While relaxing by the poolside, I was showered with admiration from strangers from all over Europe, wanting to talk with me about the shiny Daytona. It appeared to me that Europeans, in general, knew more about Ferraris than North Americans. I quickly made new friends around the pool. They liked to get a ride in my car, and in return, they showed me around town, took me to restaurants and discotheques, and we all had a good time enjoying our new friendship. After that, I drove on the autobahn to Zurich and received a wonderful reception at the Dolder Grand Hotel.

After Europe, and about a month of driving, I left the car at the factory for them to do the first oil change and check out the engine before they shipped it over to North America. I drove it south to Marseilles, where I was catching the QE 2, sailing from Marseilles to New York. They let me put the car on the ship and store it below-deck, so that when I got off in New York, I could drive it home to Toronto. Every couple of days, I would go below-deck and look at the Ferrari, just to make sure there was no seawater damage!

Of course, they told me at the border that I could not import this car into Canada, because it did not meet all the safety and pollution requirements of a foreign import. I tried to convince them that it was a one-off and not really causing any environmental damage, and after haggling with them for a while, they just let me go, although I had to put up some kind of bond to clear customs. I guess in those days, 1971, there weren't too many foreign imports, and certainly not enough for them to worry about.

In 1989, my dad passed away, and I had to rush to Hong Kong to take over his shipping business with my two brothers. Because I had to leave in a hurry, I just put the car up on blocks, covered it, and left, thinking, "I'll be back in a few months." But things didn't work out that way, because after the funeral, there were a lot of estate matters to be resolved,

so I ended up staying in Hong Kong for the next six years. I finally got back to Toronto, where I was very involved in real estate and very busy. As I already had a Mercedes-Benz 280 SL and a Ford to drive, I didn't need to drive the Ferrari.

After a while, while looking at the car sitting in my garage, where they wash down the floors four times a year, I noticed that it was beginning to lose its shine. I had two choices: I could spend big money to restore it, or I could sell my beloved toy and let somebody else enjoy it. I opted for the latter, realizing at 77 years old that I would not be enjoying the car as much as I used to, because I had other priorities in life. So why not let another Ferrari aficionado enjoy it?

I have never been to a car auction in my life, but I found RM online and saw that they are the biggest auction house worldwide for antique Ferraris. So I started following their auctions closely and eventually said to myself, "Well, let me give them a call and see what happens..."

The car has been returned to running condition but will require additional mechanical reconditioning before extensive road use. Please contact an RM Auctions specialist for further information.





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1952 MERCEDES-BENZ 220 CABRIOLET A

CHASSIS NO. **187.012.06634/52**

ENGINE NO. **180.920.06800/52**

SPECIFICATIONS:

86 bhp, 2,195 cc SOHC inline six-cylinder engine, four-speed manual transmission, four-wheel independent coil-spring suspension with control arms in the front and swing axles in the rear, and four-wheel hydraulic drum brakes. Wheelbase: 112 in.

ESTIMATE:

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

- **Exceptional older restoration with minimal mileage since**
- **Recent professional detailing and mechanical sorting**
- **Includes custom-fitted luggage**

As World War II ended, Daimler-Benz AG was in precarious health. As a result of Allied bombing, its plants were largely rubble and the company's administration was in shambles. For several years, the only Mercedes-Benz passenger cars were continuations of the four-cylinder 170V, a modest middle-class car that had been the best-seller in the 1930s.

A wholly new luxury car was in the works, the 300 series, but in 1951, an upscale modernization of the 170 bowed as the 220 series, with the internal company designation of W187. Styling was similar

to the 170, but its headlamps were faired into the front fenders instead of free-standing, giving the car a more up-to-date appearance.

The engine, however, was completely new. It was a 2,195-cubic centimeter inline-six that had a single overhead camshaft operating the valves and short rocker arms. It was novel not only in its architecture but also for its dimensions. The cylinders' stroke was shorter than the bore dimension, "oversquare" in engineering parlance or "short-stroke" to enthusiasts, and it was unusual in Europe at the time. It became the mainstay of Mercedes-Benz's line, and derivatives remained in production until the 1970s.

More than 16,000 Mercedes-Benz 220s were sedans, but more discerning buyers also had the option of ordering a two-three seat Cabriolet A or a full four-seat Cabriolet B. Just 1,278 people opted for the "A" version.

In 1996, this 220 Cabriolet A was purchased by the current owner from Tom Divel, of New Jersey, and it then became the subject of an exhaustive restoration by Howe Motor Works, of Burlington, Ontario, which was completed in 2000. The interior, including the carpeting, tan upholstery, and custom-fitted luggage, was done by Diamond Trim, of Aurora, Ontario. Some work was also contracted to Legendary Motor Cars. Sadly, soon after completion, the owner passed away and the Mercedes-Benz remained in climate-controlled storage until recently.

Although the car now wears an older restoration, it has been driven less than 20 miles and has recently been professionally detailed back to its concours condition. Its black paint exhibits a deep shine, and the brightwork is all very good. The tan leather interior is exceptional and shows no signs of wear. The engine bay and undercarriage are clean and tidy.

This car is in as-new condition and comes complete with fitted luggage and several tools in the compartment. The dashboard carries an elaborate four-band pushbutton radio, and included with the car are extensive invoices from the restoration work performed by Howe, Diamond, and Legendary Motor Cars. As the car has seen limited use since restoration, the recent detailing is in excellent condition throughout. This mechanically vetted Mercedes-Benz is ready to drive and provide instant enjoyment to its next owner.





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1960 BUICK ELECTRA 225 CONVERTIBLE

CHASSIS NO. **862008048**

SPECIFICATIONS:

325 hp, 401 cu. in. Wildcat 445 V-8 engine with a four-barrel carburetor, Dynaflow automatic transmission, four-wheel coil-spring suspension, and four-wheel power-assisted drum brakes. Wheelbase: 126.3 in.

ESTIMATE:

\$70,000 – \$110,000

- **Restoration chronicled in *Hemmings Classic Car* in July and August 2013**
- **Recipient of a 2012 AACA National award for Best Post-War Buick**
- **A 2013 AACA Senior award winner**

In addition to new styling, many features were offered by Buick for the first time in 1960. Among those were separate heater controls for the front and rear passengers; a new device called Mirrormagic, which allowed the driver to adjust the angle of the instrument dials; and a Twilight Sentinel that automatically turned on the car's headlights at dusk and turned them off at dawn. Vented wheels and wheel covers were designed for greater brake heat dissipation, and the exhaust system was completely redesigned too.

The Electra 225 (named for the car's overall length) continued as Buick's top-of-the-line offering, with power supplied by Buick's ubiquitous 235-horsepower, 401-cubic inch "nailhead" V-8 and Dynaflow automatic transmission. Power steering and brakes were standard, befitting of the Electra 225's top-tier status.

This dashing Convertible found its current owner in 2008, after he responded to an ad in *Hemmings*, which described the car as "an older restoration and an excellent driver." Equally appealing was the fact that it was loaded with options, including factory air conditioning, which was a feature that appeared on less than 10 percent of production that year. Additionally, it was lavishly equipped

with a center console, power-operated leather bucket seats, a power antenna, power windows (including front wing vents), a Town & Country AM radio with a rear-seat speaker, a Twilight Sentinel with an Autronic-Eye, and a safety minder with a speed alert.

What followed was an exhaustive four-year restoration that left no detail spared. Receipts totaling in excess of \$140,000 (excluding time and labor) are included with the car's file. The highlights were extensively chronicled in a two-part article appearing in the July and August 2013 issues of *Hemmings Classic Car*. Everything was attended to, including an engine and chassis rebuild and even the reapplication of any factory paint dabs found during disassembly. A rechroming of all the trim, the fitting of a new interior and top, and a repaint in a factory color of Pearl

Fawn Metallic were just a few of the myriad of things attended to. Attesting to the meticulous workmanship and detailing noted in the story, the car received its AACA First Junior award at Hershey in 2012, along with the prestigious Post-War Buick National Award that same year. It was awarded its AACA Senior in 2013 in Charlotte and has since received a Best in Class award at the 2013 Boca Raton Concours d'Elegance and a First in Class at the Hemmings Concours in Saratoga, New York, in 2014.

As this car has attended limited showings since its restoration, the new owner is bound to receive further accolades wherever it should appear. Just like the ads of the era asked, "Wouldn't You Really Rather Have a Buick?"





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1971 PORSCHE 911 T 2.2 COUPE

CHASSIS NO. **9111102152**

ENGINE NO. **6117597**

GEARBOX NO. **7119829**

SPECIFICATIONS:

125 bhp, 2,195 cc SOHC air-cooled horizontally opposed six-cylinder engine with two Weber carburetors, five-speed manual transmission, independent front and rear suspension, and front and rear disc brakes. Wheelbase: 89.4 in.

ESTIMATE:

\$130,000 – \$160,000

OFFERED WITHOUT RESERVE

- **One of just 583 U.S.-specification D-Series 911 T Coupes**
- **Recent bare-metal, comprehensive restoration by a European marque expert**
- **Matching-numbers example; includes a Certificate of Authenticity**

The year 1969 marked major changes in Porsche's chassis design and model lineup. The wheelbases of its 911 and 912 series cars were lengthened by 2.4 inches, which greatly improved drivability. The front fenders and rear-quarter wheel openings were flared slightly to accommodate wider wheels and tires. The heating and ventilating systems were upgraded from the previous year's model, along with numerous other interior and exterior details. For the 1970 and 1971 C- and D-Series, engine displacement was increased to 2.2 liters across the range, which now included the base model 911 T, the last 911 to carry carburetors. The T, E, and S models were available in coupe or

Targa configuration, and a long list of extra-cost optional equipment was also available.

Offered here is a well-equipped U.S.-specification 1971 911 T Coupe that had been enjoyed by only four owners prior to its purchase by the consignor. It was ordered from the factory with many desirable options, including forged aluminum Fuchs alloy wheels, front and rear anti-roll bars, air conditioning, tinted glass, and a Blaupunkt Frankfurt stereo system. It also features what Porsche called the "Comfort Group," an all-encompassing term that included a full set of 911 S instruments, a leather-wrapped steering wheel, velour carpeting, aluminum trim on the door sills, rocker panels, and wheel openings, as well as 911 S rubber trim on the bumpers and rocker decos and rubber bumperettes. The Porsche name and model trim on the engine lid were

gold-plated. Finally, the car was finished in Special Order 7474, Sepia Brown, with a beige leatherette and hound's tooth cloth interior.

This very attractive 911 T Coupe was completed on July, 1, 1971, and shipped to a dealer in Jacksonville, Florida, where it was purchased by Ms. Elva R. Robert. She enjoyed the car until 1977, when it was sold to a knowledgeable local enthusiast, Bruce Preston. Eventually this handsome 911 found its way to Europe, where, with just less than 80,000 miles on its odometer, it had been subjected to a comprehensive nut-and-bolt mechanical and cosmetic restoration by a leading marque specialist. The body shell was taken down to bare metal, and all of the body panels were found to be original. The shell was repainted in its original Sepia Brown, and a new interior of beige

leather and correctly pleated hound's tooth fabric was installed. The speedometer, tachometer, clock, and other instruments have also been carefully restored. All of the body seals and weather-stripping have been replaced, and all of the trim and frames, including the bumpers, door handles, window frames, and side-view mirrors, are new, polished, or replated. Mechanically, the 2.2-liter engine was completely rebuilt to original specification, and it has been driven just 1,500 kilometers since completion.

This beautiful Porsche is supplied with its original owner's manual, its original pair of keys and key holder, a tool roll, a jack, a spare tire, and a file of service invoices. This classic 911 is already a sought-after collectible, and it is ready to provide its next owner with many more years of enjoyable driving.





200

1961 JAGUAR XK150 3.8 DROPHEAD COUPE

CHASSIS NO. **S 838809 DN**

ENGINE NO. **VA 1746-8**

BODY NO. **P 8383**

SPECIFICATIONS:

220 bhp, 3,781 cc DOHC inline six-cylinder engine with twin SU carburetors, four-speed manual transmission with electric overdrive, torsion bar independent front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic disc brakes. Wheelbase: 102 in.

ESTIMATE:

\$250,000 – \$350,000

OFFERED WITHOUT RESERVE

- One of 268 XK150 3.8-Liter Drophead Coupes produced with a manual transmission
- Features desirable optional overdrive
- Consistent JCNA 99+ point award winner
- Includes a Jaguar Daimler Heritage Trust Certificate

The XK150 was introduced in mid-1957 as Jaguar's response to the growing U.S. demand for more comfortable and refined sports cars. The XK150 was the final iteration of Jaguar's XK-series, and it featured higher front fenders, a wider grille, a curved one-piece windshield, and, perhaps most significant, Dunlop disc brakes at all four wheels.

A drawing of the new equipment took center stage in the XK150 brochure, and as Jaguar exclaimed, “[It was] the greatest technical advance of all...

immensely powerful yet smooth-acting disc brakes on all four wheels bringing power to stop, swiftly and surely, without the slightest loss of efficiency, even after repeated applications from high speed.”

Jaguar was justifiably proud, and along with that, they became the first manufacturer to offer four-wheel disc brakes on a series-production car.

Although the XK150 was only initially offered in fixed head and drophead coupe versions, a roadster arrived 10 months later, in March 1958, to complete the lineup. Despite being a bit heavier than its predecessors, the car remained a capable performer. The 150 proved to be the most popular XK of all, with nearly 9,400 built

until 1961, including 2,673 drophead coupes, like this example. Roughly 75 percent of the cars were exported, proving the ever-increasing importance of the U.S. and other markets to Jaguar. The XK150 left production in 1961 to make way for the all-new E-Type.

This late-production XK150 is, without question, the ultimate expression of performance of Jaguar's renowned XK-series, as it incorporated virtually every development and improvement that had been discovered in the more than 10 years of its production. Most important is the added horsepower and performance of the 220-horsepower version of the venerable Jaguar 3.8-liter straight-six, along with the optional (\$165.00) overdrive transmission, which makes for comfortable highway cruising.

This example is finished in an eye-catching red with a black leather interior and black hood, and it is equipped with chrome wire wheels, Dunlop tires, Euro headlights, fog lights, and a period-correct Radiomobile AM/FM radio. The tool kit and original owner's manual are included with the car, and perhaps most importantly, it is fitted with the desirable factory overdrive and four-

speed manual transmission. In addition, it is a matching-numbers example, as evidenced by its Jaguar Daimler Heritage Trust Certificate, which confirms its chassis, engine, and body numbers, and it is today as it was originally delivered. The certificate notes that the car was manufactured on April 21, 1960, and dispatched on May 2 of that year to Jaguar Cars of New York, where it was sold to its first owner.

The car was restored to an incredibly high standard in the 1990s, and it has been shown extensively throughout that decade at Jaguar Club of North America events, oftentimes earning a near-perfect score. The numerous JCNA scoring sheets, along with photos of the restoration, are available for inspection and are included in the sale.

This XK150 was acquired by the consigner from the owners who restored the car, and it has been pampered and properly maintained during the nearly two decades of their ownership. This car is a proven winner, with several 99+ point JCNA scores, and it still presents beautifully, which is a testament to the quality of the restoration and the care lavished upon it during the prior owner's stewardship.





201

1957 MERCEDES-BENZ 190 SL

CHASSIS NO. **121.040.7503335**

ENGINE NO. **121.921.7503378**

BODY NO. **A 121.040.7501482**

SPECIFICATIONS:

105 hp, 1,897 cc OHV inline four-cylinder engine with two Solex 44 PHH carburetors, four-speed fully synchronized manual transmission, independent front suspension with coil springs and wishbones, rear single-joint, swing-pivot axle with coil springs, and four-wheel hydraulic drum brakes. Wheelbase: 94.5 in.

ESTIMATE:

\$175,000 – \$225,000

OFFERED WITHOUT RESERVE

- **Fresh, comprehensive, expert restoration**
- **Complete with new soft-top and restored hardtop**
- **Refinished in its original color combination**
- **Includes owner's manual and radio manual for the original unit, as well as the antenna**

While the performance-driven and expensive 300 SL Coupe came out of Mercedes-Benz's racing department, the 190 SL (internally coded W121) was an open-air boulevard cruiser that had been developed by the passenger car team. It was based on the popular "pontoon" style sedans, coupes, and cabriolets that were introduced in 1953. The 190 SL made an immediate impression and presented sleeker body lines that were purposely reminiscent of its senior sibling, the 300 SL. It was available only as a convertible with a folding soft-top or a removable hardtop, or both.

Mercedes-Benz successfully marketed the 190 SL as a grand touring sports car from 1955 to 1963, alongside the 300 SL, and it was the only open SL choice until the Gullwing was replaced by the 300 SL Roadster in 1957. It was solidly built in the Mercedes-Benz tradition, with a flawless finish and exquisite detail, and it found favor among the international elite. Such celebrities as the Aga Khan, Grace Kelly, and Zsa Zsa Gabor owned 190 SLs. In 1955, *Road & Track* wrote, "The outstanding achievement of the 190 SL is...its quality in design and workmanship. But a close second is the general feeling of solidity, which it immediately conveys...We say it's well worth the money."

This strikingly handsome 190 SL was delivered new from Stuttgart to Los Angeles in 1957. It remained a California car, as the consignor acquired it in Beverly Hills for restoration and then shipped it to internationally recognized Mercedes-Benz specialists at SSR Restorations in Vale de Cambra, Portugal, where expert craftsmen undertook a meticulous, all-inclusive, body-off restoration.

The 190 SL's engine and mechanicals, including the suspension, differential, and brakes, have been rebuilt to correct Mercedes-Benz specifications. The car was outfitted with B.F. Goodrich tires, including its spare, and it has been repainted by Mercedes-Benz Portugal in its original Graphite Gray, to go with its lipstick red interior, which is a classic and popular color combination. A new light-grey soft-top and restored hardtop (finished in the original M-B Red Fire) complete the distinctive color

scheme, while gleaming chrome trim adds stylish accents. The sophisticated interior features luxurious leather, and the dashboard displays the original instrumentation, including its Becker Europa tube radio and working clock. Attesting to the thoroughness of its restoration is the spotless undercarriage, which has been detailed to match what is more obviously apparent. Comprehensive photo documentation of the restoration accompanies the car.

Over the years, the charismatic Mercedes-Benz 190 SL has stepped out of the 300 SL's shadow and found its own spotlight. This elegant example was completed to a meticulous standard in 2014, with only test miles on its fresh engine and restoration. As a matching-numbers example that has been liveried and accessorized authentically, as per the included copy of its factory data card, it epitomizes the quality and style of Mercedes-Benz cars of the era.





202

1957 CHEVROLET BEL AIR TWO DOOR SEDAN 'FUEL-INJECTED'

CHASSIS NO. **VC57K180258**

SPECIFICATIONS:

283 hp, 283 cu. in. OHV V-8 engine with Rochester fuel injection, three-speed manual transmission, independent front suspension via upper and lower wishbones and coil springs, live rear axle with leaf springs, and four-wheel drum brakes. Wheelbase: 115 in.

- **A factory-original 283/283 fuel-injected Bel Air**
- **Believed to have less than 40,000 original miles**
- **Formerly of the Milton Robson Collection**
- **Finished in rare Canyon Coral over India Ivory**



ESTIMATE:

\$75,000 – \$100,000

OFFERED WITHOUT RESERVE

Chevrolet sought to keep the Bel Air competitive following successful sales in 1956, so they upgraded the model with new styling for 1957. The car sat 1.5 inches lower and was 2.5 inches longer than the '56 model, and it featured a restyled grille and new front bumpers. Taller tailfins were incorporated into the rear to complete the look, helping to make the 1957 Bel Air a truly timeless design and a sales success.

Customers were given a plethora of choices for engines with the Bel Air in 1957, but the most desirable of all was the 283-cubic inch V-8 that was fitted with Rochester fuel injection, which

could produce 283 horsepower and boast an incredible ratio of one horsepower per cubic inch of displacement. The same motor was an option in the Corvette, but in the Bel Air, it was a veritable sleeper. The car became a family car and daily driver that could leave just about anything on the road in the dust.

With fewer than 40,000 original miles on its odometer, this 1957 Bel Air, which is equipped with the fuel-injected 283-cubic inch engine, was purchased by noted collector Milton Robson in 1989. Mr. Robson acquired the car from an individual who had purchased the car from the estate of the original owner, and at that time, the car showed just 39,000 miles from new. After having been stored for many years, it was decided that the Bel Air should be fully restored back to its former glory. The car was stripped down to its bare frame and refinished

in its original color combination of Canyon Coral and India Ivory. The high quality of the interior matches that of the exterior, and the car has clearly been very well maintained both by Robson and the current collector, who purchased it in 2010. Since then, it has accumulated less than 150 miles through regular exercise, and presently, it remains in excellent mechanical and cosmetic condition.

As one of the most popular American cars ever built, it is said that the 1957 Bel Air will never go out of style, and well-restored, fuel-injected models, such as the example presented here, will always be the most desirable of the breed. This car's low mileage, limited ownership history from new, and rare Canyon Coral and India Ivory color combination make it an excellent example of 1957's most potent Chevy Bel Air.





203

1934 PACKARD TWELVE FIVE-PASSENGER COUPE

ENGINE NO. **902174**

VEHICLE NO. **737-22**

SPECIFICATIONS:

Series 1107. 160 bhp, 445.5 cu. in. side-valve V-12 engine, three-speed synchromesh manual transmission, front and rear semi-elliptic leaf-spring suspension, and four-wheel power-assisted mechanical drum brakes. Wheelbase: 142.5 in.

ESTIMATE:

\$140,000 – \$180,000

- One of only about six known survivors in this style
- Believed to have been originally owned by “Boss Tom” Pendergast
- A CCCA National award winner
- Wonderfully authentic, including its original firewall tag



Packard discontinued its first V-12, the massive Twin Six, after 1923 and replaced it with the smaller Single Eight, which outperformed the original. However, after Cadillac brought out a V-16 in 1930 and then a V-12, Packard was drawn back into the cylinder race. The response was a new Twin Six, one with no resemblance to the old. At 445.5 cubic inches, it was larger than its predecessor, and with a 67-degree vee, it was also wider. Most importantly, it vastly outperformed the old Twin Six, with 160 horsepower to the old engine's 90. When introduced in January 1932, an amazing 22 body styles were offered, with prices from \$3,745 to \$7,950, but fewer than 550 V-12 cars were sold during the model year.

For the shortened Tenth Series (in effect, the 1933 models), the line was rechristened “Packard Twelve,” and while the marketing was just as ambitious, the results were nearly the same as the previous year, with 540 cars built. Finally, the market improved in 1934, and this, along with the longer Eleventh Series, resulted in sales that nearly doubled.

The handsome Five-Passenger Coupe offered here is listed among the authentic survivors of this style in Edward Blend’s landmark tome, *The Magnificent Packard Twelve of Nineteen Thirty-Four*. At the time it was mentioned in the book, the car was owned by Don McCallum, of Indiana. Interestingly, Mr. Blend makes an unattributed claim that the Packard was originally owned by Tom Pendergast, the famous and wealthy Kansas City political boss who virtually controlled the city in the 1930s. The original firewall tag for the car does, indeed,

indicate that it was sold new in Kansas City by the Reid-Ward Motor Company.

The car is beautifully preserved in Packard Blue, with a charming and extremely comfortable blue cloth interior, and it is being offered today from the prominent collection of a late enthusiast on the East Coast. It is a former Classic Car Club of America First Prize winner, and it is equipped with metal artillery wheels, dual side-mounted spares with hard metal covers, dual driving lights, dual horns, and Packard’s Goddess of Speed hood ornament. As noted by an RM Auctions specialist, “The car has been maintained by Tony Barton, one of the best in the business, and it is bulletproof mechanically; it can start, stop, and run down the road like no other.”

This car has intriguing history and is most certainly a very handsome and elegant Classic Packard.





204

1947 CADILLAC SERIES 62 CONVERTIBLE COUPE

CHASSIS NO. **8442708**

BODY NO. **4077**

SPECIFICATIONS:

Body Style 6267. 150 bhp, 346 cu. in. L-head V-8 engine, four-speed Hydra-Matic transmission, coil-spring independent front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic drum brakes. Wheelbase: 129 in.

ESTIMATE:

\$90,000 – \$110,000

OFFERED WITHOUT RESERVE

- Cadillac's only convertible in 1947
- Fresh detailing of a body-off restoration
- An AACA National First Junior winner at Hershey in 2014

All automobile manufacturers halted their assembly lines by February 1942, but none of them remained idle for very long. While most companies were converted to make aircraft parts or guns, Cadillac had the enviable position of keeping its engine production going in order to turn out tanks. Cadillac's first M5 tank was delivered to the army in April 1942, and it was powered by two Cadillac V-8s with Hydra-Matic transmissions, with one driving each track. In all, the division built six types of tanks and gun carriers, resulting in some 12,000 fighting vehicles in all by the time hostilities ended in 1945.

Having its engine plant up and running gave Cadillac an advantage when automobile manufacture was allowed to resume. Although the 1946 Cadillac engines were of the same 346-cubic inch displacement as the pre-war powerplants and were rated at the same 150 horsepower, many internal parts had been re-engineered for greater strength and reliability as a result of the wartime experience. The Hydra-Matic had been beefed up as well.

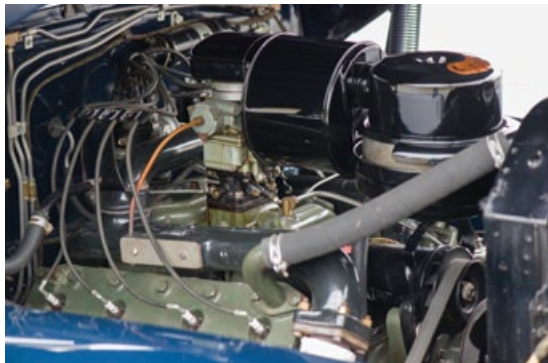
Just as the 1946 models were a modest makeover of the pre-war '42s, the 1947s that were introduced that January were a subtle freshening of the previous model year. There was more brightwork and modest grille and trim changes. The bold "egg crate" grille had one fewer

horizontal bar, and parking lights became small round units, unless optional fog lamps were ordered. Rear fender shields, which were rubber on the '46s, were now made of stainless steel. Particularly noticeable were the large optional "Sombbrero" wheel covers. Hydra-Lectric window lifts became standard equipment in the 1947 Series 75 Fleetwoods and Series 62 Convertible, which was the only soft-top. Convertible production of 6,755 cars in 1947 helped Cadillac's total sales of 61,926 surpass Packard as the best-selling American luxury car.

After being the subject of a body-off restoration for a previous owner, this Series 62 Convertible Coupe was entrusted by the current owner to David Prueitt at the respected Prueitt Automotive Restoration shop in Glen Rock, Pennsylvania. Prueitt gave the car a careful and fine detailing and delivered it to Hershey in October 2014, where it was awarded First Junior honors at the Antique

Automobile Club of America Eastern Division Fall Meet. It is painted in Belden Blue, and the interior is done in correct blue leather and grey Bedford cord. The car has a tan canvas power top, as well as such equipment as a Hydra-Matic transmission, power windows, an original radio, a heater, windshield washers, a backup light, dual exterior mirrors, and rear fenders skirts. Also included with the car are two top boots with matching bags, one in blue canvas that matches the body and another in tan, to match the convertible top.

The current mileage shows barely 55,800, which is understood to be original. Series 62 Cadillacs from 1940 to 1948 are recognized as Full Classics by the Classic Car Club of America, and their excellent performance at highway speeds makes them popular tour cars for CCCA CARavans. This car is certainly one of the nicest examples in existence today.





205

1948 JAGUAR MARK IV 3½-LITRE DROPHEAD COUPE

CHASSIS NO. **637237**

ENGINE NO. **SL 3129**

BODY NO. **C 1291**

SPECIFICATIONS:

125 bhp, 3,485 cc OHV four-cylinder engine, four-speed Moss manual transmission, solid front and live rear axles with semi-elliptic leaf springs in the front and rear, and Girling four-wheel mechanical drum brakes. Wheelbase: 120 in.

ESTIMATE:

\$100,000 – \$125,000

OFFERED WITHOUT RESERVE

- **One of the finest Mark IV Drophead Coupes known**
- **Documented consistent top scores in JCNA judging**
- **Properly restored; complete and correct, down to its tool set**
- **A CCCA Full Classic**



This left-hand-drive, U.S.-delivery Jaguar Mark IV Drophead Coupe was originally delivered to International Motors, of Los Angeles, California, on June 25, 1948, as is documented by its Jaguar Daimler Heritage Trust Certificate. The JDHT notes that the present engine and body numbers both match the originals from the factory, and it also confirms that this car was originally sold with the most desirable and powerful 3½-liter engine.

The car has received a concours-quality restoration, which was completed in 2000, and during this time, it was finished in the visually stunning color combination of burgundy and black, which was accented by a black three-position top with



landau irons, chrome wire wheels, whitewall tires, and brilliant interior woodwork. Desirable period features on the car include “flip up” trafficator-style turn signals and rare Lucas road lamps, as well as a full and proper tool set, which was mounted in the proper location within the trunk lid.

The present owner notes that he drove the car to the Austin, Texas, regional Jaguar Club of North America Concours, where it received 99.91 points; amusingly, most of the deducts were for

cleanliness, as the car had just been driven 50 miles! The owner has gone through the car to sort out any minor defects, and today, it presents as a very nice older restoration and excellent driver, one that the owner feels would do very well at regional meets. This Jaguar is documented by copies of its JCNA Concours judging sheets, as well as a copy of the aforementioned JDHT Certificate.

This CCCA Full Classic Jaguar, offered today with very little road use but consistent good care since its excellent restoration, is a lovely example for a sportsman’s collection.





206

1961 ALFA ROMEO GIULIETTA SPIDER

COACHWORK BY **PININFARINA**

CHASSIS NO. **AR 170763**

ENGINE NO. **00102 26104**

SPECIFICATIONS:

74 bhp, 1,290 cc DOHC inline

four-cylinder engine, four-speed manual transmission, independent front suspension and solid rear axle with four-wheel coil springs, and front and rear hydraulic drum brakes. Wheelbase: 88.6 in.

ESTIMATE:

\$90,000 – \$110,000

OFFERED WITHOUT RESERVE

- A classic example of al fresco Italian motoring
- Traditional red over black color combination
- Recent restoration

The Alfa Romeo Giulietta, first seen at the 1954 Turin Motor Show in coupe form, was intended as a small platform that could easily cut through narrow European streets with ease. Alfa went on to produce a saloon version in 1955, and at the request of U.S. importer Max Hoffman, a convertible variant of the Giulietta was also produced in that same year. The spider was based on the Sprint, and it utilized a variant of Alfa Romeo's 1.3-liter, four-cylinder engine, which could produce 74 horsepower. The convertible weighed in at 1,896 pounds and was 121 pounds lighter

than its coupe sibling, which translated into marked improvements in performance and resulted in a top speed close to 100 mph.

This Giulietta Spider, chassis number AR 170763, was completed on August 23, 1961, and sold on September 6, 1961, to Alfa Romeo Inc. in Newark, New Jersey. According to records from Automobilitismo Storico Alfa Romeo, it was originally finished in white, with either a red or black interior. While its earliest ownership history is currently unknown, it is believed that this beautiful little Alfa made its way to the West Coast early on in its life, which is where the previous owner acquired the car, and it was then brought to Tampa, Florida. In Florida, the Giulietta spent the next six years serving as the mascot for the Tre Amici café in Ybor City, a historic district of Tampa.

In 2012, the Alfa Romeo was acquired by the consignor, who subjected the Spider to a complete restoration. Work began on what was described as a rust-free body by the Florida Classic Cars restoration shop in Tampa. The body was taken down to bare metal and repainted in red, as it had been when acquired. All trim pieces were rechromed or replaced with new ones where needed, and the car also received all new rubber trim and body seals. The black vinyl seats were reconditioned, and the interior was trimmed with new carpeting throughout. Additionally, the Spider received a new matching black cloth top to protect its occupants from a quick downpour. The steering wheel is in excellent condition, as is the chrome horn ring, which has also been rechromed. The dashboard pad and controls are in equally fine order.

The undercarriage was stripped and painted as new, while the engine compartment is clean and tidy. Mechanically, the engine was sorted where needed, including a rebuilding of the carburetor. The brakes have also been properly sorted to ensure that this sprightly Spider stops as well as it goes.

The Giulietta Spider is one of Alfa Romeo's most iconic post-war automobiles, and it represents an affordable way to step into classic Italian motoring. Upon testing an Alfa Romeo Spider, *Autocar* magazine wrote that "there is no more desirable small sports car; it sets standards of performance, handling, and refinement that very few others can match."





207

1959 MG MGA TWIN-CAM ROADSTER

CHASSIS NO. **YD3/734**

SPECIFICATIONS:

108 bhp, 1,588 cc DOHC inline four-cylinder engine with dual SU carburetors, four-speed manual transmission, independent front suspension with wishbones and coil springs, live rear axle with semi-elliptic leaf springs, and four-wheel disc brakes. Wheelbase: 94 in.

ESTIMATE:

\$75,000 – \$100,000

OFFERED WITHOUT RESERVE

- One of 2,111 Twin-Cam examples produced
- Lovingly restored by MG enthusiasts

Undoubtedly the most fascinating part of this Twin-Cam MGA's history is its restoration. The car was purchased by Ralph and Jean Brookes, a pair of MG enthusiasts living in Seattle, Washington, as a restoration project. After having previously restored an MG TC, they began looking to restore a later MG for their next project, and this high-horsepower MGA Twin-Cam Roadster was a perfect candidate.

However, the restoration to this particular MGA did have one unique challenge. Following the restoration of his MG TC, Ralph lost his eyesight due to complications from diabetes.

Even though he was rendered completely blind, Ralph's love of MGs and British cars never wavered, and both he and his wife were not going to let his disability stand in the way of the restoration on the MGA. As involved members of their local MG club, they enlisted the club's help to restore the car. The car was fully stripped, and both the engine and body were removed from the chassis in order to undertake a full restoration, which utilized correct parts that had been sourced from both stateside and the UK. A handful of dedicated club members assisted Jean in getting the restoration just right. Even Ralph was able to assist with smaller tasks by using touch alone, such as helping to remove and fit nuts and bolts.



When the restoration was completed in April 1987, the Brookes' hosted a party in celebration of the car's first drive, and it was complete with snacks, refreshments, and, of course, Champagne. The car was reported to run and drive wonderfully, and after Jean gave Ralph a quick drive around the block, members of the club were invited to take the freshly restored MG out for a drive. Following its completion, the car attended many MG club events, where it received lots of attention and numerous awards, many of which are included with the car.

Following Ralph Brookes' passing, Jean retained ownership of the car for a few years and then decided

to sell it, hoping that it would go to a fellow enthusiast of British automobiles who would continue to care for the car just as she and her husband had. The car comes documented with an article that chronicles its restoration, photos of work being done by members of the MG club, a British Motor Industry Heritage Trust Certificate, and its original driver's handbook and operation manual.

The current owner reports that the car is still in wonderful condition, which is a testament to a restoration that is truly worth more than the sum of its parts. All this MGA Twin-Cam Roadster needs is a new owner who is looking to enjoy the thrills of British motoring, just what Ralph Brookes would have wanted.





208

1959 MORRIS MINOR 1000 TRAVELLER

CHASSIS NO. **M/AW3L 778216**

SPECIFICATIONS:

37 bhp, 948 cc OHV four-cylinder engine, four-speed manual transmission, front torsion bar suspension, live rear axle with semi-elliptic leaf springs, and hydraulic drum brakes. Wheelbase: 86 in.

ESTIMATE:

\$40,000 – \$60,000

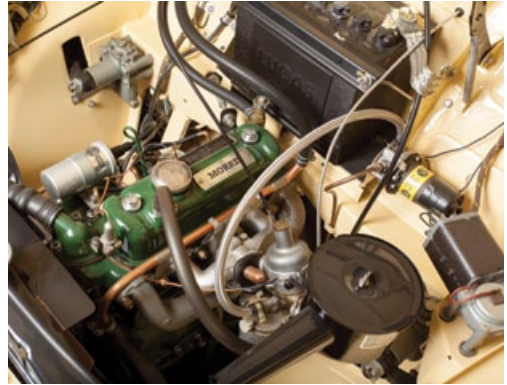
OFFERED WITHOUT RESERVE

- **Only two original owners**
- **Housed in a museum collection for the past 15 years**
- **Comprehensively restored and meticulously maintained**

The Minor was the first brainchild of Sir Alec Issigonis, who would revolutionize small cars with his Mini Minor of 1959. But the Minor was equally revolutionary when it was developed in 1943, in the darkest days of WWII. It was built of unit construction, where the body itself was stressed in order to save weight and add strength. Five years later (after being widened four inches at the last minute), the Minor was launched at London's 1948 Earls Court Motor Show, and it drew crowds almost as big as Jaguar's new XK120, which is a testament to its novelty. However, just like the Citroën DS 19, all the money had been spent by the time

the designers got to the engine, and as such, the new car was saddled with a 23-brake horsepower, 918-cubic centimeter pre-war Morris 8 flathead four-cylinder engine.

The first Minors were sold as two-door sedans and convertibles, but a four-door sedan was offered in 1950, which was the same time the headlights were moved up from the grille to the fenders in order to meet U.S. regulations. The car's handling was praised, but performance was leisurely, and a 0–60 mph time was barely attainable. Things improved in 1952, when Austin and Morris merged and the Minor gained Austin's 30-brake horsepower, 803-cubic centimeter, overhead-valve engine, which offered better acceleration and a higher top speed.



Perhaps the favorite model appeared in the 1953 Series II with the introduction of the Morris Traveller, a wood-framed station wagon. The wood was structured in the fashion of American woody wagons, but its character was unmistakably British, with aluminum panels being used behind the front doors. Split rear doors were also used, with sliding windows at the side. The Traveller would sell 215,328 units between 1953 and 1971, and it would only be survived by the pickup and van commercials, which were built in small numbers until as late as 1976. The Morris Minor was gradually updated over the years but still instantly recognizable. It gained a close-ratio gearbox in 1956, a curved windshield, a large back window, and a horizontal barred grille. It was also fitted with the BMC A-Series engine of 948 cubic centimeters, which further improved performance and gave it a 70-mph top speed.

The car on offer comes from a museum collection, which has owned it for 15 years and was the car's second owner. The previous owner was Edward Koch, of Farmington, New Jersey, and at the time of purchase, in 1998, the Traveller had 62,692 miles indicated on its odometer. At purchase, the car was finished in a rich cream color and had been treated to a comprehensive frame-off restoration, where it received completely new wood, and it has been meticulously refreshed each year since. It is accompanied by the original owner's manual and repair and parts manuals. The consignor notes that this is essentially an as-new car and will compare favorably against any other Travellers, anywhere.





209

1959 BMW ISETTA 300

CHASSIS NO. **514691**

ENGINE NO. **511156**

SPECIFICATIONS:

13 bhp, 297 cc L-head single-cylinder engine, four-speed manual transmission, coil-spring independent front suspension, trailing arm leaf-spring rear suspension, and four-wheel hydraulic drum brakes. Wheelbase: 59.1 in.

ESTIMATE:

\$35,000 – \$45,000

OFFERED WITHOUT RESERVE

- Beautiful example of the legendary microcar that saved BMW
- Fitted with the highly desirable and optional retractable sunroof
- Includes a custom-designed trailer that was built specifically for this car

The Isetta was a vehicle born of necessity, and it is often regarded as the car that saved BMW. Faced with declining motorcycle sales, the burgeoning middle class in its home market, and the political events of the 1950s leading to oil shortages in Europe, the microcar craze was ripe for success, and it was a car that BMW desperately needed. As the motorcycle market declined, BMW began moving toward high-volume car production.

For the second time in its history, BMW built a vehicle under license as a means of getting into

production quickly. The two-seat vehicle with a unique front opening door became known as *das rollende Ei*, the rolling egg in German. BMW approached the owner of Italian company Iso and its designer/owner Count Renzo Rivolta with the idea of purchasing the rights to build the car. Rivolta sold not only the production rights to the Iso but much of the body tooling as well.

BMW debuted the Isetta at the 1955 Frankfurt Auto Show and fitted it with its own 12-horsepower, 247-cubic centimeter four-stroke engine, later upsizing it to 297 cubic centimeters with 13 horsepower, as this model has. A clutch-operated, four-speed motorcycle gearbox drove the twin rear wheels, which

were placed just 20.5 inches apart. The tubular chassis provided for a light body, which weighed in at just 700 pounds. In combination with the motorcycle engine, it offered miserly fuel consumption and a mere DM 2,580 purchase price, which was just 500 more than the R25 motorcycle with which it shared its engine. Between 1955 and 1962, BMW produced 161,728 Isetta 250s and 300s, including 17,536 in the 1959 model year. The little BMW offers genuine 50-mph performance, while also delivering up to a claimed 70 mpg.

This 1959 Isetta 300 is a Euro-specification model that was sold new in Acapulco, Mexico. Euro-spec models were not available in the U.S. market but are

still recognized for their body-side marker lamps and taillights that were integrated into the rear quarter panels. It is finished in Rosso Valentino and Grigio, with a matching interior, and it is equipped with the highly desirable retractable sunroof, a Euro-style folding rear luggage carrier, protective mud flaps, and a sun guard.

It was completely restored less than three years ago by well-known San Diego, California, area Isetta specialist Greg Hahs, who is also known as "The Isetta Dude." Since its restoration, the car has been driven less than 25 miles, and according to the consigner, it is fully sorted. In addition, it comes complete with a custom-built trailer that has been designed and built specifically for hauling this car.



ACKNOWLEDGEMENTS

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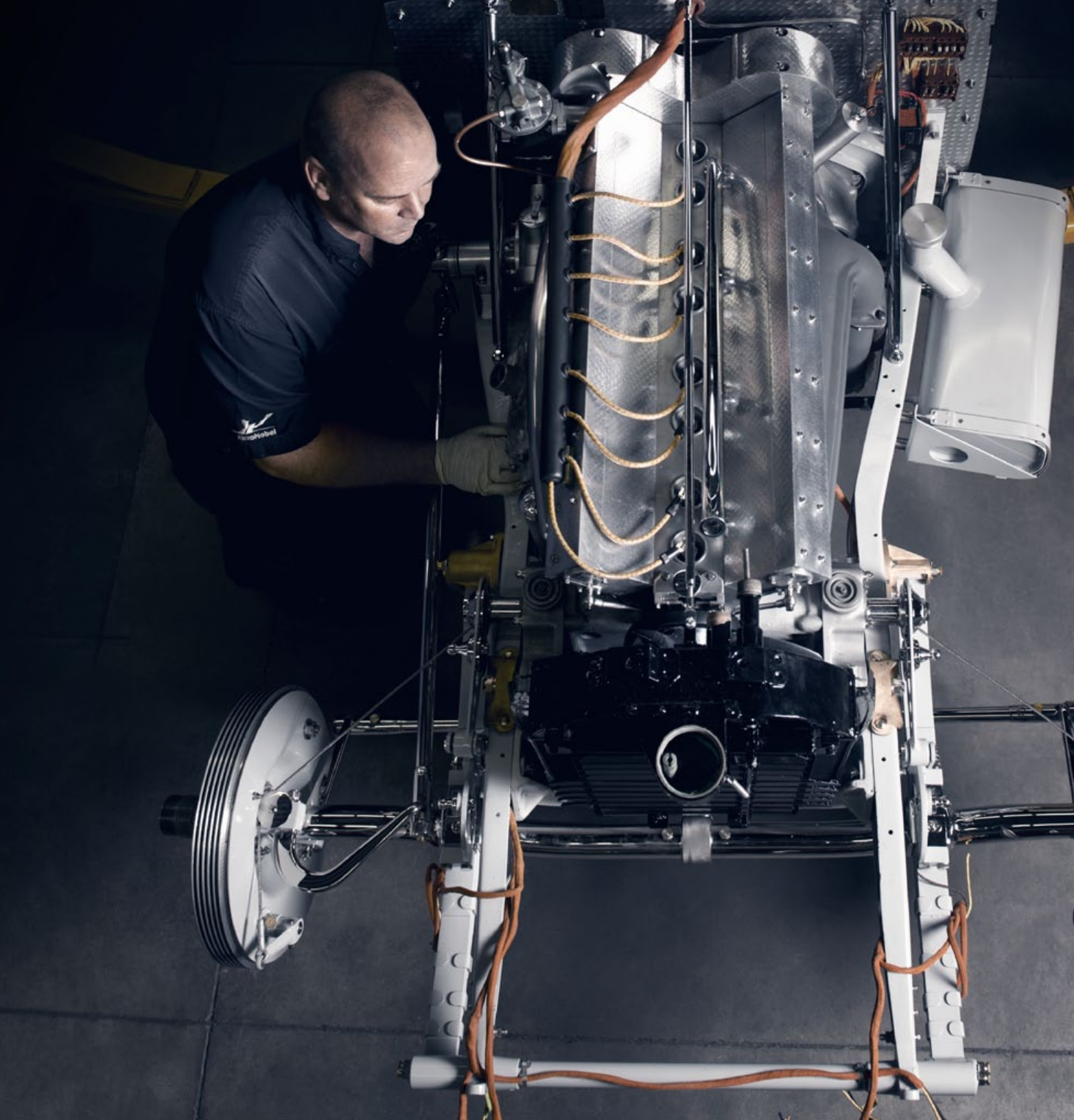
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2

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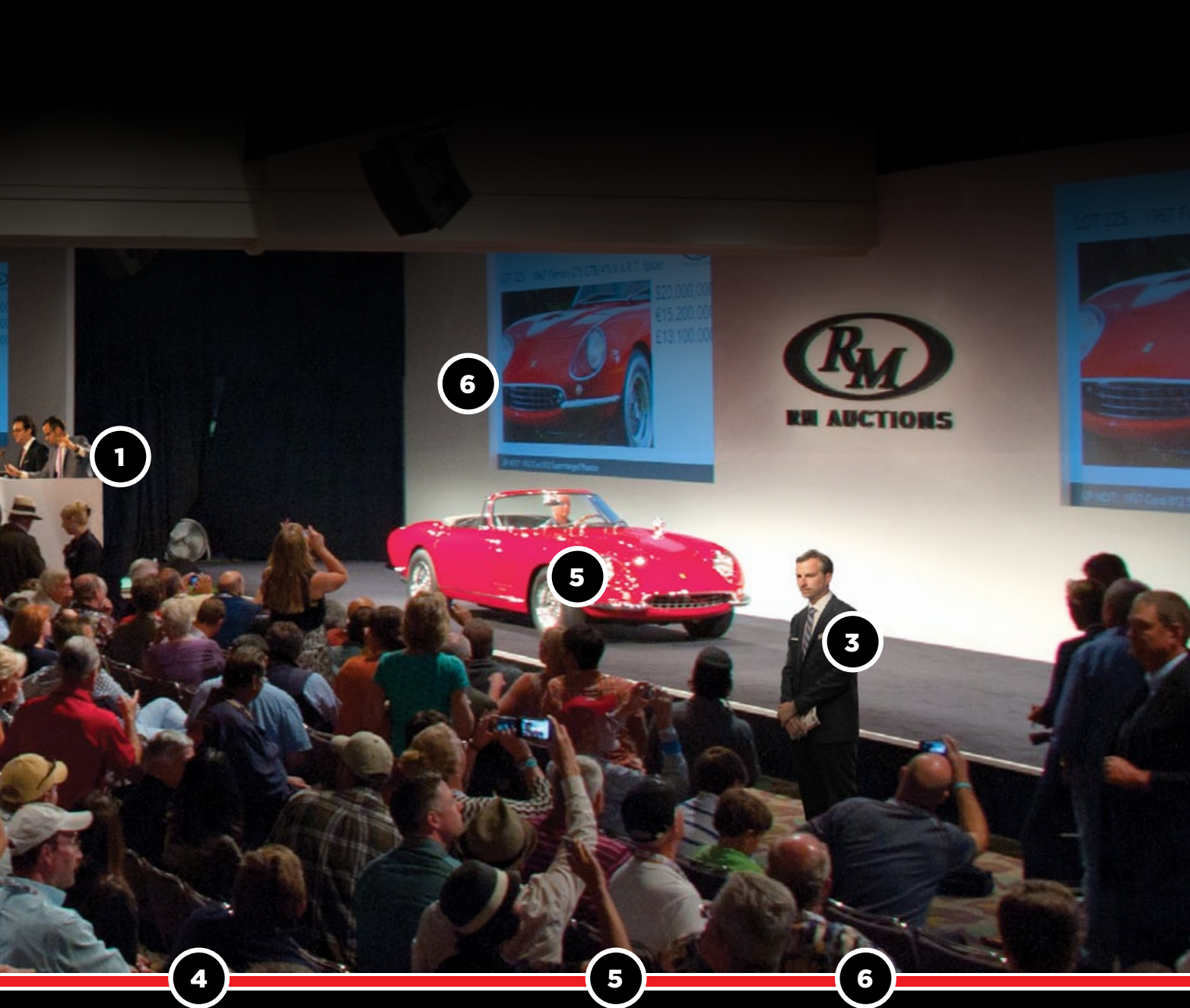
The commentator’s job at the auction is to introduce each lot and give a short description of it prior to the auctioneer opening up the lot for bidding. Pay close attention, as the commentator sometimes announces any new information regarding the lot that has come to light post-publication of the sale catalogue.

3

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4



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Each car crossing the auction block is given a lot number. Lots are sold in sequential order, typically starting with Lot 1 or Lot 101. To reference when a car might be sold, on average we sell 18–20 lots per hour.

6 BID DISPLAY

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