

# Pebble Beach Auctions

FRIDAY AUG 15 AT 4PM



GOODINGCHRISTIE'S





LOT 31 | 2024 BUGATTI BOLIDE



EVENT INFORMATION

AUCTIONS

Friday, August 13 4:00pm PDT  
Saturday, August 16 11:00am PDT

Food and drinks available for purchase  
Catered by Pebble Beach Resorts®  
View live auction – goodingco.com

VIEWING HOURS

Wednesday, August 13 10:00am–6:00pm  
Thursday, August 14 9:00am–6:00pm  
Friday, August 15 9:00am–9:00pm  
Saturday, August 16 9:00am–5:00pm

ADMITTANCE

Admittance – \$50, admits one  
Credit card only  
Children under 12 free

AUCTION LOCATION

Parc du Concours  
Corner of Stevenson Drive and Portola Road

MAILING ADDRESS

Gooding Christie’s  
1120 Forest Ave., Box 101  
Pacific Grove, CA 93950-5145

BIDDER REGISTRATION PACKAGE


\$200, includes admission for two to the viewing and auction with two reserved seats, subject to availability. Submit your Bidder Registration Application online at goodingco.com/register.

BUYER’S PREMIUM

In addition to the final bid price, the Buyer is required to pay Gooding Christie’s a percentage of the final bid price, the Buyer’s Premium. This Auction will have the following Buyer’s Premiums:

- For **Vehicle Lots:** (a) For a final bid price of \$250,000 and below, Gooding Christie’s will receive a Buyer’s Premium of 12% of the final bid price; and (b) for a final bid price of above \$250,000, Gooding Christie’s will receive a Buyer’s Premium of 12% on the first \$250,000 and 10% on the remainder of the final bid price.
- For **Automobilia Lots:** Gooding Christie’s will receive a Buyer’s Premium of 25% of the final bid price.

ONLINE BIDDING

Gooding Christie’s is pleased to offer online bidding on select lots bearing the  icon. To learn more, visit bid.goodingco.com or scan the QR code to download our iOS or Android app.



CONTACT US

Telephone: 310.899.1960  
Fax: 310.526.6594  
E-mail: info@goodingco.com  
CA Dealer Number 60836  
Auctioneer: Charlie Ross, CA Bond Number 70452313  
Pebble Beach® and Pebble Beach Concours d’Elegance® are trademarks and service marks of Pebble Beach Company. Used by permission.

PARKING & ROAD CLOSURES

PARKING

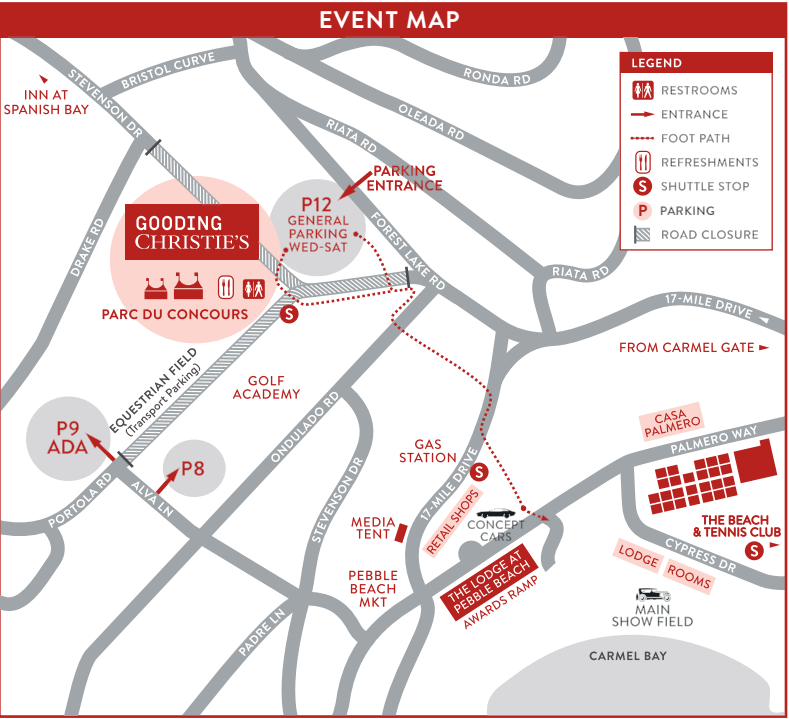
From Wednesday to Saturday, general parking will be found in Lot 12, immediately adjacent to our auction location (see Event Map). The entrance to this parking lot is on Forest Lake Road, just a short walk to the viewing and auction.

When Lot 12 has reached capacity, guests will be redirected to parking in Lot 8. The entrance to this lot is on Alva Lane, between Portola Road and Ondulado Road.

ADA parking spaces can be found in Lot 9, at the Pebble Beach Equestrian Center all week long. Shuttles will bring those guests to a shuttle stop at the corner of Stevenson Drive and Portola Road.

ROAD CLOSURES

The roads immediately around the Gooding Christie’s auction location will be closed Thursday through Sunday by the California Highway Patrol. Guests and vendors with Lot 14 parking passes may bypass the road closures, but only through the gate at Stevenson Drive and Drake Road.





IMPORTANT NOTICES

Please read the Conditions of Sale at the end of this Auction catalogue for the full terms and conditions of sale. Each capitalized term used but not defined below will have the meaning assigned in the Conditions of Sale.

REGISTERING TO BID

Prospective bidders may submit a written Bidder Registration Application or Telephone and Absentee Bidder Registration Application (1) by mail, (2) by email to [bidders@goodingco.com](mailto:bidders@goodingco.com), (3) by fax to 310.526.6594, (4) on-site at a Gooding & Company, LLC (“**Gooding Christie’s**”) auction event, or (5) through online bidder registration available at [goodingco.com](http://goodingco.com) or through Gooding Christie’s mobile apps for iOS and Android. After submitting your application, a Gooding Christie’s representative will contact you to finalize your registration.

Prospective bidders will be required to complete and execute the applicable registration application forms, provide identification (Driver’s License or Passport for individuals and corporate documentation for companies), and provide an original Bank Letter of Guarantee or other form of proof of ability to pay for purchases, in either case, in an amount and in a form acceptable to Gooding Christie’s in its sole discretion (the “**Guarantee**”).

Prospective bidders authorize the release of financial information to Gooding Christie’s for the purposes of verifying ability to pay for purchases.

Please ensure that Gooding receives your completed bidder registration form and Guarantee no later than 24 hours before the start of the Auction session in which you wish to bid.

For more information about bidding or registration, please visit [goodingco.com/register](http://goodingco.com/register) or email [bidders@goodingco.com](mailto:bidders@goodingco.com).

INSPECTION OF LOTS

As explained more fully in the Conditions of Sale, bidders are provided an opportunity to inspect all Lots prior to bidding and are invited and strongly encouraged to conduct, and must solely rely upon, their own independent inspection and examination of any Lot and all matters relating thereto before placing any bid. **For assistance in inspecting any Lot – including assistance in moving any Lot or in raising any Vehicle to conduct an underside inspection – please contact [clientservices@goodingco.com](mailto:clientservices@goodingco.com).**

BIDDING IN THE ROOM

While prospective bidders may register to bid in the room prior to the Auction and during viewing hours, it is recommended that registration be completed prior to arriving at the Auction site.

For bidders whose registrations have been completed and accepted by Gooding Christie’s, bidder paddles will be available for collection at the Registration Desk at the front of the Auction venue during viewing hours and the Auction.

Each bidder is personally responsible for any use of the paddle provided to such respective bidder for purposes of identification, and each bidder agrees that it is personally liable for the full Purchase Price (as defined in the Conditions of Sale) if the paddle is used in bidding on any lot whether by the respective bidder or by any other person.

Each bidder, Buyer, attendee or participant by entering the Auction site agrees to comply with all applicable policies and procedures Gooding Christie’s may communicate from time to time, including without limitation any posted signage pertaining to safety, health or other requirements.

ADDITIONAL FEES

Buyer’s Premium

In addition to the final bid price, the Buyer is required to pay Gooding Christie’s a percentage of the final bid price, the Buyer’s Premium. This Auction will have the following Buyer’s Premiums:

- For **Vehicle Lots**: (a) For a final bid price of \$250,000 and below, Gooding Christie’s will receive a Buyer’s Premium of 12% of the final bid price; and (b) for a final bid price of above \$250,000, Gooding Christie’s will receive a Buyer’s Premium of 12% on the first \$250,000 and 10% on the remainder of the final bid price.
- For **Automobilia Lots**: Gooding Christie’s will receive a Buyer’s Premium of 25% of the final bid price.

Taxes

The Buyer is responsible for all applicable state and local sales and/or use taxes, duties, tariffs, and license fees on any lot purchased. If Gooding Christie’s is required to collect sales tax on any lot purchased, Gooding will outline that additional tax on the invoice. If Gooding Christie’s is not required to collect sales tax, the Buyer may be required to pay taxes directly to the state or local tax authority. For more information we recommend that you consult with your tax advisor.

PAYMENT

Payment of the full Purchase Price must be received by Gooding Christie’s by 5:00pm Pacific Time on Wednesday, August 20, 2025.

LOT REMOVAL AND STORAGE

The Buyer must make immediate arrangements for the collection and transport of all purchased lots. All lots must be removed from the Auction site at Buyer’s risk and expense no later than 5:00pm Pacific Time on Wednesday, August 20, 2025. Please contact [clientservices@goodingco.com](mailto:clientservices@goodingco.com) for assistance in making removal arrangements.

The Buyer is solely responsible for making arrangements for the collection and transport of any purchased lot, but Gooding Christie’s offers Buyers the following referrals for vehicle transportation:

Domestic Transportation

Intercity Lines, Inc.  
Jim Bergeron  
800.221.3936  
[jim@intercitylines.com](mailto:jim@intercitylines.com)

International Transportation

CARS Worldwide  
Jenny Rixford  
415.914.1504  
[jenny.rixford@carsworldwide.com](mailto:jenny.rixford@carsworldwide.com)

Any lot not removed by Wednesday, August 20, 2025, will be assessed a storage fee of up to \$50 per day in addition to a fee for removal from the Auction site. Buyer hereby grants Gooding Christie’s an irrevocable power of attorney to remove and store purchased lots at a third-party or other warehouse at Buyer’s risk and expense.

NO PHOTOGRAPHY

Gooding Christie’s does not permit any photography, audio, video, or other recording or broadcast of any kind inside any bidding tent without an official Gooding Christie’s-issued press pass and an executed photography and video agreement, and any photography, audio, video, or other recording captured outside the bidding tent is solely for personal use and shall not be redistributed or rebroadcast in any medium, nor used for any commercial purpose.



LOT 60 | 2019 BUGATTI CHIRON SPORT





LOT 46 | 1929 BENTLEY SPEED SIX DROPHEAD COUPE



SPECIALISTS AND SERVICES
310.899.1960

SPECIALISTS
David Gooding
President
david@goodingco.com

Rupert Banner
929.709.1959
rupert@goodingco.com

David Brynan
310.701.4323
dbrynan@goodingco.com

Lance Butler
310.384.8015
lance@goodingco.com

Angus Dykman
310.266.0699
angus@goodingco.com

Justin Gosaynie
310.699.7796
justin@goodingco.com

Garth Hammers
310.266.0065
garth@goodingco.com

Cameron Luther
571.438.5662
cameron@goodingco.com

Ben Willis
+44.7506.526.075
ben@goodingco.com

Mathieu Heurtault
Consultant (European Specialist)
+33.6.653.50240
mathieu@goodingco.com

Anna Meldau
Specialist Manager
310.699.9030
anna@goodingco.com

FINANCE/OPERATIONS
Morgan Carter
Vice President
310.266.0669
morgan@goodingco.com

BUSINESS AFFAIRS
Kate Galston
Vice President & General Counsel
310.694.6570
kate@goodingco.com

CLIENT SERVICES
clientservices@goodingco.com

MARKETING
marketing@goodingco.com

MEDIA
Pauline Pechakjian
310.383.7437
pauline@goodingco.com

Gooding & Company, LLC is now part of the Christie's group of companies. Founded in 1766, Christie's is a world-leading art and luxury business with a physical presence in 46 countries throughout the Americas, Europe, Middle East, and Asia Pacific, and flagship international sales hubs in New York, London, Hong Kong, Paris and Geneva. Please visit christies.com for more information.

WELCOME FROM GOODING CHRISTIE'S

It is my pleasure to welcome you to our Pebble Beach Auctions. This is a historic moment, as we are in our first season under the Gooding Christie's branding. We are excited to continue the decades-long tradition of world-class expertise, extraordinary material, and unparalleled support at this storied location, and look forward to providing the highest levels of service to all our valued, loyal clients and to clients bidding with us for the first time.

We hope you enjoy the diverse selection of incredible cars available in this year's sale. Gooding Christie's — with David Gooding and his expert team — is committed to connecting passionate collectors with the most exceptional objects, and this year's catalogue certainly delivers.

We hope you enjoy, and for those bidding, best of luck!

It is with great pride and pleasure that we welcome you to our 21st annual Pebble Beach Auctions as the official auction house of the Pebble Beach Concours d'Elegance®. This is our first auction at Pebble Beach as Gooding Christie's, as indicated by our refreshed branding in both physical and digital manifestations celebrating the signature Gooding spirit and the established reputation and essence of the Christie's name.

The catalogue for this momentous occasion is truly a feat: we have three exceptional Ferrari California Spiders, headlined of course by the 1961 Ferrari 250 GT SWB California Spider Competizione. In all of our years as an auction house, this is undoubtedly one of the most significant offerings we have ever brought to market. Alongside these remarkable motorcars, we have a catalogue of over 180 lots showcasing the very best across every era, genre, and style. We have assembled an incredibly broad-ranging selection of cars for your consideration, from the very first Bugatti Bolide to come to auction, to a 19th century Panhard-Levassor racing car, and everything in between.

Please enjoy perusing our Pebble Beach marquee before the two-day auction begins. For those unable to join us in person, you are encouraged to browse our digital catalogue online, featuring in-depth histories and robust image galleries for each lot. As with all of our auctions, telephone, absentee, and online bidding are available to prospective buyers. Should you require any expert consultation, our global team of auction specialists, executives, and support staff are available at your service.

PREFERRED PROVIDERS

Insurance
CHUBB®
Chubb Insurance
866.324.8222
www.chubb.com/personal

Domestic Shipping
Intercity Lines, Inc.
800.221.3936
413.436.9511
jim@intercitylines.com
www.intercitylines.com

International Shipping
CARS
Classic Automotive Relocation Services
CARS Worldwide
925.451.1136
www.carsworldwide.com



Yours,
Bonnie Brennan
Chief Executive Officer



Thank you for your unwavering support and patronage throughout the years, and we look forward to one of our greatest auctions yet at Pebble Beach!
David Gooding
President





## 1984 LADA NIVA 1600

VIN. XTA212100E0379648

\$15,000–\$25,000 without reserve

Originally created to mobilize the large number of Soviet citizens who lived in remote rural areas of the USSR, the Lada Niva has evolved into an icon during its nearly 50-year (and still counting) production run. Its combination of capability, simplicity, and charm is matched by few other vehicles. It is an accomplished off-roader, the result of its remarkable technical specification, which includes permanent four-wheel drive, high- and low-range transfer case, locking center differential, and unitary construction. These features, coupled with its ample ground clearance and compact dimensions in both the wheelbase and overhangs, make it nearly unstoppable off-road – as demonstrated by the Nivas that finished 2nd overall in the Paris-Dakar Rally in 1982 and 1983.

### HIGHLIGHTS

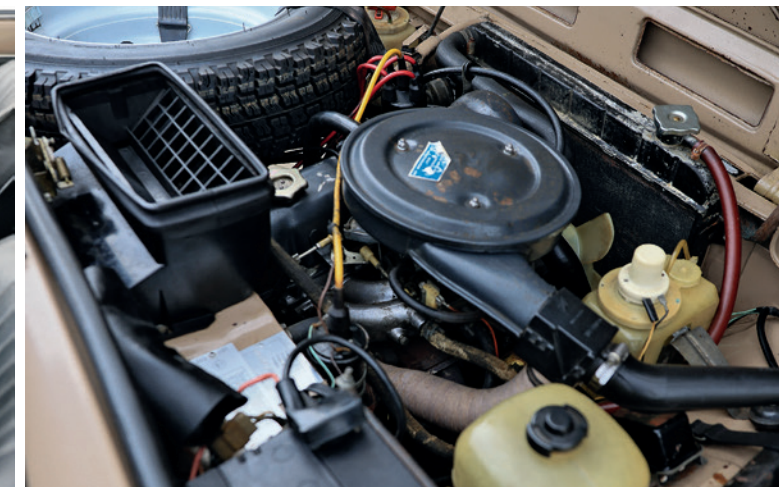
Iconic and Unstoppable Off-Roader Rarely Seen in North America  
The First Mass-Produced Unitary Construction Off-Road Vehicle  
Numerous Sophisticated Features, Including Permanent Four-Wheel Drive, Dual-Range Transfer Case, and Locking Center Differential  
Nearly Unmatched Combination of Utility and Amusement  
Charmingly Patinated Example from a Prominent Private Collection

*\*Please note that this vehicle will not be sold for use or resale in California or to a non-dealer California resident.*

At its 1977 introduction, the Niva stood alone in the market. There was nothing else available in the West that combined its remarkable ability with a low price and compact dimensions, and thus, it became a highly successful export model. Nivas were never offered in the US, however, which makes them something of a curiosity here. This example was imported in 2020 and became part of a large private collection. Unusually well maintained with a charming patina, this Lada Niva offers endless smile-inducing possibilities for transport, from country-home-runabout to cars-and-coffee novelty or date-night transport for the couple with an appreciation for the Niva's rustic appeal.

### SPECIFICATIONS

1,569 CC Inline 4-Cylinder Engine  
Single Twin-Choke Downdraft Carburetor  
75 BHP at 5,400 RPM  
4-Speed Manual Gearbox  
Front Disc, Rear Drum Dual-Circuit Hydraulic Brakes  
Front Independent Suspension with Coil Springs and Telescopic Shock Absorbers  
Rear Live Axle with Trailing Arms, Coil Springs, and Telescopic Shock Absorbers



LOT 1





## 1957 VOLKSWAGEN KARMANN GHIA

COACHWORK BY KARMANN

CHASSIS NO. 1639197

ENGINE NO. 1 966 104

\$90,000–\$120,000 without reserve

Delivered in 1957, this sparkling Karmann Ghia is a desirable low-light example, originally finished in Toucan Black over light gray vinyl seats with dark gray corduroy inserts. Ordered from Midwestern Volkswagen in Columbus, Ohio, it was delivered at the Volkswagen factory in Osnabrück, Germany, to Mary Brown, an American schoolteacher seeking to travel Europe. One year and 6,000 memorable miles later, Ms. Brown shipped the car back to Ohio.

In 1996, a Volkswagen expert acquired the Karmann Ghia from Ms. Brown. The new owner completed a thorough restoration which retained the car's original specification. With an emphasis on authenticity and factory-correctness, the restoration renders this example as among the finest Karmann Ghias extant,

according to authorities on the model. The restoration is corroborated by photography and documentation of the process. Moreover, its quality is further demonstrated by its success on the show circuit, having garnered AACA First Junior, Senior, Grand National, and Senior Grand National awards.

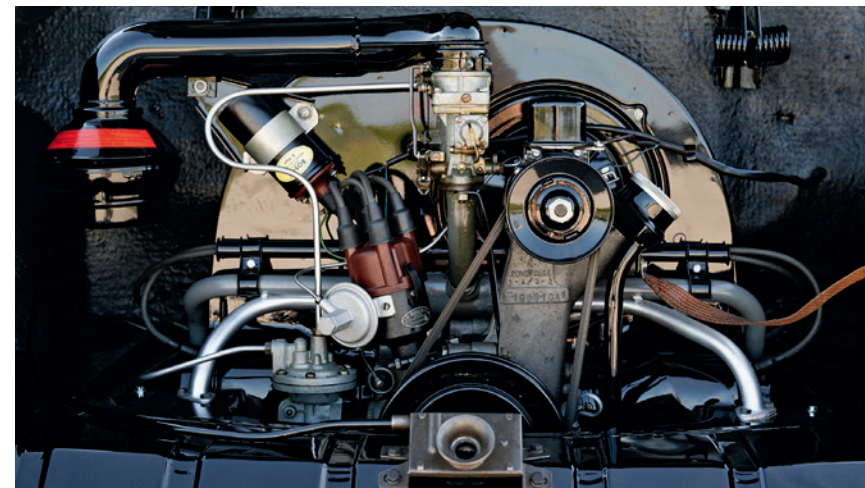
The Karmann Ghia's chassis and engine numbers match its Volkswagen Zertifikat. It is offered with its initial purchase records, European registration, and detailed service records. Also included is a journal authored by Ms. Brown, documenting the miles she drove in the car. The opportunity to acquire this long-cherished low-light Karmann Ghia should not be overlooked.

### HIGHLIGHTS

Desirable Low-Light Example in Concours-Quality Condition  
Fascinating and Well-Documented History; Nearly 40 Years with Original Owner  
Thoroughly Restored to Its Original Specification  
Offered with Original Tool Roll, Jack, and Manual; Matching-Numbers Engine per VW Zertifikat  
AACA First Junior, Senior, Grand National, and Senior Grand National Award Winner  
Displayed Less than 39,000 Miles When Catalogued

### SPECIFICATIONS

1,192 CC Air-Cooled Flat 4-Cylinder Engine  
Single Solex 28 PCI Carburetor  
36 BHP at 3,700 RPM  
4-Speed Manual Gearbox  
4-Wheel Drum Brakes  
Front Independent Suspension with Torsion Bars  
Rear Swing-Axle Suspension with Torsion Bars



LOT 2





## 1979 MERCEDES-BENZ 450 SEL 6.9

CHASSIS NO. 116.036-12.007229

\$50,000–\$70,000 without reserve

The flagship W116 Mercedes-Benz S-Class model, the 450 SEL 6.9, in the tradition of the acclaimed 300 SEL 6.3, made its debut in May 1975. Powered by an enlarged version of the mighty M100 V-8 engine that made its predecessor so famous, the 450 SEL 6.9 also benefited from competition-type dry sump lubrication and chassis enhancements. Advertised at 250 hp in the US, where it found a brief but enthusiastic run from 1978 to 1980, the 450 SEL 6.9 was hailed for its immense performance and purposeful luxury. In all, just 7,380 examples were built and it was the road car of choice for captains of industry and racing drivers alike.

This impressively original 450 SEL 6.9, finished in its handsome original black

over tan color scheme, was sold new through Mercedes-Benz dealer Jim Bess Inc. of Canoga Park, California, to Bruce M. Saal M.D. of Los Gatos on August 7, 1980, as documented in the warranty booklet on file. Desirable features include factory air-conditioning, an electric sunroof, and period Denon radio.

According to the consignor, this Mercedes-Benz resided with one fastidious, long-term owner in Northern California until his acquisition early in 2025. Today, the car is accompanied by a tool kit, jack, and its original books. A rare, top-of-the-line model in superb condition, this 450 SEL 6.9 is an exciting find for astute collectors and enthusiasts of the marque.

### HIGHLIGHTS

Outstanding Example of Mercedes-Benz's Limited-Production Flagship  
Celebrated as "The World's Fastest Sedan" at Introduction  
Beautifully Presented in Striking Black over Tan Color Combination  
Original Factory Options Include Air-Conditioning and Power Sunroof  
Accompanied by Tool Kit, Spare Wheel, Owner's Manual, and Warranty Booklet

### SPECIFICATIONS

6,834 CC SOHC V-8 Engine  
Bosch K-Jetronic Fuel Injection  
250 BHP at 4,000 RPM  
3-Speed Automatic Transmission  
4-Wheel Servo-Assisted Disc Brakes  
Front Independent Suspension with Unequal-Length A-Arms and Coil Springs  
Rear Diagonal Swing Axles with Coil Springs and Hydropneumatic Ride Control







## 2001 BMW Z8

VIN. WBAEJ13401AH60271

\$200,000–\$250,000 without reserve

The late 1990s and early 2000s ushered in a wave of retro-inspired concept and production cars – some of which, in hindsight, have aged less gracefully than the icons they aimed to recall. And then there is BMW's Z8: a near-perfect reimagining of the marque's exquisite 507, of which just 252 were built between 1956 and 1959. More homage than replica, more tribute than pastiche, the Z8 blended vintage proportions and detailing with modern sensibilities.

Largely hand built and entirely hand finished, the Z8 featured all-aluminum construction and a high-revving V-8 with exotic individual throttle bodies. Internally coded S62 and shared only with the legendary E39 M5, this 4.9-liter unit sat mostly behind the front-axle centerline, yielding a front-mid-engine

layout and ideal 50/50 weight distribution. Performance, predictably, was exceptional: in period testing, *Car and Driver* found the Z8 outperformed the Ferrari 360 in key benchmarks of acceleration, handling, and braking – while delivering far greater refinement and usability than its Italian rival.

Built in the heart of the Z8's 2000–2003 production run, this 2001 example is well documented, complete with original accessories and tastefully specified in Jet Black over a two-tone cream and black interior. This BMW has remained with its original owner since new and showed less than 9,500 miles at the time of cataloguing. A true collector-grade example of BMW's modern classic, it offers originality, provenance, and enduring design in equal measure.

### HIGHLIGHTS

Has Remained in Single Ownership from New  
Displayed Less than 9,500 Miles when Catalogued  
Finished in Desirable Jet Black over Cream and Black Color Combination  
Documented with CARFAX Vehicle History Report, Purchase Documents, Original Window Sticker, and Service Records  
Complete with Manuals, Tool Kit, Original Brochure, Z8 Coffee Table Book, Hardtop, and Wind Deflector

### SPECIFICATIONS

4,941 CC DOHC V-8 Engine  
Bosch Motronic Sequential Electronic Fuel Injection  
394 BHP at 6,600 RPM  
6-Speed Manual Gearbox  
4-Wheel Power-Assisted Ventilated Disc Brakes with ABS  
4-Wheel Independent Suspension with Coil-Over Shock Absorbers







## 1953 CADILLAC ELDORADO

CHASSIS NO. 536209365

\$225,000–\$275,000 without reserve

Penned by famed designer Harley Earl, the 1953 Cadillac Eldorado was unveiled on January 22, 1952, to commemorate Cadillac's 50th birthday. With a production run of just 538 units, the Eldorado was based on the Series 62 and distinguished by its sleeker, channeled bodywork, wraparound windshield, and fiberglass soft-top cover. As just the fourth Eldorado off the production line, this example was noted as a "show car" intended for Cadillac's Division offices in Los Angeles. However, its delivery was diverted to San Francisco, where it fulfilled press and marketing responsibilities. Build sheets further confirm that it was ordered in Alpine White over a white leather interior, with additional leather optioned on the back of the front seats and rear quarters.

### HIGHLIGHTS

Designated as a "Show Car" on Its Factory Build Record  
Vehicle Presented in Its Original Specification  
One of Only 538 Eldorado Convertibles Built for 1953  
Fastidiously Maintained and Accompanied by Service Records  
Signature 1950s Cadillac Styling by Harley Earl

In 1993, this Eldorado was acquired by Noel Thompson, who commissioned a restoration, maintaining its original specification. He exhibited and drove the Eldorado frequently until his passing, when the car was sold to Harry Yeaggy, who kept it in pristine condition. In 2016, the current owner acquired the Eldorado from a St. Louis-based dealer. Throughout his tenure, he has kept the car in mint condition, retaining records of cosmetic and mechanical services. Furthermore, the car is offered with an original set of wheels, a correct brochure, and a photo of what is believed to be this car at a GM Motorama. Featuring a restoration true to the car's original specification and upheld by diligent stewardship, this 1953 Cadillac Eldorado represents an opportunity to acquire a period-correct example of a vehicle at the pinnacle of postwar American motoring.

### SPECIFICATIONS

331 CID OHV V-8 Engine  
Single Carter 4-Barrel Carburetor  
210 BHP at 4,150 RPM  
4-Speed Hydra-Matic Automatic Transmission  
4-Wheel Hydraulic Drum Brakes  
Front Independent Coil-Spring Suspension  
Rear Live Axle with Semi-Elliptical Leaf Springs







## 2004 FERRARI 360 CHALLENGE STRADALE

COACHWORK BY PININFARINA  
VIN. ZFFDU57A140137795  
\$300,000–\$400,000

Introduced in 2003, the 360 Challenge Stradale created the template for the subsequent line of the racy road-going variants of Ferrari's mid-engine V-8 cars. Nearly every aspect of the car was rethought in a focused, performance-oriented manner to create a dramatically different experience. Developed from the 360 Modena, Ferrari's first production model with an aluminum chassis, the 360 Challenge Stradale drew its name from Ferrari Challenge, a one-make racing series that Ferrari created in 1993 to give their most sporting private owners a venue in which to race Ferraris against like-minded *tifosi*.

Employing a brace of good, old-fashioned sports car performance-enhancing tricks, the Challenge Stradale has substantially reduced weight, more power,

and a more focused chassis. It weighs about 240 pounds less than a standard 360, thanks to reduced soundproofing, no carpets, carbon fiber door panels and center console, Lexan rear windscreen, composite bumpers, lighter exhaust system, carbon fiber seats, and carbon ceramic brakes from the Enzo. This is paired with a more powerful engine, which has a higher compression ratio, revised intake manifold, ported cylinder heads, larger air mass meter, and revised software. This raises the power about 25 hp to 419 hp, giving the car an impressive specific output exceeding 115 hp per liter – thanks in no small part to a screaming 8,500 rpm redline. The gearbox was revised to provide quicker shifts, while aerodynamic enhancements provide a remarkable 50% increase in downforce via a reshaped front bumper, side skirts, and a new rear diffuser.

### HIGHLIGHTS

One of 1,288 Challenge Stradales Built; Just 378 for North America  
Attractively Finished in Nero over Black and Red Alcantara  
Desirably Optioned with Scuderia Shields, Red Calipers, and Radio  
Three-Owner Example Showing 12,296 Miles when Catalogued  
An Emerging Collectible That is Both Rare and Exciting to Drive

### SPECIFICATIONS

3,586 CC DOHC 40-Valve V-8 Engine  
Bosch Motronic ME7.3 Electronic Fuel Injection  
425 BHP at 8,500 RPM  
6-Speed Electro-Hydraulic F1 Automated Manual Gearbox  
4-Wheel Carbon Ceramic Disc Brakes  
4-Wheel Independent Suspension with Double Wishbones and Coil-Over Shock Absorbers





## PROVENANCE

First Owner, California (acquired in 2004)

Prakash Datwani, Rutherford, New Jersey (acquired in 2015)

Current Owner (acquired from the above)



The suspension received stiffer springs, which also lowered the ride height, as well as a larger rear sway bar to provide better front-to-rear handling balance.

Unique wheels, carbon fiber side mirrors, and a perforated metal rear grille round out the aesthetic changes. Available exclusively with the F1 transmission, the 360 CS has become collectible thanks to the thrilling driving experience and low-production volume. Of the 1,288 examples of the 360 CS built, only 378 were sold new in North America, making this a rare example of one of Ferrari's most exhilarating, performance-focused road cars of the era.

One of as few as 26 US examples delivered in Nero (Black), this Challenge Stradale is desirably equipped with red and black two-tone Alcantara interior, Scuderia fender shields, red brake calipers, and a stereo system. It was sold new in Southern California in 2004 and passed to its second owner in New Jersey in 2015, who retained it for a further 10 years before selling it to the consignor. With approximately 12,300 miles at the time of cataloguing, this 360 Challenge Stradale is accompanied by an owner's manual, toolkit, and tire inflator. This example's allure is further enhanced by its rare black livery, which is both sinister and understated – the perfect complement to this iconic and increasingly collectible model.



2004 FERRARI 360 CHALLENGE STRADALE

LOT 6





## 1998 LAMBORGHINI DIABLO SV MONTEREY EDITION

VIN. ZA9DU21B2WLA12023

\$425,000-\$525,000

Launched in 1990, the Lamborghini Diablo introduced modern styling, greater refinement, and enhanced performance while staying true to the brand's V-12 supercar tradition. Over the next decade, the model evolved through increasingly capable variants. Among them, the Super Veloce (SV), introduced in 1995, offered a lighter, sharper-handling, rear-wheel-drive alternative to the more comfort-oriented, all-wheel-drive VT.

For 1998, Lamborghini unveiled an updated SV with variable valve timing for improved emissions and higher output. Its 5.7-liter, naturally aspirated V-12 now produced 510 hp at 7,100 rpm and 446 lbs./ft. of torque at 5,500 rpm, delivered to the rear wheels through a five-speed manual transaxle and

limited-slip differential. Other refinements included updated ABS, larger brakes with four-piston calipers, 18" wheels, and a four-spoke airbag steering wheel. Capable of 200 mph, and 0-60 mph in a claimed 3.9 seconds, the SV was the most performance-focused Diablo variant.

This 1998 SV is the 18th of just 20 Monterey Editions built exclusively for the US market. Unveiled during Monterey Car Week in 1998, the limited-run model featured a power bump to 530 hp, SE30-style rear intakes, a two-tone interior, special badging, a carbon fiber rear wing and chrome Kinesis wheels.

### HIGHLIGHTS

The 18th of 20 Coveted Monterey Editions Built; One of Two in Special-Order *Blu Scuro*

Unveiled During Monterey Car Week in 1998; The Diablo in Its Purest Form

Displayed Approximately 26,500 Km (16,466 Miles) when Catalogued

Offered with Books, Tools, Workshop Manuals, Luggage, Original Window Sticker and More

Received over \$97,000 in Specialist Servicing in 2025

### SPECIFICATIONS

5,707 CC DOHC V-12 Engine

Electronic Multi-Point Fuel Injection

530 BHP at 7,100 RPM

5-Speed Manual Transaxle

4-Wheel Brembo Cross-Drilled Disc Brakes

4-Wheel Independent-Wishbone Suspension





PROVENANCE

First Owner (acquired new via Platinum Motors in Santa Ana, California in 1999)  
John Wojnar, Ohio (acquired in 2002)  
Chris Nelson, Ohio (acquired in 2004)  
Current Owner (acquired from the above)

Documented by the accompanying original window sticker, this Monterey Edition was completed in July 1998 and was the sole example finished in the fantastic color combination of *Blu Scuro* (Dark Blue), a special-order \$15,000 option, over a Champagne leather interior. Other factory options listed on the window sticker include a Monterey Edition shift knob, luggage set, car cover and color-matched rear wing with carbon fiber flap.

Delivered new via Platinum Motors in Santa Ana, California, in February 1999, this Diablo SV remained with a long-term owner from 2004 until its acquisition by the consignor in 2024. Soon after, this Diablo SV was entrusted to noted marque experts Evans Automotive Repair Inc. in Columbus, Ohio, for major servicing.

Completed in January 2025 at a cost of \$97,569, the work included an extensive engine-out rebuild with new pistons, valves, bearings, motor mounts, timing belt, tensioners, idlers, water pump, gaskets, and ignition wires. Additional work included refreshing the suspension system, addressing the transmission, and servicing the HVAC and cooling systems.

Presented in well-kept condition, this Diablo SV displayed approximately 26,500 km (16,466 miles) at the time of cataloguing. It is offered with tools, workshop manuals, records dating to 2002 and its original books and window sticker. The Diablo is also accompanied by a CARFAX Vehicle History Report and original accessories, including a cover, charger, luggage and spare parts.

The 18th of Just 20 Monterey Editions – and one of 448 Diablo SVs in total – this freshly serviced example represents a rare opportunity to acquire one of the most distinctive and desirable variants of Lamborghini’s 1990s flagship.



1998 LAMBORGHINI DIABLO SV MONTEREY EDITION || LOT 7





## 2008 ALFA ROMEO 8C COMPETIZIONE

VIN. ZARJA181180038486

\$175,000–\$225,000 without reserve

Named to commemorate one of Alfa Romeo's most legendary race cars, the 8C Competizione is regarded by many as one of the most beautiful cars of the 2000s. With a design inspired by Alfa Romeo sports and racing cars of the 1950s and 1960s, the 8C Competizione body was crafted from carbon fiber, with final assembly taking place at the Maserati plant in Modena. The 8C shares its underpinnings with the Maserati GranTurismo, powered by a 4.7-liter V-8 with a six-speed automated manual transaxle. Known for its outstanding sound, this powerplant also simplified homologation for the US, making the Alfa Romeo 8C the marque's first US-legal car in more than a decade.

This Alfa Romeo 8C Competizione is one of only 84 examples delivered to the

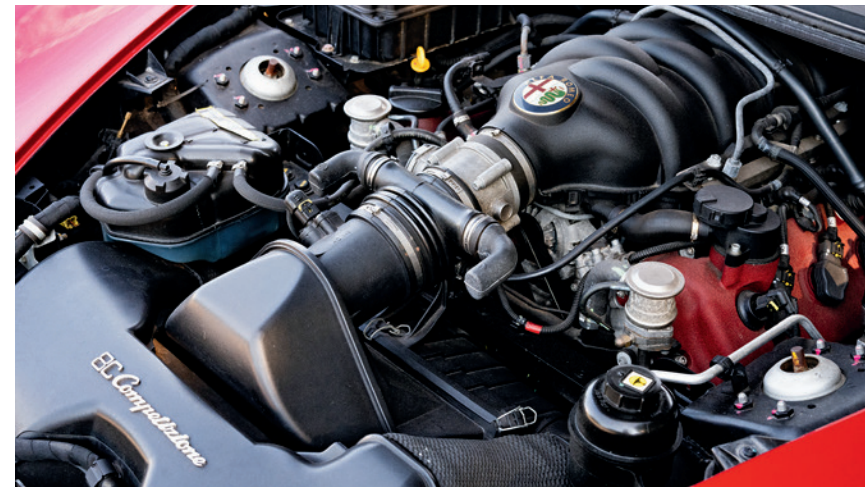
### HIGHLIGHTS

One of Just 84 8C Competizioni Imported to the US  
Alfa Romeo's Reintroduction to the US Market  
Attractive Red over Red Leather Color Combination  
Originally Owned by Noted Collector James Glickenhaus  
Offered with Fitted Luggage

American market. Originally purchased by New York-based collector James Glickenhaus, this car was used extensively, accumulating more than 45,000 miles under his ownership. Finished in a beautiful red over red leather color combination, this 8C was ordered to match the specification of Glickenhaus's custom Pininfarina-bodied Ferrari P4/5. The consignor acquired this car in 2019, and it showed just 49,500 miles at the time of cataloguing. Offered with fitted luggage, this 8C, believed by the consignor to be the first Alfa Romeo imported into the US after the company's reintroduction, is a great example for the enthusiast who wants a driver's car with the addition of unique provenance.

### SPECIFICATIONS

4,691 CC DOHC V-8 Engine  
Electronic Fuel Injection  
444 BHP at 7,000 RPM  
6-Speed Automated Manual Transaxle with Paddle Shifters  
4-Wheel Brembo Disc Brakes  
4-Wheel Independent Double-Wishbone Suspension







## 2006 FORD GT HERITAGE EDITION

VIN. 1FAFP90S26Y400783

\$750,000–\$900,000

The Ford GT40 remains one of the most iconic race cars in motor sports history, and few liveries are more instantly recognizable than the legendary Gulf Oil colors. The light blue and orange scheme became synonymous with endurance racing glory in the late 1960s, when John Wyer Automotive's Gulf-sponsored team captured back-to-back overall victories at the 24 Hours of Le Mans in 1968 and 1969 with chassis P/1075.

In 2003, to celebrate its centennial, Ford unveiled a modern reinterpretation of its legendary GT40: the Ford GT. For its final model year of 2006, Ford paid tribute to the iconic Gulf racers with the limited-production Heritage Edition. Finished in Heritage Blue with an Epic Orange nose and

over-the-top stripe, complete with four white roundels and black side graphics, just 343 Heritage Editions were built – making them the rarest and most coveted variant of the first-generation Ford GT. Today, these striking tributes to Ford's Le Mans dominance are prized by collectors for their historical significance, low production numbers, and timeless livery.

This example is number 122 of the 343 built and was originally delivered new to Freedom Ford in Edmonton, Alberta. What sets this car dramatically apart is its extraordinary preservation: showing just 3.9 actual miles at the time of cataloguing, it remains in virtually as-delivered condition. The original factory seat covers, steering wheel wrap, and door sill protectors are still in place, and

### HIGHLIGHTS

An American Performance Icon; One of Only 343 Heritage Editions Built  
Time Capsule Example Showing Just 3.9 Miles at the Time of Cataloguing  
Accompanied by Original Books, Window Sticker, Records, and Accessories  
Retains Factory Interior Plastic Wrap and Pre-Delivery Inspection Sticker  
Offered from a Collection Containing Every Generation of Ford GT Including an Original GT40

### SPECIFICATIONS

5,409 CC DOHC Supercharged V-8 Engine  
Sequential Multi-Port Electronic Fuel Injection  
550 BHP at 6,500 RPM  
6-Speed Manual Transaxle  
4-Wheel Brembo Ventilated Disc Brakes  
4-Wheel Independent Suspension with Coil Springs





## PROVENANCE

Robert Worobec, Alberta, Canada (acquired new in 2006)

Private Collection, Ohio (acquired from the above in 2015)

Private Collection, Pennsylvania (acquired from the above in 2016)

Current Owner (acquired from the above)

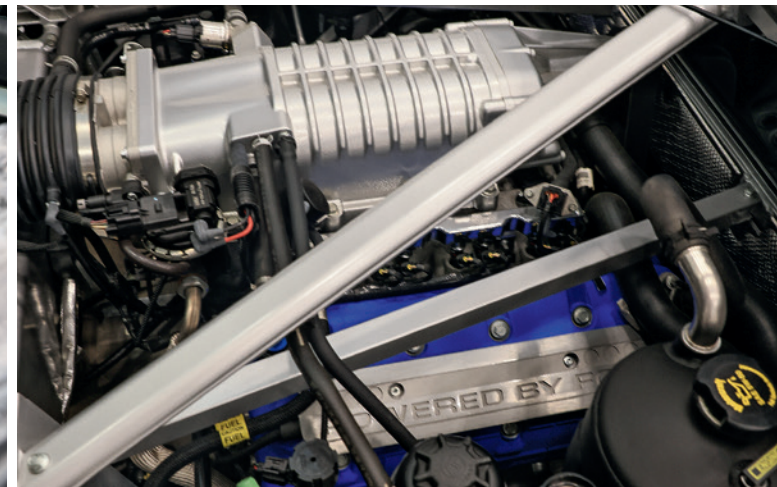


the pre-delivery inspection stickers remain adhered to the windshield – a detail seldom seen even on museum-quality examples.

Of the 343 Heritage Editions built, only 50 were allocated for the Canadian market. All Canadian-delivery cars were equipped with three of the four available factory options: forged BBS wheels, painted brake calipers, and racing stripes – though the latter were not applied on Heritage Editions due to their distinctive livery. The optional McIntosh stereo was omitted on Canadian-specification cars, as the mandatory bumper reinforcements and daytime running lights added enough weight that Ford opted for the lighter standard audio system.

Originally sold to Robert Worobec of Alberta, this Ford GT was imported to the US in 2015 and has remained in private collections since. Today it is offered from a significant private collection that features every generation of Ford GT, including an original GT40.

Accompanied by its original window sticker, books, delivery paperwork, car cover, air compressor, and accessories, this remarkably preserved Heritage Edition is among the very finest surviving examples – an unrepeatable opportunity to acquire what is effectively a brand new 2006 Ford GT in its most desirable form.



2006 FORD GT HERITAGE EDITION

LOT 9





# 1961 FERRARI 250 GTE SERIES I

COACHWORK BY PININFARINA

CHASSIS NO. 2655 GT

ENGINE NO. 2655

\$400,000–\$500,000 without reserve

Debuted during an exhibition lap at the 24 Hours of Le Mans in June 1960, the Ferrari 250 GTE was the Maranello firm’s first four-seat road car. Later officially unveiled in October at the Paris salon, the GTE is largely credited with financing Ferrari’s sports car racing program at the height of its dominance. Based on the 2600 mm 250 GT chassis, the GTE featured revised dimensions, such as the shifting of the 240 hp Colombo V-12 engine and gearbox several inches forward in the chassis, and a raising of the coupe’s roofline in order to create a luxurious grand tourer that comfortably accommodates four passengers.

This 250 GTE Series I, chassis 2655 GT, was purchased new by B. van Vliet of Nieuwerkerk, Netherlands, in 1961. While subsequent early provenance is not

known, the GTE was eventually acquired by Dutch Ferrari specialist Piet Roelofs circa 1975. The car made its way to the US in 1987, when it was purchased by enthusiast Mark Jacobsen of San Mateo, California. In describing the car, Jacobsen said, “I drove it regularly for over a year before starting the restoration. It was originally silver over red leather.” Jacobsen began the restoration, refinishing the car in red with tan leather, but the project was paused during reassembly and Jacobsen sold the car in boxes in 1989.

The GTE’s next owner was GTE Registry founder Leonard Miller of San Carlos, California. Together with his son Dan, Mr. Miller completed the restoration, debuting the Ferrari at the 1990 Pebble Beach Concours d’Elegance® as part

## HIGHLIGHTS

Outstanding Example of Ferrari’s First Four-Seat Grand Tourer  
Exhibited at the 1990 Pebble Beach Concours d’Elegance®  
Extensively Restored Under Current Ownership and Not Yet Exhibited at Major Concours  
Presented in the Elegant Color Scheme of Metallic Gray over Red Leather  
Accompanied by Sales Brochure, Extensive Restoration Records, and Spare Wheel

## SPECIFICATIONS

2,953 CC SOHC Tipo 128F V-12 Engine  
Three Weber 40 DCL6 Carburetors  
240 BHP at 7,000 RPM  
4-Speed Manual Gearbox with Overdrive  
4-Wheel Hydraulic Disc Brakes  
Front Independent Suspension with Coil Springs  
Rear Live-Axle Suspension with Semi-Elliptical Springs and Parallel Trailing Arms

*\*Please note that this vehicle is titled as 250GTE2655.*





## PROVENANCE

B. van Vliet, Nieuwerkerk, Netherlands (acquired new in 1961)  
Piet Roelofs, Oosterberg, Netherlands (acquired circa 1975)  
Mark Jacobsen, San Mateo, California (acquired in 1987)  
Leonard Miller, San Carlos, California (acquired from the above in 1989)  
Rick Hendee, Wilton, Connecticut (acquired from the above in 2001)  
Private Collection, California (acquired circa 2019)  
Current Owner (acquired from the above)

## EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, 1990  
FCA National Concours, Monterey, 1994 (Strada Automobili Award)  
GTE Gathering, Monterey, 1994  
International Ferrari Concours, Monterey, 1994 (First in Class)

## FEATURED MEDIA

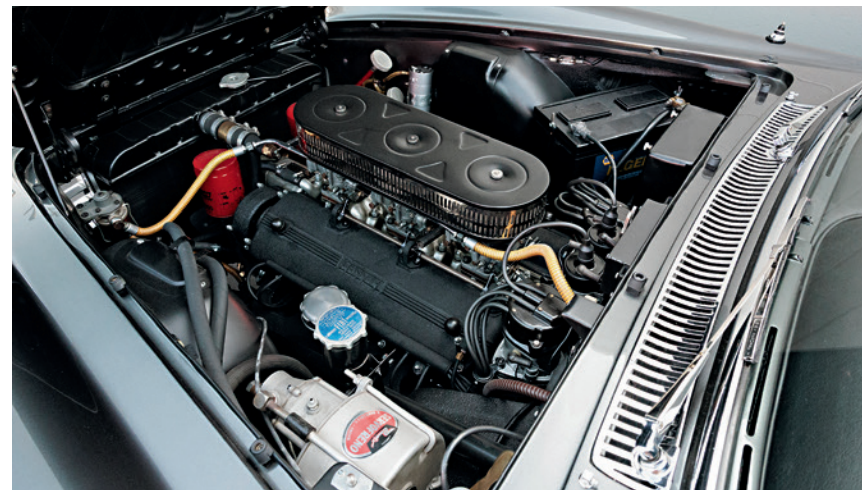
*Ferrari Serial Numbers, Part I*, by Hilary A. Raab Jr.



of a special class honoring designer Giotto Bizzarrini. Further exhibitions under the Miller family's stewardship included the FCA Concours, GTE Gathering, and International Ferrari Concours, all held in Monterey throughout the same week in August 1994. There, the GTE was awarded the Strada Automobili Award at the FCA National Concours and First in Class honors at the International Ferrari Concours.

Following a few more American owners throughout the early 2000s, 2655 GT was acquired by a private California-based Ferrari collector for use on rallies with family. A restoration commenced in 2019, but ultimately the Ferrari was sold in a disassembled state to the consignor in 2021. Legendary Motorcars of Gazelle, California, was tasked with completing the car's restoration, which included a repaint in metallic gray, retrim of the interior in red leather, and a rebuild of the matching-numbers engine, gearbox, and other ancillary systems. Invoices on file document over \$580,000 in restoration costs.

The end result of this extensive restoration is one of the finest Series I 250 GTEs extant. Having not been shown since the completion of its restoration, this Ferrari presents its next caretaker with a multitude of opportunities to debut the car at concours events and Ferrari club gatherings worldwide.



1961 FERRARI 250 GTE SERIES I

LOT 10





## 1964 SHELBY 289 COBRA

CHASSIS NO. CSX 2289

ENGINE NO. PA4550

\$1,000,000–\$1,250,000

Of all the great sports cars built during the 1960s, few possess the mystique of the Shelby Cobra. Envisioned by famed racing driver Carroll Shelby and developed by his team of talented engineers, the Cobra successfully combined the best qualities of European competition machinery and California hot rods, creating a distinctive Anglo-American sports car. The classic small-block Cobra, built between 1962 and 1965, achieved an enviable race record and proved instrumental to Ford Motor Company's dominance of international sports car racing during the period.

The story of this 289 Cobra begins in January 1964, when AC Cars Ltd. shipped CSX 2289 aboard the SS Alblaserdyk to Shelby American Inc. in Los Angeles.

### HIGHLIGHTS

Desirable Late-Production, Rack and Pinion 289 Cobra  
Retained by Shelby American Inc. as a Demonstrator Through 1964  
Presented in Extremely Rare Original Bright Blue over Red Color Scheme  
Displayed in the Postwar Preservation Class at the 2010 Pebble Beach Concours d'Elegance®  
Recent Mechanical and Cosmetic Attention by Cobra Specialist Rare Drive Inc.  
Retains Matching-Numbers Engine, T-10 Gearbox, and Stamped Body Panels

Upon its arrival at Shelby's new workshop at Los Angeles International Airport, CSX 2289 began its transformation from a partially assembled AC sports car into a proper 289 Cobra. Consistent with its 1964 build date, this car was originally equipped with several desirable, late-production features such as rack and pinion steering, Ford electronics, and American-made Stewart Warner instruments. CSX 2289 was originally finished in Bright Blue over red leather, a seldom-seen combination for the 289 Cobra. According to various sources, as few as 22 examples were built in this striking color scheme.

Originally retained by Shelby American Inc. for use as a demonstrator, the Cobra sustained minor damage in May 1964 when Richard Lind reportedly

### SPECIFICATIONS

289 CID OHV Hi-Po V-8 Engine  
Single 4-Barrel Autolite Carburetor  
271 BHP at 6,000 RPM  
4-Speed Borg-Warner T-10 Manual Gearbox  
4-Wheel Girling Disc Brakes  
4-Wheel Independent Suspension with Transverse Leaf Springs, Lower Wishbones, and Shock Absorbers





## PROVENANCE

Shelby American Inc., Los Angeles, California (retained as a demonstrator through 1964)

Hi-Performance Motors, Los Angeles, California (acquired from the above in 1965)

Marshall Munger, Santa Maria, California (acquired circa early 1970s)

Don Lee, Portola Valley, California (acquired from the above in 2007)

Tom Armstrong, Issaquah, Washington (acquired from the above in 2010)

Private Collection, Germany (acquired from the above in 2011)

Private Collection, Germany (acquired from the above circa 2015)

struck a fence at Riverside Raceway. After being repaired, CSX 2289 continued its service as a Shelby American PR car throughout 1964. An internal Shelby American memo dated January 19, 1965, notes when CSX 2289 was returned from its duties and prepared for sale: “car has 12,000 miles, turned back, shows only 7600. Needs minor paint and bodywork.”

Later that month, the Cobra was invoiced to Hi-Performance Motors, Shelby’s own Los Angeles-based dealership, noting that the car was equipped with Class A accessories, including whitewall tires, luggage rack, and radio. Originally retailed to a customer in California, possibly named Heep, the Cobra was later traded to Marshall Munger in the early 1970s for approximately \$2,500 worth of pipe and Mr. Munger’s labor to dig a well. Mr. Munger then parked the 42,000-mile Cobra in a shed behind his Santa Maria home, where it remained for approximately 30 years.

In 2007, Don Lee of Portola Valley, California, struck a deal with Mr. Munger to purchase the car and extracted it from the shed, finding it to be in wonderfully unrestored condition. After undergoing a thorough cleaning and mechanical assessment, the Cobra was entrusted to well-known Shelby enthusiast Lynn Park to return it to running order while preserving the charming patina.

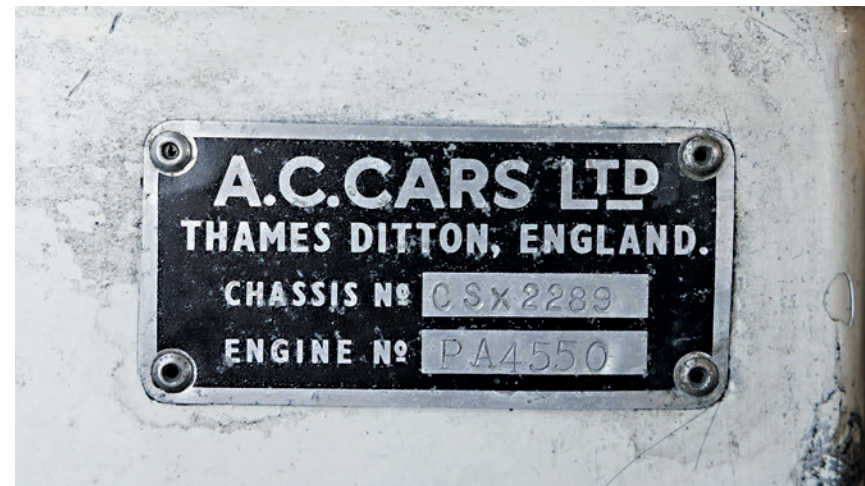
## (continued)

Private Collection, US (acquired from the above in 2022)

Current Owner (acquired from the above in 2024)

Once this process was completed, CSX 2289 made its debut at the 2010 Pebble Beach Concours d’Elegance®, where it was displayed in the Postwar Preservation class. It was also shown at that year’s Shelby American Automobile Club (SAAC) National Meet, where it earned the Chairman’s Award – Survivor, Concours Division III. After passing through the ownership of noted collector Tom Armstrong, CSX 2289 was a fixture in two prominent European collections, where it remained until it was acquired by the previous owner in 2022.

Before taking delivery, CSX 2289 was shipped to Rare Drive Inc. in East Kingston, New Hampshire, a highly respected firm recognized for their Cobra expertise and track record of producing numerous Pebble Beach award winners. As documented in invoices on file, the Cobra was meticulously serviced, detailed, and prepared with the goal of making it tour-ready, while preserving originality wherever possible and improving its already excellent appearance. To this end, the engine and gearbox were removed from the car and detailed with proper components and finishes. A new, correct set of carpets was installed, and each mechanical system was inspected, tested, and repaired as needed. Completed in spring 2023 at a cost of over \$70,000, this process is responsible for the car’s impressive presentation today – a charismatic, largely original Cobra that can be driven and enjoyed as originally intended.



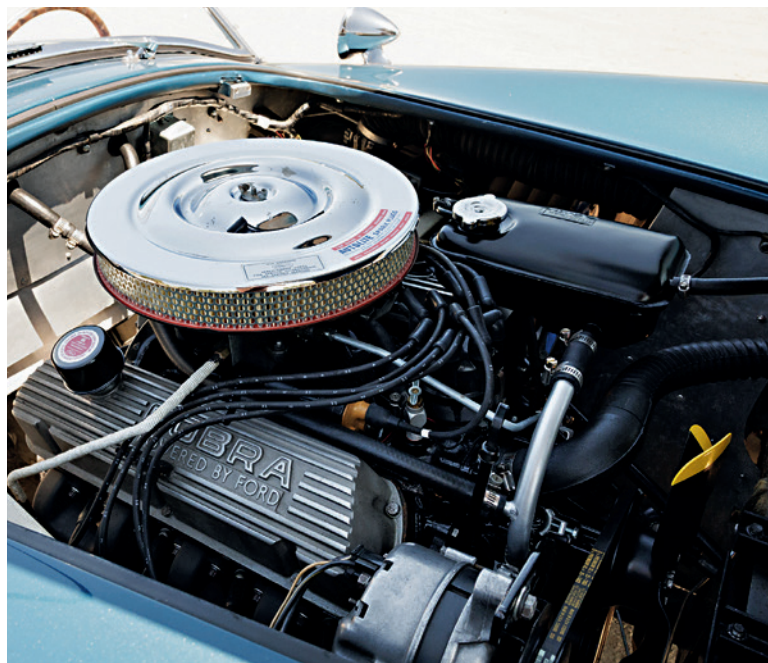
LOT 11



## EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, 2010

SAAC National Meet, Pennsylvania, 2010 (Chairman's Award – Survivor, Concours Division III)



Significantly, the Cobra retains its serial-numbered body panels, much of its original red leather upholstery, and its 289 engine, no. PA4550, which corresponds to the number stamped on the original Shelby American footbox tag. Included with the sale are a correct tool kit, jack, grease gun, and full weather equipment.

Possessing a fascinating provenance as a Shelby American demonstrator, equipped with its matching-numbers engine, and possessing both a rare factory color scheme and irreplaceable patina, CSX 2289 is certainly among the finest examples of the iconic 289 Cobra. For the collector who has been waiting for the ideal Shelby to become available, we encourage serious consideration of this truly outstanding car.



1964 SHELBY 289 COBRA

LOT 11





## 2022 FERRARI F8 SPIDER

VIN. ZFF93LMA5N0274757

\$350,000–\$425,000 without reserve

Debuting at the 2019 Geneva Motor Show, the Ferrari F8 was the latest in a long line of mid-engine sports cars for the brand. With a shape that can trace its lineage back to the stunning 458 Italia of 2010, the F8 – known as the F8 Tributo in closed form and F8 Spider when the top comes off – was the end of the mid-mounted V-8 era for Ferrari, replaced by the hybrid, V-6-powered 296. Utilizing the same V-8 engine as the 488 Pista, the F8's output was identical to the previous generation's track-focused variant, but it featured improved turbo response characteristics and revised ratios in the car's seven-speed, dual-clutch gearbox.

### HIGHLIGHTS

Unique and Appealing Specification Including Carbon Fiber Driver Zone  
Finished in Rare *Verde British Racing* over *Cuoio* Leather and Alcantara  
Single Ownership from New and Showing Just 1,892 Miles at Time of Cataloguing  
Offered with Tool Kit, Tire Inflator, and Original Purchase Paperwork  
The Final Mid-Engine V-8 from Ferrari

This 2022 Ferrari F8 Spider was delivered new through Miller Motorcars of Greenwich, Connecticut, and has remained with the original owner since new. Finished in a unique heritage shade of *Verde British Racing* over *Cuoio* leather, this F8 Spider showed 1,892 miles at the time of cataloguing. Well specified from the factory, options include extensive interior carbon fiber and Alcantara, the desirable Carbon Fiber Driver Zone with steering wheel LED shift lights, front-end lift, Scuderia shields, and a premium stereo system. Only produced for four years, the F8 has earned its place in Ferrari history as the final non-hybrid, V-8-powered, mid-engine car from the brand, and the specification of this example puts it in a league of its own.

### SPECIFICATIONS

3,902 CC Twin-Turbocharged DOHC V-8 Engine  
Direct Fuel Injection  
7-Speed F1 Dual-Clutch Transaxle  
4-Wheel Carbon Ceramic Disc Brakes  
Front Wishbone Suspension with Coil-Over Shock Absorbers  
Rear Multi-Link Suspension with Coil-Over Shock Absorbers







## 1926 BUGATTI TYPE 37 GRAND PRIX

CHASSIS NO. 37103  
ENGINE NO. 7 (SEE TEXT)  
\$750,000–\$950,000

The Type 37 Grand Prix – one of the most successful Bugatti models – was based on the famous Type 35, but was intended for voiturette racing. With plain bearings, the 37's four-cylinder 1.5-liter engine was even tougher and more tractable than the 35, and featured a compact cylinder block, single overhead cam, and three-valve cylinder heads. Easily capable of 90 mph, they quickly became known as race-winning machines and were entered in all the great road races of the era including Le Mans, the 1000 Miglia, and the Targa Florio.

Chassis 37103 hails from the very inception of this model, being the third example by number to have been built. The Bugatti was constructed in October 1925, fitted with engine no. 7 and ordered by Magasin de Paris on December 21,

being delivered shortly after on January 9, 1926. Its original owner is unknown, however, thanks to Pierre-Yves Laugier's exceptionally thorough research, several early French owners have been documented. The trail begins with dealer Paul Hennegrave in Malo-les-Bains in September 1927, followed by Jean Merman in Tourcoing in 1930, an unnamed owner in Paris in 1934, then André Michaud of Rueil-Malmaison in 1935, and then it once again changed hands in 1937 to another unnamed owner, still in Paris.

Acquired by legendary UK Bugatti dealer Jack Lemon Burton in February 1938, it is believed that around this time the sump was replaced with the unnumbered unit it retains to this day. The upper half is thought to be the original, owing

### HIGHLIGHTS

The Third Earliest Type 37, Exacting and Sympathetically Restored  
Retains Original Bodywork and Many Early Detail Features  
Documented by Marque Historians Including David Sewell and Pierre-Yves Laugier  
Eligible for Bugatti Club Events Worldwide  
Potentially 1000 Miglia Eligible, Subject to Registro Acceptance

### SPECIFICATIONS

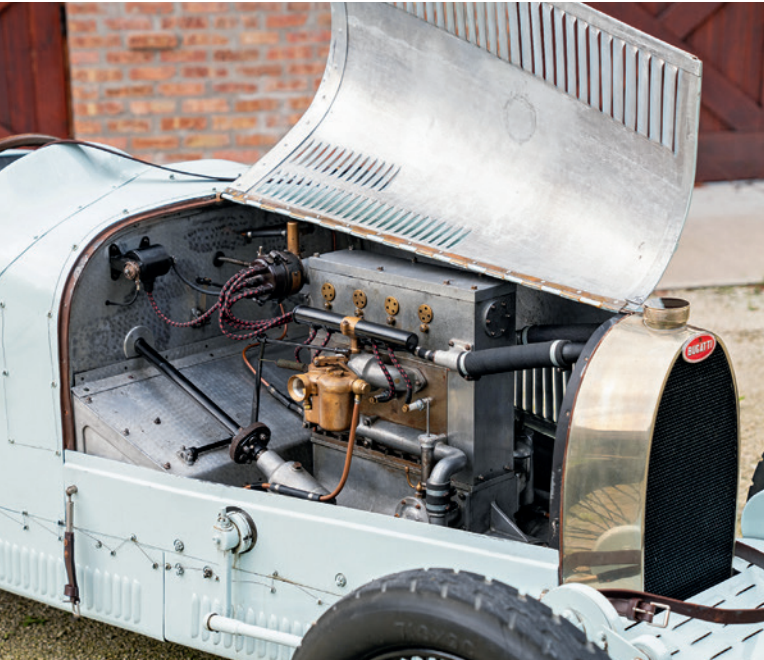
1,496 CC SOHC Inline 4-Cylinder Engine  
Single Solex Carburetor  
60 BHP at 4,500 RPM  
4-Speed Manual Gearbox  
4-Wheel Cable-Operated Drum Brakes  
Live Front Axle with Semi-Elliptical Leaf Springs  
Live Rear Axle with Inverted Quarter-Elliptical Leaf Springs





PROVENANCE

Bugatti Magasin de Paris, France (sold new in 1926)  
Paul Hennegrave, Malo-les-Bains, France (acquired in 1927)  
Jean Merman, Tourcoing, France (acquired from the above in 1930)  
Unnamed Owner (acquired from the above in 1934)  
André Michaud, Rueil-Malmaison, France (acquired from the above in 1935)  
Unnamed Owner, Paris, France (acquired from the above in 1937)  
Jack Lemon Burton, London, England (acquired from the above in 1938)  
Thomas Blakiston O'Reilly, Hampshire, England (acquired from the above circa 1941)



(continued)

Mr. Steadman (acquired from the above circa 1945)  
Mr. Jones (acquired from the above circa 1948)  
Charles Gale, London, England (acquired from the above circa 1949)  
John Fritsche, Sports Cars Inc., Bryn Mawr, Pennsylvania (acquired from the above in 1950)  
R.F. Willis (acquired from the above)  
Barry Rose (acquired from the above)  
Grant Deahl, Morgantown, West Virginia (acquired from the above circa 1973)  
Current Owner (acquired from the estate of the above in 2014)

to its low assembly number (2), which is repeated on a number of internal components. With the onset of war and the introduction of fuel rationing, car prices fell significantly, requiring a 30% loss on its sale to its next owner, Thomas Blakiston O'Reilly in Hampshire, England. During the 1940s, it passed through the hands of Mr. Steadman and Mr. Jones, before arriving with Charles Gale of Ace Service Station in London. Under Gale's ownership, the Type 37 received a sporty Brooklands guise with external side exhaust and a pair of aero screens.

In February 1950, 37103 migrated to the US and was sold to John Fritsche of Sports Cars Inc. in Bryn Mawr, Pennsylvania. Retaining the car for two years, he eventually sold it to R.F. Willis and then Barry Rose, before it arrived in the long-term tenure of Grant Deahl of Morgantown, West Virginia in about 1973. Mr. Deahl used the car for a number of years, before laying it up. After his passing, the car was unearthed from a garage where it had been stored for decades. After a careful discovery period, it was clear that the car was remarkably complete and a genuinely unspoiled example.

It represented a perfect basis for restoration, and with considerable assistance by the respected Dutch Bugatti expert Bart Rosman, owner of a sister car (37102), a sensitive rebuild was carried out. Its engine was rebuilt by Rosman's protégé Henny Lumens in Holland, with a new crankshaft, camshaft, rods, pistons, and





## EXHIBITION HIGHLIGHTS

Elkhart Lake Vintage Festival, Gather on the Green, 2017 (First in Class)

Amelia Island Concours d'Elegance, 2017 (First in Class)

AACA Hershey Fall Meet Concours, 2019 (First Prize)

Audrain Newport Concours and Motor Week, Bugatti Race Cars, Rhode Island, 2019 (First in Class)

Road America Concours d'Elegance, 2019 (First in Class)

La Jolla Concours d'Elegance, 2022 (Third in Class)

ModaMiami, 2024

Harry Miller Club Meet, 2018, 2019, 2021, 2022, 2024, 2025



block. Fascinated by the intricacies of these early cars, details from period images were carefully matched. The original color of these cars was believed to have been a very light blue, which was faithfully applied – including to the front axle and rubber gearshift gate – as clearly depicted in period images.

Under the hood, the correct Delco coil was sourced to complement its existing and correct Continsouza distributor. Importantly, the bodywork consisted almost entirely of original metal and carried hallmarks of the early Type 37, such as reversed louvres on the tail. To speak with its owner today, it is evident that the whole exercise was a rewarding and time-consuming labor of love.

Early in 2017, the Bugatti emerged once again looking as new. It has since been selectively shown at motoring events, including the Amelia Island Concours d'Elegance in 2017, AACA Hershey Fall Meet Concours in 2019, and Audrain Newport Concours in 2019, among others.

Type 37s continue to be revered as great road cars with torquey power and good handling owing to the set-back location of the engine. With eligibility for a number of events, including the hallowed 1000 Miglia, which they campaigned in period, this is a very important and thoroughly usable Bugatti.



1926 BUGATTI TYPE 37 GRAND PRIX

LOT 13





# 1966 LAMBORGHINI 400 GT ‘INTERIM’

COACHWORK BY TOURING  
CHASSIS NO. 0517  
ENGINE NO. 0490  
\$650,000–\$750,000

Following Lamborghini’s first production model, the 350 GT, the similarly styled 400 GT 2+2 was introduced at the Geneva Motor Show in 1966, with a higher roofline, featuring occasional rear seats, a four-liter engine, and a Lamborghini-built gearbox and differential. Bridging these two models was the 400 GT, colloquially known as the ‘Interim,’ which utilized the two-place body of the 350 GT, but featured the Lamborghini-built mechanical advancements of the 2+2 model, including the new 4-liter engine. Even by Lamborghini standards, production was very low, and though the number of 23 examples is debated by some historians who claim fewer, it is clear that just a handful of these special cars were built, and it is one of the lowest production models in the revered marque’s history.

## HIGHLIGHTS

Likely the Finest Example Extant of this Highly Significant Lamborghini Model  
One of the Earliest Ultra-Rare Two-Place 400 GT ‘Interims’ Built; the First Lamborghini to Feature Factory-Built Engine, Gearbox, and Differential  
Accompanied by Rare Certificato d’Origine, Signed by Ferruccio Lamborghini  
Restored Initially by Bobileff Motorcar Co. and Acclaimed Painter Mike Regalia; Continually Refined by the Renowned Restorer Joseph DeMeo  
Retains Original Engine per Historic Records  
Recipient of Multiple Best of Show and Best in Class Awards

The 400 GT ‘Interim’ offered here is fortunate to have been the impassioned focus of the consignor for over 20 years, who sought to restore a significant, early Lamborghini to reference standards, without regard to cost – the scope of which had likely never been equaled at that time. He procured chassis 0517 in 2002, and soon discovered this car’s particular importance: it likely has the earliest completion date of any 400 GT, making it the first ‘Interim’ to be built at Sant’Agata with an all-Lamborghini drivetrain. Though imported through Bob Estes, Lamborghini’s West Coast distributorship, 0517’s early owners resided in the southeast. Its third owner, after enjoying it on the road for several years, shipped the car to California and placed it in long-term storage, until it was sold to the consignor in 2002.

## SPECIFICATIONS

3,929 CC DOHC Alloy 60° V-12 Engine  
Six Weber 40 DCOE Twin-Choke Sidedraft Carburetors  
320 BHP at 7,000 RPM  
5-Speed Manual Gearbox  
4-Wheel Vacuum-Assisted Disc Brakes  
4-Wheel Independent Suspension with Coil Springs and Shock Absorbers





## PROVENANCE

William West, Savannah, Georgia (acquired new in 1966)

Frank Mullinax M.D., Mechanicsburg, Virginia (acquired from the above in 1977)

Bruce Valley, Virginia (acquired from the above circa 1985)

Current Owner (acquired from the above in 2002)



The restoration was entrusted to San Diego-based Lamborghini specialists Bobileff Motorcar Co. The body was found to be in exceptional condition; just two small areas of the steel coachwork behind the rear wheels required replacement. Original materials were meticulously researched, original colors were faithfully matched, including the stunning light blue hue of *Azzurro Fiat*, (code 25539) and *Senape* interior. Samples of the original colors and materials, and their replacements, have been preserved side by side in a volume of restoration invoices, correspondence, and chronology of the restoration. Even a cursory review reveals the fortitude, financial and otherwise, that is required to restore a low-production vehicle to the highest level. The odyssey was documented in a humorous but unflinching four-part article entitled “Restoring a Lamborghini 400 GT, a Captivating Tale of Obsessive Compulsion,” published in *Robb Report* in 2003.

The Lamborghini was shown soon after the completion of its restoration, but its major exhibition career began over a decade later when, following a refinish by master restorer Mike Regalia, extensive improvements were made to the 400 GT’s most minute details. In 2016, the fanatically focused and dedicated restorer Joseph Demeo accepted the challenge to further improve the presentation and level of authenticity of the car. After significant effort, again without regard to cost, numerous best in class and best of show accolades followed at major



LOT 14



## EXHIBITION HIGHLIGHTS

Hillsborough Concours d'Elegance, California, 2018 (Best of Show, Exhibitor's Choice)

Carmel-by-the-Sea Concours on the Avenue, California, 2018 (Best of Show)

Carmel Mission Classic, California, 2018 (Best in Class)

Concorso Italiano, California, 2018 (Best Lamborghini GT, Second Overall - Lamborghini)

The Quail, A Motorsports Gathering, California, 2018 (Best in Class, Post-War Sports 1961–1975)

Niello Concours at Serrano, California, 2018 (Best in Class, Best Italian Car, SCCA National Champion)

San Marino Motor Classic, California, 2018 (Most Stylish Car)

Pebble Beach Concours d'Elegance®, 2023

La Jolla Concours d'Elegance, California, 2024 (Best in Class)



concours against formidable competition at each outing.

Today, the continual improvement of this fortunate Lamborghini has created one of the finest restored sports cars that many enthusiasts have ever seen. Taken as a whole, the 400 GT dazzles the senses, but it is the car's myriad details that are truly astonishing. The panel fit, the grain of the metallic paint, the sparkling stainless steel and chrome trim of the exterior, and the upholstery, carpet, details of the dash, and the balance of the interior have been assembled with an obvious dedication to the pursuit of perfection by experienced artisans. As astounding as all of these details are, they are further complemented by the level of attention lavished on the engine bay, while the underside, suspension components, brakes, and wheel wells are simply a level apart. It is easy to see that many hundreds of thousands of dollars were well spent.

This car is best experienced in person, under the brightest of lights, and will most assuredly appeal to the perfectionist collector. Breathtaking is an oft-overused term, but it is entirely appropriate in the case of this spectacular Lamborghini. Gooding Christie's is proud to present this "reference standard" 400 GT 'Interim,' and we welcome your critical inspection of this remarkable automobile.



1966 LAMBORGHINI 400 GT 'INTERIM'

LOT 14





## 1966 VOLKSWAGEN TYPE 2 DELUXE 21-WINDOW BUS

CHASSIS NO. 246119674

ENGINE NO. AE748478

\$100,000–\$130,000 without reserve

In 1950, Volkswagen debuted their first truly divergent model from the Beetle, the Type 2 Transporter, and it can be argued that the world has never been the same. A favorite in nearly all walks of life, the many variants of the Volkswagen Transporter have become iconic in their own right. This beautifully restored Deluxe Transporter from 1966 is among the most coveted of all, with its 21 windows and walk-through front-seat configuration.

According to its data plates, this Deluxe 21-Window Bus was originally finished in Titan Red nitro-lacquer lower panels, accented by a Beige Grey upper section, and Mesh Platinum interior – much as it appears today. The option codes further specify its construction date as March 15, 1966, and that it was built with six

opening side windows and the always-desirable split front seats, superseding the standard three-place bench and solid bulkhead normally installed up front. As a Deluxe model, it is complete with special exterior trim, a radio, and clock. It is further fitted with a large, sliding sunroof panel and an uprated 1,600 cc, 60 hp engine to assist in cruising at speed with multiple passengers aboard.

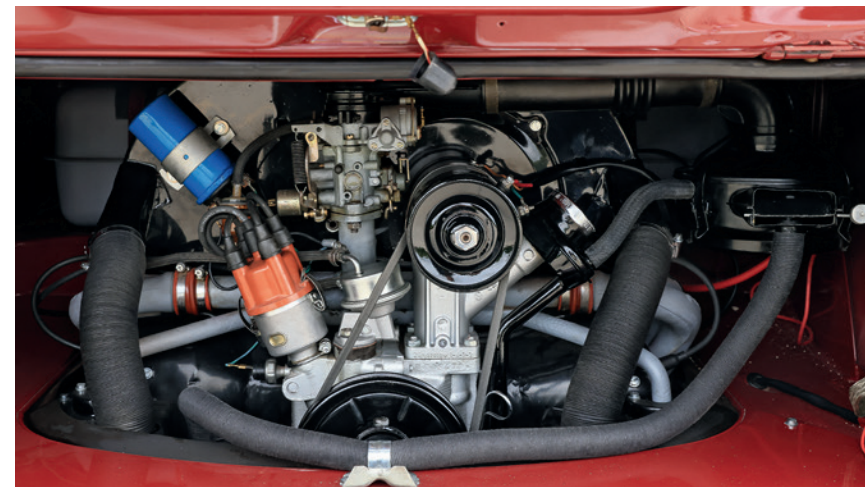
Outstanding in presentation and desirable for its classically popular options and features, this handsome and well-restored Volkswagen is sure to make a fulfilling, nostalgic addition to any young-at-heart enthusiast's collection.

### HIGHLIGHTS

Desirably Optioned Split-Windshield, 21-Window Bus  
Beautifully Restored in Its Factory-Original Colors  
Deluxe Model Powered by an Uprated 1,600 CC Engine  
Features Samba-Style Articulated Windshield Panels  
An Outstanding Example of One of Volkswagen's Most Iconic Models

### SPECIFICATIONS

1,600 CC Air-Cooled Flat 4-Cylinder Engine  
Single Solex Downdraft Carburetor  
60 BHP at 4,400 RPM  
4-Speed Manual Transaxle  
4-Wheel Hydraulic Drum Brakes  
4-Wheel Independent Suspension with Torsion Bars and Shock Absorbers





## 1958 FERRARI 250 GT TOUR DE FRANCE BERLINETTA

COACHWORK BY SCAGLIETTI  
CHASSIS NO. 0925 GT  
ENGINE NO. 0925 GT  
\$4,500,000–\$5,250,000

In 1956, Ferrari responded to the FIA's newly established GT Class championship with the development of a dual-purpose road and racing model derived from its 250 GT platform. This effort led to the creation of the 250 GT Berlinetta, a car that combined a competition-tuned, three-liter Colombo V-12 engine with lightweight aluminum bodywork crafted by Carrozzeria Scaglietti. A formidable machine resulted, which proved to be a dominant force in international sports car racing throughout the late 1950s, offering both high performance and a proven record of endurance.

The new Ferrari quickly made its mark in one of the most demanding events of the era: the multi-stage, cross-country Tour de France Automobile. Beginning in

1956, the 250 GT Berlinetta won this grueling competition four years in a row, firmly establishing its reputation for reliability, speed, and handling prowess. In honor of its repeated success, the model earned the enduring nickname "Tour de France," or TdF for short.

Ferrari built approximately 78 examples of the 250 GT TdF over its production run, with four distinct body variations emerging over time: the no-louver, 14-louver, three-louver, and single-louver configurations. Each iteration introduced subtle refinements in design and engineering, aimed at improving aerodynamics, driver comfort, and overall performance.

### HIGHLIGHTS

One of Only 36 Single-Louver TdFs; Desirable Covered-Headlamp Example  
Delivered New to Famed Casino Magnate and Car Collector William F. Harrah  
Subsequent Owners Include Noted Collectors John Mozart and Harald Mergard  
Original Chassis, Body, and Matching-Numbers Driveline per Ferrari Classiche  
Accompanied by Red Book, Marcel Massini Report, Tool Roll, and Records

### SPECIFICATIONS

2,953 CC Tipo 128C SOHC Alloy V-12 Engine  
Three Weber 36 DCL3 Carburetors  
240 BHP at 7,000 RPM  
4-Speed Manual Gearbox  
4-Wheel Hydraulic Finned-Aluminum Drum Brakes  
Front Independent Suspension with Coil Springs and Houdaille Shock Absorbers  
Rear Live Axle with Semi-Elliptical Leaf Springs and Houdaille Shock Absorbers





## PROVENANCE

William F. Harrah, Reno, Nevada (acquired new in 1958)

John Mozart, Palo Alto, California (acquired in 1986)

Baron Franz Mayr-Melnhof-Saurau, Graz, Austria (acquired in 1989)

Takeo Kato, Japan (acquired from the above in 1992)

Ingeborg and Harald Mergard, Rödermark-Waldacker, Germany (acquired from the above in 1992)

Andreas Schläwicke, Berlin, Germany (acquired from the above in 2007)

David Gomes da Costa, Perroy, Switzerland (acquired the above in 2010)

Current Owner (acquired from the above)

Over the past six decades, the Ferrari 250 GT Tour de France has become one of the most coveted and collectible models in the marque's history. Revered not only for its motor sports pedigree but also for its sculptural beauty, the TdF represents a perfect harmony of advanced mechanical engineering and elegant Italian design. Its competition success and limited production have ensured its status as a blue-chip collectible.

Moreover, the TdF served as a key evolutionary step in Ferrari's development of high-performance Berlinetta models, directly influencing legendary successors such as the 250 GT SWB, the iconic 250 GTO, and the 275 GTB/C. As a result, the 250 GT Tour de France stands as a pivotal model in Ferrari's racing legacy and an icon of mid-century automotive excellence.

The Tour de France Berlinetta presented here, chassis 0925 GT, is one of only 36 examples built in the final, single-louver body style. Built entirely from lightweight aluminum, and finished in traditional Italian racing red, the Scaglietti bodywork features the ultimate in high-performance exotica of the day – a removable hood, external fuel filler, and a chrome-plated roll bar – as well as the elegant, Perspex-covered headlight treatment so sought-after by collectors. Copies of the original Ferrari build records on file confirm that it was completed in spring 1958 and factory-equipped with a competition-prepared

tipo 128C engine, polished Borrani wire wheels, and an Abarth exhaust system.

In June 1958, 0925 GT was delivered to John von Neumann's Ferrari Representatives of California, the factory's official West Coast distributor located in Los Angeles. Later that year, the Ferrari was sold to its first owner, the casino mogul and car collector extraordinaire, William "Bill" F. Harrah.

The blood-red Tour de France Berlinetta was Bill Harrah's first Ferrari, but by no means was it his last. Throughout the 1950s and 1960s he amassed an extraordinary collection of Ferrari automobiles, including iconic early models like the 166 MM Barchetta, custom-bodied gran turismos like the 410 and 400 Superamerica, and even thoroughbred competition cars such as a 250 LM and 275 GTB/C. His passion for the Italian marque led him to set up a Ferrari dealership in Reno, and subsequently he established Modern Classic Motors, becoming the official distributor for the Western US. For decades, Harrah was probably the single most influential Ferrari enthusiast in the US, the company's largest and most important market.

In his book, *Harrah's Automobile Collection: One man's tribute to the great automobiles of the world*, Dean Batchelor details Harrah's first encounter with 0925 GT:





## EXHIBITION HIGHLIGHTS

Tour Auto, France, 1993  
Rallye du Maroc, Morocco, 1993  
1000 Miglia, 1993, No. 295  
Coppa d'Oro delle Dolomiti, Italy, 1993, No. 85  
Rallye du Maroc Classic, Morocco, 1993, No. 16  
1000 Miglia, 1994, No. 306  
1000 Miglia, 1998, No. 338  
Cartier Style et Luxe Concours d'Elegance, England, 2004  
Salon Privé Concours d'Elegance, England, 2014  
Salon Privé Concours d'Elegance, England, 2016  
Concours of Elegance at Hampton Court Palace, 2017

“Harrah had read about a Ferrari agency in Hollywood so, on a trip to Los Angeles in 1958, he went to the agency ‘just to look at the car.’ Another coincidence – one of so many that influenced Bill Harrah’s life occurred; the sales manager of the agency was Richie Ginther. Richie had driven in local southern California sports car races for several years and had ridden with Phil Hill in two Mexican road races (Carrera Panamericana), so he was no stranger to speed in fast cars. Richie hooked Bill Harrah with the most obvious and successful lure ever offered a car nut when he suggested a demonstration ride. Harrah quickly accepted.

As Harrah described in his Oral History, ‘So we went out, and he took me up on Mulholland Drive in Hollywood. And I was very familiar with Mulholland Drive because I was raised there, and I know what you could do on Mulholland Drive in a ’26 Chevy or a ’29 Ford or a ’36 Lincoln. I’d been all over it, and I knew just what you could do. And he took me in the Ferrari over the same road at *double* the speeds I’d ever ridden. And of course, he was a super driver... and he let me drive it... and it handled beautifully, and the performance and acceleration and just – I’d never driven a car like that. The Chrysler 300s – it made them feel like an old truck or something. So we went back to the agency and I was really tempted. And I said how much is it? And it was twelve thousand, five hundred dollars... So I said, ‘Okay.’”

Bill Harrah kept this first Ferrari for the rest of his life. It remained part of his expansive museum collection until it was sold, in 1986, to another esteemed American collector, John Mozart.

Since Mr. Mozart’s brief ownership, 0925 GT has been owned by a limited roster of collectors, including Baron Franz Mayr-Melnhof-Saurau of Austria and German Ferrari enthusiast Harald Mergard. During Mr. Mergard’s lengthy ownership, the Tour de France participated in several historic rallies, including three editions of the 1000 Miglia, as well as Tour Auto, Coppa d’Oro delle Dolomiti, and the Rallye du Maroc. Throughout this period, it benefited from regular maintenance and sympathetic restoration work carried out by noted UK Ferrari specialist DK Engineering, as evidenced by records on file.

In more recent years, the Ferrari has traded its active rally schedule for the more genteel concours circuit, appearing at some of the most prestigious venues in the UK, including Goodwood, Hampton Court, and Salon Privé.

The consignor, a prominent American collector who has owned some of the finest postwar sports and GT cars, recently returned 0925 GT to the US for the first time in decades. Under his ownership, the Ferrari has been enjoyed on fair weather drives around New England country roads and maintained in fine fettle.



LOT 16



## FEATURED MEDIA

*Auto Zeitung*, February 1971

*Harrah's Automobile Collection: One man's tribute to the great automobiles of the world*, by Dean Batchelor

*Ferrari: The Early Berlinettas & Competition Coupes*, by Dean Batchelor

*The Ferrari Legend: 250 GT Competition*, by Jess G. Pourret

*Ferrari 250 GT Berlinetta "Tour de France,"* by John Starkey

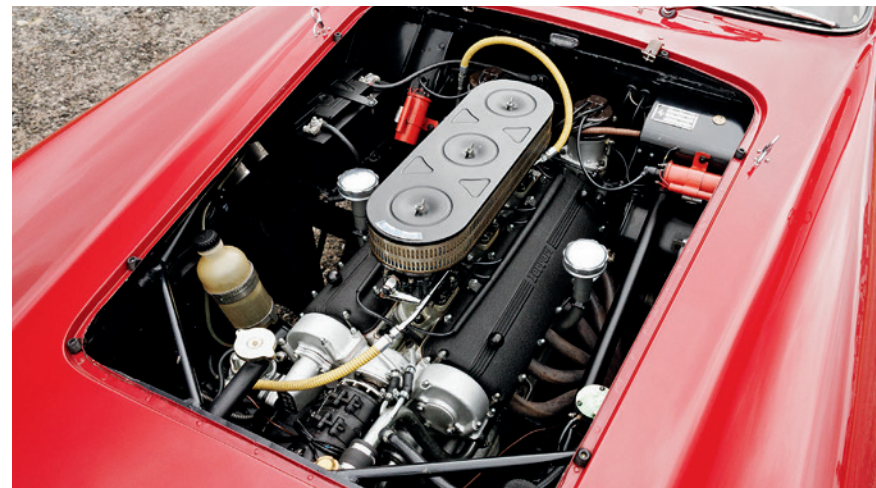
*Ferrari Serial Numbers, Part I*, by Hilary A. Raab Jr.



*Bill Harrah and 0925 GT with his executive team, c. 1959.*

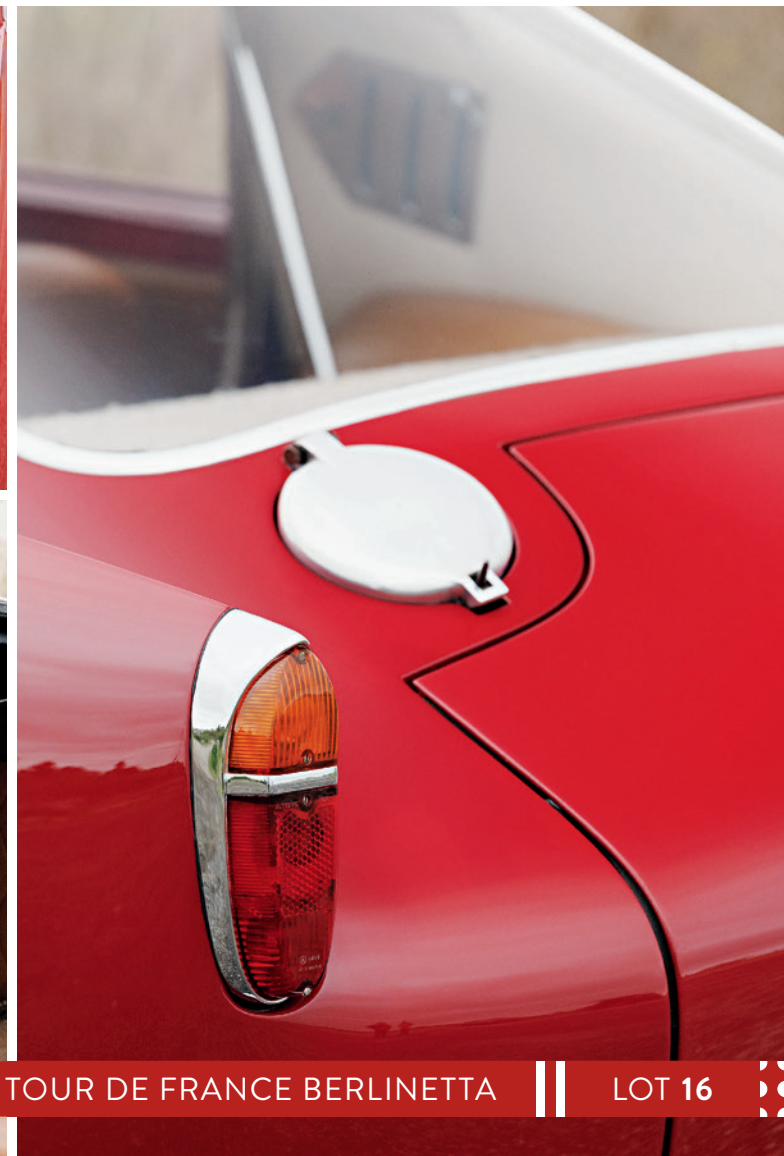
Today, this TdF remains in outstanding condition and its high-quality presentation is supported by an impressive documentation file that includes copies of the factory build sheets, ownership records, service invoices, and a history report prepared by Ferrari historian Marcel Massini.

As a result, 0925 GT is among the finest examples to be found of the covered-headlight, single-louver Berlinetta – the ultimate evolution of the 250 GT Tour de France. Delivered new to one of the most prolific car collectors in history and carefully maintained by knowledgeable owners ever since, this purebred competition Ferrari has led a remarkably sheltered existence. Unlike many other TdFs, which were raced hard for years and have required multiple restorations, this Ferrari has a refreshingly straightforward history. Sympathetically maintained and restored only as needed, with careful attention paid to preserving its original character, down to the original Harrah Automobile Collection equipment number tag affixed to the firewall. Beautifully presented in all respects, 0925 GT is offered with Ferrari Classiche Red Book certification, which confirms that it retains its original chassis, coachwork, engine, gearbox, differential, and other major components. Gooding Christie's is delighted to present this exceptional Tour de France and recommends it to any collector looking to own and experience one of the all-time great Ferraris.



1958 FERRARI 250 GT TOUR DE FRANCE BERLINETTA

|| LOT 16





2021 RUF CTR ANNIVERSARY

VIN. W09BB0363MPR06003  
\$3,000,000–\$4,000,000

RUF Automobile GmbH began life in 1939 as a repair shop founded by Alois Ruf Sr. in the Bavarian town of Pfaffenhausen. The company expanded into vehicle conversion and bus construction before Alois Ruf Jr. took the helm in 1974. Under his leadership, RUF shifted its focus to high-performance Porsche-based vehicles, so thoroughly modified, in fact, that in 1981 the German government officially recognized RUF as a manufacturer, not a tuner.

The company’s defining moment came in 1987 with the launch of the CTR, short for “Group C Turbo RUF,” which stunned the world with a 211 mph top speed during *Road & Track*’s “World’s Fastest Cars” test. Painted a distinctive yellow and built around a heavily modified Porsche 911 Carrera 3.2, the CTR, soon

nicknamed “Yellowbird,” cemented RUF’s status as a builder of elite, high-speed road cars with a relentless focus on mechanical engagement.

Three decades later, RUF celebrated that legacy with the CTR Anniversary, unveiled at the 2017 Geneva Motor Show. Speaking to *Forbes* in March 2017, Alois Ruf Jr. said “The concept for the 2017 CTR is one that I have had in my head for a very long time. We have been waiting for that right moment in our history to build our own car and the 30th anniversary of the CTR ‘Yellow Bird’ is that moment.”

Rather than updating a 911 shell as before, RUF designed and built the CTR

HIGHLIGHTS

RUF’s Brilliant Expression of Technical Independence and Analog Performance  
One of Just 50 Examples Built; A Fitting Successor to the Famous CTR Yellowbird  
Pristine One-Owner Example Displaying Less than 500 Miles from Delivery  
Elegantly Finished in Irish Green over a Brown Leather and Pepita Interior  
Equipped with Front-Axle Lift System and Kevlar-Carbon Fiber Bucket Seats  
Accompanied by Original Delivery Accessories and Service Records

SPECIFICATIONS

3,600 CC DOHC Flat 6-Cylinder Engine  
Bosch DME Motronic Fuel Management  
Twin Turbochargers  
710 BHP at 6,750 RPM  
7-Speed Manual Transaxle and Limited-Slip Differential  
4-Wheel Ventilated Carbon Ceramic Disc Brakes  
Front and Rear Independent Suspension with Double Wishbones and Pushrod-Actuated Coil-Over Dampers





## PROVENANCE

Current Owner (acquired new in 2021)

Anniversary from scratch, securing the rights from Porsche to emulate the exterior design of a 1980s-era 911. It features the company's first carbon fiber monocoque chassis, reinforced by integrated steel-roll structures and a tubular subframe at the rear. This construction offers exceptional stiffness while keeping dry weight to just 1,250 kg (2,756 pounds). Lightweight steel front and rear space frames and an integrated roll cage provide structural integrity and crash protection, drawing directly from race car design.

The CTR Anniversary's suspension system is derived from motor sports design. Both front and rear feature double wishbones with pushrod-actuated coil-over dampers. The coil-overs are mounted inboard, longitudinally at the front and transversely at the rear, operating on a one-to-one ratio for precise damping response. This layout helps reduce unsprung mass and allows more compact packaging. The car rides on forged five-spoke wheels wrapped in sticky Michelin Pilot Sport Cup 2 tires, while braking is handled by carbon ceramic discs with six-piston front and four-piston rear calipers. ABS and stability control systems are integrated but can be adjusted or completely disabled by the driver.

At the heart of the car lies a 3.6-liter twin-turbocharged flat-six engine developed in-house by RUF. Using a dry sump oiling system, water-cooled heads, and forged internal components, the powerplant produces 710 hp at 6,750 rpm

and 649 lbs./ft. of torque between 2,750 and 4,500 rpm. The turbochargers are paired with electronically controlled wastegates and dual air-to-water intercoolers, mounted low in the chassis for optimal weight distribution. Boost delivery is progressive, minimizing lag while preserving throttle response. A custom-designed seven-speed manual transaxle with closely spaced ratios and a short final drive sends power to the rear wheels via a limited-slip differential. Dedicated cooling systems for the engine, gearbox, and brakes ensure thermal consistency under sustained high-load driving. Quoted performance figures were impressive: 0–60 mph in 3.5 seconds, 0–124 mph in under 9 seconds, and a top speed of 224 mph.

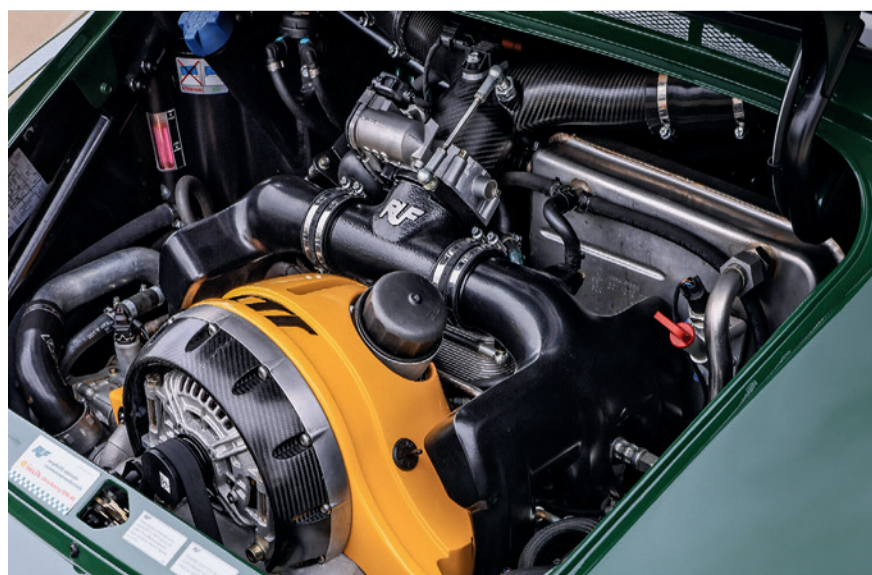
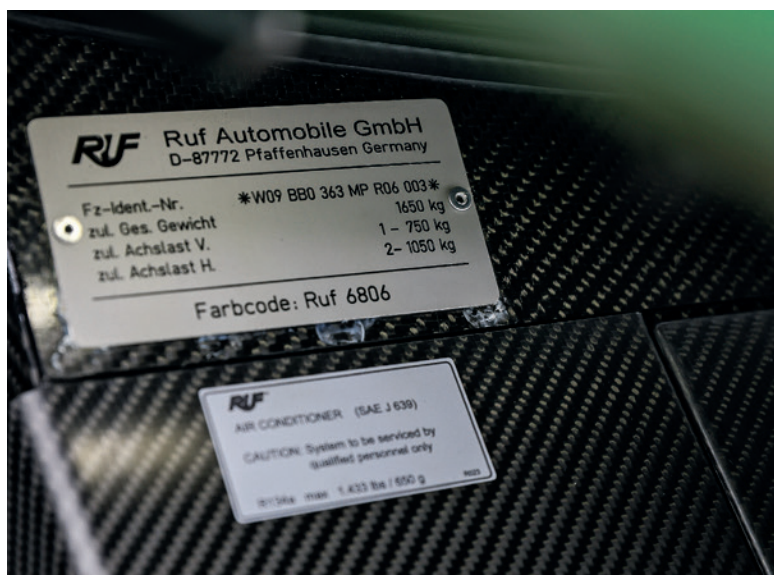
As *Top Gear* noted in March 2020, “This is an analog supercar in a digital age. Ruf has engineered it to thrill the fingertips, not impress the touchscreen generation.” Inside, the CTR Anniversary featured a minimalist, driver-focused layout devoid of large screens or even an infotainment system. Carbon fiber bucket seats were paired with analog VDO-style gauges and a small-diameter three-spoke steering wheel. A revised dashboard and center console incorporated a bespoke HVAC panel with integrated electric air-conditioning, and streamlined controls for traction control, front-axle lift, hazard lights, and central locking.

In use, the CTR Anniversary delivered supercar performance wrapped in a



LOT 17







## FEATURED MEDIA

RUF: The Limited One, by Bart Lenaerts

familiar shape, something akin to a business suit rather than a flashy costume. Its power delivery was smooth and tractable, with strong low-end torque and linear boost. The suspension tuning struck a balance between firmness and compliance, while the relatively narrow tires for its power output contributed to progressive breakaway and communicative feedback. As *Excellence* magazine noted in April 2023, “The RUF CTR Anniversary is a testimony to Alois Ruf’s grasp of the art of supercar building that spans four decades and more.”

Initially limited to just 30 examples, quickly allocated following the announcement, RUF expanded production to 50 cars after consulting each of the early buyers. Every example was handbuilt at the company’s Pfaffenhausen facility.

Finished in Irish Green over a dark tan leather interior with classic Pepita seat inserts and matching inner door panels, this 2021 RUF CTR Anniversary was built to individual specification for its first and only owner. It features the interior package, foldable Kevlar-carbon fiber bucket seats, an integrated roll cage, and RUF’s forged, five-spoke, center-lock alloy wheels, paired with yellow-painted brake calipers. For added everyday usability, it was optioned with RUF’s hydraulic front-axle lift system. Additional equipment includes cruise control, Bluetooth phone integration, and power windows and mirrors.

Fastidiously maintained in the consignor’s private collection since new, this RUF CTR remains in as-delivered condition, showing less than 500 miles at the time of cataloguing. In an effort to preserve original finishes, the car received paint protection film over the front bumper, hood, and side mirrors early in its life.

Accompanied by its original delivery accessories and recent service records, this ideally specified CTR Anniversary offers more than rarity and performance; it represents a bold counterpoint to the prevailing trends of autonomy and electrification. Handbuilt in Pfaffenhausen with a singular focus on driver engagement, it stands as a modern tribute to RUF’s defining ethos: that a car should not only be fast, but also involving.



2021 RUF CTR ANNIVERSARY

LOT 17





## 2017 BENTLEY CONTINENTAL GT SUPERSPORTS

VIN. SCBFB7ZA1HC064134

\$175,000–\$250,000 without reserve

Since its inception, Bentley has placed a significant emphasis on combining luxury and craftsmanship with speed and driving dynamics, but with the introduction of the second-generation Continental Supersports in 2017, driving dynamics took priority. Compared to the standard W-12-powered Continental, the Supersports increased horsepower by nearly 120, while torque rose by an astonishing 219 lbs./ft. Carbon ceramic brakes were fitted, along with a revised all-wheel-drive system and a lower, stiffer suspension. Capable of reaching 0–60 mph in just 3.4 seconds with a top speed of 209 mph, the Supersports was the fastest four-seater in the world at the time of its introduction.

This 2017 Continental GT Supersports is finished in Beluga Black over a Beluga

leather and Alcantara interior, and shows just 6,182 miles at the time of cataloguing. Under the care of one owner from new, this Continental benefits from a number of desirable factory options, including the Supersports Titanium Exhaust with black-finish tips, as well as interior carbon fiber fascia and console, along with carbon fiber exterior mirrors, which match the Supersports' front splitter and rear diffuser. These options contributed to an original MSRP of \$317,050. One of just 710 units built, the Supersports remains the most powerful W-12-powered model ever produced by Bentley, and a performance icon from this historic brand. Finished in an appealing all-black color combination, meticulously maintained by its original owner, and complete with its original handbooks and window sticker, this car represents the ultimate second-generation Continental GT.

### HIGHLIGHTS

The Ultimate W-12-Powered Continental GT; One of Only 710 Built  
Ordered New by the Consignor and Part of a Significant Bentley Collection  
Striking Appearance in Beluga Black with Matching Leather and Alcantara Interior  
Desirable Factory Options Include Titanium Exhaust and Carbon Fiber Trim  
Accompanied by Original Handbooks and Window Sticker

### SPECIFICATIONS

5,998 CC Twin-Turbo W-12 Engine  
Common Rail Multi-Point Fuel Injection  
700 BHP at 6,000 RPM  
8-Speed ZF Automatic Transmission  
4-Wheel Carbon Ceramic Disc Brakes  
4-Wheel Independent Suspension





1967 FERRARI 275 GTB/4

COACHWORK BY SCAGLIETTI  
CHASSIS NO. 10299  
ENGINE NO. 10299  
\$3,000,000–\$3,500,000

Unveiled at the Paris Motor Show in October 1966, the 275 GTB/4 was the final iteration of the beloved road-going 275 Grand Touring Berlinetta, which was first introduced in short-nose, two-cam configuration in 1964. The new GTB/4 was differentiated from the outgoing, long-nose, two-cam 275 GTB by a muscular bulge on the engine bonnet.

Maranello’s first four-cam road car, the GTB/4 was equipped with a 3.3-liter tipo 226 V-12 engine inspired by Ferrari’s successful line of prototype racing cars of the period. Producing 300 hp at its screaming 8,000 rpm redline, the dry sump V-12 had improved low-end torque and greater overall flexibility.

HIGHLIGHTS

Superb Example of an Iconic Ferrari Model; Desirably Equipped with Cast-Alloy Wheels  
Delivered New via Garage Francorchamps in Rosso Chiaro over Beige Scuro  
Formerly Owned by Racing Driver Charlie Kemp and Ferrari Restorer Patrick Ottis  
In Current Ownership for 24 Years; Maintained by Specialist Butch Dennison  
Retains Matching-Numbers Engine and Transaxle per Copy of Factory Build Sheet  
Offered with Tool Kit, Handbook Folio and Manuals, Early Documentation, and Massini Report

Beyond its magnificent four-cam V-12 engine, the 275 GTB/4 benefited from other notable refinements, from the implementation of the improved torque-tube driveshaft to more modern interior appointments. Beautiful, civilized, and devastatingly fast, Ferrari’s four-cam Berlinetta had few peers on the roads of 1967.

According to the research of Ferrari historian Marcel Massini, the 275 GTB/4 presented here, chassis 10299, was completed on August 22, 1967. Factory records on file confirm that this car was originally finished in the classic Ferrari color scheme of *Rosso Chiaro* (Light Red), with an interior trimmed in *Beige Scuro* Connolly leather.

SPECIFICATIONS

3,285 CC Tipo 226 DOHC V-12 Engine  
Six Weber 40 DCN18 Carburetors  
300 BHP at 8,000 RPM  
5-Speed Manual Transaxle  
4-Wheel Vacuum-Assisted Disc Brakes  
4-Wheel Independent Suspension with Wishbones and Coil-Over Shock Absorbers





## PROVENANCE

Petrus Hubert Henderiks, Weert, The Netherlands (acquired new via Garage Francorchamps in 1967)

William Kenneth DiStefano, Montclair, New Jersey (acquired in 1969)

Edward Thomas Conmy Jr., Fargo, North Dakota (acquired from the above in 1971)

Charlie Kemp, Jackson, Mississippi (acquired from the above in 1977)

Patrick Ottis, Breckenridge, Colorado (acquired from the above in 1978)

Brown M. Maloney, Washington (acquired in 2001)

Originally specified for the European market, 10299 was equipped with optional electric window lifts and a speedometer in kilometers per hour. The new four-cam Berlinetta had been ordered through Jacques Swaters' Benelux Ferrari distributorship, Garage Francorchamps in Brussels, Belgium, by Petrus Hubert Henderiks of Weert, the Netherlands. Henderiks took delivery at the factory in Maranello on September 4, 1967, and was issued an Italian tourist registration *Carta de Circolazione*, which is contained in the car's file.

Two years later, in November 1969, the Ferrari was exported to the US, where its next owner was William Kenneth DiStefano of Montclair, New Jersey. Mr. DiStefano had the car serviced by the official US Ferrari distributor Luigi Chinetti Motors in New York, and according to Ferrari historian Marcel Massini, the odometer showed 2,683 km at the time. Mr. DiStefano decided to sell the car two years later and described it in an advertisement in the September 1971 issue of *Road & Track* as "always garaged, mint condition, asking \$10,500."

The Berlinetta's next owner was Edward Thomas Conmy Jr. of Fargo, North Dakota, whose stable also included a Mercedes-Benz 300 SL Gullwing and Jaguar E-Type, photos of which are on file. Conmy retained the car for six years, until it was acquired by renowned racing driver Charlie Kemp of Jackson, Mississippi in 1977. Mr. Kemp had an extremely successful racing career, which spanned

## EXHIBITION HIGHLIGHTS

International Ferrari Concours, California, 1994 (First in Class)

Kirkland Concours d'Elegance, Washington, 2003 (Evergreen Healthcare Award)

Kirkland Concours d'Elegance, Washington, 2006 (Second in Class)

Italian Concours d'Elegance, Iowa, 2007

Kirkland Concours d'Elegance, Washington, 2008 (First in Class)

Kirkland Concours d'Elegance, Washington, 2013 (First in Class)

LeMay – America's Car Museum, Washington, 2022

from 1967 through 1979 and included campaigning a multitude of cars, from a Shelby GT350 at the 24 Hours of Daytona to participating in the Can-Am series with multiple Lolas and a Porsche 917/10.

Mr. Kemp also founded International Motorcars Corporation, a sports car dealership, in the mid-1970s with his friend Sam Scott in Jackson. Their heavily Ferrari-dominated showroom was converted from a Chrysler dealership, which was owned by Mr. Kemp's father. Some unusual Ferraris featured within the showroom included an early "plexi-glass" 365 GTB/4 and the 365 P "Tre Posti" (chassis 8815). Mr. Kemp kept a 250 SWB (chassis 2251) as a personal driver.

Mr. Kemp sold the 275 GTB/4 to renowned Ferrari restorer and marque authority Patrick Ottis of Breckenridge, Colorado, and eventually Berkeley, California, in 1978. Recently reflecting on his ownership of the car, Mr. Ottis said, "I had made my living repairing Ferraris for eight years and really wanted a 275 four-cam. I was working for Alf Francis in Oklahoma City and repaired a six-carb two-cam 275 for Kemp and told him I would like to buy it. Kemp gave the two-cam to his girlfriend, but told me he had a low mileage four-cam he wanted to sell. It was an original paint and interior car at the time. When we stripped the car to bare metal, there was no evidence it had been in an accident, and there were hammer planishing marks around the original welds applied



LOT 19







## FEATURED MEDIA

*Cavallino*, Issue No. 34, “The Four-Cam,” by Dyke W. Ridgley  
*Ferrari Serial Numbers, Part I*, by Hilary A. Raab Jr.

at Scaglietti.” Archival photographs on file show the Ferrari in bare metal in Colorado in 1978. Ottis elected to simply repaint the car, while leaving the well-preserved upholstery intact.

Later, Mr. Ottis moved to California and registered the Ferrari under the blue plate “1KFF512,” which accompanies the car today. By this time, the speedometer had been exchanged for a US-specification mile per hour unit. Mr. Ottis would retain the car for 21 years.

Acquired by the consignor in 2001, this 275 GTB/4 has remained the centerpiece of his extensive collection, containing the finest postwar and contemporary sports cars from Italy, Germany, Japan, and the US for over 24 years. During his ownership, the four cam has been shown on multiple occasions, almost exclusively in the Pacific Northwest, and has been awarded First in Class multiple times at the Kirkland Concours d’Elegance in Washington.

Being cognizant of the car’s cherished life and limited roster of caring owners, the consignor has maintained the four-cam mechanically and has kept it in extremely presentable cosmetic condition, but has never subjected it to an unnecessary complete concours restoration.

By September 2001, the Ferrari’s paint had become faded in areas, and a specialist in Port Angeles, Washington, was selected to expertly repaint the four-cam, a process that took six months. Ferrari specialist Butch Dennison of Puyallup, Washington, has been responsible for maintaining the Ferrari’s mechanicals during the past 18 years, work that is documented in detailed invoices on file. In 2004, upholstery specialist Ken Nemanic of Walnut Creek, California, was entrusted with reupholstering the front seats, carpet, and lower door panels. The original seat leather and lower door panels accompany the sale, while the dash and upper door panels remain original.

Also included in the sale are a tool kit, original handbook folio and owner’s manual, early ownership transfer paperwork, copies of factory build sheets, maintenance invoices, correspondence, concours awards, and a history report compiled by Ferrari historian Marcel Massini.

This pure and coveted 275 GTB/4, retaining its original four-cam engine and transaxle, and equipped with desirable cast-alloy wheels and period Irvin Air Chute seat belts, is an exceptional example that was cherished for years by multiple long-term owners. These traits are not commonly found in other four-cams present in the public market, meaning this is surely one of the finest examples extant and worthy of close inspection and consideration.



1967 FERRARI 275 GTB/4

LOT 19





## 1959 PORSCHE 356 A COUPE

COACHWORK BY REUTTER

CHASSIS NO. 108257

ENGINE NO. 74864

\$175,000–\$225,000 without reserve

According to a copy of its Porsche Kardex, this late-production Porsche 356 A Coupe was completed on June 26, 1959, finished in *Rubinrot* (Ruby Red) over Brown Leatherette. Equipped with US-market bumpers, instruments, and lighting, it was originally sold through Hoffman Motors in New York, Porsche's official North American distributor.

A longtime California car, this A Coupe was discovered in the mid-1990s by noted Porsche specialist Dirk Layer. At the time, it remained in well-preserved, largely original condition, still registered on its 1963-issue black California plates and showing approximately 45,000 miles. Since the late 1990s, the 356 has been regularly driven and maintained by two dedicated collectors, as evidenced

by service records in the car's file. Offered today from a Northern California collection and showing just under 70,000 miles, it presents beautifully, with the unmistakable charm of a well-kept, largely unrestored example that has never required a full restoration.

Importantly, this A Coupe retains its original matching-numbers engine and transaxle – confirmed by both the Kardex and Porsche Certificate of Authenticity. It is offered with desirable accessories and documentation, including a Reutter luggage rack, radio, partial tool kit, owner's manual, service book, technical data and maintenance booklets. A rare find in this condition, this final-year 356 A Coupe deserves serious consideration.

### HIGHLIGHTS

An Outstanding 356 Coupe from the Final Year of "A" Production  
Delivered New to the US Finished in Ruby Red over Brown Leatherette  
Black-Plate California Car in Well-Kept, Largely Unrestored Condition  
Retains Matching-Numbers Engine and Transaxle per Porsche Kardex  
Offered with Owner's Manual, Warranty Book, Tool Kit, and Records

### SPECIFICATIONS

1,582 CC Type 616/1 Flat 4-Cylinder Engine  
Twin Zenith 32 NDIX Carburetors  
60 BHP at 4,500 RPM  
4-Speed Manual Transaxle  
4-Wheel Hydraulic Drum Brakes  
Front and Rear Fully Independent Torsion Bar Suspension with Shock Absorbers







# 1989 PORSCHE 930 S TARGA

VIN. WPOZZZ93ZKS010110  
\$700,000–\$1,000,000

Following its dominance in the Can-Am series in 1972 and 1973, Porsche applied its turbocharging expertise to road car production, paving the way for one of the decade’s most iconic performance models. Unveiled at the 1975 Frankfurt Motor Show, the Type 930 – marketed simply as the 911 Turbo – marked a major leap in Porsche’s lineup.

Recognizable by its flared arches, wide wheels, and signature “whale tail” spoiler, the 930 was as visually striking as it was technically advanced. Originally intended as a 500-unit homologation special for Group 4 racing, strong demand quickly prompted expanded production. Later offered in coupe, targa, and cabriolet forms, the 930 broadened its appeal while retaining its aggressive edge.

## HIGHLIGHTS

One of Three Rest of World (ROW) 930 S Targa Models Built in 1989  
Finished in Paint-To-Sample *Blutorange* over Black Leather  
A Bespoke Example with Rarely Seen Exclusive Department Options  
Showing Just 5,289 Km (3,286 Miles) from Original Delivery  
Meticulously Restored to Concours Standards by German Marque Specialists  
Offered with Books, Tools, Jack, Spare, Tire Inflator, First Aid Kit, and Documentation

*\*Please note that this vehicle will not be sold for use or resale in California or to a non-dealer California resident.*

The 1989 Porsche 930 marked the final year of the original 911 Turbo. It was also the only version equipped with the G50 five-speed manual gearbox, replacing the earlier four-speed unit. This long-awaited change improved driveability with closer ratios while preserving the car’s explosive acceleration. Paired with the proven 3.3-liter turbocharged flat-six – rated at 282 hp in US models and 300 hp in other markets – the 1989 Turbo delivered sharper performance and more accessible power. Subtle chassis and suspension refinements further improved road manners, making it the most refined and sought-after example of the series.

Completed by the Porsche factory in July 1989, this singular 930 S Targa is

## SPECIFICATIONS

3,299 CC 930/66S SOHC Intercooled 6-Cylinder Engine  
Bosch K-Jetronic Fuel Injection  
Single KKK Turbocharger  
330 BHP at 6,800 RPM  
5-Speed Manual Transaxle with Limited-Slip Differential  
4-Wheel Ventilated Disc Brakes  
4-Wheel Independent Suspension with Torsion Bars





## PROVENANCE

First Owner, Japan (acquired new in 1989 via Mizwa Motors)

Private Collection, Germany (acquired circa 2016)

Current Owner (acquired from the above)

finished in paint-to-sample *Blutorange* (Blood Orange) over a black leather interior. One of approximately 115 Rest of World (ROW) market Targa models built for that final model year, it is believed to be one of three configured with the “S” specification – of which only two retained the traditional 911 front end with upright headlights.

Offered through Porsche’s *Sonderwunsch* (Special Wishes) program, the 930 S featured a higher-performing 330 hp type 930/66S engine with front-mounted oil cooler, quad-tip exhaust, and sport suspension. Visual distinctions included a deeper front air dam with integrated fog lights and oil cooler inlet, along with boxed rockers. Revised instrumentation added a 7,000 rpm tachometer with a 6,800 rpm redline, a 1.0 BAR boost gauge, and 300 km/h speedometer.

As Porsche’s flagship, the 930 was well equipped with standard features, including electric seats, power windows, air-conditioning, and an eight-speaker stereo. This example, however, was further enhanced with a host of special-order and bespoke “X” code options not listed in standard catalogs, as confirmed by the factory build sheet and underhood sticker. Some codes correspond to the 930 S package, while others reflect additional personalization such as seat heaters, Rootwood dash and gearshift knob, three-spoke sport steering wheel with embossed crest, upgraded battery, gradient-tinted windshield,

velour luggage compartment carpeting, and a Blaupunkt Berlin IQR 88 radio. While the distinctive sport seats and harnesses are not explicitly coded, period photographs confirm the car was configured as seen today, suggesting factory installation under Exclusive transfer provisions.

Believed to have been exhibited by Mizwa, Porsche’s Japanese distributor, at the 1989 Tokyo Motor Show, this car was reportedly repainted black for its original Japanese owner. It remained in Japan until 2016, when it was acquired by a German collector. The current collector purchased the car in 2023 and, upon discovering that it had originally been finished in *Blutorange* – one of Porsche’s most vibrant period colors – elected to return the car to its factory-correct hue.

Though said to be in otherwise highly original condition, the car was disassembled and stripped to bare metal to ensure a proper color change. Over the course of more than a year – and at a cost of approximately €220,000 (approximately \$260,000) – it underwent a meticulous restoration by marque experts in Germany that prioritized preserving as much of its originality as possible.

Accompanied by original books, tools, jack, spare, tire inflator, first aid kit, and supporting documentation, this 930 S Targa represents an exceptional opportunity to acquire one of the most distinctive and thoroughly specified



LOT 21





Turbos of the air-cooled era. Finished in paint-to-sample *Blutorange*, and featuring an extremely rare factory configuration with extensive *Sonderwunsch* options, it has covered just 5,289 km (3,286 miles) since original delivery. With documented provenance and a no-expense-spared restoration by respected specialists, it embodies the exclusivity, performance, and craftsmanship that defined Porsche's Special Wishes program in its heyday.





## 2017 PORSCHE 911 RSR-17

VIN. WP0ZZZ99ZHS199905

ENGINE NO. HRS00026

\$3,000,000–\$5,000,000

The 2017 Porsche 911 RSR-17 is not merely another entry in the historic lineage of the 911 – it is the culmination of more than four decades of engineering evolution that began with the legendary 911 Carrera RSR of 1973. As a direct descendant of Porsche’s earliest endurance racing icons, the RSR-17 bridges the gap between tradition and innovation, carrying forward a legacy of motor sports dominance while breaking bold new ground in design and performance. Unveiled at the Los Angeles Auto Show in November 2016, the RSR-17 was developed to compete in the LM GTE categories of the FIA World Endurance Championship (WEC), the European Le Mans Series, and IMSA’s GTLM class in the WeatherTech SportsCar Championship. At the time of its introduction, the new RSR represented a profound shift in Porsche’s approach to GT racing.

### HIGHLIGHTS

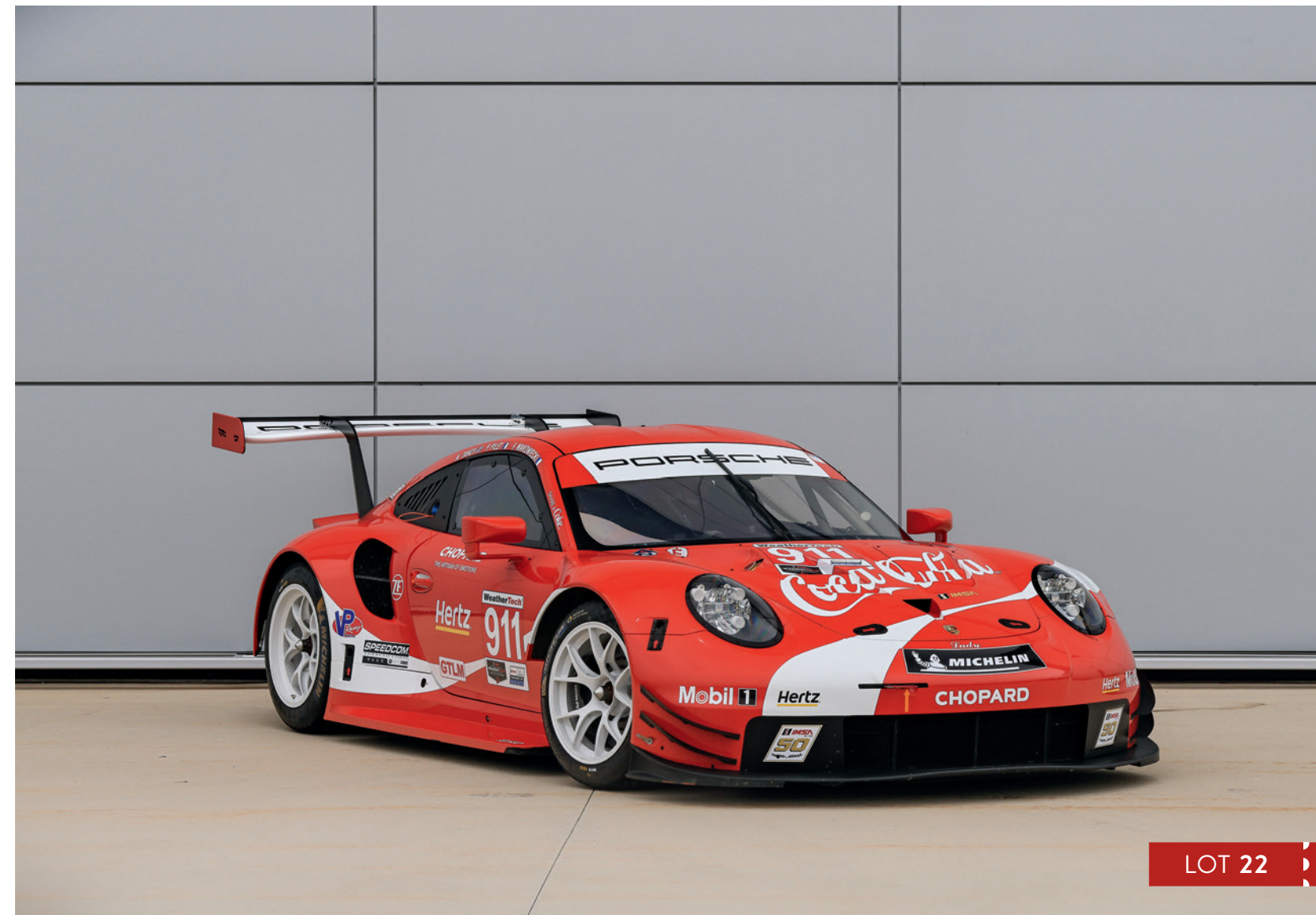
A Revolutionary Porsche Racing Car; The First Mid-Engine 911 RSR  
Landmark Model Representing the Pinnacle of Modern GT Racing  
Retained by Porsche Motorsport as a Spare Team Car from 2017 to 2019  
Presented in Heritage “Coca-Cola” Livery Featured at Petit Le Mans in 2019  
Meticulously Maintained with Limited Track Time in Historic Events  
Offered from a Significant North American Porsche Collection

As Dr. Frank-Steffen Walliser, then Head of Porsche Motorsport, noted at the time: “While retaining the typical 911 design, this is the biggest evolution by now in the history of our top GT model.”

Indeed, the RSR-17 marked a radical departure from Porsche tradition. Whereas all previous RSR variants featured the 911’s traditional rear-engine layout, the RSR-17 introduced – for the first time in the model’s history – a mid-engine configuration. The flat-six powerplant was moved ahead of the rear axle, a design choice not seen in a 911-based race car since the GT1 of the late 1990s. Importantly, this innovation did not require regulatory exceptions. Porsche designed the car entirely within the framework of the 2017 GTE regulations,

### SPECIFICATIONS

3,996 CC DOHC Type M97/80 Flat 6-Cylinder Engine  
Direct Fuel Injection  
503 BHP at 9,500 RPM  
6-Speed Sequential Manual Transaxle  
4-Wheel AP Racing Ventilated Disc Brakes  
4-Wheel Independent Double-Wishbone Suspension





## PROVENANCE

Porsche Motorsport North America (retained as spare car)

Current Owner (acquired from the above in 2020)

disproving early speculation and showcasing the company's mastery in rulebook-driven innovation. Development of the RSR-17 began in earnest at Weissach in March 2016. Initial teaser images, revealing only the front half of the car, fueled intense curiosity across the motor sports community. By October, an unmarked prototype was spied testing at Sebring, its massive rear diffuser and unique air extractors hinting at the new mid-engine architecture beneath. In total, the prototypes underwent approximately 22,000 miles of testing – more than any Porsche GT race car before it.

At the core of the RSR-17 is the proven four-liter, naturally aspirated flat-six derived from the GT3 R, producing approximately 500 hp and mated to a six-speed sequential gearbox. The car's sophisticated suspension system, lightweight construction, AP Racing brakes, and extreme aerodynamic refinements – including a swan-neck rear wing, revised side mirrors, and a prominent rear diffuser – made it remarkably capable on both fast-flowing tracks like Le Mans and Spa, and technical circuits like Sebring and Long Beach.

The RSR-17 made its competitive debut at the 24 Hours of Daytona in 2017, finishing a close 2nd in the GTLM class – just 2.98 seconds behind the winning Ford GT. This impressive result set the tone for a highly competitive season. By year's end, Porsche had captured the IMSA North American Endurance

Cup titles in both the GTLM Drivers and Teams categories. Meanwhile, in WEC competition, Porsche placed 3rd in the GT Manufacturer's Championship, with drivers Richard Lietz and Frédéric Makowiecki finishing 2nd in the GT Drivers' standings.

The RSR-17's reputation continued to grow over the following seasons, establishing it as one of the most successful GT racers in Porsche's modern era. In 2018, class wins at Sebring, Petit Le Mans, and the 24 Hours of Le Mans echoed the achievements of its RSR predecessors. The 2019 IMSA season saw the RSR-17 win six races, including pivotal victories at Long Beach, Sebring, and Watkins Glen – Long Beach marking Porsche's first-ever GTLM win at the iconic California street circuit.

Perhaps the most iconic moment in the RSR-17's storied career came at the 2019 Petit Le Mans at Road Atlanta, where it raced for the final time wearing a nostalgic Coca-Cola livery. The red-and-white scheme evoked memories of Bob Akin's partnership with the Atlanta-based soft drink brand during IMSA's thrilling 935-962 era, bridging past and present in an unforgettable tribute. That race closed a dominant season in which Porsche secured both the GTLM Manufacturer's and Team Championships, sealing the RSR-17's place among Porsche's most significant winners.



LOT 22





Chassis 905 piloted by factory driver Patrick Long on the freeways of Atlanta during filming of Porsche x Coca-Cola – IMSA Petit Le Mans, 2019. Photo courtesy of Porsche Cars North America, photography by Marc Urbano.



## FEATURED MEDIA

Porsche x Coca-Cola – IMSA Petit Le Mans 2019, film

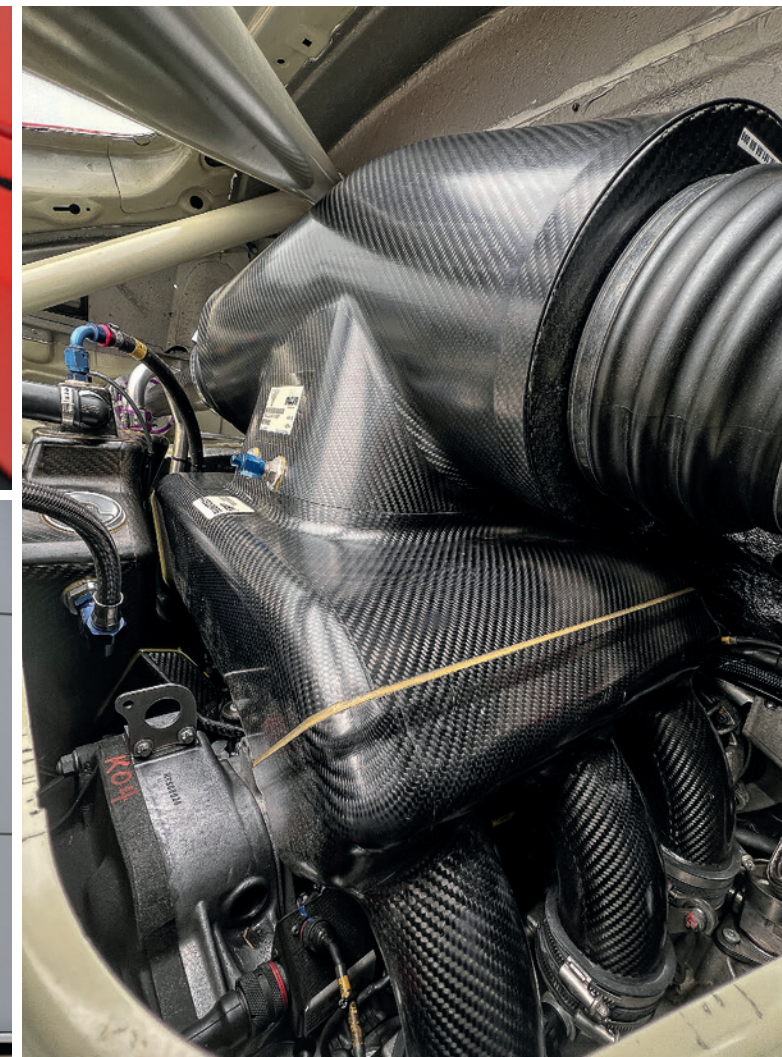
Across its career, the 911 RSR-17 amassed 13 victories, 34 podium finishes, and multiple championship titles in both IMSA and WEC competition. From Daytona to Le Mans, it became an enduring symbol of Porsche's relentless pursuit of performance, innovation, and endurance racing excellence. Remarkably, only seven RSR-17s were retained by Porsche Motorsport for factory use – three dedicated to testing and four to competition (two in WEC and two in IMSA). Each chassis, numbered 901 through 907, was painstakingly assembled by four factory race technicians over a 10-day build process.

The example offered here, chassis 905, was retained as a factory spare for the duration of the RSR-17's competition life between 2017 and 2019. While its sister cars were heavily campaigned on both sides of the Atlantic, chassis 905 remained largely unused during this period; its minimal mileage and wear are notable in comparison to its race-worn counterparts. When Porsche unveiled the classic Coca-Cola livery for the 2019 Petit Le Mans, chassis 905 was selected to wear the iconic colors for promotional use, including a short film in which Porsche works driver Patrick Long piloted the car on closed public roads near downtown Atlanta. This publicity run, conceived by Scott Bartlett of Porsche Motorsport North America, was the car's most public outing prior to its transition into private hands.

In spring 2020, Porsche Motorsport sold chassis 905 to its current owner, a private American collector with a deep appreciation for the RSR lineage. Since acquisition, the car has seen only light use, limited to private testing and a single outing at a historic event at Road America. It has been professionally maintained by a dedicated race technician, with no expense spared to preserve its mechanical and cosmetic condition. Today, it is presented in superb order, still wearing its iconic Coca-Cola colors, and accompanied by shock absorbers and a spare set of wheels.

The RSR-17 stands as perhaps the ultimate expression of the 911 as a purpose-built racing machine. A technological marvel developed at the height of Porsche's factory-backed GT racing campaign, it represents the rare intersection of innovation, heritage, and motor sports prestige. As a true factory works team car – retained, prepared, and preserved by Porsche Motorsport – chassis 905 offers a truly unique opportunity: never before has an RSR-17 been offered at public auction.

For the discerning collector or seasoned enthusiast, this is more than a race car – it is a milestone in Porsche's racing history, preserved with extraordinary care and offered now to a new steward of its legacy.



2017 PORSCHE 911 RSR-17

LOT 22





## 2018 MERCEDES-AMG GT R

VIN. WDDYJ7KA5JA017537

\$90,000–\$120,000 without reserve

Inspired by the iconic 300 SL and a serious driver's car designed to compete with Porsche's 911, the Mercedes-AMG GT debuted at the 2014 Paris Motor Show. Built on a version of the SLS AMG's advanced aluminum-spaceframe chassis, the GT eschewed its more touring-focused predecessor's signature gullwing doors but retained a variation of its elegant, forged-aluminum double-wishbone suspension. Paired with a sophisticated rear-mounted transaxle and available with several variations of a brilliant dry sump, twin-turbocharged V-8, the GT emerged as one of the most compelling performance cars of its era. Unveiled at the Goodwood Festival of Speed in 2016, and upping the exclusivity quotient significantly, the GT R model offered drivers a host of upgrades and improvements over the standard GT, not least of which was a headline 577 hp – a nearly 20%

increase. A testament to its capabilities, the 2018 Mercedes-AMG GT R was famously used as Formula 1's official safety car from 2018 to 2021.

Offered from single ownership and with less than 9,000 miles when catalogued, this 2018 example was special ordered in Selenite Grey Metallic with more than \$14,000 in factory options, including the desirable Exclusive Interior Package highlighted by Nappa leather and Mercedes-Benz's proprietary Dinamica ultrasuede upholstery. A \$4,500 Burmester audio system, Distronic Plus adaptive cruise control, and yellow brake calipers and seat belts complete its ideal specification. This is an outstanding example of a true modern masterpiece that blends pedigree, rarity, and thrilling performance.

### HIGHLIGHTS

One-Owner Example Special-Ordered with More than \$14,000 in Factory Options  
Rare, Ultra High-Performance Variant and the Model Used as the Official F1 Safety Car from 2018 to 2021

Features Rear-Axle Steering, Burmester Audio System, Factory Titanium Exhaust, and Exclusive Interior Package

Displayed Less than 9,000 Miles when Catalogued

Offered with Manuals and Original Window Sticker

### SPECIFICATIONS

3,982 CC Twin-Turbocharged V-8 Engine

Direct Fuel Injection

577 BHP at 6,250 RPM

7-Speed AMG Speedshift DCT Gearbox

4-Wheel Disc Brakes

4-Wheel Double-Wishbone Suspension





1994 BUGATTI EB110 SUPER SPORT

VIN. ZA9BB02E0RCD39012  
ENGINE NO. 086  
\$3,000,000–\$3,500,000

Between the two major French chapters in Bugatti’s storied automotive legacy existed a fascinating and often overlooked Italian interlude – Bugatti Automobili S.p.A. – founded by the visionary entrepreneur Romano Artioli in 1987 after acquiring the rights to the famed marque. Artioli’s goal was nothing short of reviving the Bugatti name and reestablishing it at the forefront of supercar engineering and design. His crowning achievement was the introduction of the EB110, unveiled on September 15, 1991 to coincide with the 110th anniversary of Ettore Bugatti’s birth. This car would not only carry the legendary name forward into a new era but would also become one of the most advanced and ambitious supercars of the 1990s.

HIGHLIGHTS

Among the Rarest and Most Exclusive Supercars of the Modern Era  
Romano Artioli’s Masterpiece Combining French Heritage with Italian Engineering  
One of Approximately 30 Regular-Production Super Sports Built  
One of the Lowest-Mileage Examples Extant; Showing Just 1,017 Km  
Finished in the Rare Color of *Grigio Chiaro Metallizzato* with Black Upholstery  
Accompanied by Books, Tools, Accessories, and Promotional Materials

The EB110 was the product of an all-star team of designers and engineers. At its heart was a revolutionary carbon fiber monocoque chassis, an advanced construction developed by the aerospace firm Aérospatiale, the same company behind the Concorde supersonic airliner. This structure, rare and exotic at the time, offered immense strength while keeping weight to a minimum. The sleek and angular bodywork was designed by Marcello Gandini, famed for his work on the Lamborghini Miura, Countach, and the Lancia Stratos.

Powering the EB110 was a remarkable 3.5-liter, quad-turbocharged V-12 engine featuring 60 valves and 12 individual throttle bodies. Developed by ex-Lamborghini engineer Paolo Stanzani, the engine was paired with a six-speed

SPECIFICATIONS

3,499 CC Quad-Turbocharged DOHC V-12 Engine  
Weber-Marelli Multi-Point Fuel Injection  
603 BHP at 8,250 RPM  
6-Speed Manual Transaxle with All-Wheel-Drive  
4-Wheel Brembo Ventilated Disc Brakes  
4-Wheel Independent Double-Wishbone Suspension

*\*Please note that this vehicle will not be sold for use or resale in California or to a non-dealer California resident.*





## PROVENANCE

Ariane Müller, Germany (acquired new via Auto König in 1994)

Private Collection, Japan

Private Collection, Switzerland (acquired in 2012)

Private Collection, US (acquired in 2019)

Current Owner (acquired from the above)

manual transaxle and an advanced all-wheel-drive system, a rarity among high-performance supercars of the era. The combination of these cutting-edge components resulted in a car that could rival or surpass the performance of nearly any competitor.

Bugatti offered the EB110 in two distinct versions: the EB110 GT, which emphasized grand touring comfort with a more refined driving character, and the EB110 Super Sport, or SS, which was designed for maximum performance. The EB110 GT was already a formidable machine, with 550 hp and a top speed of 213 mph, but Bugatti sought to push the limits even further. Just six months after the debut of the GT, Bugatti unveiled the EB110 Super Sport at the 1992 Geneva Motor Show. This variant represented the ultimate evolution of Artoli's vision, boasting enhanced performance, reduced weight, and even more aggressive styling.

To transform the EB110 into the Super Sport, Bugatti implemented a series of key upgrades. The V-12 engine received a new ECU, larger fuel injectors, and a less-restrictive exhaust system, boosting output to 603 hp – an increase of 53 bhp over the GT. Weight savings were achieved by replacing many of the aluminum body panels with carbon Kevlar components, which were bonded directly to the chassis. These changes resulted in a dramatic weight reduction of more than 150 kg, bringing the Super Sport's curb weight down to just 3,086

pounds. The fixed rear wing replaced the electronically adjustable one found on the GT, further reducing complexity and saving weight. The Super Sport was also distinguished with revised styling and new wheels inspired by the famous alloy wheels that Ettore Bugatti had developed for the Type 35 Grand Prix.

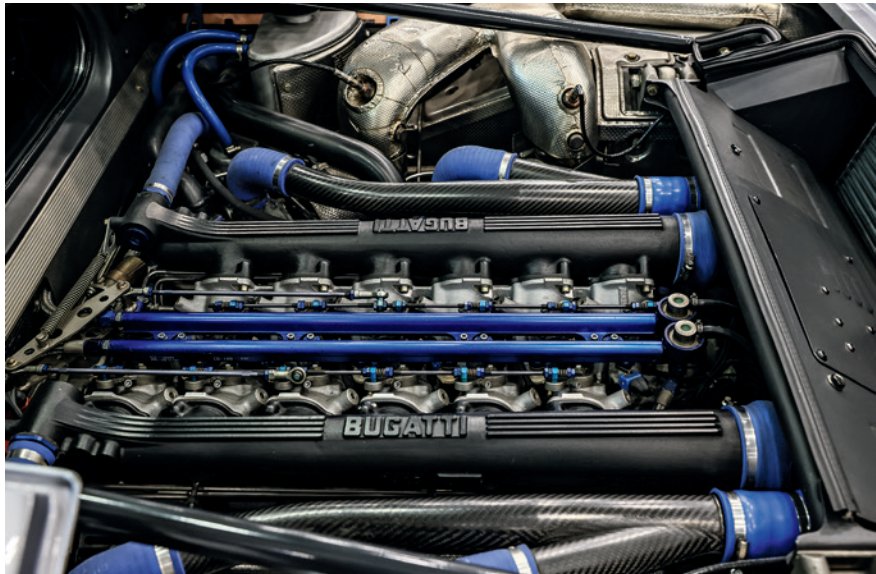
The performance gains were substantial. The EB110 Super Sport could accelerate from 0 to 60 mph in just 3.26 seconds and reach a top speed of 220 mph, making it the fastest production car in the world at the time of its release. In this regard, the Super Sport outperformed its contemporaries, including the Ferrari F50 and the Porsche 911 GT1, both of which were unable to match its top speed or acceleration figures. Even the legendary McLaren F1, although ultimately faster in terms of top speed, offered only marginally better performance in most real-world driving situations. The EB110 Super Sport was more than just a supercar – it was a technological statement, the physical embodiment of Artoli's ambition to restore Bugatti's dominance.

Despite its capabilities, the EB110 Super Sport remained an exceedingly rare automobile. According to most sources, only 136 EB110s were built in total, and of those, approximately 30 were regular-production Super Sport models. This scarcity has made the SS not only the most desirable EB110 variant but also one of the most collectible supercars of the 1990s. It also enjoyed a brief



LOT 24







## FEATURED MEDIA

*Bugatti: The Italian Decade*, by Gautam Sen

*Bugatti EB110 SuperSport*, by Martyn Goddard

*The EB110 & The Last Bugatti Racing Cars*, by Johann Petit and Pascal van Mele

but impactful motor sports presence. In 1994, a racing version of the EB110 Super Sport competed at the 24 Hours of Le Mans, marking Bugatti's return to the legendary endurance race after a 55-year absence. Entered in the GT1 class, the EB110 SS was the fastest qualifier in its category, further validating its engineering pedigree.

The Bugatti presented here, chassis 39012, is a particularly noteworthy example of the EB110 Super Sport. This car was delivered new to Ariane Müller of Germany on March 23, 1994, through the specialist dealer Auto König. It left the factory finished in *Grigio Chiaro Metallizzato* (Light Gray Metallic) over a black leather interior – a striking and elegant color combination befitting the car's exclusivity. After its initial delivery in Europe, the car spent time in a prominent Japanese collection composed entirely of rare and significant supercars. It eventually made its way to Switzerland in 2012 before arriving in the US in 2019.

In recent years, the car has been part of two prestigious American collections, where it has enjoyed careful stewardship and minimal use. In 2019, it underwent servicing by B. Engineering S.r.l. in Italy, a firm well-versed in the maintenance of EB110s, having been founded by former Bugatti engineers. Additional maintenance was carried out in October 2023 by the consignor's in-house team, including the installation of new Continental tires. At the time of cataloguing,

the odometer showed only 1,017 km – approximately 631 miles – making it one of the lowest-mileage EB110 Super Sports in existence and likely one of the best preserved.

Offered with a selection of tools, books, and factory literature, this EB110 Super Sport is a time capsule from a truly unique era in Bugatti's history. Its combination of groundbreaking engineering, blistering performance, rarity, and excellent provenance places it among the most desirable collector cars of the modern era. It stands not only as a monument to Romano Artioli's ambitious vision for the Bugatti name, but also as a symbol of what made the 1990s such a golden era for analog supercars. With only a handful of Super Sports ever built, and even fewer surviving in such pristine condition, this example represents a truly rare opportunity for collectors and marque enthusiasts alike.



1994 BUGATTI EB110 SUPER SPORT

LOT 24





c. 1976 ITALY CAR 312 T2 FORMULA 1 CHILD’S CAR

\$80,000–\$100,000 without reserve  
AUTOMOBILIA

This superb 1:2 scale child’s car is an extraordinarily rare and exciting find. Built by Italy Car of Bologna to commemorate Niki Lauda’s championship-winning 1976 Ferrari 312 T2 Formula 1 car, it is believed that only seven examples were ever built. Reportedly, Italy Car convinced Ferrari’s key suppliers to provide half-scale versions of the components used by Scuderia Ferrari’s F1 team – MOMO for the steering wheel, Veglia for the 12,000 rpm tachometer, and Goodyear for the tires – resulting in a remarkably authentic miniature racer. Mechanically, the car features a two-stroke 60 cc gasoline engine with two forward gears and reverse, hydraulic disc brakes, four-wheel independent coil-over suspension, alloy wheels, racing slicks, seat belts, and an electric starter. It is said to be capable of 60 km/h.

HIGHLIGHTS

- An Extraordinary, Superbly Detailed Miniature Formula 1 Racer
- A 1:2 Scale Replica of Niki Lauda’s Championship-Winning Ferrari 312 T2
- Constructed by Italy Car of Bologna Using Parts Sourced from Ferrari Suppliers
- The Last of Only Seven Examples Known to Have Been Built
- Formerly Part of the Renowned Dennis Machul Ferrari Collection

*\*Please note that this vehicle is sold only as a collector’s item and may not be suitable for operation by any child.*

The first completed example was displayed at the Bologna Motor Show, but no more than five were assembled before Italy Car declared bankruptcy. The remaining chassis and parts were acquired by another Bolognese company, Pony Car, which managed to complete just two additional examples before production costs brought the project to an end.

Formerly part of Dennis Machul’s renowned collection of period Italian children’s cars, alongside a Mortarini 330 P2 and S.I.L.A. Barchetta, this miniature Ferrari is a fantastic discovery – ideal for a young racing enthusiast or as an extraordinary collector’s piece for display.

SPECIFICATIONS

- 60 CC Two-Stroke Engine
- 12-Volt Electrical System
- 2-Speed Gearbox
- 4-Wheel Hydraulic Disc Brakes
- 4-Wheel Independent Suspension with Coil Springs





# 1961 FERRARI 250 GT SWB CALIFORNIA SPIDER COMPETIZIONE

COACHWORK BY SCAGLIETTI  
CHASSIS NO. 2383 GT  
ENGINE NO. 2383  
In Excess of \$20,000,000

At the dawn of the 1960s, Ferrari was ascending to the very height of its powers. In just over a decade, Enzo Ferrari had transformed his modest Maranello workshop into the world’s most respected manufacturer of performance cars – picking up where he had left off before WWII, when Scuderia Ferrari operated as Alfa Romeo’s official racing arm.

By 1960, Scuderia Ferrari dominated the highest levels of international motor sports. Its Grand Prix cars had delivered World Drivers’ Championships to Ascari, Fangio, and Hawthorn. In sports car racing, Ferrari was unrivaled, scoring repeat victories at endurance classics including the 24 Hours of Le Mans, 1000 Miglia, Targa Florio, Tour de France Automobile, and 12 Hours

## HIGHLIGHTS

One of Just Two Alloy-Bodied, Full Competition-Specification SWB California Spiders  
Originally *Grigio Argento* over Blue with Covered Headlights, Aluminum Hardtop, and External Fuel Filler  
Delivered New to Gentleman Racer Ernst Lautenschlager via Auto Becker  
Outstanding Provenance; Held in Three Major Ferrari Collections Since 1968  
Retains Original Chassis, Body, Engine, Gearbox, and Differential per Red Book  
The Ultimate Ferrari Spider; Classiche Certified and Documented by Marcel Massini

of Sebring. Central to these achievements was Ferrari’s versatile three-liter V-12 engine, which powered a remarkable lineage of 250-series variants, from its factory Testa Rossas to privateer competition berlinettas and refined four-seat grand tourers.

For 1960, Ferrari launched a revised 250 GT built on the new Tipo 539 chassis. Developed by Giotto Bizzarrini, Carlo Chiti, and Mauro Forghieri, this short-wheelbase (SWB) variant – casually dubbed the *Passo Corto* – marked the beginning of a new era in GT racing, seamlessly continuing the dominance of the long-wheelbase (LWB) Tour de France Berlinetta and California Spider.

## SPECIFICATIONS

2,953 CC SOHC Tipo 168 V-12 Engine  
Three Weber 40 DCL6 Carburetors  
Estimated 280 BHP at 7,000 RPM  
4-Speed Manual Gearbox  
4-Wheel Dunlop Hydraulic Disc Brakes  
Front Independent Coil-Spring Suspension  
Rear Live Axle with Trailing Arms and Shock Absorbers





## PROVENANCE

Ernst Lautenschlager, Stuttgart, Germany (acquired new via Auto Becker in 1961)

Wolfgang Seidel, Düsseldorf, Germany (acquired from the above in 1962)

Marco Bertazzoni, Esslingen, Germany (acquired from the above in 1963)

Bernhard C.M. Rayers, Bonn, Germany (acquired by 1965)

Lee Wilson, Fort Wayne, Indiana (acquired in 1968)

Greg Garrison, Thousand Oaks, California (acquired from the above circa 1985)

Current Owner (acquired from the above in 1999)

Unveiled at the Paris Salon de l'Automobile in October 1959, the 250 GT SWB introduced a host of technical advancements: the outside-plug tipo 168 engine replaced the older inside-plug tipo 128; Dunlop four-wheel disc brakes replaced outdated drums; and modern tubular shocks replaced Houdaille lever-arm dampers.

The 250 GT SWB Berlinetta and its open sibling, the California Spider, were thoroughly transformed. With their compact chassis, upgraded components, and more aggressive styling by Carrozzeria Scaglietti, these Ferraris delivered sharper handling, better braking, and superior acceleration, all while retaining the brand's signature blend of strength, reliability, and mechanical harmony.

As before, Ferrari offered both road and competition versions of the 250 GT SWB. Steel-bodied road cars were offered alongside lightweight, aluminum-bodied competition models – often tailored to the exacting demands of their original clients. In 1960, Ferrari built 46 of these race-prepared alloy Berlinettas. The following year, 20 further-improved examples – known as the Comp/61 or SEFAC Hot Rod – were built. These alloy SWB Berlinettas captured over 200 overall and class victories in the early 1960s, including GT class wins at Le Mans (1960 and 1961), and overall triumphs at the Tour de France Automobile (1961 and 1962).

Concurrently, Ferrari built just 56 examples of the 250 GT SWB California Spider. Only three were constructed with lightweight aluminum coachwork – and of those, only two were built to full competition specification: chassis 2015 GT, and the remarkable car offered here, chassis 2383 GT.

The origins of this extraordinary California Spider date to December 30, 1960, when the bare chassis of 2383 GT was dispatched to Carrozzeria Scaglietti. Uniquely among its peers, it was equipped with lightweight aluminum bodywork, covered headlamps, and a rare, removable hardtop – also crafted from aluminum. Further distinguishing 2383 GT was its race-ready specification. It was fitted with a competition-style, quick-release external fuel filler – a feature shared only with the 2015 GT. According to Ferrari Classiche, the car was originally finished in *Grigio Argento* (Silver Gray) over blue leather.

Mechanically, it was no less exceptional. The tipo 168 engine (internal no. 676) was a competition-specification unit, derived from the 250 Testa Rossa and identical to those in the contemporary Comp SWB Berlinettas. It featured high-lift tipo 130 camshafts, Testa Rossa-type cylinder heads, Weber 40 DCL6 carburetors with velocity stacks, and a competition Abarth exhaust. Its 9.5:1 compression ratio is the highest recorded for any SWB California Spider, and output was estimated at 280 hp – about 40 hp more than standard.



LOT 26



RACE HIGHLIGHTS

ÖASC Preis von Tirol GT, Austria, October 1961, Lautenschlager, No. 146 (1st)  
ADAC Schorndorfer Bergrennen, Germany, October 1961, Lautenschlager,  
No. 250 (1st)  
Bergprüfung Eberbach, Germany, October 1961, Lautenschlager, No. 156  
Bergprüfung Eberbach, Germany, April 1962, Lautenschlager, No. 219 (1st)  
AvD Preis der Avus, Germany, May 1962, Lautenschlager, No. 66 (2nd)  
AvD Flugplatzrennen Oberschleissheim, Germany, June 1962, Lautenschlager,  
No. 95  
ADAC Norisring-Rennen GT, July 1962, Lautenschlager, No. 53 (4th)  
ADAC Flugplatzrennen München-Neubiberg, July 1962, Lautenschlager,  
No. 55 (2nd)  
DARM Solitude GT, Germany, July 1962, Lautenschlager, No. 9 (11th Overall,  
4th in Class)



2383 GT being refueled prior to its competition debut - the Preis von Tirol GT race in Innsbruck, Austria, October 1961 - which it won. Note the SNAP exhaust extractors and the convenience of an outside fuel filler. Photo courtesy of Marcel Massini.

The drivetrain was equally purposeful, comprising a ribbed gearbox (internal no. 83), limited-slip differential (internal no. 336), oversized, 120-liter duralumin fuel tank, Miletto shocks, Borrani RW3591 wire wheels, and Pirelli Cinturato tires.

Upon completion in April 1961, chassis 2383 GT was delivered to Auto Becker in Düsseldorf and sold to its original owner: Ernst Lautenschlager.

Born in Mannheim in 1912, Lautenschlager relocated to Stuttgart as a child and remained there for life. While studying in Nuremberg, he developed a passion for competition, becoming a successful amateur boxer and even contending for the German featherweight championship in 1930.

After WWII, he embraced high-performance motoring, driving a BMW 328 as his everyday car. By the early 1950s, he was actively competing, initially in a Veritas RS. He later campaigned a Porsche 356 1500 Super in major international events – including the Monte Carlo Rally – and competed three times in the 1000 Miglia, notably finishing 3rd in Class in a 550 Spyder in 1955. He also ran a Stanguellini Formula Junior at the inaugural Monaco GP in 1959, finishing 5th and immediately spending his 6,000-franc prize at the casino.



Ernst Lautenschlager drives his competition SWB California Spider to a 1st place finish at the Eberbach Hillclimb, April 1962. Photo courtesy of Marcel Massini.







## EXHIBITION HIGHLIGHTS

FCA Meet at Indianapolis Motor Speedway, 1968

FCA National Meet, Missouri, 1976

Hoosier Swap Meet, Indiana, 1982

Auburn Cord Duesenberg Automobile Museum, Indiana, 1984

FCA International Ferrari Concours, California, 1994

Ferrari Owners' Club Great Britain Meeting, 1999

Coys International Historic Festival Silverstone, UK, 1999

Prada Italia Classica, 1999

Tutte le Ferrari a Valledlunga, Italy, 1999

Ferrari Maserati Historic Challenge Brands Hatch, 2001, No. 165

Concours Automobiles Classiques et Louis Vuitton, France, 2001 (1st in Class)

Le Mans Classic, 2002, No. 31

(continued)

Tutte le Ferrari a Mugello, Italy, 2003

California Dreaming Meet, St. Tropez, France, 2004

Finali Mondiali at Monza, 2006, No. 615

Salon Privé Concours d'Elegance, UK, 2011 (Best in Class)

Corthay-Groupe Edmond de Rothschild Excellence Run, 2011

Le Ferrari 250 Tornano a Casa, 2014

Concours of Elegance at Hampton Court Palace, 2014

Chantilly Arts & Elegance, 2015

Ferrari 70th Anniversary Cavalcade Classic, 2017

Ferrari Cavalcade Classiche, 2018

Museo Enzo Ferrari, Timeless Masterpieces, 2019

Goodwood Festival of Speed, 2022

A colorful figure, Lautenschlager owned businesses ranging from a butcher shop to a Stuttgart nightclub called *Cabaret Maxim*, frequented by none other than Juan Manuel Fangio.

As recounted in *Cavallino* magazine, 2383 GT was Lautenschlager's only Ferrari:

"I ordered a coupe for racing at Auto Becker's, but somebody in their wisdom at the factory determined that a Spider with a hardtop was pretty much the same as a racing Berlinetta! ... When I collected the car at Auto Becker in Düsseldorf, I met the department store tycoon Horten, who immediately offered me more money for the car than the DM 55,000 that I paid for it."

Lautenschlager campaigned 2383 GT extensively in German and Austrian hill climbs and circuit races, often using the *nom de course* "Luciano Conti." As he explained, "It was not necessary that the tax man know everything."

Period photos show the California at various events, distinguishable by its Stuttgart registration, "Deutschland" country code roundel, removable hardtop, and SNAP exhaust extractors – the same design used on the 250 GTO.

In 1961, he competed at the *Preis von Tirol* (Innsbruck) and two hill climbs



Ernst Lautenschlager in his final competitive outing with 2383 GT, the DARM GT race at the Solitude circuit in Glemseck, Germany, July 1962.

LOT 26



## FEATURED MEDIA

*Cavallino*, No. 134, April/May 2003, “Memories of a California,”  
by Gregor Schulz and Keith Bluemel

*Ferrari Cabriolet and Spyders*, by Jonathan Thompson

*Ferrari Serial Numbers, Part I*, by Hilary A. Raab Jr.

*Ferrari Spyder California*, by Stanley Nowak

*The Spyder California: A Ferrari of Particular Distinction*,  
by George M. Carrick

*Racing at Solitude 1949–1965 – The Competition Cars*, by Thomas Mehne



– Schorndorfer and Eberbach – earning two 1st place finishes. In 1962, he won again at Eberbach, placed 2nd at both the *Preis der Avus* and Neubiberg, and finished 4th at Norisring. His final outing came at the Solitude GT race in July 1962, where he placed 4th in class and 11th Overall.

Shortly afterward, Lautenschlager retired from racing and sold 2383 GT to Düsseldorf-based racer and dealer Wolfgang Seidel, who listed it for sale in *Auto, Motor und Sport* in August and September 1962 with just 6,000 km.

In 1963, Seidel sold the car to Marco Bertazzoni of Esslingen, Germany, who traded in a Lancia Flaminia and Fiat-Abarth Record Monza. He repainted the car red, added Ferrari shields, and took it on road trips – including camping excursions in the Alps. In early 1964, a friend accidentally rear-ended the Ferrari in his E-Type Jaguar. The car was later sold to Bernhard C.M. Rayers of Bonn, who also advertised it in *Auto, Motor und Sport*, noting its 280 hp engine, before trading it in at a local Jaguar-Volvo dealer in 1965.

After a brief spell with an unknown Swiss owner, 2383 GT came to the US in 1968, where it was acquired by pioneering Ferrari enthusiast Lee Wilson of Fort Wayne, Indiana. Wilson displayed the car at events such as the 1968 FCA meeting at the Indianapolis Motor Speedway and the 1976 FCA National Meet



LOT 26



in St. Louis, and even loaned it to the Auburn Cord Duesenberg Automobile Museum.

In the mid-1980s, Wilson sold the car to famed television producer and Ferrari collector Greg Garrison, who included 2383 GT among his renowned collection of rare, one-off and custom-bodied Ferrari masterpieces. Garrison displayed the car at the 1994 FCA International Concours in Monterey, but otherwise kept it out of the public eye.

The current owner first learned of 2383 GT from his friend Paul Pappalardo, then owner of its sister car, 2015 GT. Though he already owned a covered-headlight SWB California Spider, his pursuit of perfection led him to acquire 2383 GT from Garrison in 1999, along with another notable one-off Ferrari.

He subsequently commissioned a meticulous restoration by Italian master Dino Cognolato, with guidance from Ferrari historian Jean Sage. The car was refinished in its current *Grigio Fumo* (Smoke Gray) livery, a subtle yet elegant choice preferred over the original silver or the red paint applied in the 1960s. In a fitting tribute, the owner returned 2383 GT to Stuttgart, reuniting it with Ernst Lautenschlager. He also raced it in the Shell Ferrari Maserati Historic Challenge in 2001 with its original owner in attendance.

For the past 25 years, 2383 GT has remained a centerpiece in one of the world's most admired Ferrari collections. It has proven to be the ideal historic motorcar: a successful participant in virtually every top-tier event, from Le Mans Classic to the most exclusive concours and rallies – yet also genuinely rewarding to drive, especially in its ultimate competition form.

This is no ordinary California Spider. It is one of only two alloy-bodied, full-competition examples of the most sought-after SWB variant. It has a unique specification, period racing pedigree, a distinguished chain of ownership, and outstanding documentation – including Ferrari Classiche Red Book certification, a Marcel Massini report, and copies of build sheets. It has never been shown at Pebble Beach or Villa d'Este, nor offered publicly since it appeared in the classified pages of *Auto, Motor und Sport* in the mid-1960s.

In every respect, 2383 GT represents the pinnacle of open Ferrari motoring. A connoisseur's choice and collector's dream, it is not merely one of the most desirable Ferraris ever built – it is one of the greatest sports cars of all time.



2383 GT accelerates away from the starting line at the Eberbach Hillclimb, April 1962. Photo courtesy of Marcel Massini.

1961 FERRARI 250 GT SWB CALIFORNIA SPIDER COMPETIZIONE

LOT 26





## 1957 ALFA ROMEO GIULIETTA SPRINT VELOCE ALLEGGERITA

COACHWORK BY BERTONE  
CHASSIS NO. AR1493/E 04159  
ENGINE NO. AR1315 30598  
\$225,000–\$275,000 without reserve

One of less than 200 examples built, this 1957 Alfa Romeo Giulietta Sprint Veloce Alleggerita represents a pinnacle in postwar Italian engineering and motor sports design.

This particular example was delivered new to Austria and enjoyed an active early racing life. Period photographs chronicle its 1958 debut at the International Autorennen at Flugplatz Aspern, where it claimed 1st in class, followed by entries in the Salzburg-Gaisbergrennen and Zeltweg piloted by Anton Steffan and Helmut Perco. Discovered in Italy in the late 2000s, this car retained its original Austrian documents and competition livery. A sympathetic restoration was carried out in 2016, resulting in its current handsome presentation. Retaining

many original components, it was granted the coveted Automotoclub Storico Italiano (ASI) certification and a FIVA Identity Card, affirming its authenticity and historic significance.

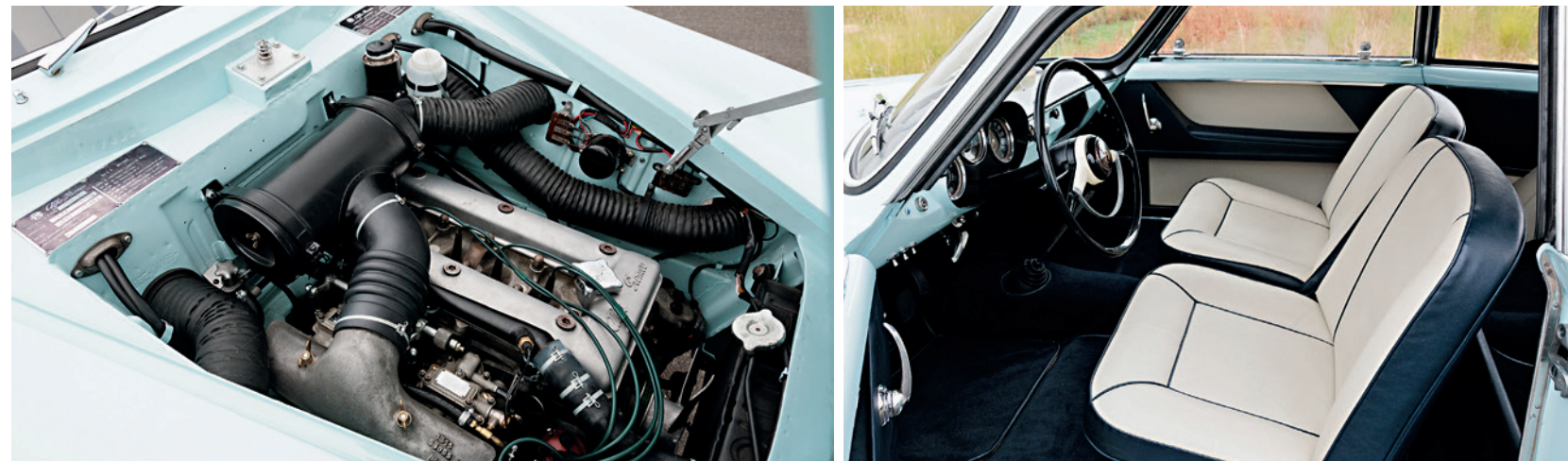
Mechanically, this example features the renowned 1.3-liter DOHC inline four with twin Weber 40 DCO3 carburetors, mated to a four-speed gearbox and lightened with finned aluminum drum brakes and alloy components throughout. Eligible for premier historic events including the 1000 Miglia, this Alleggerita is not just rare – it is a pedigreed piece of Alfa Romeo competition history, capable of delivering a visceral and unforgettable driving experience.

### HIGHLIGHTS

Rare Factory Lightweight Alleggerita; One of Less than 200 Built  
Accompanied by ASI Certification and FIVA Identity Card  
Eligible for 1000 Miglia and Other Global Historic Events  
Photo-Documented Period Race History  
A Beautifully Presented Example of a Rare and Important Alfa Romeo

### SPECIFICATIONS

1,290 CC DOHC Alloy Inline 4-Cylinder Engine  
Twin Weber 40 DCO3 Carburetors  
90 BHP at 6,500 RPM  
4-Speed Manual Gearbox  
4-Wheel Hydraulic Finned-Aluminum Drum Brakes  
Front Independent Suspension with Coil Springs  
Rear Live Axle with Coil Springs





## 1990 PORSCHE 911 CLASSIC TURBO REIMAGINED BY SINGER

VIN. WP0AB2965LS452035

\$1,500,000–\$2,000,000

Established in 2009, Singer emerged with a singular mission: to reimagine the iconic air-cooled Porsche 911 through a lens of obsessive craftsmanship and design. Steered by the brand’s guiding ethos, “A Relentless Pursuit of Excellence,” Singer made an immediate impact with the debut of its Classic Study at Monterey Car Week that same year. Each restoration since then has represented a bespoke collaboration between Singer and its clients, tailored to realize a shared vision of the ultimate air-cooled 911. Quality is emphasized in the detail of their artistry, from their ability to create a true paint-to-sample exterior finish, to the high-quality Connolly aniline leather hides used on the interior.

The Type-964 generation of 911 has been the foundation for every restoration,

which did not change with the introduction of their Classic Turbo services in 2022. Singer introduced the Classic Turbo to offer a balance between sporting and luxury, featuring a refreshingly modern take on the archetypal 930 Turbo. An iconic whale-tail wing, along with shark-fin intakes, take center stage on the exterior, while more subdued design cues continue into the interior with a reimagined three-spoke steering wheel and plush velour carpeting. On the performance side, the Classic Turbo pushes the boundary for the brand as their first road-going restoration to feature forced induction. Clients can option either 450 or 503 bhp, which is delivered through a bespoke air-to-water intercooled, twin-turbocharged flat-six, produced in collaboration with Mahle engineering. And although each Classic Turbo is restored with grand touring

### HIGHLIGHTS

Among the First Classic Turbo Studies to be Offered at Auction  
The “Cielo Mio” Commission; One of Only 499 Singer Classic Turbo Studies to be Restored  
A Mere 801 Miles Recorded Since Delivery  
Cloaked in Its Striking Launch Color of Wolf Blue over Connolly Oxford Blue Leather  
A Remarkable Opportunity to Skip the Queue on Singer’s Latest Restoration Service

### SPECIFICATIONS

3.8-Liter Twin-Turbocharged Flat 6-Cylinder Engine  
Electronic Fuel Injection  
503 BHP at 7,250 RPM  
6-Speed Manual Transaxle  
4-Wheel Carbon Ceramic Disc Brakes with Brembo Brake Calipers  
4-Wheel Independent Suspension with R3 Shock Absorbers



LOT 28



## PROVENANCE

Current Owner (acquired in 2024)



capabilities at top of mind, analogue performance continues on with a bespoke six-speed manual being the only gearbox offering.

Although its design inspiration has shifted into a new era, the recipe for restoration has remained largely the same as the original Classic Study. Once the “donor” type-964 chassis has reached Singer’s headquarters in Los Angeles, the car is fully disassembled, media blasted, and then fitted with its full carbon fiber bodywork, now with an even more pronounced stance. Personalization has also been taken to new heights, with options being selected by the client in close collaboration with Singer’s specifications team. Choices such as tartan or leather weave for the seat inserts, along with wood or cork trim, are available on the interior, while special coated or exposed carbon trim can be selected for the exterior, mimicking the characteristic rubber trim on the original 930 Turbo. This process ensures that no two commissions will be exactly alike, making each car a true reflection of both the client’s design preferences and how they plan to utilize their ultimate 911. Singer’s unwavering attention to detail is embodied in its mantra, “Everything is Important” – a philosophy so integral to the brand that it can be found on the walls of their restoration facilities and etched into the door sills of their completed commissions.

An early example of the Classic Turbo restoration services, the “Cielo Mio”



LOT 28





commission would see completion in 2024. The Type-964 generation “donor” chassis headed to Singer’s facility in late 2022 and was restored over the next year and a half. Its first and only owner since the restoration chose a specification that pays homage to the original Porsche 930 Turbo, while elevating it through Singer’s meticulous, modern craftsmanship. Finished in radiant Wolf Blue paint, the exterior color is understated yet deeply striking, complemented by special-coated carbon and satin black trim throughout. Fuchs-style wheels in an RSR finish echo the 930 Turbo’s iconic stance, while a platinum-plated Singer badge under the whale tail adds a quiet note of luxury.

On the inside, “Cielo Mio” is appointed in rich Connolly Oxford Blue leather, woven with cord, to provide a unique texture for both the seat centers and door panels. Deep blue velour carpeting matches the dark blue hue of the leather, while interior hard surfaces are finished in black wood, adding warmth and tying into the satin black trim found on the exterior. The result is a cabin that feels right at home as a touring car, bolstered with modern amenities like Apple CarPlay and selectable drive modes developed in partnership with Bosch. As a finishing detail, the commission name is elegantly engraved into the door sill, offering a subtle, personal touch that reflects the one-of-one nature of each commission completed by Singer.



1990 PORSCHE 911 CLASSIC TURBO REIMAGINED BY SINGER

LOT 28





# 1972 BMW 3.0 CSL

COACHWORK BY KARMANN  
CHASSIS NO. 2212314  
ENGINE NO. 2212314  
\$250,000–\$325,000

The early 1970s were a golden era for BMW, as the German manufacturer made its mark in both single-seater and touring car competition. Developed as a lightweight homologation special to meet FIA Group 2 racing requirements, the 3.0 CSL (Coupe Sport Leicht) was a masterclass in engineering ingenuity. BMW achieved a 300-pound (136 kg) weight reduction by removing trim, using thinner steel for the body, aluminum for the doors, hood, and trunk lid, and replacing side glass with Perspex – all in the name of performance. Though visually similar to the production CS and CSi models, the CSL was anything but ordinary.

Completed in March 1972 and finished in its original, vibrant Colorado Orange over black interior, this remarkable 3.0 CSL is a standout example of the landmark

homologation special that helped define BMW’s motor sports legacy. One of just 169 first-series, carbureted CSLs built between September 1971 and July 1972, chassis 2212314 is among the purest iterations of the model – lightweight, unadorned, and engineered to meet the stringent racing regulations of the day.

Unlike the later fuel-injected CSLs, this first-generation example features Zenith carburetors, which contribute to a pure, visceral driving experience. As a result, these early-production CSLs are revered today for their mechanical purity and purposeful design.

Delivered new via BMW Italia S.p.A. of Verona, Italy, and sold to a resident of

## HIGHLIGHTS

Outstanding Example of BMW’s Legendary Homologation Special  
Desirable First-Series Carbureted 3.0 CSL; One of Only 169 Built  
Delivered New to Italy Finished in Rare Colorado Orange Livery  
Participated in the 2010 Coppa d’Oro delle Dolomiti Rally  
Retains Matching-Numbers Engine per BMW Classic Certificate  
Accompanied by Italian *Libretto* and ASI *Certificato di Omologazione*

## SPECIFICATIONS

2,985 CC SOHC Inline 6-Cylinder Engine  
Twin Zenith Carburetors  
185 BHP At 6,000 RPM  
4-Speed Manual Gearbox  
4-Wheel Hydraulic Disc Brakes  
4-Wheel Independent Suspension





## PROVENANCE

Pietro Renato, Milan, Italy (acquired new in 1973)  
 Teresio Grazioli, Pavia, Italy (acquired from the above in 1976)  
 Gianpaolo Cristofori, Bologna, Italy (acquired circa 1990)  
 Lorenzo Matteucci, Bologna, Italy (acquired by 2008)  
 Peter Gleeson, Edmonds, Washington (acquired by 2013)  
 Victor Priesler, Los Angeles, California (acquired from the above in 2014)  
 Current Owner (acquired from the above)

## EXHIBITION HIGHLIGHTS

Coppa d'Oro delle Dolomiti, 2010, No. 117



Milan, this first-series CSL is a remarkably well-preserved example of this rare breed. Importantly, the car retains its matching-numbers engine, as confirmed by an official BMW Classic Certificate.

The car's impressive provenance is supported by a substantial history file. A rare original Italian *libretto* (registration booklet) accompanies the car, as do subsequent registration documents that attest to its time spent in Italy through the 2000s. In 1995, then-owner Paolo Cristofori applied for and received an Automotoclub Storico Italiano (ASI) *Certificato di Omologazione*. By 2008, the CSL was in the hands of Bologna-based enthusiast Lorenzo Matteucci, who campaigned the car in the prestigious Coppa d'Oro delle Dolomiti rally in 2010. By 2013, it had made its way to the US, joining the renowned collection of BMW connoisseur Peter Gleeson. In 2014, it passed to Victor Preisler, and by 2017 it was acquired by the current owner, a respected East Coast collector.

Displaying less than 75,000 km (approximately 46,600 miles) at the time of cataloguing, this 1972 BMW 3.0 CSL presents today as a highly original, unmodified, and well-maintained example. Offered with its BMW Classic Certificate, documentation file, and Italian-language owner's manual, this car represents an exceptional opportunity to acquire one of the most desirable homologation specials of the 1970s.



# 1972 BMW 3.0 CSL

LOT 29





## 1965 CITROËN 2CV AZAM

CHASSIS NO. AC-651.691.931  
\$30,000–\$40,000 without reserve

Citroën introduced its 2CV model at the 1948 Paris Motor Show, where it was well received by the public as a durable and affordable automobile. In 1963, an upgraded version debuted – the AZ Améliorée (AZAM) – featuring a centrifugal clutch, hubcaps, chrome-plated bumpers, rear-hinged doors, and higher-quality seat materials, making it the most luxurious 2CV to date.

This Citroën 2CV AZAM was purchased new in January 1965 from Citroën's showroom in Beverly Hills, California, by none other than famed casino magnate and automobile collector William F. Harrah. Understanding the significance of the 2CV as a piece of French automotive manufacturing history, Harrah placed this AZAM in his museum immediately after purchasing it. Although

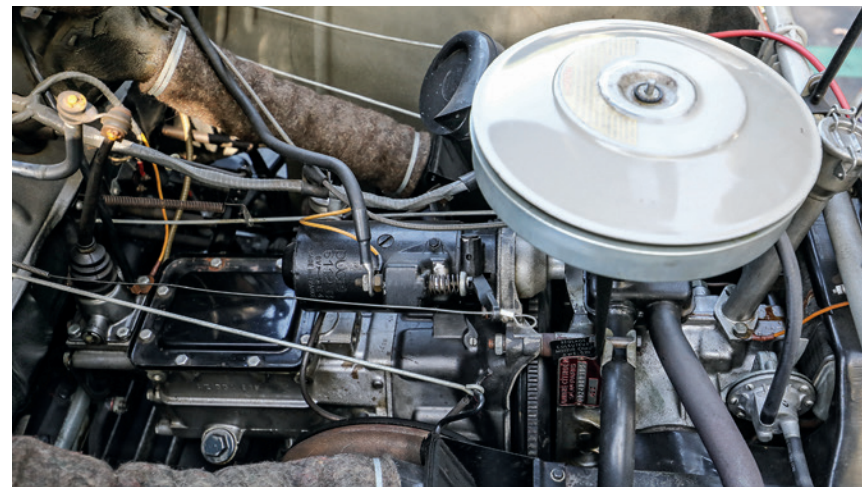
Harrah passed away in 1978, and the majority of his cars were auctioned off, the Citroën was retained and became part of the National Automobile Museum at its opening in November 1989. The Citroën remained on display until 2004, when the National Automobile Museum decided to part with a portion of its cars. The car was then acquired by Greg Long of Crozet, Virginia. The 2CV remained with Mr. Long for the next eight years, after which it was acquired by the consignor, a passionate enthusiast with an appreciation for Citroën who collects some of the world's finest automobiles. Showing just 131 miles at the time of cataloguing, this is truly an unprecedented opportunity to purchase a delivery-mileage, untouched example of Citroën's iconic 2CV.

### HIGHLIGHTS

Desirable AZAM-Specification 2CV  
Exceptionally Original Example; Showing Just 131 Miles from New  
Exhibited in the National Automobile Museum and Harrah's Automobile Collection for 39 Years  
Remarkably Preserved in Show-Quality Condition  
Accompanied by its Original Window Sticker

### SPECIFICATIONS

425 CC Flat 2-Cylinder Engine  
Single Solex Downdraft Carburetor  
18 BHP at 5,000 RPM  
4-Speed Manual Gearbox with Overdrive  
4-Wheel Hydraulic Drum Brakes  
4-Wheel Swing-Arm Fore-Aft Linked-Suspension System





2024 BUGATTI BOLIDE

CHASSIS NO. 001  
\$4,500,000–\$6,000,000

Few names in automotive history carry the weight of Bugatti. Founded in 1909 by Ettore Bugatti, the marque earned a reputation for creating technically brilliant, artistically sculpted machines that triumphed in Grand Prix racing and captivated connoisseurs of design. The interwar years brought icons like the Type 35 and the Type 57SC Atlantic, vehicles that married technical innovation with sculptural elegance.

After a long period of dormancy, the brand was revived in 1998 by the Volkswagen Group, which envisioned a new era of performance defined by extreme speed, luxury, and technological innovation. This revival produced the groundbreaking Veyron in 2005, followed by the even more capable Chiron in 2016, both

powered by an unprecedented 8.0-liter, quad-turbocharged W-16 engine that defined the modern Bugatti identity.

As Bugatti prepared to transition into a new phase under a Bugatti-Rimac joint venture, it seized the opportunity to pay tribute to its extraordinary W-16 powerplant with one final combustion-powered model. That car was the 2024 Bugatti Bolide, a track-only hypercar stripped of comfort and compromise, designed solely to push the limits of what the W-16 architecture could achieve.

Where the Veyron and Chiron balanced their immense capabilities with road-going civility, the Bolide dispensed with all such constraints. It was

HIGHLIGHTS

First Bolide Delivered Worldwide; Chassis 001 of Only 40 Units Built  
Finished in French Racing Blue with Nocturne Black Carbon Accents  
The Final W-16-Powered Model Before Bugatti’s Hybrid V-16 Era  
Documented Private Track Use at Circuit of the Americas  
Showing Just 626 Kilometers (389 Miles) from Delivery  
Accompanied by Optional \$95,000 Track Pack and Factory-Supplied Tools, Spares, and Accessories

*\*Please note that this vehicle is sold on a Bill of Sale.*

SPECIFICATIONS

7,993 CC DOHC W-16 Quad-Turbocharged Engine  
Direct Fuel Injection  
1,600 BHP at 7,050 RPM  
7-Speed DSG Twin-Clutch Gearbox with Permanent All-Wheel Drive  
4-Wheel Carbon Ceramic Disc Brakes  
Front Double-Wishbone Suspension with Pushrod Linkage  
Rear Double-Wishbone Suspension with Direct Linkage





## PROVENANCE

Current Owner (acquired new in 2024)

engineered as a weaponized expression of speed, aerodynamics, and weight reduction, and immediately claimed its place as the most radical vehicle the company had ever built.

The Bolide began life as a concept unveiled in October 2020. Its skeletal, motor sports-inspired bodywork and radical aero surfaces captured the imagination of the automotive world. Following overwhelming interest from Bugatti's most loyal customers, the company announced a limited-production run of just 40 examples. Each would be built by hand in Molsheim and offered at a base price of €4,000,000 – about \$4,750,000 at that time.

“The Bolide generated a great deal of enthusiasm,” said Stephan Winkelmann, then President of Bugatti. “Following its presentation, a significant number of enthusiasts and collectors asked us to develop the experimental vehicle as a production car. We therefore decided to make the Bolide a few-off project.”

In transforming the concept into a track-ready production car, Bugatti retained its core mechanical philosophy. Power came from a further-developed version of the marque's 8.0-liter quad-turbocharged W-16 engine, producing 1,600 hp at 7,050 rpm and 1,180 lbs./ft. of torque across a broad, flat curve from 2,250 to 7,050 rpm, all while running on standard high-octane fuel.

The engine was mated to a seven-speed dual-clutch DSG gearbox and a permanent all-wheel-drive system, featuring a Haldex center differential. To withstand the sustained stresses of high-load track use, the drivetrain was upgraded with significantly reinforced components, including engine mounts that were three times stiffer than those in the Chiron, as well as a reengineered cooling system optimized for thermal efficiency under extreme conditions.

Achieving the car's remarkable weight figure was central to its development. The Bolide weighed just 3,197 pounds dry – over half a ton lighter than the Chiron. This was made possible through the use of a bespoke carbon fiber monocoque developed with Dallara to meet FIA Le Mans Hypercar safety standards. Additional weight savings came from titanium fasteners, 3D-printed titanium suspension components, and forged magnesium wheels. This produced a power-to-weight ratio of just two pounds per horsepower, an extraordinary figure even in the realm of hypercars.

Aerodynamics played an equally crucial role. The Bolide's bodywork was shaped entirely by performance requirements. Its roof-mounted air scoop, wide front splitter, vented wheel arches, underbody venturi tunnels, and enormous dual-plane rear wing worked together to generate approximately 5,800 pounds of downforce at 200 mph – 1,760 pounds at the front axle and



LOT 31



## FEATURED MEDIA

*Bugatti Bolide Meets Circuit of the Americas: A Customer's First Track Experience, 2025 Film*



3,970 pounds at the rear.

The suspension system consisted of double-wishbone geometry with pushrod actuated dampers, incorporating titanium rockers and 3D-printed uprights. Braking was handled by carbon-ceramic rotors, measuring 390 mm at all four corners, clamped by dual eight-piston front and six-piston rear monobloc calipers. These were cooled by Formula 1-style integrated wheel fans – an innovation derived from endurance racing. The forged magnesium wheels were wrapped in Michelin racing slicks, providing enormous grip. According to Bugatti's internal testing, the Bolide achieved 2.5 g of lateral acceleration and could decelerate from 300 km/h (186.4 mph) to a stop in just six seconds.

Performance benchmarks were staggering. The Bolide could accelerate from 0–62 mph in 2.2 seconds, 0–124 mph in 5.4 seconds, and 0–186 mph in 11.5 seconds. Top speed depended on gearing and circuit configuration, but Bugatti estimated the car could reach up to 236 mph in its production tune. Early simulations based on the concept's aerodynamic profile suggested a theoretical top speed exceeding 310 mph under ideal conditions.

Inside, the Bolide was pure motor sports. The cockpit was framed by a full FIA-specification roll cage and fitted with fixed-position racing seats, six-point



LOT 31



harnesses, and a carbon fiber steering wheel with integrated telemetry controls. A digital motorsport display replaced traditional instrumentation, while the adjustable pedal box and steering column allowed for proper driver ergonomics. Minimal padding and a complete absence of sound insulation or infotainment underscored the car's purpose. However, essential functions like air conditioning and electric power steering were retained to ensure comfort and usability during extended track sessions.

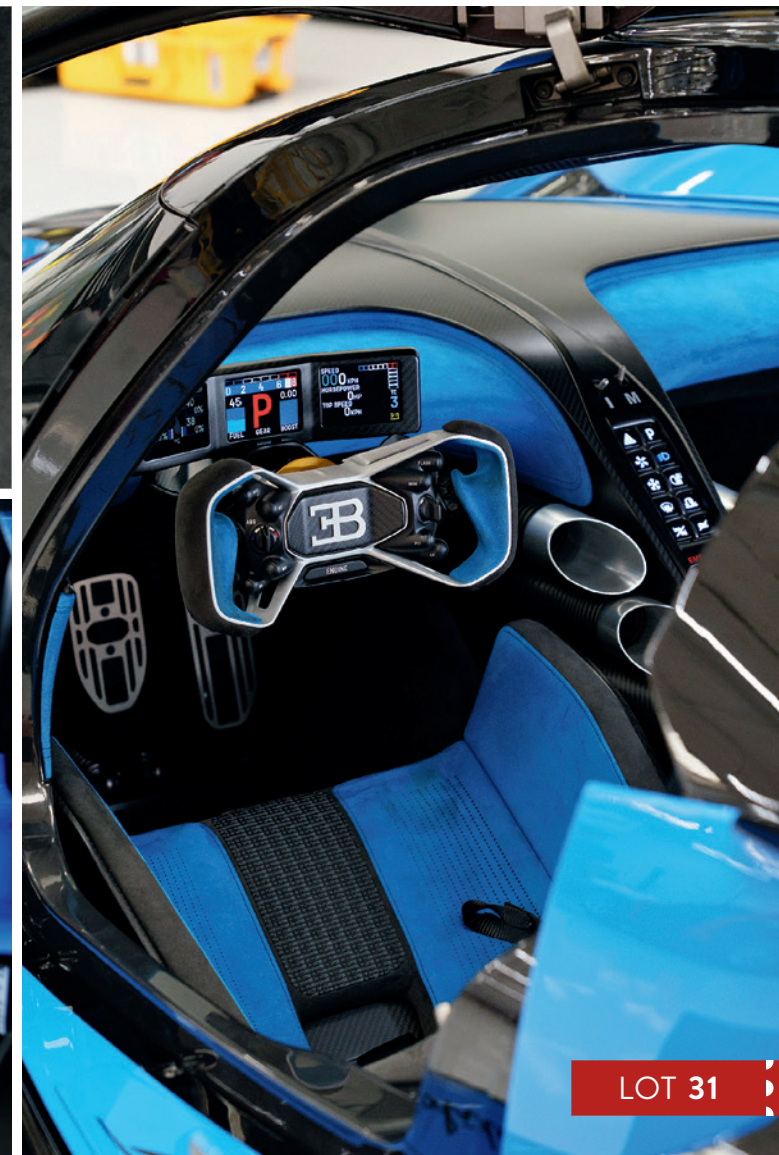
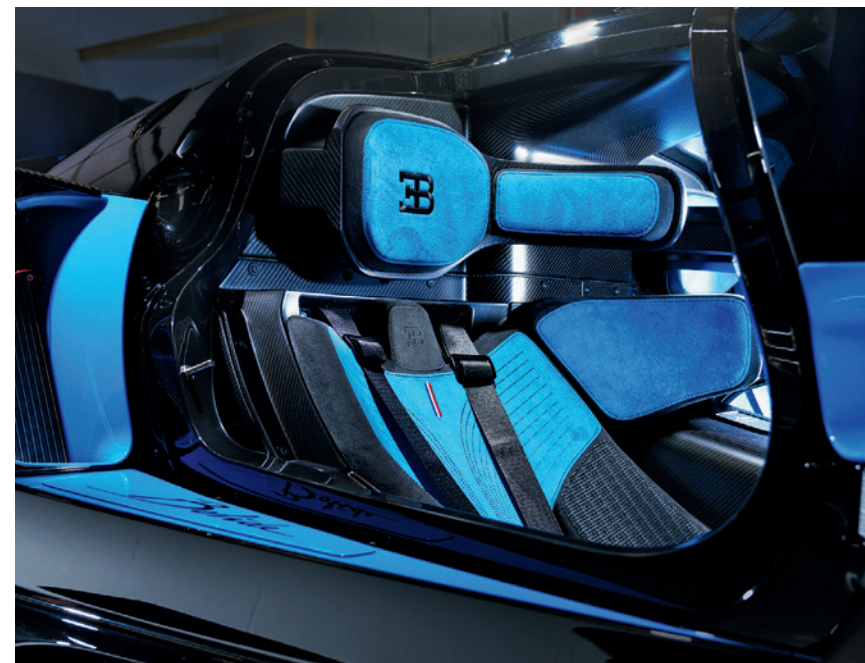
Veteran race driver Andy Wallace played a crucial role in the car's development. A Le Mans winner with decades of experience in top-flight motor sports, Wallace praised the Bolide's balance and communication. "All cars are difficult to drive at their limit," he stated, "but even at the limits of its capabilities, the Bugatti Bolide remains remarkably easy to drive. The steering is incredibly precise, and the car responds to the smallest inputs. It gives the driver real confidence."

Each Bolide was delivered with access to Bugatti's bespoke track program, which included personalized setup support, logistics, data acquisition, and dedicated track-day events. According to Christophe Piochon, President of Bugatti Automobiles, "Almost every component has been analyzed and redesigned to ensure Bolide is as light, capable, and reliable as our strict targets require." This turnkey support allowed owners to fully experience the car's capabilities

under safe, controlled conditions with factory assistance.

Contracting directly with the Bugatti factory in Molsheim, this Bolide was reserved by its original and current owner in December 2021, secured with a €500,000 reservation fee. As part of the ordering process, each Bolide customer was invited to Bugatti's headquarters in Molsheim, France, where they collaborated with designers and engineers to specify their car, and were guided through a bespoke configuration experience, including seat fitting. This highly personalized process underscored the Bolide's exclusivity and connection to Bugatti's motor sports legacy. Inspired by iconic Bugatti models, this Bolide is finished in French Racing Blue, with contrasting Nocturne Black exposed carbon fiber across the lower bodywork. The bespoke specification includes carbon fenders, wings, and splitter. The cockpit was trimmed in French Racing Blue and Beluga Black Alcantara, with polished aluminum accents, while a custom track plate inscribed with the owner's team name paid tribute to Ettore Bugatti's original factory squad, Équipe Bugatti.

Completed in June 2024, chassis 001 is the very first of just 40 Bugatti Bolides to be constructed, marking the start of an exclusive production run for what is arguably the most focused and technically ambitious model in the marque's history. On just the second day after taking delivery, the Bolide's owner – a







seasoned endurance racer with entries at Le Mans and Daytona – rented Texas’s Circuit of the Americas for a private track day. Bugatti flew in a dedicated support team to prep and inspect the car before and after high-speed laps, during which the Bolide reached approximately 207 mph on the 3.4-mile circuit. “Once trained, the Bolide is incredibly easy to handle,” the owner recalled. “The power is relentless, and the sensation out of a corner is incomparable. Even the rain added excitement.”

Displaying just 626 km (approximately 389 miles) at the time of cataloguing, this Bolide is offered with the original tools, spares, and extras supplied by Bugatti at delivery. “It was delivered to me as a true race car,” notes the owner, who emphasizes that running the car requires no factory team, just support for tasks like mounting wheels and tires.

As Bugatti enters a new phase with the hybrid V-16-powered Tourbillon, the Bolide stands as a final tribute to the W-16. More than a collector’s item, this track-only machine is an expression of uncompromising engineering and marks the end of a defining chapter in Bugatti history. Exceptionally preserved and thoughtfully outfitted, this Bolide presents a rare opportunity to acquire one of the most extreme and exclusive automobiles of the modern era.



2024 BUGATTI BOLIDE

LOT 31





# 1960 ASTON MARTIN DB4 SERIES II

CHASSIS NO. DB4/438/L  
ENGINE NO. 370/484  
\$400,000–\$500,000

Introduced at the 1958 Paris Motor Show, the DB4 was a masterpiece of modern engineering. It featured styling by Carrozzeria Touring of Milan, with coachwork constructed using the *Superleggera* (Superlight) method of aluminum panels over a tubular framework. Featuring a glorious Tadek Marek-designed 3.7-litre straight-six engine, the DB4 is the progenitor of the mystique that the marque still enjoys today.

According to a copy of the original factory build record on file, this DB4 (chassis DB4/438/L) was delivered new to A.J. Cornforth, an Englishman living in Erlenbach, Switzerland. Finished in Peony Red over Champagne Connolly hides, with chromed wheels, oil cooler, rear defroster, and Marchal Fantastique

## HIGHLIGHTS

- Original Left-Hand-Drive Example with Matching-Numbers Engine and Gearbox per Factory Records
- Remained in Single Family Ownership for 39 Years
- Fresh Show-Quality Restoration, Including Work by the Renowned Kevin Kay Restorations
- Documented with Restoration Photos and over \$285,000 in Records from 2021 to 2025
- Benefits from Engine Rebuild to Desirable 4.2-Litre Specification

fog lamps, the car was delivered on November 5, 1960. Mr. Cornforth retained the car for a few years before selling it to Major J.H. Bailey of Surrey, England. The DB4 then arrived stateside in July 1968, when it was purchased by Dr. David V. Rose, professor of Nuclear Engineering and Thermonuclear Fusion Science at the Massachusetts Institute of Technology. Prior to export, the factory recorded an extremely lengthy and extensive service, documented by records on file and fitting for a car about to enter the garage of a meticulous engineer.

The DB4 would come to California in 1980, when it was passed to Dr. Rose’s son. Hugh Alexander Rose sold the car in 2007 to H.H. Sheikh Nasser Al-Mohammed Ahmad Al-Jaber Al-Sabah, who was the Prime Minister of Kuwait from 2006 to

## SPECIFICATIONS

- 4,235 CC DOHC Alloy Inline 6-Cylinder Engine
- Twin SU HD8 Carburetors
- 230 BHP at 5,000 RPM
- 4-Speed Manual Gearbox
- 4-Wheel Servo-Assisted Disc Brakes
- Front Independent Suspension with Wishbones and Coil Springs
- Rear Live-Axle Suspension with Coil Springs and Watts Linkage





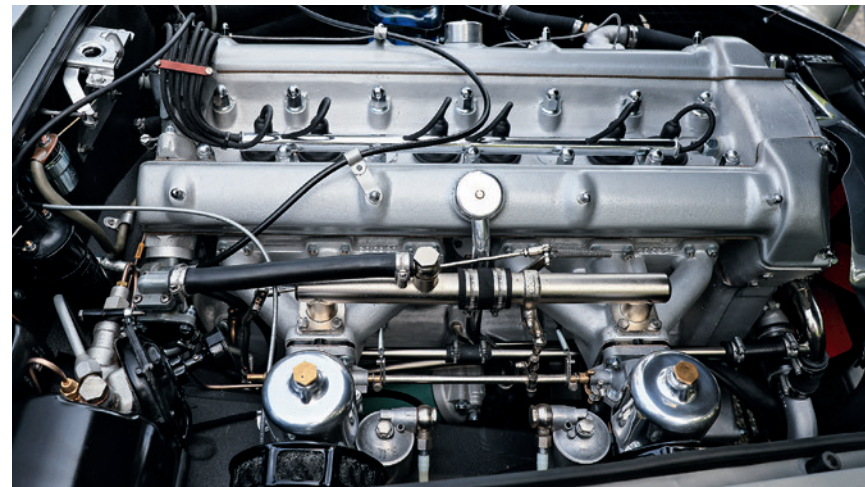
## PROVENANCE

A.J. Cornforth, Erlenbach, Switzerland (acquired new in 1960)  
Major J.H. Bailey, Surrey, England (acquired from the above in the mid-1960s)  
David V. Rose, Cambridge, Massachusetts (acquired in 1968)  
Hugh Alexander Rose, Newhall, California (acquired from the above in 1980)  
H.H. Sheikh Nasser Al-Mohammed Ahmad Al-Jaber Al-Sabah, Kuwait  
(acquired from the above in 2007)  
Current Owner (acquired from the above)



2011, and it remained in his museum until 2021, when it was sold to the consignor, who had been conducting an extensive search for an excellent restoration candidate. Upon his purchase, the consignor had restoration work performed by the renowned Aston Martin specialist Kevin Kay Restorations of Redding, California, who rebuilt the engine, dyno-tested and tuned it, and rebuilt the gearbox. The car was painted in gorgeous Snow Shadow Grey by Christopher McComb Painting in Fresno, California; suspension work was carried out by British Sports Cars of San Luis Obispo; and fresh Connolly Vaumol Upholstery was installed.

This DB4 Series II is accompanied by an owner's manual, along with workshop and parts manuals, jack, knock-off hammer, documentation, and a copy of its factory build record. This model is heralded as one of Aston Martin's most beautiful designs, and is a joy to drive, blending a sporting character with comfortable, long-distance touring capability. The Series II remains one of the most desirable iterations of the celebrated model, featuring the "cathedral style" taillights, tall hood scoop, and original front grille design. This example, with its outstanding restoration, stunning color, long-term family ownership, and documentation is sure to appeal to astute collectors of 1960s GT cars.



1960 ASTON MARTIN DB4 SERIES II

LOT 32





## 1965 ROLLS-ROYCE SILVER CLOUD III FLYING SPUR

COACHWORK BY MULLINER PARK WARD  
CHASSIS NO. LSFU787  
\$200,000–\$300,000 without reserve

Just 52 of Rolls Royce's Silver Cloud III were fitted with H.J. Mulliner's exquisite Flying Spur coachwork. Of those, only 17 were left-hand-drive models, including this example, chassis LSFU787.

LSFU787 was delivered in 1965 to Rolls-Royce enthusiast Katherine Goff of Corona del Mar, California, through Beverly Hills dealer Charles Hornburg. Mrs. Goff cared for the Rolls-Royce, showing it at various events and retaining it until her passing at age 90. Subsequent owners included UPS fortune heir John Bradley of Los Angeles as well as RROC member Ronald Benach of Chicago. Restored during Mr. Bradley's ownership in the late 1990s, the Silver Cloud was finished in dark blue with ivory leather hides.

### HIGHLIGHTS

One of Just 52 Examples Built with Elegant Mulliner Park Ward Coachwork  
Exceedingly Rare and Desirable as One of Only 17 Left-Hand-Drive Chassis Built  
Remained with Original California Owner from New Until Her Passing at Age 90  
Best in Class at the 2017 Amelia Island Concours d'Elegance and 2024 RROC Award Winner

A Unique and Highly Usable Coachbuilt Rolls-Royce

Its current owner, a collector of important Rolls-Royce and Bentleys, acquired the Silver Cloud in 2016 and, among other awards, garnered a First in Class at the Amelia Island Concours in 2017 and the RROC's H.J. Mulliner Park Ward award for the Best Post-War Coach Built Automobile at its 2024 Annual Meet. During current ownership, a modern, trunk-mounted air-conditioning unit was tastefully installed. The Silver Cloud series marked the end of the true coachbuilt Rolls-Royce offerings and the Flying Spur design is considered by many to be one of the most beautiful sedans ever produced. This is an exciting opportunity to acquire a singular example accompanied by a 63-page report on its history, service records, correspondence, and copies of its factory build records.

### SPECIFICATIONS

6,230 CC OHV V-8 Engine  
Twin SU HD8 Carburetors  
200 BHP at 4,500 RPM  
4-Speed Automatic Transmission  
4-Wheel Drum Brakes  
Front Independent Suspension with Coil Springs  
Rear Live Axle with Semi-Elliptical Leaf Springs







## 1990 PORSCHE 964 CARRERA 4 LEICHTBAU

CHASSIS NO. 964-004

ENGINE NO. 62K03167

\$750,000–\$1,000,000

When Porsche unveiled the all-new 964 generation in 1988, it marked more than just the next evolutionary step for the 911 – it signaled the model’s return to the highest levels of motor sports. One of the first competition variants to emerge from Porsche’s racing department was the 964 Carrera 4 Leichtbau, a 911 unlike any other built before or since.

The origins of this unique 911 model can be traced back to the end of the successful 962 racing program, a circumstance that led Porsche to search for new directions in motor sports. Jürgen Barth, the visionary head of Porsche’s customer racing department, saw untapped potential in the new, all-wheel-drive 964 Carrera 4. Working from an idea proposed by American Porsche aficionado Kerry Morse,

Barth aimed to develop a lightweight, competition-ready 911 using spare gearbox and drivetrain components from the formidable 953 Paris-Dakar Rally car. This concept, a radical reinterpretation of the production Carrera 4, was approved for development and production in mid-1989 by Dr. Ulrich Bez.

Each Carrera 4 Leichtbau – German for “lightweight” – was painstakingly built by hand in Porsche’s racing workshop. Today, these rare, thoroughbred machines are among the most sought-after Porsches of the early 1990s, boasting a thoroughbred bloodline, exotic components, and exclusivity in numbers.

Stripped of all superfluous comforts, the C4 Leichtbau received extensive

### HIGHLIGHTS

Among the Most Sought-After 964 Variants with Only 22 Examples Built  
Exotic Competition Model Hand Built in Porsche’s Racing Department  
Features Seam-Welded Tub, 953 Four-Wheel-Drive System, and “Werks” Serial Number

Well-Documented Provenance Includes Noted Porsche Collectors  
Exceptional Time Capsule Condition with Just over 500 Km at Time of Cataloguing

### SPECIFICATIONS

3,600 CC SOHC Air-Cooled Flat 6-Cylinder Engine  
Bosch Electronic Fuel Injection  
265 BHP at 6,100 RPM  
5-Speed Manual Transaxle with All-Wheel Drive  
4-Wheel Ventilated Disc Brakes  
4-Wheel Independent Suspension with Coil Springs

*\*Please note that this vehicle will not be sold for use or resale in California or to a non-dealer California resident.*



LOT 34



## PROVENANCE

Kerry Morse, Irvine, California (acquired new in 1990)

Richard Mattei, Seattle, Washington (acquired from the above in 1990)

Kerry Morse, Irvine, California (reacquired from the above circa 1997)

David Mohlman, Miami, Florida (acquired from the above in 1999)

Private Collection, US (acquired from the above in 2000)

Ray Joseph/RPM Sports Cars, Houston, Texas (acquired from the above in 2005)

Jim Edwards, Show Low, Arizona (acquired from the above in 2008)

Current Owner (acquired from the above)

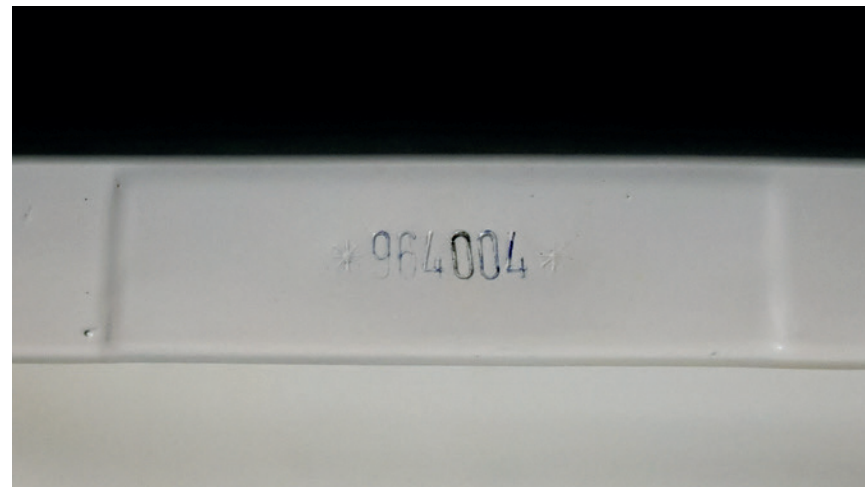


modifications with the goal of reducing weight and increasing performance. Aluminum doors, trunk lids, lightweight glass, and Plexiglas sliding windows replaced production components. Interior amenities were minimal: Nomex-upholstered Recaro seats, an aluminum Matter roll cage, five-point safety harnesses, fire suppression system, and dash-mounted differential control knobs that allowed the driver to fine-tune understeer and oversteer to their liking.

Mechanically, the C4 Leichtbau borrowed heavily from Porsche's traditional 911 racing playbook. It featured a track-focused suspension system, a seam-welded body shell for enhanced torsional rigidity, and a short, final-drive ratio for explosive acceleration. Its 3.6-liter, twin-plug engine gained a modest increase in power through a less restrictive exhaust system, while the deletion of ABS and addition of Pagid racing brake pads heightened driver involvement.

Priced at DM 285,000 – more than double the price of a 964 Cup – the Leichtbau was exclusive and extreme. Each car was issued a special six-digit “werks” serial number in the tradition of Porsche's most developed, factory-run racing cars. With production limited to just 22 units, the Carrera 4 Leichtbau stands today as one of the rarest and most driver-focused 911s ever built.

This example, chassis 964-004, was sold new to Kerry Morse, along with chassis



LOT 34



## FEATURED MEDIA

*The Porsche Book: The Complete History of Types and Models*, by Jürgen Barth and Gustav Büsing



001, 002, and 003. Assigned production no. 0590063, this C4 Leichtbau was painted in traditional Grand Prix White, the most popular color for the model, accounting for 11 of the 22 examples built.

Subsequent owners of 964-004 include noted Porsche collectors Richard Mattei, David Mohlman, Ray Joseph, and Jim Edwards. Since 2017, chassis 964-004 has been part of a significant private collection containing virtually every rare 964 variant. At the time of cataloguing, the odometer displayed just 502 km (approximately 312 miles) and, consistent with its low mileage, the car presents in outstanding, highly original order.

Collector-owned from new and preserved in exceptional time capsule condition, this Carrera 4 Leichtbau is undoubtedly among the finest surviving examples of a rare breed. Often the missing link in an otherwise complete collection of competition-bred 911 models, this model represents a fascinating chapter in Porsche history and a unique approach to high-performance engineering. Seldom seen, it would be a welcome addition to any of the growing number of shows and events celebrating the Porsche marque. Rare, fascinating, and presented in superb original condition, this sensational 964 offers discerning collectors an exciting opportunity to acquire one of the most extraordinary air-cooled Porsches of the modern era.



1990 PORSCHE 964 CARRERA 4 LEICHTBAU

LOT 34





# 1937 LAGONDA LG45 RAPIDE

CHASSIS NO. 12245/G10S  
ENGINE NO. 12245  
\$700,000–\$900,000

Rooted in the 1935 Le Mans-winning 4 1/2-Litre M45, the LG45 model marked a new era at Lagonda, following Alan Good’s reorganization of the company and the recruitment of engineering legend W.O. Bentley from Rolls-Royce. The Rapide topped the LG45 line and epitomized British sports tourers during the 1930s. The beautifully restored example offered here is certainly one of the finest extant, exuding power, speed, and adventure from every vantage point.

Underneath the sleek Frank Feeley-designed body, mechanical upgrades overseen by W.O. Bentley included a compression boost and a high-speed final drive, rendering the mighty Rapide a true 100 mph car – a point confirmed by testers from *Motor*, who reached a startling 108 mph testing the model in 1937. Just 25

LG45 Rapides are thought to have been built, with these beautiful performers priced from £1,050 – a truly remarkable value. This highly developed Sanction 4 car is the 20th Rapide built, and according to its build record included such factory-fitted improvements as the new G-10 gearbox (featuring synchromesh second, third, and top gears), plus the improved engine specification of the LG6 model that was yet to come in 1938.

According to research conducted by a previous owner, in conjunction with the Lagonda Club, the subject Rapide was first owned by F.G. Casswell of Spalding, Lincolnshire, England, who registered the car “FPJ 199.” It passed from a subsequent owner to Laurence Mitchell of Fittleworth just before the

## HIGHLIGHTS

A Well-Documented Example of One of the Most Sporting Lagondas  
One of Just 25 LG45 Rapides Built; Stunning Frank Feeley Design  
Top Mechanical Specification with Engineering by W.O. Bentley  
Concours-Level Restoration Completed in 2011 by the Renowned RX Autoworks  
Awarded Best of Show at Forest Grove and Best in Class at The Quail  
Accompanied by Registration Book, Copy of Factory Build Record, and Tools

## SPECIFICATIONS

4,453 CC OHV Inline 6-Cylinder Engine  
Twin SU Sidedraft Carburetors  
Estimated 130 BHP at 4,500 RPM  
4-Speed Manual Gearbox  
4-Wheel Girling Mechanical Drum Brakes  
Front Solid Axle with Semi-Elliptical Leaf Springs and Luvax Dampers  
Rear Live Axle with Semi-Elliptical Leaf Springs and Luvax Dampers





## PROVENANCE

F.G. Casswell, Spalding, Lincolnshire, England (acquired new in 1937)

Mr. Morris, Hemel Hempstead, England (acquired circa 1938)

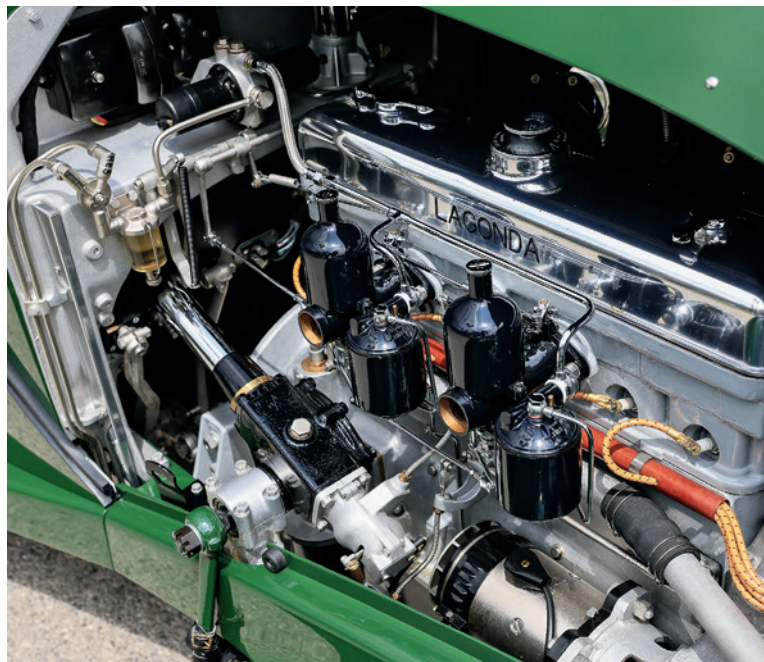
Laurence Mitchell, Fittleworth, England (acquired in 1939)

Josh Shirman, London, England (acquired from the above in 1955)

Ron Rezek, Ashland, Oregon (acquired in 2008)

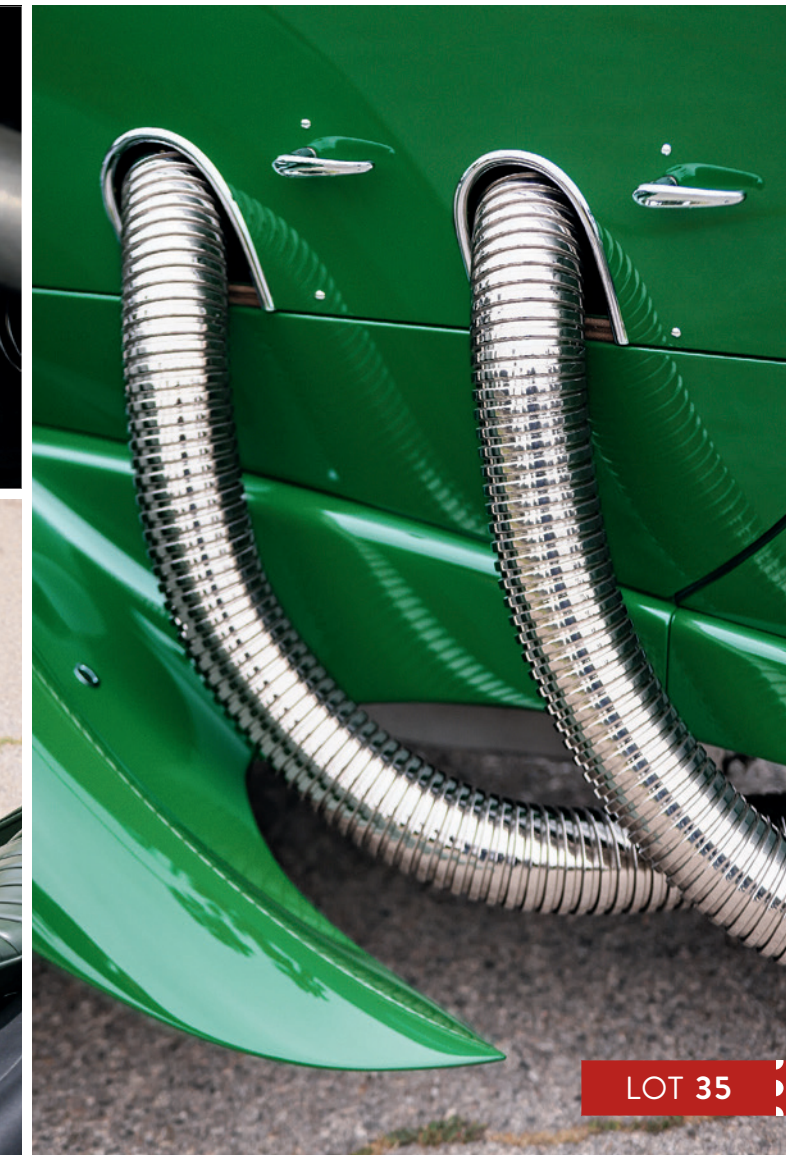
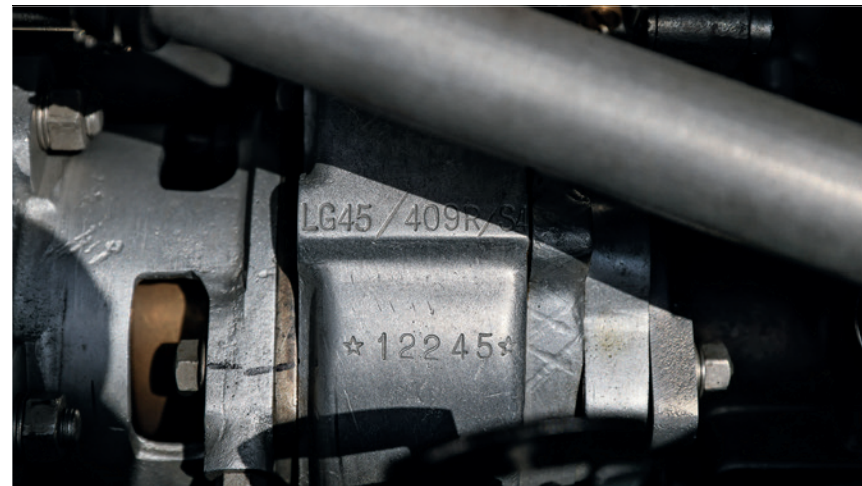
Private Collection, California (acquired from the above in 2015)

Current Owner (acquired from the above)



outbreak of WWII, and was maintained at the London garage of Josh Shirman, who eventually purchased the car in 1955. First registered by Mr. Shirman in 1963, the Rapide was seldom used over the years; in fact, UK MOT records document just 1,700 miles between 1974 and 2008. Interestingly, while the car was periodically shown by Mr. Shirman during his tenure, it was unknown for some time to the Lagonda Club. Following inspection by Lagonda historian Arnold Davey, the car was pronounced one of the formerly “missing Rapides.”

The Rapide was acquired by noted collector Ron Rezek in 2008 and brought to North America. During 2010 and 2011, it received an extensive restoration, returning it to its factory-original colors and mechanical specification, which was completed to concours-level standards by Vancouver’s acclaimed RX Autoworks. During the process, the Rapide was disassembled, revealing that the vehicle retained a high level of integrity and originality. The original colors and finishes were discovered and matched, and the wooden body framing and aluminum coachwork were restored where possible and replaced as required. Following completion, the Rapide was exhibited with success, including Best in Class and Best of Show honors at Forest Grove, Quail Lodge, and the Marin Sonoma Concours d’Elegance in 2012. Significantly, the Rapide was exhibited at the 2013 Concorso d’Eleganza Villa d’Este.



LOT 35



## EXHIBITION HIGHLIGHTS

Marin Sonoma Concours d'Elegance, California, May 2012 (Best in Class)

Forest Grove Concours d'Elegance, Oregon, July 2012 (Best of Show)

The Quail, A Motorsports Gathering, California, August 2012 (Best in Class)

Concorso d'Eleganza Villa d'Este, Italy, 2013



In 2015, Mr. Rezek parted ways with his prized Lagonda; it then became a significant addition to a respected Southern California collection, where it received expert care, and maintenance was performed as necessary to the collection's high standards. In 2023, the Rapide was acquired by the consignor, himself a notable West Coast enthusiast, who is respected for his strict attention to detail and authenticity. Under his ownership, the Rapide has been further refined both cosmetically and mechanically, raising the car to an even higher standard of presentation. He recently commented that he believes the Lagonda is not only one of the most beautiful cars in his eclectic collection, but also one of the easiest to drive and enjoy.

Having traveled scarcely more than 2,000 miles since its restoration, this LG45 Rapide is equipped with a tool set, plus the engine crank, jack, and weather gear, comprising a full tonneau cover and a black canvas top. Notable supporting documents include service and UK MOT records, Rapide registry, registration book, Lagonda Club correspondence, and a copy of the factory-issued build and service card. Among the most desirable of all sporting Lagondas, and more broadly, one of the most coveted prewar British automobiles, this sparkling LG45 Rapide is an engineering tour de force, and one of the first Lagondas directly influenced by the deft hand of W.O. Bentley.



1937 LAGONDA LG45 RAPIDE

LOT 35





## 1958 PORSCHE 356 A SPEEDSTER

COACHWORK BY REUTTER

CHASSIS NO. 84052

ENGINE NO. 67507

\$450,000–\$550,000

Built at the request of Max Hoffman, Porsche's influential New York-based importer, the 356 Speedster was a pared-down, performance-focused alternative to inexpensive British sports cars from MG, Austin-Healey, and Triumph. Stripped of nonessential features to reduce cost and weight, it came equipped with a removable windshield, lightweight bucket seats, and a basic folding top with side curtains. A hit with buyers and club racers, the Speedster proved a commercial success, with 4,145 examples built between 1954 and 1958.

In a June 1956 review, *Car & Driver* declared, “The new Porsche 1600 is one of the world’s truly fine cars. Every hour adds to your appreciation of its design, workmanship, and performance. It’s superb in traffic, on the highway, and

unbeatable on winding roads. As a precision instrument for high average speeds regardless of terrain, it’s a revelation.”

Completed on November 4, 1957, this 356 A Speedster is one of 1,131 examples built in the updated T-2 body style introduced early that year. According to a copy of the Porsche Kardex on file, chassis 84052 was originally finished in Aquamarine Blue (code 5707), a striking color applied to just 335 Speedsters. Built for the US market and delivered through Hoffman Motors in New York, it features US-specification bumpers, a speedometer in miles per hour, and sealed-beam headlights.

### HIGHLIGHTS

An Exceptional Example of the Quintessential Porsche Sports Car  
One of Only 335 Speedsters Originally Finished in Aquamarine Blue  
High-Quality Restoration of a Genuine Black-Plate California Car  
Retains Matching-Numbers Engine per Copy of Porsche Kardex  
Accompanied by Owner’s Manual, Tool Kit, Jack, Spare, and Side Curtains

### SPECIFICATIONS

1,582 CC Type 616/1 Air-Cooled Flat 4-Cylinder Engine  
Twin Zenith 32 NDIX Carburetors  
60 BHP at 4,500 RPM  
4-Speed Type 644 Manual Transaxle  
4-Wheel Hydraulic Drum Brakes  
Front and Rear Independent Suspension with Torsion Bars

*\*Please note that this vehicle is titled by its engine number.*



LOT 36



## PROVENANCE

Second Owner, California (acquired in 1961)  
Thomas L. Munger, Texas (acquired by 1996)  
Current Owner (acquired from the above in 2015)

## FEATURED MEDIA

*Porsche Speedster Typ 540: Quintessential Sports Car*, by Steve Heinrichs, Marco Marinello, Jim Perrin, Lee Raskin, Charles A. Stoddard, and Don Zingg



Purchased by a long term California owner in 1961, this Speedster was later acquired by Thomas Munger, a longtime enthusiast known for owning numerous 356s and performing high-quality restorations. Munger discovered this black-plate California car and sympathetically restored it to original specification. Even today, the Speedster retains its matching-numbers engine and serial-numbered body panels including the hood and engine lid. Around 2015, the current owner set out to acquire one of the finest Porsche 356 Speedsters available, enlisting the guidance of marque experts Dirk Layer and Prescott Kelly. Their search led to this example, which checked every box in terms of year, color, authenticity, and overall quality. A letter on file from Tom Munger to the current owner reads, "I love this Speedster, but have a hard time driving it now because of the value. My son grew up in this car and it's a very sad day for the both of us."

In the care of its current owner for nearly a decade, the Speedster has been sparingly driven and regularly maintained, evidenced by numerous service and maintenance receipts. An exceptionally well-restored example finished in one of the most sought-after colors, it is offered with an original owner's manual, Reutter body maintenance instruction book, jack, tool roll, date-coded spare wheel, side curtains, and a copy of the Porsche Kardex. It remains a truly standout example of one of Porsche's most iconic and collectible models.



1958 PORSCHE 356 A SPEEDSTER

LOT 36





## 1966 JAGUAR E-TYPE SERIES I 4.2-LITRE ROADSTER

CHASSIS NO. 1E 14412

ENGINE NO. 7E 11665-9

\$175,000–\$225,000 without reserve

When the Jaguar E-Type debuted at the 1961 Geneva Motor Show, it stunned enthusiasts with its elegant styling and impressive performance. A desirable late Series I example manufactured on December 22, 1966, this left-hand-drive E-Type Roadster was originally finished in Opalescent Maroon over a black interior. It was dispatched to Jaguar Cars of New York on January 16, 1967, and subsequently delivered to its first owner, Pete Hosta Jr. of Athol Springs, New York. Following Mr. Hosta's ownership, the vehicle is believed to have been acquired in the early 1970s by Katherine Johnson, who drove the car frequently throughout the first half of the decade. In the mid-1970s, the E-Type was put in storage at her family farm in Bradford, Pennsylvania, where it remained until it was moved to a storage site in Buffalo, New York, in 2011.

### HIGHLIGHTS

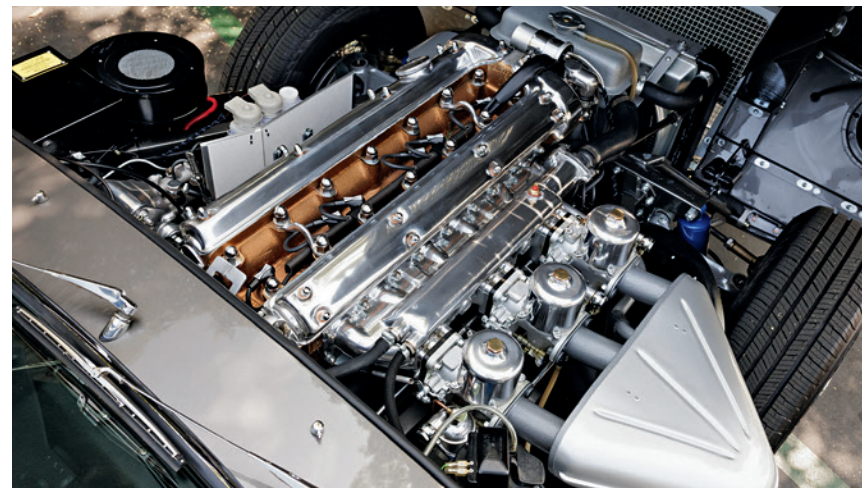
Attractively Finished in Opalescent Dark Grey over Tan  
Retains Matching-Numbers Engine per JDHT Certificate  
Well-Documented Ownership and Maintenance History  
Desirable Late Series I Example  
Rare Period-Correct Hardtop Included

Upon Mrs. Johnson's passing, the car was acquired by noted Jaguar expert Terry Larson. The subsequent owner purchased the E-Type from Mr. Larson and treated it to a restoration, rebuilding the engine and drivetrain via Scottsdale Auto Machine and refinishing the Jaguar in the attractive combination of Opalescent Dark Grey over a Tan interior.

The current owner acquired this vehicle in 2017, and an accompanying service record shows an extensive tune-up in December 2024. The Jaguar Daimler Heritage Trust Certificate on file confirms this desirable example retains its matching-numbers engine. Detailed service and ownership records further validate this E-Type as a stalwart example of one of the finest sports cars ever built.

### SPECIFICATIONS

4,235 CC DOHC Inline 6-Cylinder Engine  
Three SU Carburetors  
265 BHP at 5,400 RPM  
4-Speed Manual Gearbox  
4-Wheel Dunlop Disc Brakes  
Front Independent-Wishbone Suspension with Torsion Bars and Telescopic Dampers  
Rear Independent Suspension with Coil Springs and Telescopic Dampers





## 1973 FERRARI 365 GTB/4 DAYTONA COMPETIZIONE SERIES III

COACHWORK BY SCAGLIETTI

CHASSIS NO. 16407

\$8,000,000–\$10,000,000

Unveiled at the 1968 Paris Motor Show, the 365 GTB/4 marked the final front-engine V-12 *gran turismo* developed before Fiat assumed control of Ferrari road car production. Although never officially named by the factory, the model quickly became known as the “Daytona,” a nickname honoring Ferrari’s stunning 1-2-3 victory at the 24 Hours of Daytona in 1967.

With modern styling, race-bred performance, and impeccable road manners, the Daytona was celebrated as the ultimate high-speed GT of its era. Designed by Leonardo Fioravanti at Pininfarina and bodied by Carrozzeria Scaglietti, it was a dramatic evolution from the 275 GTB/4. Beneath its long, low nose, a 4.4-liter, quad-cam V-12 – fed by six Weber carburetors – produced

352 bhp, propelling the Daytona to over 170 mph and from 0–100 km/h in just 5.4 seconds. *Car and Driver* called it “blindingly fast,” while Le Mans winner Paul Frère praised it as “a Grand Touring car par excellence.”

While the production Daytona was a masterpiece in its own right, Ferrari developed a small number of competition variants – just 15 factory-built cars, divided into three distinct series – between 1971 and 1973. Constructed by Ferrari’s *Assistenza Clienti* department in Modena, these were no mere modified road cars. Each was purpose-built to contest long-distance endurance events at the highest level.

### HIGHLIGHTS

One of 15 Official Competition Daytonas Built; Just Five Series III Examples  
Extraordinary Race History Includes Two Outings at Le Mans (1973 and 1974) and a 2nd Overall/1st in Class Finish at Daytona (1979)  
Well-Documented Provenance with Just Two Private Owners Since 1983  
No-Expense-Spared Restoration by Renowned Marque Specialist MPI  
Awarded the Enzo Ferrari Trophy at Pebble Beach in 2024  
Offered with Extensive History File, Tool Roll, Books, and Literature

### SPECIFICATIONS

4,390 CC Tipo 251 DOHC 60° V-12 Engine  
Six Weber 40 DCN20 Carburetors  
Estimated 450 BHP at 8,500 RPM  
5-Speed Manual Transaxle  
4-Wheel Hydraulic Ventilated Disc Brakes  
4-Wheel Independent Wishbone Suspension with Coil-Over Shock Absorbers





## PROVENANCE

Luigi Chinetti Motors, Greenwich, Connecticut (acquired new in 1973)

Robert Reed Carradine, Los Angeles, California (acquired from the above in 1976)

William Nicholas and James McRoberts, Los Angeles, California (acquired from the above in 1978)

John P. Giordano, Long Island, New York (acquired in 1983)

Current Owner (acquired from the above)

Mechanical enhancements included high-compression pistons, high-lift cams, a cold air intake, and a side-exit exhaust system. Larger brakes, enhanced cooling, and revised fuel systems further improved reliability. Ferrari's racing department evolved the formula with each series: The Series I cars (1971) featured aluminum bodies, flared arches, and produced around 435 hp; Series II cars (1972) had hybrid steel/aluminum bodies, upgraded wheels, and prioritized durability with about 400 hp. The final Series III cars, including chassis 16407 offered here, were built for the 1973 season with subtle body revisions but significant mechanical upgrades, raising output to an impressive 450 hp at 8,500 rpm.

Trusted to top privateer teams like Chinetti's North American Racing Team (NART), Ecurie Francorchamps, Charles Pozzi SA, Scuderia Filipinetti, and Maranello Concessionaires, the Daytona Competizione quickly proved its worth. Ferrari's prototype, chassis 12467, placed 5th Overall at the 1971 24 Hours of Le Mans – a remarkable debut. Once officially homologated for FIA Group 4, Comp Daytonas won the 1972 Tour de France Automobile and claimed GT class wins at Le Mans in 1972, 1973, and 1974, and at Daytona in 1973, 1975, and 1979 – an extraordinary record for a traditional front-engine GT racing against increasingly sophisticated competition.

The Daytona Competizione presented here, chassis 16407, was among the last

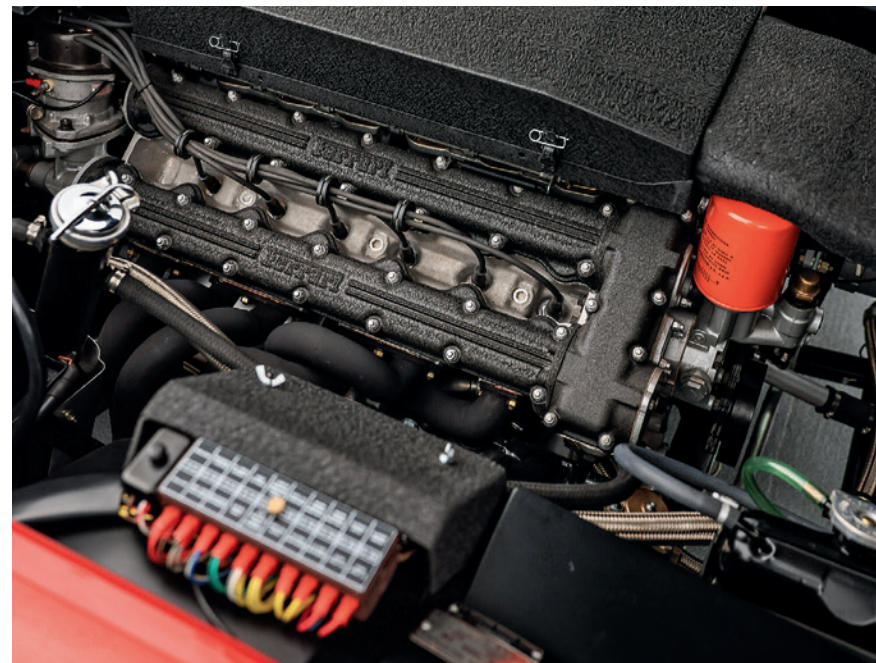
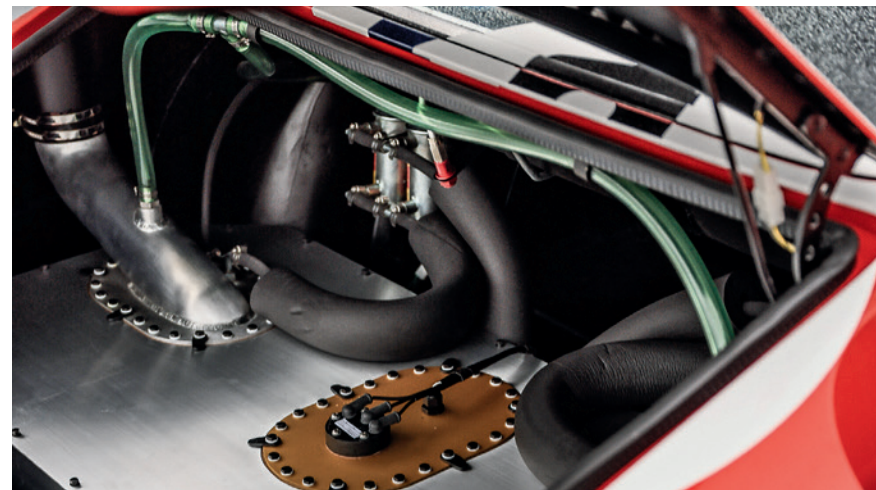
examples built and is one of the ultimate Series III examples that was equipped, per Ferrari records, with “*motore speciale*.”

Completed in June 1973, chassis 16407 was delivered new to Luigi Chinetti's North American Racing Team for immediate use at the 24 Hours of Le Mans. Entered as car no. 6, it was driven by Milt Minter and Sam Posey. Despite a strong early pace – running as high as 6th Overall – a cracked piston ended their effort in the 21st hour. The Daytona's potential, however, was undeniable.

Just weeks later, 16407 appeared at the 6 Hours of Watkins Glen, where Posey and François Migault drove it to a 6th place GT class finish and 14th Overall – a respectable result against fierce factory-backed rivals.

The car returned to Le Mans in 1974, again with NART, now wearing race no. 56 and driven by Jean-Claude Guitteny and Jean-Pierre Ethuin. This time, the Daytona reached the checkered flag, placing 11th Overall and 5th in Class. It was entered again in 1975, but withdrawn before the start along with all other NART entries.

In 1976, chassis 16407 passed into the hands of actor Robert Reed Carradine, who – alongside his racing partner, Dan Ward – continued the Ferrari's



LOT 38



## RACE HIGHLIGHTS

24 Hours of Le Mans, June 1973, Posey/Minter, No. 6 (DNF)

6 Hours of Watkins Glen, July 1973, Posey/Migault, No. 8 (14th Overall, 6th in Class)

24 Hours of Le Mans, 1974, Ethuin/Guitteny, No. 56 (11th Overall, 5th in Class)

24 Hours of Le Mans, 1975, Bucknum/Facetti, No. 45 (WDN)

24 Hours of Daytona, February 1977, Morton/Woods/Carradine, No. 65 (WDN)

12 Hours of Sebring, March 1977, Morton/Carradine, No. 65 (17th Overall, 10th in Class)

24 Hours of Daytona, 1978, Morton/Adamowicz/Carradine, No. 65 (8th Overall, 3rd in Class)

24 Hours of Daytona, 1979, Morton/Adamowicz, No. 65 (2nd Overall, 1st in Class)

24 Hours of Daytona, 1980, Morton/Adamowicz, No. 65 (14th Overall, 4th in Class)



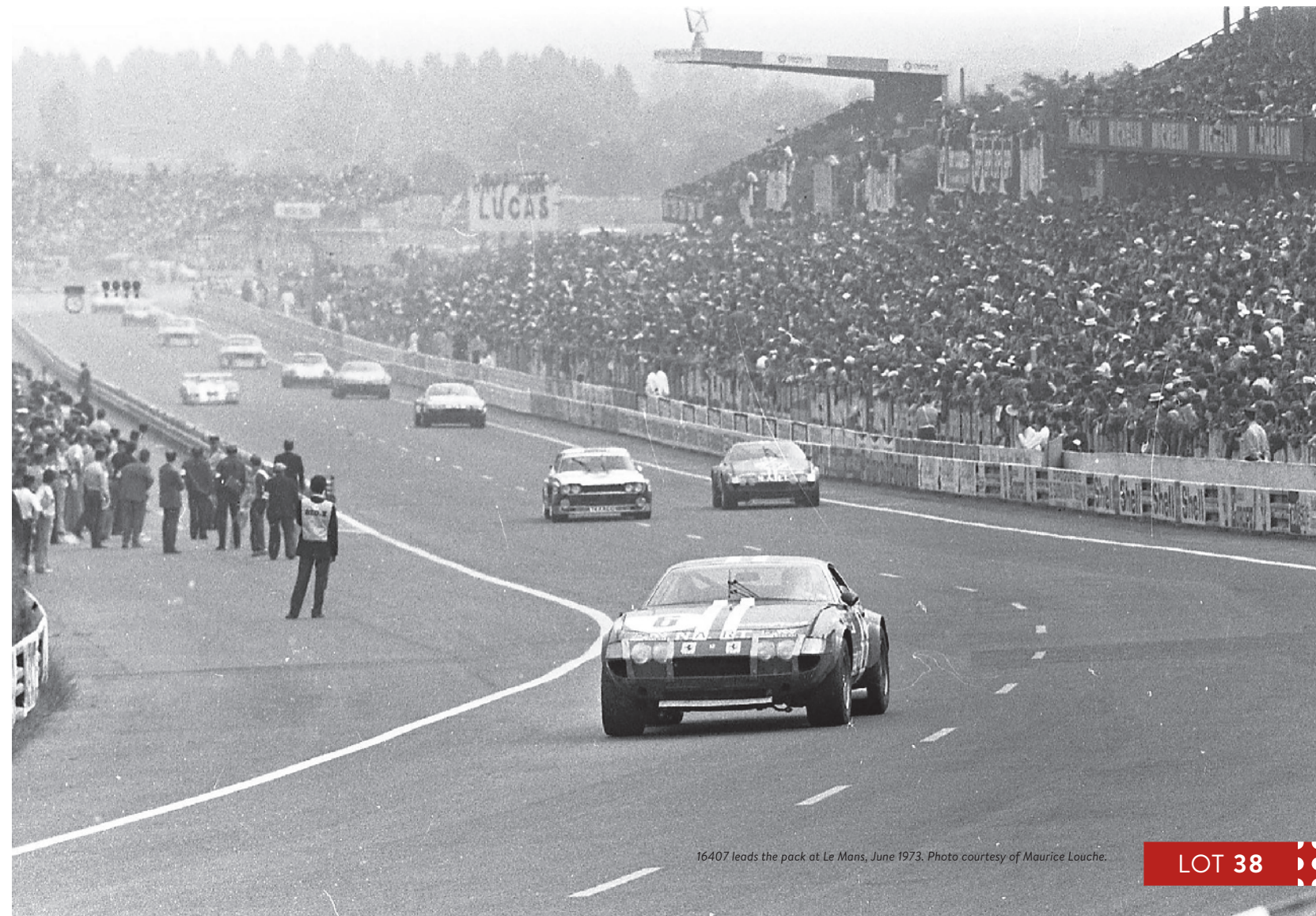
16407 in the NART pits prior to the start of the 1973 24 Hours of Le Mans.

competition career. In 1977, the duo entered the car in the 24 Hours of Daytona for Carradine and John Morton, though the car was damaged during night practice and did not start.

A month later, at the 12 Hours of Sebring, Carradine and Morton drove 16407 to a solid 17th Overall and 10th in Class, entered by Otto Zipper's Modena Sports Cars. In 1978, the team returned to Daytona and delivered an impressive 3rd in Class, 8th Overall – strong results for a car that was now five years old.

Later that year, Carradine sold the car to Southern California Ferrari enthusiasts Bill Nicholas and Jim McRoberts, who recognized both the historical significance and the potential of the aging warrior. With encouragement from their Ferrari peers, the new owners decided to prepare the car for the 24 Hours of Daytona in 1979.

Knowing 16407 was nearing the end of its competitive lifespan, Mr. Nicholas and Mr. McRoberts committed to a full mechanical and cosmetic overhaul. Once completed, the car was entered once again under the Modena Sports Cars banner with veteran drivers Tony Adamowicz and John Morton.



16407 leads the pack at Le Mans, June 1973. Photo courtesy of Maurice Louche.



## EXHIBITION HIGHLIGHTS

Sebring Historic Races, 1983 (2nd Overall)

FCA National Meeting at Road Atlanta, 1984

Rolex Monterey Historic Automobile Races, 1984

Cavallino Classic (1994, 2001, 2005, 2007)

Pebble Beach Concours d'Elegance®, 2024 (Enzo Ferrari Trophy)

FCA National Meet, Wisconsin, 2024 (Platinum Award)



Though underpowered compared to the dominant Porsche 935s, 16407 qualified 24th Overall. Then, on race morning, tragedy struck: team manager Otto Zipper was found dead in his hotel room. Shaken but determined to carry on, the team raced in his honor, adding a black diagonal stripe across the Daytona's hood.

The race unfolded as a testament to perseverance. As faster cars fell by the wayside, the Ferrari ran flawlessly. Adamowicz and Morton drove without relief, keeping a steady pace that gradually moved the car up the order. By Sunday afternoon, against all odds, the six-year-old Daytona stood 2nd Overall and 1st in Class – its finest result.

After one final outing at Daytona in 1980, 16407 entered the world of historic motor sports. In 1983, it was acquired by John Giordano, a respected collector with a stable of significant competition Ferraris including a 512 S and a 275 GTB/C. Giordano raced 16407 extensively at events including the Monterey Historics, Sebring Vintage Races, and Shell Ferrari Maserati Historic Challenge.

Giordano owned the car for nearly 40 years before selling it to the current owner in 2020. Soon after, a concours-level restoration was undertaken by the renowned Ferrari experts at Motion Products Inc. in Neenah, Wisconsin. The goal: to return 16407 to its original 1973 Le Mans configuration, down to the smallest detail. The

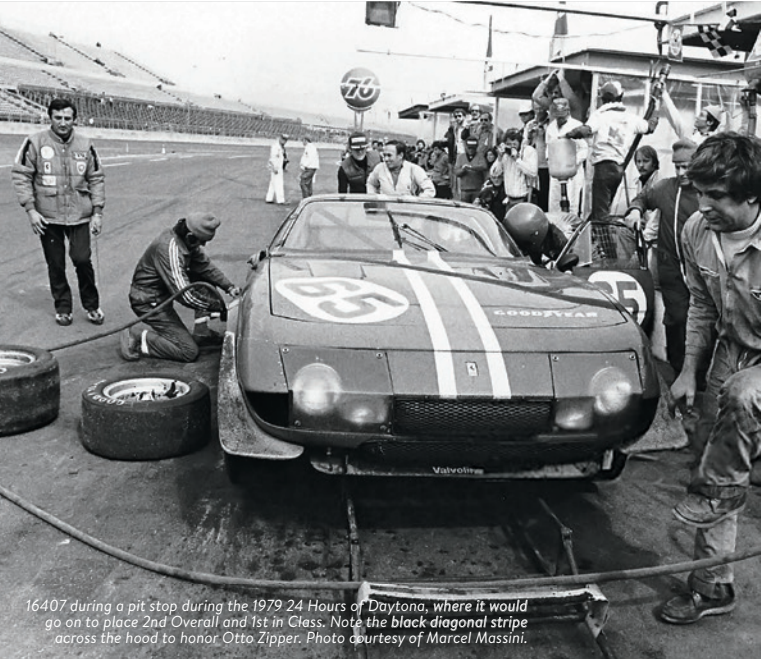


LOT 38



FEATURED MEDIA

*The Ferrari 365 GTB/4 Daytona*, by Pat Braden and Gerald Roush  
*Ferrari 365 GTB/4 Groupe 4 Daytona Competizione*, by Christian Huet  
*Ferrari Serial Numbers, Part I*, by Hilary Raab, Jr.  
*Ferraris at Le Mans*, by Dominique Pascal  
*Forza*, Issue no. 182, April 2020, “Bloodline,” by Matt Stone



16407 during a pit stop during the 1979 24 Hours of Daytona, where it would go on to place 2nd Overall and 1st in Class. Note the black diagonal stripe across the hood to honor Otto Zipper. Photo courtesy of Marcel Massini.

no-expense-spared restoration effort is extensively documented, with an impressive dossier of photos and invoices on file. The engine was rebuilt and dyno-tested, the body restored to period-correct finish and livery, and all systems brought to factory-correct specification.

Upon its August 2024 debut at the Pebble Beach Concours d’Elegance®, 16407 received the coveted Enzo Ferrari Trophy, a special award given to the most significant Ferrari present. At the FCA National Meet in Elkhart Lake, it received a Platinum Award. It remains in pristine, show-quality condition.

Accompanying 16407 is a correct tool kit, handbook folio, spare wheels, and an extensive documentation binder. Highlights include factory build records, the 1973 Le Mans Carnet de Pesage, period photographs, magazine features, and a report by Ferrari historian Marcel Massini.

As a genuine Series III factory competition car with a known, continuous history, 16407 is among the most desirable 365 GTB/4s in existence. It was delivered new to NART, raced at Le Mans in 1973 and 1974, and later captured a GT class win and 2nd Overall at the 24 Hours of Daytona in 1979 – a remarkable swan song for Ferrari’s last front-engine GT racer. Cherished by two knowledgeable collectors for the past four decades and painstakingly restored to the highest standards by one of the foremost marque specialists, its presentation is beyond reproach.



1973 FERRARI 365 GTB/4 DAYTONA COMPETIZIONE SERIES III

LOT 38





## 1971 MERCEDES-BENZ 280 SL

CHASSIS NO. 113.044.12.022023

ENGINE NO. 130.983.12.014931 (SEE TEXT)

\$175,000–\$225,000 without reserve

Debuted at the Geneva Motor Show in 1963, the Paul Bracq-designed Mercedes-Benz W113 cars replaced the 300 SL and 190 SL at once. An undisputed design and engineering triumph, the model evolved into the 280 SL, which was built from November 1967 to February 1971. Delivering more power, torque, and flexibility than its predecessors, the 280 SL remains the most popular and enjoyable variant of the W113 series.

Built in the closing months of 1970 as a US-delivery 1971 model, this 280 SL benefits from a professional bare-metal restoration by marque expert Tony LaBella of New Jersey, with exceptional fit and finish. Painted in traditional Silver Gray with a matching removable hardtop and gray canvas top, this SL

is complemented by exceptionally well-fitted red leather upholstery, red square-weave carpeting, and excellent wood trim. Desirable amenities include air-conditioning, a Becker Europa radio, and rear-window defroster. Though it should be noted that the engine block has a 1976 casting date and has been restamped with this 280 SL's original engine number, the engine and its compartment are beautifully detailed and finished, and the trunk is complete with a covered spare tire and tool roll. Finished in its original DB 180 exterior paint color, the 280 SL retains its date-coded wheels and factory engine bay spot welds. This ideally presented, sporting Mercedes-Benz is well-suited for a multitude of desirable shows, classic tours, and relaxed Sunday drives.

### HIGHLIGHTS

Quintessential German Sports Car Well-Suited for Concours and Touring Events

Masterful Bare-Metal Restoration by Pagoda Specialist Tony LaBella

Ideally Presented in Classic Silver (DB 180) over Red Interior

Accompanied by Factory Data Card, Hardtop and Tool Roll

An Outstanding Example of the Timeless Mercedes-Benz “Pagoda”

### SPECIFICATIONS

2,778 CC SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

180 BHP at 5,750 RPM

4-Speed Automatic Transmission

4-Wheel Hydraulic Disc Brakes

Front Independent-Wishbone Suspension with Coil Springs

Rear Swing-Axle Suspension with Coil Springs







## 1972 MASERATI GIBLI 4.9 SS SPIDER

COACHWORK BY GHIA  
CHASSIS NO. AM115S/49\*1273\*  
ENGINE NO. AM115S/49\*1273\*  
\$900,000–\$1,100,000

Introduced in 1966 at the Torino Motor Show, the Maserati Ghibli was an immediate sensation, owing its genius to Ghia head stylist Giorgetto Giugiaro. The long, low, razor-edged sports car had a refined yet brutal appearance. With a four-cam, dry sump V-8 engine and a top speed in excess of 160 mph, the Ghibli was among the fastest production cars of its day.

In 1969, Maserati unveiled the elegant Ghibli Spider, for which Mr. Giugiaro received more acclaim. The following year, Maserati offered the 4.9 SS variant that produced 335 hp – an increase of 25 hp over the original 4.7-liter engine. As a result, the 4.9 SS could reach 100 mph in a staggering 16 seconds and claimed a top speed of 170 mph. Maserati justifiably described their car as

“powerful and ultra fast, smooth and dependable, modern and efficient.” Like most exclusive open sports cars, the Ghibli Spider was aimed at the all-important North American market. Of the 128 Ghibli Spiders built by the factory, 70 were originally destined for the US. Of the 30 Ghibli 4.9 SS Spiders that were sold new in the US, only 24 were equipped from the factory with the desirable ZF five-speed manual gearbox.

Today, this example of those elite two dozen stick-shift cars matches its original guise of period *Oro Longchamps* (Longchamps Gold) paintwork with *Marrone* (Brown) Connolly leather upholstery, according to accompanying factory records sourced by Maserati historian Dr. Adolfo Orsi Jr. Additional details

### HIGHLIGHTS

The Ultimate Maserati Ghibli – A Left-Hand-Drive 4.9 SS Spider with Hardtop  
One of Only 30 US Examples Built and Just 24 Equipped with ZF Five-Speed Manual Gearbox  
Freshly Restored in Its Original Color Scheme of *Oro Longchamps*  
Exhibited at the 2024 Pebble Beach Concours d'Elegance®  
Retains Matching-Numbers Engine as Documented by Maserati Factory Records  
History Documented by Marque Authority Dr. Adolfo Orsi Jr.

### SPECIFICATIONS

4,930 CC DOHC V-8 Engine  
Four Weber 42 DCNF11 Carburetors  
335 BHP at 5,500 RPM  
5-Speed ZF Manual Gearbox  
4-Wheel Servo-Assisted Hydraulic Disc Brakes  
Front Independent-Wishbone Suspension with Coil Springs  
Rear Live Axle with Semi-Elliptical Leaf Springs





## PROVENANCE

Irene Young, Westport, Connecticut (acquired new via Grossman Motor Car Corporation in 1972)

Ed Waterman, Fort Lauderdale, Florida (acquired in 1987)

Midvo Leasing Inc., Worthington, Ohio (acquired from the above in 1987)

Ulf Sundberg, Stockholm, Sweden (acquired by 1993)

Lennart Liden, Vence, France (acquired by 2004)

Jacques Pozzo di Borgo, Auburn, Washington (acquired circa 2010)

Private Collection, New York (acquired in 2020)

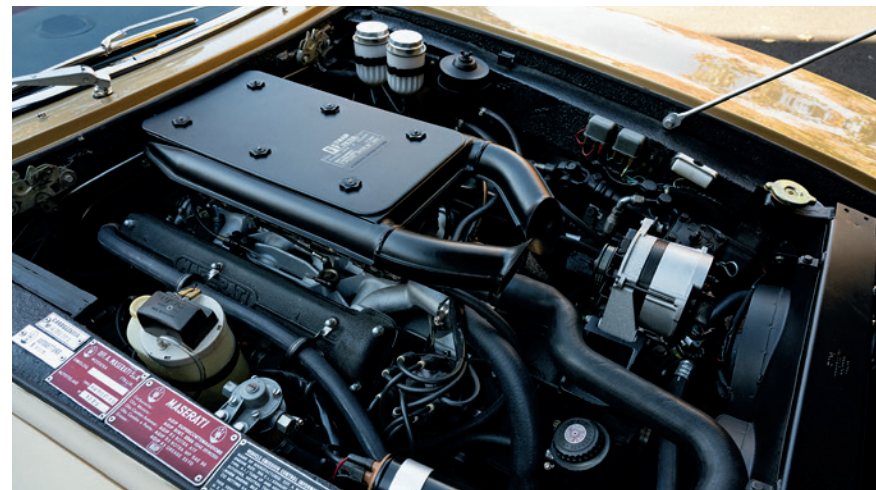
Current Owner (acquired from the above)



of its build include Campagnolo cast alloy wheels, Pirelli tires, a Blaupunkt AM/FM radio, and Veglia instruments calibrated in miles per hour.

The Maserati's certificate of origin was issued on December 7, 1971, and, in January 1972, it was shipped to the US and supplied to Grossman Motor Car Corporation, the official Maserati dealer located in New York. On April 28, 1972, it was delivered to its first private owner, Irene Young of Westport, Connecticut. Factory records document service work carried out by Grossman through fall 1972, but little else is known about the car's earliest history. In 1987, Florida-based exotic car dealer Ed Waterman acquired the gold Ghibli Spider, then showing approximately 54,000 miles, in a package of cars sourced by Bruce Haley of New Jersey. The Maserati was then sold to Midvo Leasing Inc. of Worthington, Ohio, and remained in the US through the early 1990s.

By spring 1993, the car had been sold to Swedish Maserati importer Ulf Sundberg and was shown at the Maserati Classic International at Goodwood in 1999. Soon after, the Ghibli was sold to Lennart Liden of Vence, France, before returning to the US, where it was owned by Jacques Pozzo di Borgo, the owner of Maseratisource and MIE Corporation, two of the foremost Maserati parts specialists. It was sold in 2020 to a previous owner, a serial enthusiast of the model.



## LOT 40



## EXHIBITION HIGHLIGHTS

Maserati Classic International at Goodwood, 1999

Pebble Beach Concours d'Elegance®, 2024



By then, the Maserati had gained a triple black color scheme, which was showing its age. The new custodian elected to give the car a “birthday,” returning it to its stunning original color palette, as well as systematically going through the car on the technical side, including an engine rebuild. As a personal preference, the US side-indicator lights and bumper over-riders were removed to match the purer European looks.

Passing to its current owner in 2022, a period hardtop was sourced and painted to match the car. With its rebuild complete and resplendent in *Oro Longchamps*, the immaculate Maserati was selected to appear at the 2024 Pebble Beach Concours d'Elegance®, and participated in the 90-mile Tour d'Elegance without any issues.

Included with the sale is an extensive report prepared by Maserati historian Dr. Adolfo Orsi Jr., which includes a chronological history and copies of important factory documents, along with numerous photographs and invoices for its 2020s refurbishment.

Among the most exclusive of all road-going Maseratis, this Ghibli 4.9 SS Spider is one of the most sought-after, high-performance Italian exotics. This exceptional car is ready to be enjoyed for tours or shows and to relive the avant-garde style of the 1970s.



1972 MASERATI GHIBLI 4.9 SS SPIDER

LOT 40





# 1931 STUTZ DV-32 BEARCAT

CHASSIS NO. DV281154  
ENGINE NO. DV33098  
\$900,000–\$1,200,000

Harry Stutz’s meteoric career in the automobile industry began in Indianapolis in 1903. Two years later, he was appointed Chief Engineer for the American Motor Car Company, whose dashing Underslung would gain fame during pre-WWI years. In 1906, Stutz moved on to the Marion Motor Car Company, also based in Indianapolis, remaining there until 1910, when he and a colleague founded the Stutz Auto Parts Company. It was a short journey from parts maker to automaker in those early days, and Harry Stutz’s first car was ready in early 1911. To test his design and gain publicity, he boldly entered his prototype in the inaugural Indianapolis 500. Despite suffering from tire trouble throughout the race, the new Stutz managed a respectable 11th Place finish with an average speed of 68 mph. It was a remarkable performance from a car just weeks off

the drawing board.

The ensuing publicity launched the Stutz name, and Harry Stutz capitalized on the Indy results by advertising the slogan “The Car That Made Good in a Day.” Indeed, it had, and this would mark the beginning of many impressive performances on the racetracks of America and Europe.

By the early 1930s, Stutz had seen further racing accomplishments, as well as the creation of numerous successful models for public consumption. Rather than attempt to take part in the cylinder wars with their limited resources, Stutz smartly improved upon its proven Vertical-8 engine with a brilliant DOHC

## HIGHLIGHTS

- Part of the Famed Harrah’s Automobile Collection for over 25 Years
- The Final High-End Model of the Celebrated Stutz Company
- The Flagship Body Style for the Introduction of the Brilliant DV-32 Engine
- Restored by the Noted Texas-Based Stutz Specialists Old Iron Works
- A Rarely Seen, Exciting, Two-Place, American Full Classic

## SPECIFICATIONS

- 322 CID DOHC Inline 8-Cylinder Engine
- Single Schebler Dual-Throat Updraft Carburetor
- 156 BHP at 3,900 RPM
- 3-Speed Manual Gearbox
- 4-Wheel Vacuum-Assisted Hydraulic Drum Brakes
- Front Solid Axle with Semi-Elliptical Leaf Springs
- Rear Live Axle with Semi-Elliptical Leaf Springs





## PROVENANCE

Tommy Wolfe, Long Beach, California (acquired by mid-1950s)

Harrah's Automobile Collection, Sparks, Nevada (acquired from the above in 1959)

Richard Mitchell, Conroe, Texas (acquired circa early 2010s)

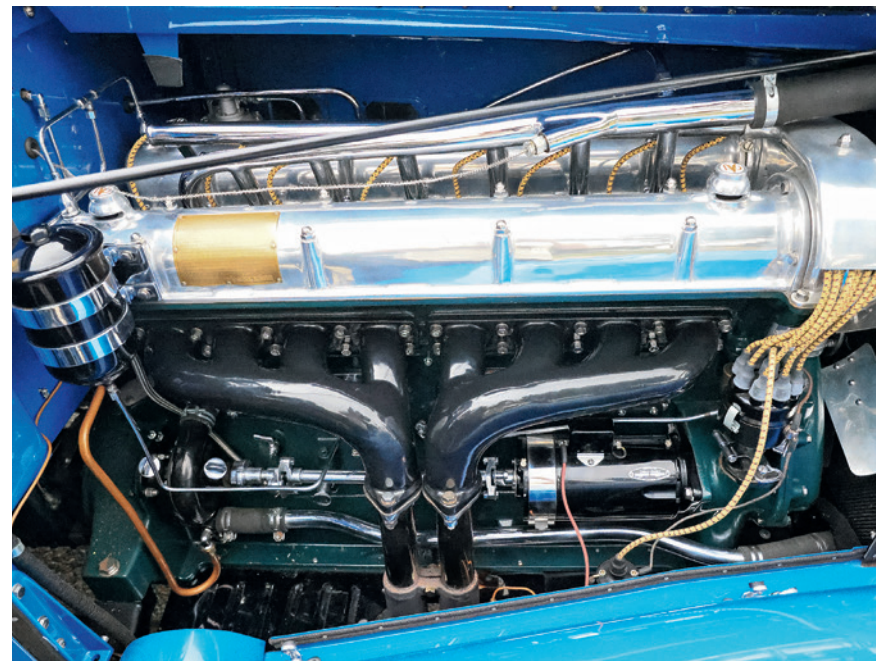
Current Owner (acquired from the above in 2014)



cylinder head, and the DV-32 was born. With its efficient four valve-per-cylinder configuration, the DV-32 engine was the heart of a brilliant, high-performance chassis that did not abide by the prevailing standards of Detroit, which championed 12- and 16-cylinder luxury cars. In its day, the Stutz DV-32 was an exceptionally fast automobile that proved formidable competition, even for Duesenberg's prestigious Model J.

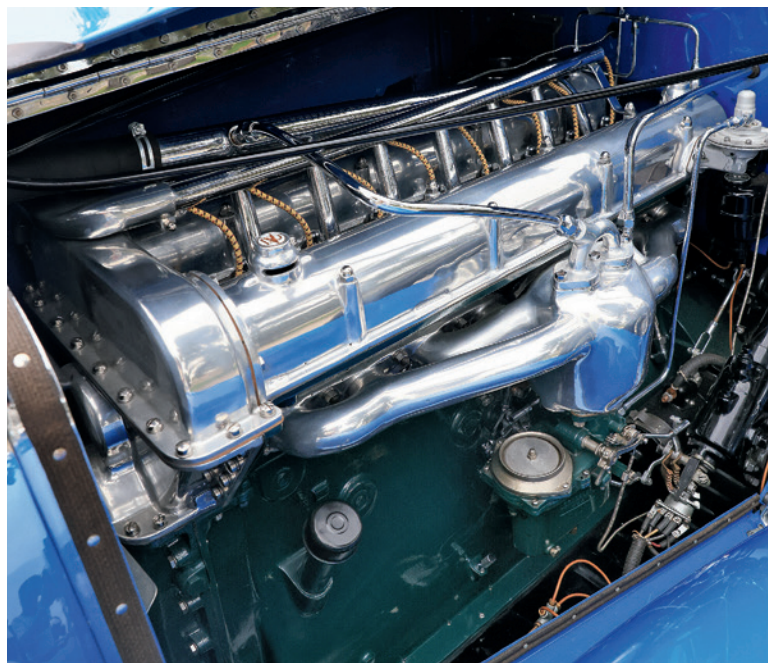
In Depression-era America, the top-of-the-line Stutz was an expensive automobile, built and sold in limited numbers. The last, and to many, the finest automobile Stutz ever built, the DV-32 is widely regarded as one of the great sporting motorcars of the Classic Era. To celebrate the model, Stutz revived the fabled Bearcat name for its existing Torpedo Speedster design and used the sleek model widely in its 1931 advertising for the debut of the DV-32. Drawing from the success of their roots, and celebrating Stutz's 20th anniversary, period advertisements included a lifelike rendering of the new Bearcat at speed, with its rounded tail, side-mounted spares, and dramatically cut-down doors ahead of the original Bearcat, and proclaiming "The Stutz 'Bearcat' Returns!" Each DV-32 Bearcat was to be delivered with a signed affidavit that a professional racing driver had driven the car at the rate of 100 mph.

The known history of this striking DV-32 Bearcat dates to 1959, when Tommy



LOT 41





Wolfe of Long Beach, California, is recorded as having sold it to the Harrah Automobile Collection of Sparks, Nevada. The rare Stutz was apparently kept in the partially restored condition in which it was purchased, and maintained within Mr. Harrah's famously diverse collection until the majority of the cars were sold beginning in 1986.

Texas-based Stutz authority Richard Mitchell acquired the DV-32 in the early 2010s, and added it to his considerable collection of the Indianapolis-built automobiles. In 2014, a deal was reached with the consignor, wherein the Bearcat would be restored to high-quality show standard in Mr. Mitchell's workshop as a condition of sale. In 2016, with the work complete, the sporting DV-32 took a place of honor within the consignor's California-based collection.

Today, strikingly finished in a brilliant blue hue with black upholstery and weather gear, and showing just 380 post-restoration miles, the Bearcat is one of few survivors of the famed, sporting body style, and is an apt flagbearer for the 156 hp DV-32. It stands ready to approach its next chapter, whether on tour or show, with its unique rakish elegance – the last and best offering of a truly hallowed American marque.



1931 STUTZ DV-32 BEARCAT

LOT 41





## 1987 FERRARI 328 GTS

VIN. ZFFXA20A8H0070827

\$140,000–\$160,000 without reserve

Launched at the 1985 Frankfurt Motor Show, Ferrari's 328 advanced the company's mid-engine, V-8 lineage. Featuring sensuous, aerodynamically enhanced bodywork, the 328 was offered in Berlinetta (GTB) and Targa (GTS) forms. Other updates included a larger-displacement DOHC 3.2-liter, V-8 engine, and interior refinements, including updated controls and improved ergonomics. Production ended by 1989, with just 6,068 built.

Assembled in March 1987, this superbly preserved 328 GTS evokes the 1980s with its rare white over red color combination. The consignor believes the interior to be original and states that its carpeting is original and protected by Ferrari branded floor mats. At the time of cataloguing, the car showed

just 29,760 miles. In recognition of its excellence, this 328 GTS earned the Ferrari Club of America Pacific Region Platinum Award in 2011 and served as the May 2021 *Classic Motorsports* magazine cover and feature car. A copy of the magazine is included along with service records and receipts, a Targa-top cover, owner's manual, tool kit, jack and space-saver spare tire. Recent service and attention includes replacement of the timing belts and water pump, plus a fluid service and extensive professional detailing. This FCA award winner also includes CARFAX and AutoCheck Vehicle History Reports. Complete with its accessories, documentation, and its rare-color finish, this stunning example would make an excellent addition to any collection of important modern classics.

### HIGHLIGHTS

Superbly Presented and Preserved Example  
May 2021 *Classic Motorsports* Cover and Feature Car  
Finished in Striking and Rare White over Red Livery  
FCA Pacific Region Platinum Award Winner; Timing Belts Replaced in 2025  
Accompanied by Documentation, Owner's Manual, Tool Kit, Jack, and Accessories

### SPECIFICATIONS

3,185 CC DOHC V-8 Engine  
Bosch K-Jetronic Fuel Injection  
260 BHP at 7,000 RPM  
5-Speed Manual Transaxle  
4-Wheel Disc Brakes  
4-Wheel Independent Double-Wishbone Suspension with Coil Springs







# 1990 LAMBORGHINI COUNTACH 25TH ANNIVERSARY EDITION

VIN. ZA9CA05A3LLA12666  
\$825,000–\$925,000

By 1988, nearly two decades after its stunning 1971 Geneva debut, the Marcello Gandini-designed Lamborghini Countach had become one of the most iconic supercars of all time. To commemorate the marque’s 25th anniversary – and the Countach’s finale – Lamborghini unveiled its most developed version, the 25th Anniversary Edition.

The new model retained the 5000 QV’s underpinnings, but received extensive updates overseen by Horacio Pagani, then a rising engineering talent at the company. The bodywork was revised with reshaped bumpers, deeper side skirts, and enlarged air intakes to improve cooling. Composite materials were used for the spoiler and the cabin offered better ventilation, more supportive

seats, and enhanced fit and finish.

Power came from a 5.2-liter, quad-cam V-12 and US- and Canadian-specification cars produced 415 hp. It could reach 0–60 mph in approximately 4.7 seconds and a claimed top speed of 183 mph.

This 1990 example is finished in *Rosso Siviglia* (Seville Red) over Champagne leather with red piping and was delivered on June 22, 1989, to Lamborghini distributor Eugene Carrie, according to factory data provided by legendary Lamborghini test driver Valentino Balboni.

## HIGHLIGHTS

- Showned Just 1,526 Km (948 Miles) when Catalogued
- Remains in Remarkable Time Capsule Condition
- Finished in Iconic *Rosso Siviglia* (Seville Red) over Champagne Leather
- One of Just 657 25th Anniversary Editions Built
- Accompanied by Tool Kit, Jack, Literature, Production Data from Valentino Balboni, and Records

## SPECIFICATIONS

- 5,167 CC DOHC V-12 Engine
- Electronic Fuel Injection
- 415 BHP at 7,000 RPM
- 5-Speed Manual Transaxle
- 4-Wheel Ventilated Disc Brakes
- Front and Rear Independent Suspension with Coil Springs and Telescopic Shock Absorbers





## PROVENANCE

Wallace J. Sulentic, Bend, Oregon (acquired new via Lamborghini Distributor Eugene Carrie)

Dr. Gary Groves, Redlands, California (purchased from the above in 1996)

Private Collection, Ohio (acquired circa 2014)

Current Owner (acquired from the above)

According to the consignor, the Countach is believed to have been specially ordered without Lamborghini's iconic but optional rear wing, by Wallace J. Sulentic, a manufacturing executive and enthusiast. In correspondence on file, Sulentic explained, "I wanted a car without a rear wing...I wanted a car exactly as it came from the factory."

Sulentic retained the Countach and kept it unregistered and on its Manufacturer's Statement of Origin (MSO) until December 1996, when he titled it and sold it to Dr. Gary Groves, a physician and collector based in Redlands, California. A letter on file and accompanying photograph highlight that the Lamborghini had then traveled just 524 km (325 miles).

Dr. Groves, who maintained an impressive collection, used the car sparingly, and, in 2012, the mileage was recorded as just 1,339 km (832 miles). Groves kept the Countach until around 2014, at which point it was sold into a private collection in Ohio. In 2023, the Lamborghini was sold to the consignor, who, in 2025, had an oil filter change, hi-speed polish, show-level detail, and fluids change performed.

Showing just 1,526 km (948 miles) when catalogued, the Countach remains in remarkable condition, with countless original details throughout, and the

consignor notes that the rear panel has never been drilled for a license plate. The car is accompanied by a tool kit, literature, factory brochure, period correspondence, and other records.

In a May 2023 retrospective on the Countach, *Road & Track* magazine noted, "It not only lives up to its outrageous looks – it also surprises as a legitimately pleasant grand touring machine." Exceptionally original, fastidiously preserved, and offered with fascinating documentation, this time capsule Countach is one of the most compelling 25th Anniversary Editions to come to market in many years.



1990 LAMBORGHINI COUNTACH 25TH ANNIVERSARY EDITION

LOT 43





1988 ASTON MARTIN V8 VANTAGE VOLANTE ‘X-PACK’

VIN. SCFCV81V4JTL15702  
ENGINE NO. V/580/5702/X  
\$700,000–\$900,000

Introduced in 1977, the Aston Martin V8 Vantage stood as Britain’s sole entry into the rarefied world of supercars, joining the ranks of the Ferrari 512 Berlinetta Boxer, Lamborghini Countach, and Porsche 930 Turbo. With a reworked 5.3-litre V-8 breathing through four 48 mm Weber carburetors, the Vantage delivered a mighty 370 bhp, paired with uprated suspension, larger ventilated brakes, and low-profile tires to match its increased performance. Its distinctive styling cues, such as the blanked-off bonnet scoop and integrated rear spoiler, distinguished it as something special – even at a glance.

By the mid-1980s, the model reached its zenith with the introduction of the X-Pack, its name referring to the “V580X” engine code. First shown at the 1986

Birmingham Motor Show, the X-Pack was the final and most powerful iteration of the V8 Vantage line. Output rose to 410 hp and over 430 hp was available with optional factory tuning. Featuring high-compression Cosworth pistons, high-lift camshafts, and design elements derived from the limited-run V8 Zagato, the X-Pack represented the culmination of a decade of performance development.

When *Autocar* magazine tested the V580X in its June 1988 issue, they reported: “The Vantage is astonishingly fast... Torque and acceleration are both thunderous: floor the throttle in gears three, four or five and the Vantage snorts and flies off.” It was a fitting tribute to what was then the most powerful production Aston Martin ever built.

HIGHLIGHTS

Exceptionally Rare Vantage Volante in Ultimate V580X “X-Pack” Specification  
European-Specification, Left-Hand-Drive Example with Five-Speed Manual ZF Gearbox  
Time Capsule Example Showing Just 1,791 Km (Approximately 1,100 Miles) when Catalogued  
An Icon of 1980s Performance Finished in Vibrant Suffolk Red over Tan  
Accompanied by Original Books, Tool Kit, Jack, Warranty, and Documentation  
Offered from a Significant American Aston Martin Collection

SPECIFICATIONS

5,340 CC DOHC Alloy V-8 Engine  
Four Weber 48 IDF3 Carburetors  
410 BHP at 6,000 RPM  
5-Speed ZF Manual Gearbox  
4-Wheel Servo-Assisted Ventilated Disc Brakes  
Front Independent Suspension with Unequal Transverse Wishbones, Coil Springs, and Shock Absorbers  
Rear De Dion Axle with Watts Linkage and Coil-Over Shock Absorbers

*\*Please note that this vehicle will not be sold for use or resale in California or to a non-dealer California resident.*





## PROVENANCE

Adel Kamil Sindi, Cannes, France (acquired new via Achilli Motors in 1988)

Claude Levy, Cannes, France (acquired from the above by 2016)

DPM Motors, Monte Carlo, Monaco (acquired from the above by 2022)

Current Owner (acquired from the above)

The Volante version – offering luxurious open-air motoring with uncompromising performance – was even more exclusive. Only 109 examples were built over three years, with just 33 specified in left-hand drive and a mere 79 equipped with the desirable five-speed ZF manual gearbox. In contrast to mass-produced rivals, the X-Pack Volante's traditional styling and handcrafted pedigree made it a standout even in elite company. Today, it represents one of the most coveted expressions of classic British muscle – a fitting swan song for Aston Martin's iconic William Towns-designed V8 era.

Not only is the V8 Vantage Volante “X-Pack” offered here one of the precious few European-delivered, five-speed examples built, it is a true time capsule, having covered just 1,791 km – approximately 1,100 miles – from new.

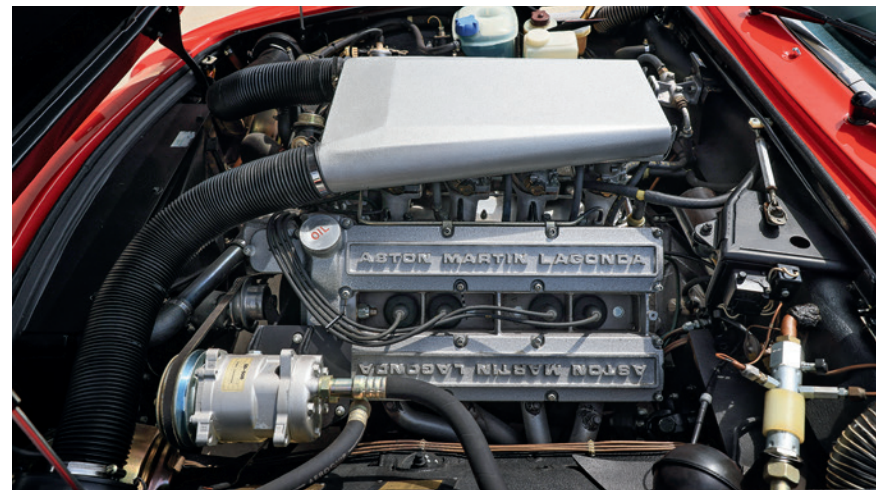
According to records on file, this Aston Martin, chassis 15702, was delivered new via Achilli Motors of Milan, Italy, to its first owner, Adel Kamil Sindi. The former Director General of Saudi Arabian Airlines and the nation's Assistant Minister of Defense and Aviation in 1979, Mr. Sindi specified his new X-Pack Volante in the vibrant shade of Suffolk Red with tan leather upholstery. The car's optional features include luxurious Wilton wool over-mats, a top-of-the-line Sony stereo with Nakamichi speakers, and Ronal wheels wearing Goodyear Eagle tires.

Mr. Sindi first registered his Aston Martin in October 1988 and kept it at his home in Cannes, France, together with a Lamborghini Countach 25th Anniversary model finished in an identical color scheme. The Volante saw sparing use over the next decade; when it was serviced by Royal Motors Cannes in May 2000, it had covered a mere 1,356 km.

In 2016, the X-Pack Volante was sold to fellow Cannes resident Claude Levy, and the car's maintenance book records a service carried out by Aston Martin Monaco in September 2021, with the odometer displaying just 1,713 km.

Since 2022, the V8 has resided in a significant American collection, where it has been maintained and displayed among other exclusive Aston Martins, ranging from a DB4 GT Zagato to the latest Valour. Today, it remains in pristine condition and is accompanied by its original handbooks, tool roll, jack, and emergency spare. The V8 is also offered with an impressive history file containing the original Aston Martin warranty papers, certificate of ownership, service records, and copies of original correspondence with Achilli Motors.

As a left-hand-drive, European-delivered V580X Volante equipped with the highly sought-after five-speed manual gearbox, this car represents the ultimate evolution of a beloved and iconic Aston Martin model. Its exceptionally low



LOT 44





mileage, documented provenance, and outstanding original condition make it one of the finest examples in existence. For discerning collectors seeking an essentially as-new V8 Vantage Volante, the appearance of this car at auction represents an opportunity to acquire the very best of a refined breed.



1988 ASTON MARTIN V8 VANTAGE VOLANTE 'X-PACK'

LOT 44





## 2019 PORSCHE 911 GT3 RS WEISSACH

VIN. WP0AF2A98KS165331

\$200,000–\$250,000 without reserve

Introduced in February 2018, the Porsche 911 GT3 RS (991.2) built on its predecessor's legacy with a high-revving, naturally aspirated 4.0-liter flat-six producing 520 hp and a 9,000 rpm redline. This 2019 Porsche 911 GT3 RS is finished in extra-cost GT Silver Metallic over a Black leather and Alcantara interior. Extensively optioned, its window sticker lists Porsche Ceramic Composite Brakes (PCCB), front-axle lift system, extended-range fuel tank, light design package, Bose surround sound, heated adaptive sport seats, Chrono package, satin black-painted wheels, extended deviated stitching, Guards Red instruments and seat belts, and LED headlights in black with Porsche Dynamic Light System (PDLS). The aforementioned and sought-after Weissach Package capped a total MSRP of \$241,700.

### HIGHLIGHTS

One of the Most Celebrated Contemporary Porsche Performance Models Showing Just Over 1,400 Miles when Catalogued  
Finished in GT Silver Metallic over Black Leather and Alcantara  
Highly Specified Example, Including Front-Axle Lift and Carbon Ceramic Brakes  
Equipped with Weight-Reducing Weissach Package  
Offered with Manuals, Window Sticker, Service Records, and Factory Rear Wing

Maintained within the current owner's private collection since July 2020, this car showed just over 1,400 miles at the time of cataloguing and remains in exceptionally well-preserved condition. A clear, protective film covers the front bumper, clear side markers have been installed, and factory graphics were removed. A wing-delete kit from Sicktoiz, mounted using the original factory points, is currently fitted.

Offered with its original window sticker, manuals, service records, and factory rear wing, this low-mileage GT3 RS Weissach is a superb example of Porsche's motor sports engineering, and presents a compelling opportunity for collectors and driving enthusiasts alike.

### SPECIFICATIONS

3,996 CC DOHC 24-Valve Flat 6-Cylinder Engine  
Direct Fuel Injection  
520 BHP at 8,250 RPM  
7-Speed Porsche Doppelkupplung (PDK) Dual-Clutch Transmission  
4-Wheel Carbon Ceramic Disc Brakes  
Front Independent Suspension with McPherson Struts  
Rear Independent Multi-Link LSA Suspension





## 1929 BENTLEY SPEED SIX DROPHEAD COUPE

COACHWORK BY SAOUTCHIK

CHASSIS NO. SB2769

ENGINE NO. NH2729

\$2,000,000–\$3,500,000

Among the array of Vintage Bentley models, the Speed Six is held in the highest regard, with W.O. Bentley himself describing it as “the most successful sporting car we made.” The Speed Six’s lore is legendary, from its October 1928 introduction at the Olympia Motor Show, to Woolf Barnato and the Blue Train saga, to the back-to-back Le Mans victories in 1929 and 1930. However, absolute speed was only half of the Speed Six equation, as the manner in which its raw power was delivered instilled a level of driver confidence unmatched by competitors. Period Bentley advertising promised speed, comfort, and reliability.

The Speed Six was the natural evolution of the 6.5-litre model, benefiting from a higher compression ratio and twin carburetors. Mechanical upgrades for

cars built for 1930 (from chassis SB2759 and earlier) included a revised intake manifold and Bosch magneto with horsepower now reaching 180. Visually, Speed Six differences were minimal and included a parallel-sided radiator, replacing the angled version of the 6.5-litre model, and green enamel badging. Just 182 Speed Six models were built during its two-year production run, with three chassis lengths offered in order to accommodate stunning coachwork ranging from Le Mans tourers to formal saloons.

Chassis SB2769 was built on the short, 11' 6" chassis and carries one of the most striking bodies ever to grace a coachbuilt Vintage Bentley. It is no surprise that this comes from the pen of Jacques Saoutchik. A coachbuilder is always

### HIGHLIGHTS

One of Just 182 Speed Sixes Built, the Sole Example Bodied by Saoutchik  
Two-Time Pebble Beach Concours d’Elegance® First in Class Winner  
No-Expense-Spared Restoration by Bentley Specialist R.C. Moss  
A Noteworthy Vintage Bentley with Original Chassis, Engine, and Coachwork  
Highly Sought-After Short Chassis, Lavished with One of the Most Expensive Bodies Fitted to a Speed Six  
Exquisite Coachwork Features Extensive Use of German Silver and Includes Fitted Luggage

### SPECIFICATIONS

6,597 CC SOHC Inline 6-Cylinder Engine  
Twin SU Carburetors  
180 BHP at 3,500 RPM  
4-Speed Manual Gearbox  
4-Wheel Mechanical Drum Brakes  
Front Solid Axle with Semi-Elliptical Leaf Springs  
Rear Live Axle with Semi-Elliptical Leaf Springs





## PROVENANCE

William F. Leib, San Francisco, California (acquired new)

Don Blank, Burlingame, California (acquired circa 1950)

Robert Martin, Houston, Texas (acquired from the above circa 1980)

Lawrence Smith, Wichita, Kansas (acquired from the above in 1999)

Current Owner (acquired from the above)

at their best when truly inspired by a client, and in this case the client, one William F. Leib, would no doubt have also been inspired. It is said that this car was commissioned on the occasion of his second marriage.

Mr. Leib, a wealthy San Francisco stockbroker, had founded Leib Keyston Co. with his partner George Keyston in 1919, and from their large offices at 50 Post Street had developed a very successful business. Hailing originally from Louisville, Kentucky, he was well ingrained in the San Francisco society circles as a member of the Pacific Union Club, among other institutions, by the late 1920s. His bride, Arabella McCreery – the wife of the late Lawrence McCreery – was even more well-to-do. At the time of her first marriage, she was known as Arabella Schwerin, and the occasion was described as “uniting two of the oldest, and probably best known, socially and financially, families of California.”

With money being no object, the flamboyant Speed Six conjured by Saoutchik was replete with all of the hallmark features of the coachbuilder’s art from this period. Every aspect was tailored. Its exterior echoed the bulbous Bentley radiator at its bow, with gracefully curved shoulders and bodywork that flowed on every plane, including the subtly dished door bases. The trademark flowing fenders were exquisitely laced, with bright nickel silver stretching from bold spears at the front to neatly tapered rear fender treatments. The vee’d Bentley

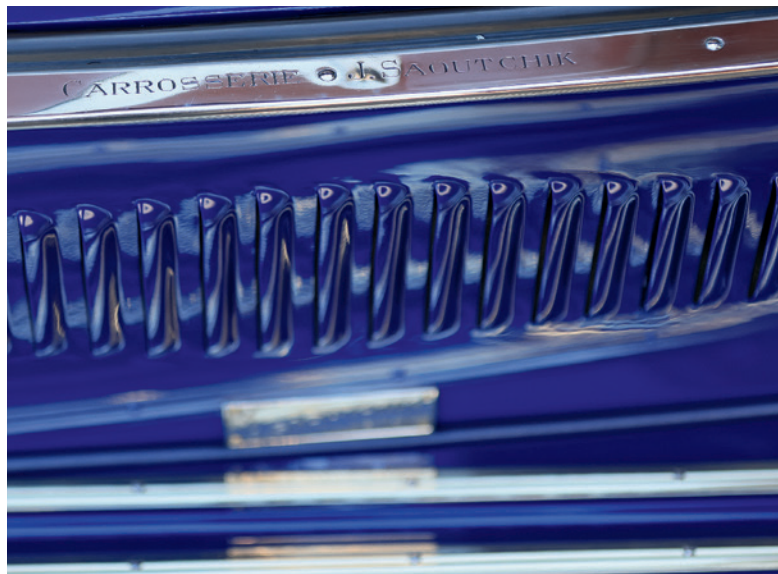
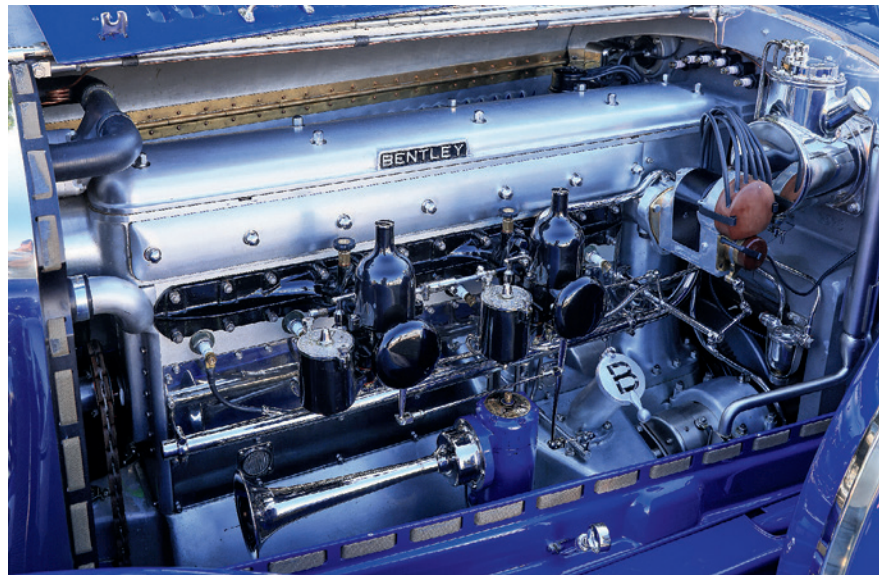
radiator was matched by the vee of the windshield itself – purposefully raked and rising to the neat, convertible top. Another signature Saoutchik detail – a long, diamond-shaped array of tapered louvres – appeared below each door. A picture of modernity in its day, the trunk was seamlessly integrated into the bodywork, flanked at either end by elegant biplane bumpers.

The Speed Six was equally admirable inside the cockpit, where the exterior’s themes continued with a highly unusual, polished, solid German-silver dashboard and matching door cappings – each fitted with coach handles for the sprung windows, another Saoutchik hallmark. If the sheer design and imposing size of the six-cylinder Bentley were not enough of a statement, its original cobalt blue and magnolia color scheme made it entirely plausible that talk of the Speed Six at Mr. Leib’s nuptials eclipsed talk of the wedding itself. The new Bentley is believed to have remained with Mr. and Mrs. Leib for many years, until Mrs. Leib’s passing in 1950. Soon after, the car passed into the hands of a new owner, Don Blank of nearby Burlingame, California. Under Mr. Blank’s care, the Speed Six was handsomely featured in *Road & Track* magazine in 1952.

By the 1980s, the Speed Six had entered the collection of noted enthusiast Robert Martin, who used and exhibited the car in the UK – including at the Bentley Drivers Club show in Kensington Gardens. It later passed to famed









## EXHIBITION HIGHLIGHTS

Bentley Drivers Club Concours, Kensington Gardens, 1986 (First in Class)

Pebble Beach Concours d'Elegance®, 2001 (First in Class)

Pebble Beach Concours d'Elegance®, 2014 (First in Class)

Kansas-based collector Lawrence Smith, who showed the car at Pebble Beach in 2001, before selling it to the current owner.

More than a decade ago, the car was entrusted to R.C. Moss in the UK for refurbishment. One of the foremost experts of this era of the marque, R.C. Moss – a company with the finest eye for the details – embarked on an exquisite restoration of the already incredibly original car. Before commencing work, Graham Moss commented: “It was clear that car had been looked after really well, and as soon as I saw it I knew it was something special; probably the most unique Vintage Bentley I have ever seen. This is not only a ‘matching numbers’ car, but absolutely everything was there, down to the [original] chassis clips for the wiring.” The work included a repaint by Lone Pine Garage, specialists subcontracted by Moss, which returned the car to its Cobalt blue hue, just as Mr. and Mrs. Leib would have enjoyed in the early days of their marriage. With more than \$1 million spent on its restoration, the Speed Six returned in style to the lawns of Pebble Beach, where it received a well-earned First in Class award. Over the course of the last decade, the car has remained cosseted within a major private collection, continuing to be well cared-for and lovingly maintained.

## FEATURED MEDIA

*Jacques Saoutchik – Maître Carrossier*, by Peter Larsen and Ben Erickson

*Bentley: The Vintage Years*, by Dr. Clare Hay

*Bentley Speed Six*, by Dr. Clare Hay

Endowed with the effortless performance of the legendary Le Mans-inspired, six-cylinder, 6 ½-litre engine, and only modestly encumbered by its compact body, this Saoutchik Drophead Coupe has considerable potential as a strong tour car for a multitude of events. Whether on a North American Vintage Bentley Club or Rolls-Royce Owners’ Club tour – or even a long-distance event like the Colorado Grand – driving and experiencing the tremendous surge of power these cars offer is endlessly rewarding. As listed in the definitive reference work *Bentley: The Vintage Years* by Dr. Clare Hay, it is noted as being: “In [the] USA in extraordinarily original order, low mileage from new, original body and all original components.” Never before publicly offered for sale, this one-of-a-kind Bentley presents its next custodian with the ownership of a *rara avis* in terms of its build, originality, history, and condition.



1929 BENTLEY SPEED SIX DROPHEAD COUPE

LOT 46





## 1971 PORSCHE 911 ST RALLY

CHASSIS NO. 9111300647

\$750,000–\$950,000

Between 1970 and 1972, Porsche built a limited number of sport-purpose 911s that are now commonly referred to as STs – a 911 S in the lightweight trim of a T. Following the tradition established by the 911 R, these 911 STs were purpose-built competition machines developed at the pinnacle of Porsche’s endurance racing program and equipped with state-of-the-art components. Constructed in Porsche’s Werk I race shop, STs were campaigned by privateers and the factory team in a wide range of events – from endurance races to punishing, off-road rallies.

This 911 ST, chassis 9111300647, is one of five rally cars that Porsche constructed for their works racing team’s assault on the 1971 East African Safari Rally. Held

in various forms since 1953, the East African Safari Rally was, and remains, one of the world’s most challenging motor sports events. A 4,000-mile, multi-stage competition that traversed Kenya, Uganda, and Tanzania, the 1971 running of the Safari Rally attracted factory entries from Nissan, Ford, Lancia, and Saab. Porsche also committed to a full factory effort, sending five ST rally cars, eight service vehicles, and a reconnaissance plane to Kenya in spring 1971.

The five-car Porsche team consisted of three race cars and two *trainingwagens*, or practice cars: one green, one white. The car offered here was the white practice car, which wore the German registration “S-AA 3129.” The unique configuration for these ST rally cars, or STRs, included strengthened body shells

### HIGHLIGHTS

One of Five Works 911 ST Rally Cars Built for the 1971 East African Safari Rally  
Restored by Porsche Expert Gary Kempton and Documented by Model Authority Hugh Hodges  
Displayed at Rennsport Reunion and the Amelia Island Concours d’Elegance  
Presented in Its Original Colors, Complete with Period Rally Equipment  
A Road-Registered, Event-Eligible, and Utterly Unique Works Racing Porsche

### SPECIFICATIONS

2,300 CC SOHC Flat 6-Cylinder Engine  
Estimated 190 HP  
Bosch Mechanical Fuel Injection  
5-Speed Manual Transaxle  
4-Wheel Hydraulic Disc Brakes  
4-Wheel Independent Suspension with Torsion Bars







Works Porsches in transit: 0647 and sister car following the East African Safari Rally, 1971. Photo courtesy of Jeff Zwart.

## PROVENANCE

Porsche AG, Stuttgart, Germany

Private Owner, Sweden (acquired circa mid-1970s)

Private Collection, US (acquired by 2007)

Karl-Heinz Feustel, Germany

Jeff Zwart, California (acquired from the above in 2011)

Current Owner (acquired from the above in 2020)

with extra structural reinforcements and wide rear fender flares. Powered by a twin-plug engine, the Safari cars were equipped with revised gear ratios, a 40% locking differential, and increased oil capacity. Designed to handle any terrain, the STRs were raised to give 10" of ground clearance and outfitted with a roll bar, CB radio, skid plates, dual spares, auxiliary lighting, timing equipment, and any accessories deemed necessary. As Porsche's factory effort was sponsored by Sears, all five cars were fitted with the brand's distinctive white-stripe tires.

Included among the rally's finishers was one of the works 911 STRs, which placed 5th Overall. Following this event, this car was reportedly sold to a Swedish customer and later relocated to Germany, where it was repainted blue and converted to circuit specification. After its acquisition by an American collector, the ST was sent to Porsche specialist Gary Kempton in 2007 for a show-quality restoration. Several telltale features were immediately uncovered, including the reinforced jack points and the letters "STR" stenciled in chalk inside the rear wheel arch. The historic 911 was then completely restored to its original works rally specification, but finished in the more famous green livery of the no. 33/Waldegård car.

In 2011, respected Porsche authority Jeff Zwart purchased 0647 from Karl-Heinz Feustel, and the research of ST authority Hugh Hodges confirmed that this car is in fact the white *trainingwagen* from 1971, leading to the refinishing of the ST in its historically accurate Light Ivory and black paint scheme. In the care of the consignor, an avid vintage rally enthusiast, the livery of this extraordinary 911 has been enhanced and is now presented in appropriate appearance for the 1971 race; it features white-striped tires as it did when new, as well as Sears-branded locks on the hood. Contained in the car's history file are copies of important factory records, period photographs, registration documents, and more.

One of only four East African Safari Rally STs known to survive, this road-going rally car is an important piece of Porsche racing history. This notable example stands as a fantastic tribute to the extraordinary versatility of the 911 and, as a genuine works team car, is worthy of a place in the most discerning Porsche collection.



1971 PORSCHE 911 ST RALLY

LOT 47





## 1927 LANCIA LAMBDA 7TH SERIES TORPÉDO TOURER

CHASSIS NO. 17181

\$150,000–\$200,000 without reserve

Inspired by the strength of an ocean liner's hull, Vincenzo Lancia conceived a groundbreaking car – the Lambda. Designed by Battista Falchetto, it featured revolutionary innovations for its time: unitary chassis-body construction, independent sliding-pillar front suspension, and a lively narrow-angle V-4 engine. Produced across nine series, the Lambda was acclaimed both on road and track, including a 1-2-3 finish at the 1927 1000 Miglia. Today, it remains a landmark in automotive design.

This exceptional example, delivered new to England via Lancia Works Ltd. of Alperston, was later imported to Italy by Sig. Medici of Reggio Emilia. Restored by marque specialists KCA of Torino, in its original gray with distinctive “printed”

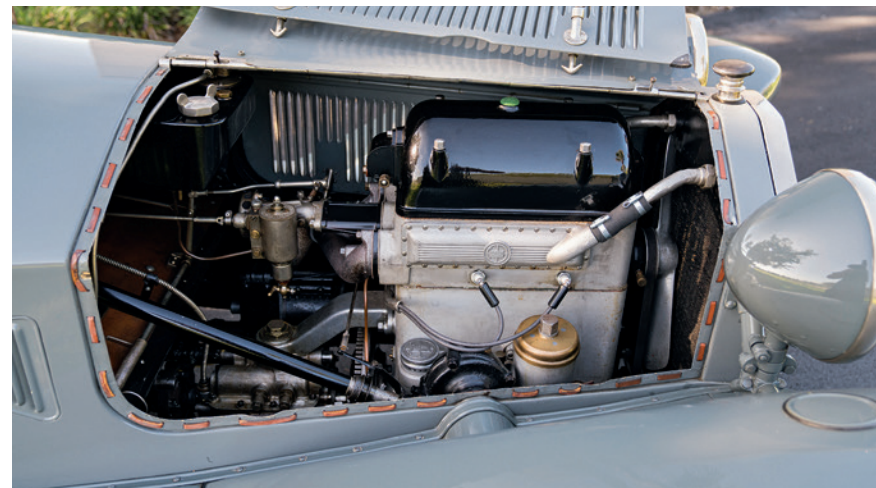
leather upholstery, it earned accolades in both concours and was actively involved in Lancia Club gatherings and rallies. While in Italy, it was ASI homologated and issued a FIVA Identity Card. Sold at auction in 2005 on behalf of noted *Lancista* Silvano Cima, it was acquired by Franco Giuffrida, another respected Italian collector. Since 2007, this car has resided in a preeminent American museum collection, where it has benefited from meticulous, expert care. Fitted with a more powerful three-liter V-4 and later gearbox (no. 5911), it offers enhanced acceleration and relaxed cruising. Few vintage motorcars match the Lambda's blend of elegance, engineering, and usability – making it a favored entrant in long-distance tours and historic events like the 1000 Miglia.

### HIGHLIGHTS

A Superb Example of Lancia's Revolutionary Lambda  
Tastefully Restored by Marque Specialist KCA of Torino  
Upgraded with More Powerful 3-Liter Engine  
Formerly Owned by Noted Italian *Lancista* Silvano Cima  
Offered on Behalf of a Significant Museum Collection  
Elegant, Technically Advanced, and Event-Eligible Italian Classic

### SPECIFICATIONS

3-Liter SOHC V-4 Engine  
Single Zenith Carburetor  
Estimated 80 HP at 3,500 RPM  
4-Speed Manual Gearbox  
4-Wheel Mechanical Drum Brakes  
Front Independent Sliding-Pillar Suspension  
Rear Live Axle with Semi-Elliptical Leaf Springs





## 1961 FERRARI 250 GT SWB CALIFORNIA SPIDER

COACHWORK BY SCAGLIETTI  
CHASSIS NO. 2277 GT  
ENGINE NO. 2277 GT  
\$8,000,000–\$10,000,000

By the late 1950s, Ferrari recognized the growing demand from young, affluent American enthusiasts for a sports car offering both performance and glamour. At the urging of influential distributors Luigi Chinetti and John von Neumann, Ferrari developed a new, open-top 250 GT variant tailored specifically for the North American market. The concept was clear: a dual-purpose sports car that could serve as elegant weekday transportation and hold its own in weekend competition. The result was the 250 GT California Spider – one of the most iconic and desirable Ferraris ever built.

Styled by Carrozzeria Scaglietti, the California Spider was immediately recognized for its rakish lines, minimalist interior appointments, and racing

pedigree. The earliest cars were built on the long-wheelbase (LWB) 250 GT chassis and shared mechanical underpinnings with Ferrari’s contemporary Tour de France Berlinetta. In Ferrari tradition, several LWB California Spiders were fitted with competition features such as alloy coachwork, tuned engines, and long-range fuel tanks, leading to strong performances at Le Mans, Sebring, and in SCCA racing.

In 1960, Ferrari developed the model further, with the introduction of the 250 GT SWB California Spider. Based on the recently introduced short-wheelbase Berlinetta chassis, this final evolution of the California Spider offered significant mechanical and aesthetic advancements. The shorter chassis sharpened

### HIGHLIGHTS

Among the Most Iconic Classic Ferraris – The Short-Wheelbase California Spider  
Believed to be the Sole Example Originally Finished in *Nocciola* over Tobacco  
Delivered New to Noted Milanese Publisher and Ferrari VIP Customer Dino Fabbri  
Owned by Famed Singer and Actor “Little Tony,” Featured in Several Italian Films  
Ferrari Classiche Certified; Retains Original Chassis, Body, and Drivetrain  
Documented by Ferrari Historian Marcel Massini and Archivio Targhe

### SPECIFICATIONS

2,953 CC SOHC Tipo 168/61 V-12 Engine  
Three Weber 40 DCL6 Carburetors  
240 BHP at 7,000 RPM  
4-Speed Manual Gearbox  
4-Wheel Dunlop Servo-Assisted Disc Brakes  
Front Independent Coil-Spring Suspension with Tubular Shock Absorbers  
Rear Live Axle with Semi-Elliptical Leaf Springs and Tubular Shock Absorbers

*\*Please note that this vehicle is titled 1960.*



LOT 49



PROVENANCE

Dino Fabbri, Milan, Italy (acquired new via M. Gastone Crepaldi Automobili S.a.s in 1961)  
Antonio “Little Tony” Ciacci, Republic of San Marino (acquired in 1965)  
Antonio Palma, Rome, Italy (acquired from the above in 1967)  
Romano Pietrosanti, Rome, Italy (acquired from the above in 1968)  
Sharon Nina Damion, Laurelton, New York (acquired from the above via SAS Motor in 1968)  
William E. Caldwell, Syosset, New York (acquired in 1969)  
Steven Kessler Motorcars, New York City, New York (acquired from the above in 1980)

handling, while standard four-wheel disc brakes and improved suspension components enhanced performance on both road and track. Under the hood, the outside-plug tipo 168 V-12 engine delivered the expected Ferrari qualities: robust power, refined drivability, and relative reliability.

Scaglietti took full advantage of the updated chassis to redesign the body, resulting in a more compact and aggressive form. The SWB version featured more rounded front fenders, muscular rear haunches, and an overall stance that conveyed both elegance and intent. Inside, the SWB California Spider was better appointed than its predecessor, with stitched leather replacing painted surfaces, plush wool carpets in place of rubber mats, and redesigned seating that increased passenger space in the cockpit, making long-distance touring more comfortable.

Despite its increased refinement, the SWB California Spider never lost its sporting character. Several examples competed in prestigious races such as the Targa Florio and the 24 Hours of Le Mans. Of the 106 California Spiders built between 1957 and 1963, just 56 were SWB variants – making them among the rarest, most coveted Ferraris of all time.

The example presented here, chassis 2277 GT, stands out as one of the most

(continued)

Jerome Morici, Clifton, New Jersey (acquired from the above in 1982)  
Jon Edelman, Arroyo Honda, New Mexico (acquired from the above in 1993)  
Symbolic Motor Car Co., La Jolla, California (acquired in 1995)  
Dean Becker, Highland Park, Illinois (acquired from the above in 1995)  
Carlos Hank Rhon, Mexico City, Mexico (acquired from the above in 1996)  
Paul Michaels, London, England (acquired from the above in 2006)  
Private Collection, Melbourne, Australia (acquired from the above in 2022)  
Current Owner (acquired from the above)

captivating of these iconic Ferraris – distinguished by its rare original color scheme, glamorous celebrity ownership, appearances in period Italian cinema, and Ferrari Classiche certification.

The history of this car begins in January 1961, when it was completed at the Ferrari factory. Finished in the unique and sophisticated shade of *Nocciola* (Hazelnut) over Tobacco leather upholstery, the new California Spider was equipped with a trio of 40 mm Weber carburetors, Miletto shock absorbers, an Abarth competition exhaust, and Borrani RW3591 wire wheels wearing Pirelli Cinturato tires.

Soon after completion, 2277 GT was delivered to the official Ferrari agent in Milan, M. Gastone Crepaldi Automobili S.a.s., and sold to its first private owner, Dino Fabbri.

Sig. Fabbri, co-founder of the esteemed Italian publishing house Fratelli Fabbri Editori, was a passionate Ferrari enthusiast with a discerning eye for the marque’s most elegant open-top models – including the 250 GT Series I Cabriolet, 275 GTS, and 365 California Spider. Renowned for his jet-set lifestyle, he maintained lavish residences in Milan, Paris, Megève, and London, and was celebrated for his impeccable style and glamorous social circle.





## EXHIBITION HIGHLIGHTS

FCA Northeast Region Meeting, Long Island, New York, 1975

Greenwich Polo Club Car Show, Greenwich, New York, 1987

Cavallino Classic, 1996

Cavallino Classic, 2002

Following Sig. Fabbri's ownership, 2277 GT found a fitting new custodian in the celebrated pop star "Little Tony" – an equally charismatic figure with a passion for Italian style and performance.

Born Antonio Ciacchi in the Republic of San Marino – a small, independent nation in the heart of Italy – Little Tony was a rock and roll singer who rose to fame in the late 1950s and early 1960s. Inspired by Little Richard and described as the "Italian Elvis Presley," he gained international attention as the frontman of *Little Tony & His Brothers*, initially achieving chart success in Britain with hits like "I Can't Help It" and "Too Good." After returning to Italy in the early 1960s, he scored his first Italian No. 1 hit with "Il Ragazzo col Ciuffo" in 1962. He then transitioned into a successful film career, appearing in over 20 films within the popular *musicarelli* genre. His stardom and glamorous lifestyle were reflected in his impressive collection of exotic sports cars, which included Ferraris such as the 330 GT, 275 GTB/4, and 365 GTB/4, as well as other exotics: Maserati 5000 GT, Bizzarrini 5300 GT Strada, and several Lamborghini Miuras.

Early in Little Tony's ownership, 2277 GT was refinished in light metallic blue-green with light, almost off-white upholstery, and was registered in his native San Marino as "3150 RSM." During his ownership, Little Tony's California Spider made a cameo in one of his films, *Riderà! (Cuore Matto)* (1967), directed

by Bruno Corbucci and produced by West Film.

In 1967, Little Tony sold 2277 GT to 21-year-old Roman car enthusiast Antonio Palma. He registered the Ferrari as "Roma-A88189" and had it repainted in a more traditional color scheme – red with black upholstery. In this new guise, the California Spider made two further film appearances: *La Più Bella Coppia del Mondo* (1968) and the comedy *Sissignore* (1968), starring Ugo Tognazzi. The latter features the Ferrari in what is often cited as one of the most dangerous car chase sequences ever filmed, as 2277 GT tears through public roads in a high-speed duel with a Lamborghini Miura P400.

In February 1968, 2277 GT changed hands once again, remaining in Rome under the ownership of Romano Pietrosanti. That September, it was sold through dealer SAS Motor to Sharon Nina Damion of Laurelton, New York, marking the car's transition from Italian to American ownership. By late 1968, the California Spider had arrived on US soil, landing briefly with a used car dealer in Mineola, New York, before being acquired in 1969 by William Caldwell of Syosset, Long Island.

A dedicated enthusiast, Mr. Caldwell retained 2277 GT for roughly a decade, along with a companion 250 GT Pinin Farina Coupe. During his ownership, the California Spider was shown at the second annual FCA Northeast Regional



Little Tony in his SWB California Spider, chassis 2277 GT, at the Hotel Ariston in Sicily, circa 1965. Photo courtesy of Marcel Massini.



## FEATURED MEDIA

*Ferrari Serial Numbers Part I*, by Hilary A. Raab Jr.

*Ferrari Spyder California*, by Stanley Nowak

*La Più Bella Coppia del Mondo*, 1968 Film

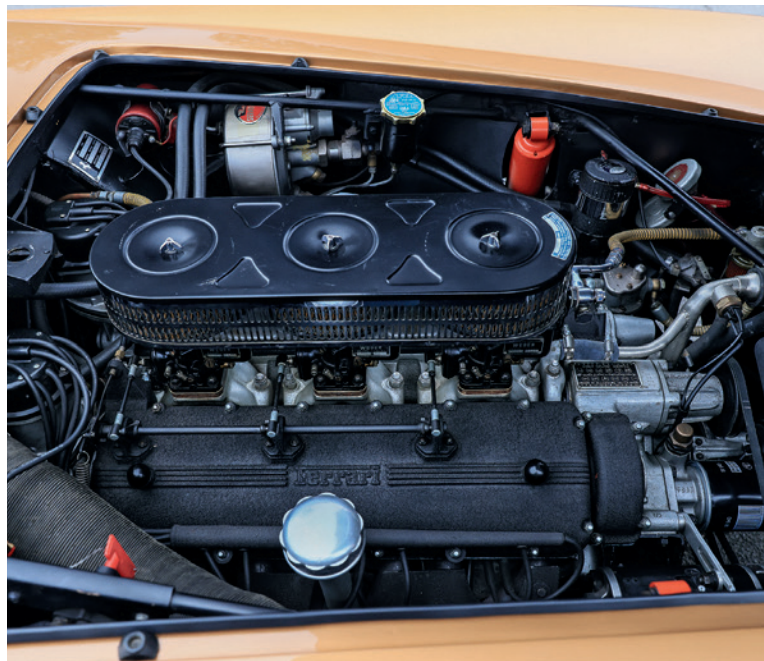
*Octane*, Issue no. 164

*Riderà!* (Cuore Matto), 1967 Film

*Sissignore*, 1968 Film

*The Spyder California: A Ferrari of Particular Distinction*, by George M. Carrick

*Thoroughbred & Classic Cars*, July 2012, “Ferrari California”

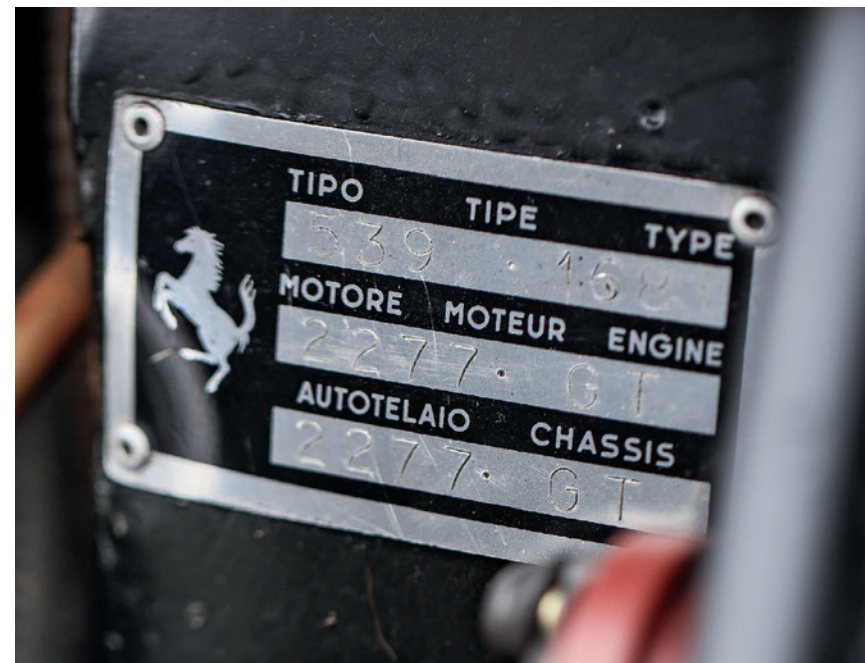


along with a companion 250 GT Pinin Farina Coupe. During his ownership, the California Spider was shown at the second annual FCA Northeast Regional meet on Long Island and was later equipped with a hardtop he sourced from a *New York Times* classified ad – adding a distinctive personal touch to this already storied Ferrari.

In late 1980, Mr. Caldwell sold 2277 GT to Steven Kessler Motorcars of New York City. Two years later, it was acquired by Jerome Morici of Clifton, New Jersey, who maintained ownership until 1993, when the car passed to John Edelman of New Mexico.

By 1995, Symbolic Motor Car Co. of La Jolla, California, purchased 2277 GT and sold it to noted Chicago-area collector Dean Becker. Under Mr. Becker’s stewardship, the Ferrari was showcased at the 5th Annual Cavallino Classic in Palm Beach, where it was presented by Charles Arnott and George Carrick, the author of the acclaimed book *The Spyder California: A Ferrari of Particular Distinction*.

In 1996, ownership transferred to a highly respected Ferrari collector who returned the California Spider to the Cavallino Classic in 2002 before selling it in 2006 to Paul Michaels of London, England, continuing the car’s transatlantic provenance.



LOT 49





During Mr. Michaels' ownership, the Ferrari was treated to mechanical and cosmetic improvements, with work carried out by GTO Engineering, Roelofs Engineering, and Michaels' own firm, Hexagon Classics. Later in his ownership, 2277 GT was featured in several articles published in *Octane*, *Thoroughbred & Classic Cars*, and *Red Racing Green* magazines. After passing through an Australia-based collection, 2277 GT has returned to the US, and is offered today from a distinguished collection comprised of the finest postwar sports cars.

Recently refinished in its stunning factory-original color scheme, 2277 GT remains as fashionable and distinctive as when it first turned heads in 1961. Its authenticity is validated by Ferrari Classiche Red Book certification and copies of the original build sheets, while its remarkable provenance is documented by detailed reports produced by historians Marcel Massini and Archivio Targhe. Accompanied by a tool kit, original owner's manual, and period sales brochure, this exceptional Ferrari brings together rarity, originality, star-studded history, and cinematic flair – making 2277 GT one of the most compelling and collectible examples of the celebrated SWB California Spider.



1961 FERRARI 250 GT SWB CALIFORNIA SPIDER

|| LOT 49





## 1961 CITROËN DS19 CABRIOLET

CHASSIS NO. 4200229

\$140,000–\$180,000 without reserve

Citroën shocked audiences at the 1955 Paris Motor Show when the DS19 was introduced. Thousands of examples were ordered on the first day of the exhibition as people flocked to its advanced, streamlined body, which contrasted sharply with the automotive landscape of the period. Front-wheel drive provided a spacious interior, while the hydropneumatic suspension system enabled comfort levels beyond those of the greatest luxury brands of the time. Significantly, the DS placed fifth on *Automobile* magazine's "100 Coolest Cars" listing in 2004.

Soon after the introduction of the DS, demand for an open version became apparent. That call was answered in period by Henri Chapron, who brilliantly revised the factory coachwork with a two-door design, incorporating a flat

rear deck, revised fenders and trim, and directional indicators, which were cleverly integrated into chromed units behind the flush-folding top. According to communication on file from Guillaume Keller, a Citroën Heritage archivist, this car's chassis number, 4200229, corresponds to a 1961 DS19 Cabriolet; however, its body number, 0013-000056, appears to be that of a different car built in the same year. Keller further states that the Citroën engine fitted is of later manufacture. Finished in *Blanc Carrare* (Carrara White), which appears in person like a refreshing mint green, and accented by a dark green leather interior and canvas top, this striking open Citroën pays homage to one of the most innovative automotive designs of the last century.

### HIGHLIGHTS

A Beautifully Presented Open DS19

Attractively Finished in *Blanc Carrare* (Carrara White) with Dark Green Leather and Canvas

Recipient of Finely Detailed Restoration

A Veritable Showcase of French Engineering and Ingenuity

One of the Most Innovative Automobile Designs of the 20th Century

### SPECIFICATIONS

1,911 CC OHV Inline 4-Cylinder Engine

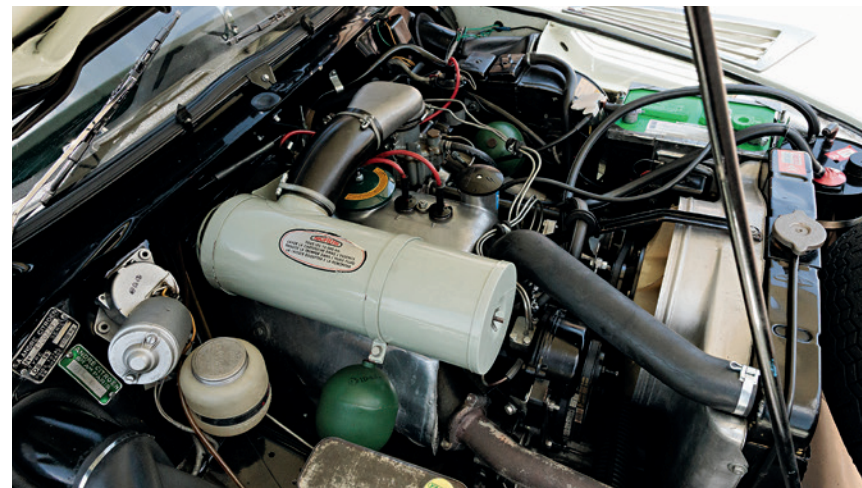
2-Barrel Weber Carburetor

75 BHP at 4,500 RPM

3-Speed Automatic Transmission

Front Inboard Disc, Rear Drum Brakes

4-Wheel Independent Hydropneumatic Self-Leveling Suspension





1996 PORSCHE 993 GT2 CLUBSPORT

VIN. WPOZZZ99ZTS392148  
\$1,700,000–\$2,200,000

Introduced in 1995, the 993 GT2 was developed to satisfy FIA GT2-class homologation requirements. Though based on the 993 Turbo, it was comprehensively reengineered for competition, including a conversion to rear-wheel drive following the FIA’s ban on all-wheel-drive systems in GT racing.

To reduce weight, Porsche eliminated the front differential, driveshafts, rear seats, power-adjustable front seats, and other comfort features, while additional savings came from lightweight aluminum panels and thinner glass – trimming nearly 500 pounds from the Turbo’s curb weight, for a total of just 2,855 pounds. Bolt-on fiberglass fender flares accommodated wider 18” Speedline wheels, while a deeper front spoiler and fixed rear wing with integrated air

ducts provided added downforce and cooling. The chassis received firmer suspension settings, stiffer anti-roll bars, and larger brakes, while ride height was lowered by 20 mm.

At the heart of the GT2 was the M64/60R, a 3.6-liter flat-six equipped with twin-intercooled KKK turbochargers. The *Strassenversion* (Street Version) was conservatively rated at 430 hp and 457 lbs./ft. of torque, with later examples reportedly developing 450 hp. Power was routed through a reinforced six-speed manual transaxle and an asymmetrical 40/60 limited-slip differential; 0–60 mph transpired in approximately 3.9 seconds with a top speed of 184 mph.

HIGHLIGHTS

The Ultimate Road-Going 993: One of Only 194 GT2 *Strassenversions* Built  
One of Only 33 Examples Optioned with the M003 Clubsport Package  
The Sole 993 GT2 Originally Finished in *Blutorange* (Blood Orange)  
Showing Approximately 55,000 Km (34,175 miles) at Time of Cataloguing  
Accompanied by Original Owner’s Manuals and Extensive Documentation File  
Exciting Opportunity to Acquire a Unique Example of an Iconic Porsche Model

SPECIFICATIONS

3,600 CC Type M64/60R SOHC Air-Cooled Flat 6-Cylinder Engine  
Bosch Motronic M 5.2 Fuel Injection  
Twin KKK Turbochargers  
430 BHP at 5,750 RPM  
6-Speed Manual Transaxle  
4-Wheel Ventilated Disc Brakes  
Front Independent Suspension with Coil Springs  
Rear Multi-Link Suspension with LSA System

*\*Please note that this vehicle will not be sold for use or resale in California or to a non-dealer California resident.*





## PROVENANCE

Gernot Haverkamp, Delmenhorst, Germany (acquired new in 1996)  
Jan Henrik Lussen, Bremen, Germany (acquired from the above in 2000)  
Victor Cohen, London, England (acquired in 2005)  
E. Boehm, London, England (acquired circa 2011)  
François Perrodo, London, England (acquired in 2013)  
Current Owner (acquired from the above)

Between 1995 and 1998, Porsche built 194 examples of the 993 GT2 *Strassenversion*. Of these, just 33 were ordered with the track-focused Clubsport package, denoted by option code M003.

Oriented for track use, the GT2 Clubsport featured factory modifications in line with its racing counterparts and competition-grade modifications, including a welded Matter roll cage, stripped interior with exposed painted metal, and fixed-back Nomex-lined bucket seats with six-point harnesses. Additional equipment included a fire extinguisher system, battery cut-off switch, and a motorsport-specification clutch with torsional spring dampers in place of the standard dual-mass flywheel.

Completed by the factory on January 10, 1996, this left-hand-drive 993 GT2 Clubsport is believed to be the sole example finished in special-order *Blutorange* (Blood Orange), a sought-after Porsche “Skittles” color from the 1960s and 1970s. This specification is corroborated by the definitive tome on the model, 911 GT2, authored by Christoph Mäder and noted Porsche collector Jan Koum. Additional equipment included seat covers in cloth, a stronger battery, reduced radio preparation, deleted airbags, and air-conditioning.

Delivered directly from the factory to its first owner, Gernot Haverkamp of

Delmenhorst, Germany, this GT2 Clubsport remained in his care for nearly four years. In June 2000, the car was sold to Jan Henrik Lussen of Bremen, Germany, who added almost 20,000 km over the next five years, maintaining it with specialists Sportwagenservice and JH Fahrzeugtechnik.

Exported to the UK in late 2005, it was purchased by Victor Cohen with just over 31,000 km recorded. Registered for road use in January 2006, Cohen added approximately 17,000 km and continued to maintain the car to a very high standard, as evidenced by service records and invoices on file.

Circa 2011, Mr. E. Boehm in London acquired the car, adding minimal mileage while continuing its upkeep. In 2013, with approximately 49,000 km, it was purchased by noted racer and collector François Perrodo. Under his care, the car was regularly maintained by specialists, including Heritage Autowerks in the UK and Garage Milliancourt in France. An extensive service carried out by Garage Milliancourt in November 2022 included engine and gearbox oil changes, new filters and spark plugs, replacement of the clutch, slave cylinder, flywheel, and a full geometry setup, as supported by detailed service documentation.

In 2023, this 993 GT2 Clubsport was imported into the US by its current custodian, a successful entrepreneur and accomplished gentleman racer known



LOT 51



## FEATURED MEDIA

911 GT2, by Christoph Mäder and Jan Koum



for strong performances at endurance events, including Le Mans and Sebring.

Offered with its original books and an extensive file of supporting documentation, this well-presented Clubsport showed 54,914 km (34,121 miles) at cataloguing and reflects conscientious long-term care, as evidenced by its accompanying stamped Porsche service book noting consistent mileage progression.

The only example delivered in vibrant *Blutorange*, this 993 GT2 Clubsport represents a rare opportunity to acquire one of the most focused, exclusive, and collectible homologation specials of the air-cooled era – driven and maintained as intended by knowledgeable enthusiasts, and ready to be used and enjoyed by its next custodian in the spirit for which it was built.



1996 PORSCHE 993 GT2 CLUBSPORT

LOT 51



## 1927 BUGATTI TYPE 43 GRAND SPORT

CHASSIS NO. 43172

ENGINE NO. 12

\$1,500,000–\$2,250,000

The Bugatti Type 43 Grand Sport created a sensation upon its introduction in 1927. The first Bugatti sports car with a genuine 100 mph capability, it combined a slightly detuned Type 35B 2.3-liter supercharged grand prix engine with a shortened “waisted” Type 38 touring chassis shaped to fit lightweight Grand Sport coachwork. It quickly became an extremely competitive sports car and was used for a variety of motor sports events.

Ettore Bugatti had created one of his masterpieces. Indeed, the noted author H.G. Conway observed over 60 years ago that the Type 43 “was the model to be aspired to in the 1927–1932 period as a Ferrari may be today, as a road car with the qualities of its racing sister.”

### HIGHLIGHTS

Bugatti's Grand Prix Car for the Road; One of Approximately 160 Examples Built  
The First Production Automobile Capable of Exceeding 100 MPH

Sold New to Parisian Oil Heir Maurice Lesieur

Highly Original – Retaining Matching-Numbers Frame, Lower Crankcase, Rear Axle, and Majority of Coachwork

Impeccable Provenance Including Tom Perkins and Michel Seydoux

Engine Rebuilt in Current Ownership with New Roller Bearing Crankshaft

This Grand Sport, chassis 43172, is believed to be the fourth example built and was delivered to the Paris Bugatti agency at 136 Champs Élysées on May 17, 1927. It was sold within days to Maurice Lesieur, the son of Georges Lesieur, the founder of the Lesieur Oil Company. M. Lesieur retained the car for a little over two years before trading it back to the factory for a new Type 44.

The car was sold in 1930 via Leon Lachambre, owner of the Grand Garage Central in Saint-Dizier, to Andre Jacquemin of Doulaincourt-Saucourt, a small village in the eastern part of France. M. Jacquemin retained the Bugatti for three years, before it was acquired by Aime Février in Lille, who retained the sporting Bugatti from WWII through the mid-1950s. The Bugatti's next known

### SPECIFICATIONS

2,262 CC SOHC Inline 8-Cylinder Engine

Single Solex 46 AVDP Carburetor

Roots-Type Supercharger

120 BHP at 5,000 RPM

4-Speed Manual Gearbox

4-Wheel Cable-Operated Mechanical Drum Brakes

Front Solid-Axle Suspension with Semi-Elliptical Leaf Springs

Rear Live Axle with Reversed Quarter-Elliptical Leaf Springs



LOT 52



## PROVENANCE

Maurice Lesieur, Paris, France (acquired new in 1927)

Andre Jacquemin, Doulaincourt-Saucourt, France (acquired via Leon Lachambre in 1930)

Aime Février, Lille, France (acquired in 1933)

Maurice Teisserenc, Linxe, France (acquired in 1956)

G.L. Saccardo, Schio, Italy (acquired in 1959)

Giulio Dubbini, Padua, Italy (acquired from the above in 1970)

David Heimann, Buckinghamshire, England (acquired in 1982)

Tom Perkins, San Francisco, California (acquired from the above in 1985)

Michel Seydoux, Paris, France (acquired from the above in 1989)

owner, Maurice Teisserenc of Linxe, purchased the Type 43 in a disassembled but complete state. Importantly, it retained its matching-numbers frame, lower crankcase, supercharger, rear axle, and body. M. Teisserenc enlisted Bugatti mechanic Henri Novo to reassemble and restore the car. It is possible that the Type 44 gearbox (no. 581) – which is currently fitted – was installed at this time. Fortunately, the gearbox of a Type 44 is virtually identical to that of a Type 43 and thus the driving experience remains the same.

The Bugatti then joined the collection of G.L. Saccardo of Schio, Italy, who enjoyed the Type 43 for 11 years, before it was acquired by pioneering Ferrari and Bugatti collector Giulio Dubbini of Padua. The car remained a cherished part of Dubbini's renowned collection, which included a 250 SWB Berlinetta, 250 MM, and 500 TRC for 12 years, before it was sold to well-known English Bugatti collector David Heimann.

In 1985, Mr. Heimann sold the Type 43 to celebrated American venture capitalist and collector Tom Perkins of San Francisco, California. Perkins is considered by many to be one of the most important automobile collectors of the 20th century and his collection consisted entirely of supercharged cars. He elected to keep the supercharged Bugatti in England as it was an ideal choice for use abroad in rallies.

## (continued)

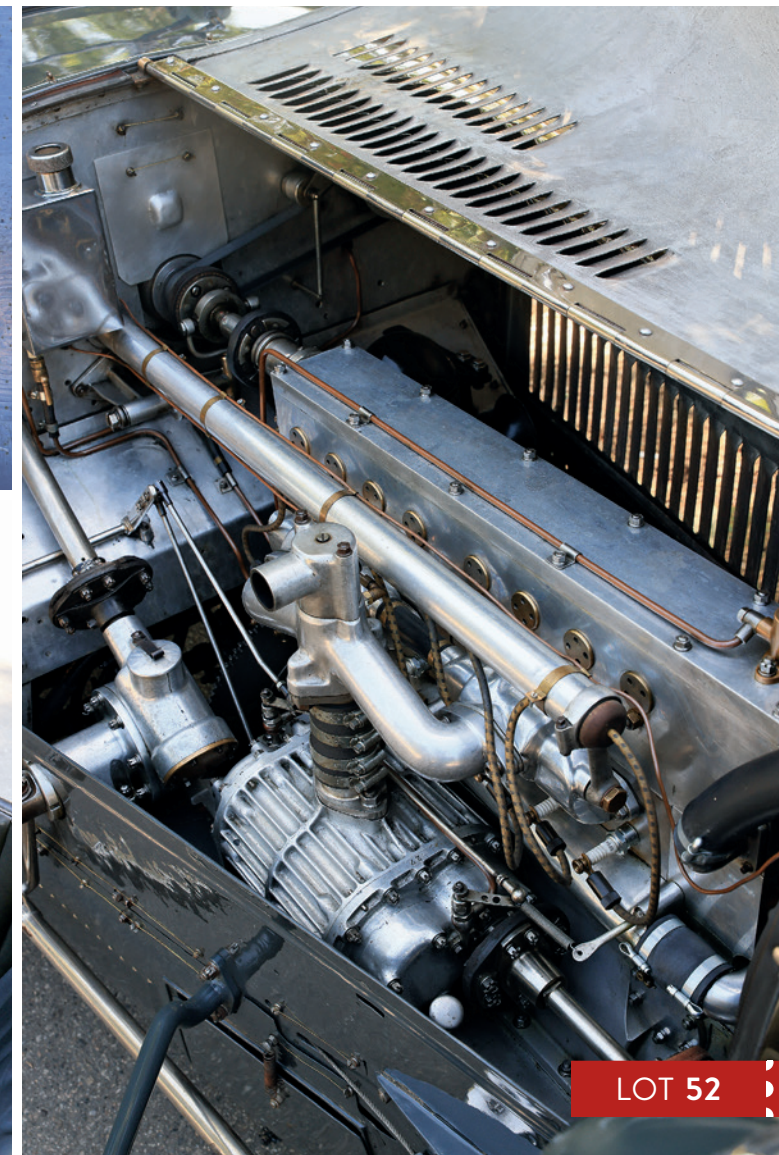
Peter Groh, Germany (acquired from the above in 1997)

Jan Smits, Netherlands (acquired from the above in 1999)

Current Owner (acquired from the above in July 2019)

In January 1989, Mr. Perkins sold the Type 43 to noted French collector and Schlumberger heir, Michel Seydoux, whose collection included a Maserati 300 S, Bugatti Atalante, and Ferrari 250 TdF. M. Seydoux owned the Bugatti until 1997, when it was acquired by German collector Peter Groh, who enlisted German restoration shop Feierabend to extensively restore the car over a two-year period. Following restoration, the Type 43 was sold to Jan Smits of the Netherlands, who owned the Grand Sport for 20 years and entered it in numerous International Bugatti Rallies.

The Bugatti's current owner, an American collector of significant early sports and racing automobiles, acquired the Type 43 in July 2019, and subjected it to an engine rebuild by Dutch Bugatti specialist Simon Klopper. This included the installation of a brand-new, roller-bearing crankshaft. Additionally, the car was repainted from blue to an attractive and period-correct shade of gray, though the interior upholstery and other finishes were left alone, so as not to disturb the gentle patina the car had earned through years of use on rallies. The Type 43's coachwork – save for the boot lid, lower tail panels, and fenders – was noted to be original in a Pierre-Yves Laugier report on file. However, it possesses a wonderful character due to the original tail and scuttle being sanded and painted rather than over-restoring the shape to a final finish that does not resemble what rolled out of Molsheim in 1927.



LOT 52



## EXHIBITION HIGHLIGHTS

International Bugatti Rally, Netherlands, 1986  
VII Raduno Bugatti Club Italia, Italy, 2002  
International Bugatti Rally, England, 2004  
Rally International Bugatti, Belgium, 2005  
VIII Randonnée en Ardennes, Bugatti & Pre War Cars, Belgium, 2007  
Ettore meets Enzo, Netherlands, 2008  
Internationales Bugatti Treffen, Switzerland, 2008  
BCN Voorjaarsrit, Doorwerth, Netherlands, 2009  
International Bugatti Rally, Netherlands, 2012  
BCN Voorjaarsrit, Doorwerth, Netherlands, 2013

## FEATURED MEDIA

*The Bugatti Register: The Netherlands Belgium 2005*, by Kees Jansen, Dick Ploeg, and Rick Scholtens



Following this restorative work, the Type 43 was used extensively on tours in Spain, Portugal, Sicily, and the Netherlands. Presenting beautifully today and featuring its original engine (no. 12), supercharger (no. 27), rear axle (no. 11), and frame (no. 7), this superb example is ready to continue its extensive, 55-year history of road rallying with its next fortunate custodian. With the majority of these exhilarating Type 43 Grand Sports residing in the top private collections in the world, this example presents a rare opportunity to acquire one of the most desirable sports-touring Bugatti models ever produced.







## 1965 CHEVROLET K10 SUBURBAN

CHASSIS NO. K1465Z158615  
\$90,000–\$120,000 without reserve

This factory-built K10 4x4 Suburban is a rare gem, as one of only 444 produced by GM in 1965 with “barn-style” rear doors. This example was reportedly originally used as a school bus in Montana and it is equipped with two middle-seating rows, providing ease of entry and exit, plus a factory front jump seat and four sliding windows. A restoration commenced in 1997 – with completion in 2005 – and recent work has included a professional cleaning of the underside with dry-ice blasting. During the restoration, the chassis was repainted in semi-satin black paint, while the exterior sports period-correct Light Blue paint, characteristic of 1964–1968 models.

Ample power is delivered by the 283 cid Chevrolet small-block V-8 engine.

### HIGHLIGHTS

Rare as Just One of 444 K10s with “Barn-Style” Rear Doors  
Benefits from Restoration Completed in 2005; Features Four-Speed Manual Gearbox and 283 CID Engine  
Desirable Factory-Built K10 4x4 Suburban Model  
Equipped with Braden PTO Winch, Vacuum Gauges, and Tachometer  
Finished in Period-Correct Light Blue; Recently Received Dry-Ice Blasting to Undercarriage

The carburetor was reportedly professionally rebuilt in 2022 and the truck was converted to an HEI ignition system while retaining the appearance of the factory housing. A synchronized, four-speed manual gearbox and 3.73:1 Positraction rear end deliver its power. Other features include the Braden PTO-driven winch, plus vacuum gauges, and a tachometer residing within the rebuilt dash cluster.

Other highlights include the period-correct Medium Fawn Poly-painted interior and desirable back-up lights. Rare, highly equipped, and restored, this classic American SUV is a fun collectible with plenty of room for friends and family to share the iconic experience.

### SPECIFICATIONS

283 CID OHV V-8 Engine  
Single Rochester 2-Barrel Carburetor  
175 BHP at 4,400 RPM  
4-Speed Manual Gearbox  
4-Wheel Hydraulic Drum Brakes  
Front and Rear Live Axles with Semi-Elliptical Leaf Springs





## 1974 PORSCHE 911 CARRERA 3.0 RSR

CHASSIS NO. 911 460 9053  
\$1,500,000–\$2,000,000

By the early 1970s, Porsche had firmly established itself as a force in endurance racing. The launch of the Carrera 2.7 RS in 1973 marked a turning point – introducing flared arches, a ducktail spoiler, and a high-revving, fuel-injected flat-six that set the standard for all future 911s. From this homologation special came its pure racing sibling: the 2.8 RSR, which debuted with victories at Daytona, Sebring, and the Targa Florio.

For 1974, Porsche pushed the concept further with the 3.0 RSR. Built for FIA Group 4, it featured a larger 330 bhp twin-plug engine, 917-derived four-piston brakes, lightweight magnesium wheels, and a reinforced transaxle with a limited-slip differential. Its reworked G-Series body included wide, vented

fenders and a larger rear spoiler for improved cooling and downforce.

Only 54 examples were built between 1974 and 1975, yet the 3.0 RSR dominated circuits worldwide – winning at Monza, Nürburgring, Spa, and Kyalami, and claiming both the IMSA Camel GT and European Hillclimb Championships. Revered as the pinnacle of the RS-RSR lineage, the 3.0 RSR represents the ultimate in early-911 racing.

Chassis 911 460 9053 was ordered new by Swiss privateer Harry Blumer and delivered through Garage Zbinden in Laufen. Blumer and friend Herbert Müller – the legendary Porsche works driver – personally visited Weissach to

### HIGHLIGHTS

Outstanding Example of Porsche's Revered 3.0-Liter Carrera RSR  
Two-Time Swiss National Champion with Harry Blumer and Edy Brandenberger  
Well-Documented Provenance Includes Several Noted Porsche Collectors  
Proven Veteran of Multiple Monterey Historic Races and Rennsport Reunions  
Beautifully Restored and Presented in Original Lime Green Livery  
Maintained by Canepa Motorsports, Including a Recent Engine Rebuild

### SPECIFICATIONS

2,993 CC SOHC Air-Cooled Flat 6-Cylinder Engine  
Bosch Mechanical Fuel Injection  
Estimated 330 HP at 8,000 RPM  
5-Speed Manual Transaxle  
4-Wheel Ventilated Disc Brakes  
4-Wheel Independent Suspension with Coil-Over Shock Absorbers



LOT 54

*\*Please note that this vehicle is sold on a Bill of Sale.*



PROVENANCE

Harry Blumer, Pfaffhausen, Switzerland (acquired new via Garage Zbinden in 1974)  
Edwin Kofel, Switzerland (acquired from the above in 1974)  
Edy Brandenberger, Switzerland (acquired from the above in 1976)  
Sidney Ho, Weggis, Switzerland (acquired in 1986)  
Nordic Sports Car Collection AB, Sweden (acquired from the above in 1989)  
Mats Lindén, Sweden (acquired from the above in 1991)  
John Leggat, Florida (acquired from the above via Dave White in 1994)  
Phil Bagley, Riviera Beach, Florida (acquired from the estate of the above in 2002)  
James Oppenheimer, Chicago, Illinois (acquired from the above in 2002)  
Marc Devis, Schoten, Belgium (acquired from the above in 2003)  
Emilio Cruz Urquiza, Mexico City, Mexico (acquired from the above in 2006)  
Bruce Canepa, Scotts Valley, California (acquired from the above in 2007)  
William “Bill” Ockerlund, Holland, Michigan (acquired from the above in 2010)  
Current Owner (acquired from the above via Canepa)

spec the car, selecting Lime Green (Code N8) and the M491 racing package with optional center-lock wheels.

Blumer’s goal was clear: to win the Swiss National Championship. To achieve it, he entered 9053 in a mix of European circuit races and national GT events, including Zeltweg, Dijon, Casale, and Hockenheim. Prepared and maintained by Garage Zbinden and chief mechanic Hans Ulrich Sharer, the RSR was meticulously serviced between outings and delivered a string of dominant results – highlighted by overall victories at Dijon and class podiums at Zeltweg and Hockenheim. These performances secured Blumer the 1974 Swiss National title.

At the end of the season, Blumer sold 9053 to fellow Swiss racer Edi Kofel, who campaigned it extensively in 1975. Across six documented outings, Kofel recorded multiple podium finishes, including 2nd Overall at Sembach and Rheintal, and 3rd at Casale. In 1976, the car returned to Zeltweg in updated

FEATURED MEDIA

*From R to GT2: The Racing Porsches 911 & 930*, by John Starkey

EXHIBITION HIGHLIGHTS

The Quail: A Motorsports Gathering, 2010  
Monterey Historic Automobile Races, multiple outings between 2010 and 2024  
Rennsport Reunion IV, Laguna Seca, 2011  
Rennsport Reunion V, Laguna Seca, 2015

3.2-liter specification and finished 2nd Overall – a rare but notable appearance during that season.

Later sold to Edy Brandenberger – a friend and contemporary of Blumer – the RSR was upgraded with Group 5 bodywork, revised suspension and brakes, and a large 935-style rear wing. Now painted red and racing under JVC sponsorship, 9053 returned to regular competition in 1977, collecting strong finishes across Swiss and European GT events, ultimately earning 9053 its second Swiss National title. The following season, the car was refreshed again and repainted in blue under new sponsorship from Sanyo. Brandenberger delivered several class and overall wins in 1978, narrowly missing a third national title due to a reduced race schedule.

After the 1978 season, the RSR was retired from professional racing. Garage Zbinden stored the car until 1986, when it was sold to collector Sidney Ho and





RACE HIGHLIGHTS

Zeltweg, April 1974, Blumer (2nd Overall, 1st in Class)  
Dijon, April 1974, Blumer (1st Overall)  
Casale, May 1974, Blumer (4th Overall)  
Dijon, June 1974, Blumer (1st Overall)  
International Bergrennen St. Ursannes-Les Rangiers, August 1974, Blumer (1st in Class)  
DRM Hockenheim Preis der Nationen, August 1974, Blumer (11th Overall)  
Hockenheim, August 1974, Blumer (3rd Overall)  
DARM Sembach, May 1975, Kofel (2nd Overall)  
Casale, May 1975, Kofel (3rd Overall)  
Misano, June 1975, Kofel (2nd Overall)  
Euro GT Hockenheim, July 1975, Kofel, no. 610 (DSQ)

(continued)

DRM Hockenheim Preis der Nationen, August 1975, Kofel, no. 36  
Rheintal Hockenheim, November 1975, Kofel (2nd Overall)  
Zeltweg, June 1976, Kofel (2nd Overall)  
Paul Ricard, April 1977, Brandenberger, no. 117 (1st in Class)  
Zeltweg, May 1977, Brandenberger (4th Overall, 1st in Class)  
Hockenheim, July 1977, Brandenberger (1st in Class)  
Dijon, September 1977, Brandenberger, no. 628 (1st in Class)  
Monza, April 1978, Brandenberger (2nd in Class)  
Dijon, April 1978, Brandenberger (1st Overall)  
Zeltweg, May 1978, Brandenberger (2nd in Class)  
Misano, June 1978, Brandenberger (1st in Class)  
Hockenheim, July 1978, Brandenberger (1st in Class)

restored. It later passed to Nordic Sports Car Collection AB in Sweden, and in 1991, to Swedish enthusiast Mats Lindén, who re-restored it with a new engine based on a 930 Turbo case.

Chassis 9053 came to the US with collector John Leggat in 1994, then passed to Porsche specialist Phil Bagley in 2002. Subsequent owners include James Oppenheimer, Marc Devis, Emilio Cruz Urquiza, Bruce Canepa, and Bill Ockerlund – each a noted collector known for maintaining top-tier cars. Meticulously prepared and maintained by leading Porsche specialists, including Canepa Motorsports, this eye-catching Lime Green RSR has been a fixture at premier historic events such as the Rolex Monterey Motorsports Reunion and Rennsport Reunions IV and V.

Now benefiting from a fresh engine rebuild with no race time logged, 9053 stands as a superbly presented and historically significant example of Porsche’s dominant Group 4 911 racing car. With two Swiss National Championships and more than 25 recorded race entries during its four-year competition career, this example presents a rare opportunity to acquire one of the finest 3.0 RSRs – ideal for continued top-tier historic racing or concours presentation.



Edy Brandenberger in the pits with his RSR, chassis 9053.



1974 PORSCHE 911 CARRERA 3.0 RSR

LOT 54



## 1963 MERCEDES-BENZ 300 SL ROADSTER

CHASSIS NO. 198.042.10.003255

ENGINE NO. 198.982.10.000206

\$2,000,000–\$2,500,000

In March 1957, Mercedes-Benz introduced the 300 SL Roadster, employing a host of mechanical advancements and stylistic revisions in creating a new open-top version of the successful 300 SL Gullwing. Chief among these were a new rear-axle design that improved high-speed handling and modified space-frame chassis, which allowed for conventionally hinged doors. These features were further complemented by the addition of optional fitted hardtops in 1958, four-wheel disc brakes in 1961, and the implementation, in 1962, of lightweight aluminum engine blocks fitted to the final 210 Roadsters.

Mercedes-Benz built 1,858 examples of the 300 SL Roadster, steadily improving them until production ceased in 1963. Only 26 were built during the SL's last

year of production, with the final six completed in the first week of February. Thanks to the efforts of Gull Wing Group member Dr. Frank Spellman, these late-production Roadsters have all been carefully documented with factory- and owner-supplied records. These final cars represent the culmination of the extraordinary 300 SL project – the most advanced and sophisticated expression of an iconic and groundbreaking model.

The 300 SL presented here is among this exclusive group of Roadsters built in February 1963. According to a copy of its factory data card, chassis 3255 was completed on Tuesday, February 5, making it the fourth-from-last car assembled. When new it was elegantly finished in White Gray with a Graphite

### HIGHLIGHTS

Among the Finest and Most Desirable 300 SL Roadsters in Existence

One of Six Examples Built in the Final Week of 300 SL Production

Faithfully Presented in Its Attractive Factory-Original Color Scheme

Well-Documented Provenance; Retains Matching-Numbers Engine per Factory Records

Offered with Hardtop, Original Hepco Luggage, Alfred Baisch Seat Belts, Bullock Rudge-Style Hubcaps, and Tool Kit

### SPECIFICATIONS

2,996 CC Alloy SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

250 BHP at 6,200 RPM

4-Speed Manual Gearbox

4-Wheel Hydraulic Disc Brakes

Front Independent Double-Wishbone Suspension with Coil Springs

Rear Swing-Axle Suspension with Coil Springs





## PROVENANCE

Original Owner, Paris, France (acquired new in 1963)  
Robert Horton, New York City, New York (acquired in 1965)  
Joseph Watson, Pennsylvania (acquired from the above in 1975)  
Gordon A. Beck, Ambler, Pennsylvania (acquired from the above in 1985)  
Private Collection, Los Angeles, California (acquired from the above in 2006)  
Aaron Hsu, New York City, New York (acquired from the above in 2011)  
Private Collection, Florida (acquired from the above in 2014)  
Private Collection, New York (acquired in 2021)  
Current Owner (acquired from the above)

Gray hardtop and black leather upholstery, a unique specification among this rare breed. Equipped for the European market and delivered to France, the 300 SL was sold to its first owner in May 1963.

The car's second owner was American actor Robert Horton, best known for his role in *Wagon Train*, a Western series that aired from 1957 to 1962. Outside of his entertainment career, Mr. Horton was an accomplished pilot and is believed to have been an early member of the Gull Wing Group. He owned the car for approximately 10 years before selling it to Joseph Watson of Pennsylvania.

In 1985, Mr. Watson sold 3255 to Gordon A. Beck, a respected Mercedes-Benz mechanic and 300 SL specialist based in Ambler, Pennsylvania. The rare alloy-block, disc-brake Roadster remained the centerpiece of his collection for over two decades. After Mr. Beck's death in 2006, the 300 SL was acquired by a West Coast collector who commissioned a high-quality cosmetic restoration and then sold the car to Aaron Hsu. For a time, Mr. Hsu owned both 3255 and a factory-equipped Rudge-wheel roadster – an ideal pairing representing the best bookends of the model.

The car's next owner, a discerning East Coast collector, kept 3255 in a stable with another ultimate 300 SL – an Alloy Gullwing – and entrusted its maintenance

## EXHIBITION HIGHLIGHTS

300 SL Classic Rally, Arizona, 2018

to renowned Mercedes-Benz specialist Paul Russell and Company. Invoices on file document a rebuild of the engine, gearbox, and differential, as well as a chassis service and engine bay detailing. Following completion of this work, the Roadster took part in the inaugural 300 SL Classic Rally in 2018.

Dutifully maintained in two private collections in recent years, this 300 SL Roadster continues to present beautifully in all respects. Finished in its attractive original color scheme and properly equipped with its preferred European lighting, 3255 is outfitted with some of the most sought-after options and accessories available for the model. Included with the sale is the optional factory hardtop, tool kit, original Hepco luggage, serial-numbered Alfred Baisch seat belts, and ultra-rare Rudge-style hubcaps produced in period by Bullock Accessories International of California.

A copy of the Mercedes-Benz data card confirms that 3255 retains its matching-numbers engine – a rarity among alloy-block 300 SLs – and its history file contains recent invoices from Paul Russell and Company, as well as an issue of the *300 SL Star Letter* featuring Dr. Spellman's definitive article "Six Days in February: The Final Chapter," which documents these special late-production Roadsters.

Of all the 300 SL Roadsters built, a few special examples stand apart in the



LOT 55



## FEATURED MEDIA

300 *Star Letter*, August 2020, “Six Days in February: The Final Chapter,”  
by Dr. Frank Spellman



minds of connoisseurs. The car presented here is among the best of the highly collectible disc-brake, alloy-block models – one of the very last examples built, unique in specification, and equipped with its original engine and “hen’s teeth” period accessories. Its history is well established, and its presentation is second to none, having been owned by knowledgeable collectors and prepared by one of the foremost marque specialists.

The pursuit of a finer 300 SL Roadster would be a long and challenging endeavor.



1963 MERCEDES-BENZ 300 SL ROADSTER

LOT 55





## 1972 AAR EAGLE-OFFENHAUSER INDY CAR

CHASSIS NO. 72-17  
\$900,000–\$1,200,000

The AAR Eagle was the car to beat in early 1970s American open-wheel racing. Designed by Roman Slobodskyj at Dan Gurney's All American Racers, the 1972 Eagle was the fastest Indy car of its time and became the most successful customer car of the decade. Taking inspiration from the groundbreaking McLaren M16, the wide, low-slung Eagle redefined the blueprint for IndyCar design.

Mr. Slobodskyj, formerly with Rockwell's aerospace division, blended his prior work with designers Tony Southgate and Len Terry into a bold new machine. Built to the outer limits of USAC regulations, the 1972 Eagle featured maximum width and length, a dramatically raked rear wing, and advanced sidepod-integrated radiators that cooled the turbocharged 159 cid Offenhauser engine – packaged

in a robust rear subframe carried over from earlier AAR cars.

Crucially, AAR had developed a secret aerodynamic edge: the “Gurney Flap” – a small tab on the rear wing that dramatically increased downforce without added drag. Though not publicly acknowledged until 18 months later, the flap gave the Eagle an advantage that made it a sensation from its first tests in late 1971.

Bobby Unser debuted the new car with staggering pace, clocking nearly 197 mph in testing, and taking pole at the 1972 Indianapolis 500. Though he retired from that race while leading, he secured seven poles and four wins that year. The car's sheer speed – and the subsequent qualifying lap of more than 200 mph by

### HIGHLIGHTS

Gordon Johncock's 1973 Indianapolis 500 Winner  
A Revolutionary Model in the History of Indy Car Racing  
Well-Documented Provenance with Just Three Owners Since 1973  
Restored by Walter Goodwin in Original STP Double Oil Filter Special Livery  
Displayed at the Indianapolis Motor Speedway Museum and the Unser Racing Museum  
Awarded First in Class at the 2014 Amelia Island Concours d'Elegance

*\*Please note that this vehicle is sold on a Bill of Sale.*

### SPECIFICATIONS

159 CID Offenhauser DOHC Inline 4-Cylinder Engine  
Hilborn Fuel Injection  
Single Garrett AiResearch Turbocharger  
Estimated 750 BHP  
4-Speed Manual Gearbox  
4-Wheel Hydraulic Disc Brakes  
4-Wheel Independent Double-Wishbone Suspension with Coil-Over Shock Absorbers





## PROVENANCE

Patrick Racing, Indianapolis, Indiana (acquired new in 1973)

Lee Brayton, Coldwater, Michigan (acquired from the above in 1973)

Current Owner (acquired from the above in 2013)

## EXHIBITION HIGHLIGHTS

Amelia Island Concours d'Elegance, 2014 (First in Class)

Goodwood Festival of Speed, 2014

Unser Racing Museum, Albuquerque, New Mexico

Indianapolis Motor Speedway Museum, Indiana



Gordon Johncock celebrates his win at the 1973 Indianapolis 500.  
Photo courtesy of Indianapolis Motor Speedway.

## FEATURED MEDIA

*Dan Gurney's Eagle Racing Cars*, by John Zimmermann

*Gurney's Eagles: The Exciting Story of the AAR Racing Cars*, by Karl Ludvigsen

teammate Jerry Grant – prompted teams to order Eagles in droves. By the 1973 Indy 500, 20 of the 33 starters were AAR Eagles. The car dominated the grid.

Chassis 72-17 was one of three new Eagles built for the Patrick Racing Team in 1973. Initially run in blue and yellow, it was resprayed in STP's iconic DayGlo red for the Indy 500, entered as the No. 20 STP Double Oil Filter Special. Gordon Johncock drove 72-17 through a rain-delayed, attrition-heavy race marked by tragedy – including the death of Art Pollard during qualifying and the violent crash of teammate Swede Savage. Amid the chaos, Johncock drove a measured, consistent race and took the Eagle's only career victory at the Brickyard.

Following the Indy 500, chassis 72-17 competed at the Rex Mays 150, the Pocono 500, and the Tony Bettenhausen 200, where it was damaged while leading after a collision with Johnny Rutherford. Repaired later in 1973, the car was sold to Lee Brayton and John Eisenhour and raced as the No. 61 Eisenhour-Brayton entry in the Michigan 250, replacing the team's Coyote chassis. The Eagle continued through the 1973 season and into 1974, driven by Mike Hiss at the California 500 and entered at Indy that May – its final active appearance before a qualifying crash ended its competition life.

Brayton retained the car for decades before commissioning a full restoration by



Gordon Johncock and 72-17 pose together prior to the start of the 1973 Indianapolis 500. Photo courtesy of Indianapolis Motor Speedway.

LOT 56



RACE HIGHLIGHTS

Texas 200, April 1973, Johncock, No. 25 (DNF)  
Trenton 300 Race 1, April 1973, Johncock, No. 25 (2nd Place)  
Trenton 300 Race 2, April 1973, Johncock, No. 25 (DNF)  
Indianapolis 500, May 1973, Johncock, No. 20 (1st Place)  
Rex Mays 150, Wisconsin, June 1973, Johncock, No. 20 (DNF)  
Pocono 500, July 1973, Johncock, No. 20 (DNF)  
Tony Bettenhausen 200, Wisconsin, August 1973, Johncock, No. 20 (DNF)  
Michigan 250 Race 1, September 1973, Brayton, No. 61 (15th Place)  
Michigan 250 Race 2, September 1973, Brayton, No. 61 (10th Place)



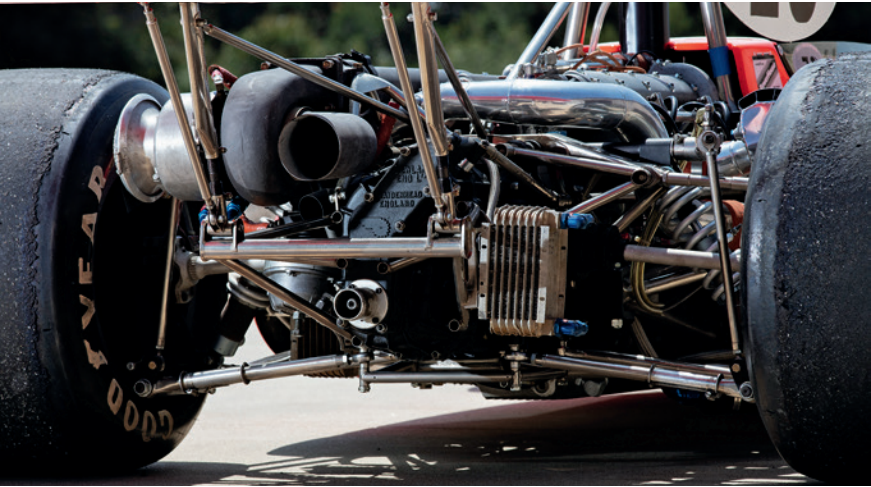
(continued)

Trenton Times 200, September 1973, Brayton, No. 61 (16th Place)  
Texas 200, October 1973, Brayton, No. 61 (12th Place)  
Arizona 150, November 1973, Brayton, No. 61 (DNF)  
California 500, March 1974, Hiss, No. 28 (DNF)  
Indianapolis 500, May 1974, Brayton, No. 28 (DNQ)

noted restorer Walter Goodwin. Returned to its 1973 Indy-winning configuration and livery, the car was shown at the Indianapolis Motor Speedway Museum. Acquired by a prominent American collector in 2013 via Rick Hamlin, 72-17 won First in Class (“Offenhauser Powered”) at the 2014 Amelia Island Concours d’Elegance and participated in the “Great Offy Drivers Seminar.” Later that year, it crossed the Atlantic for demonstration runs at the Goodwood Festival of Speed.

Since then, the car has been displayed at the Unser Racing Museum and returned to the IMS Museum for multiple appearances, including in 2015, 2016, and 2019.

Today, chassis 72-17 stands as a singular artifact of American motor sports history: the 1973 Indianapolis 500 winner, driven by Gordon Johncock, from an era that transformed Indy racing. A potent blend of design brilliance, racing heritage, and visual drama, this AAR Eagle is a cornerstone car for any collection celebrating innovation, bravery, and victory at the highest level.



1972 AAR EAGLE-OFFENHAUSER INDY CAR || LOT 56





# 2006 MERCEDES-BENZ SLR McLaren

VIN. WDDAJ76F96M000883  
\$275,000–\$350,000 without reserve

A collaborative halo car from Mercedes-Benz and McLaren, the SLR McLaren fused cutting-edge supercar performance with long-distance grand touring ability – an ethos rooted in the spirit of the 300 SL Gullwing. Constructed around a carbon fiber monocoque, derived from contemporary Formula 1 technology, the SLR was both blindingly fast and unexpectedly luxurious. Standard carbon ceramic brakes, forged aluminum double-wishbone suspension, and active aerodynamics contributed to its outrageous performance capabilities, making it one of the most technically advanced cars of its era.

At its heart sat a hand-built, mid-front-mounted, supercharged AMG-tuned 5.4-liter V-8 producing 617 hp, propelling the SLR from 0–60 mph in just 3.4 seconds and on to a top speed of 207 mph. Butterfly doors added theater, while signature side-exit

exhaust pipes delivered a Spitfire-esque soundtrack.

Produced in the UK and co-developed by Gordon Murray – the visionary behind the McLaren F1 and designer of multiple championship-winning Formula 1 cars – the SLR remains a high-water mark of 21st century supercar design. This 2006 SLR is finished in Crystal Galaxite Black (158) over optional \$9,900 Silver Arrow 300SL Red Leather (L01) and showed less than 5,800 miles when catalogued. In 2021, it received over \$30,000 in service work and in 2024 while in current ownership it was treated to another \$10,000 in servicing. This stunning modern classic is ideally suited for spirited enjoyment and would be a star in any curated collection of landmark performance machines.

## HIGHLIGHTS

Sparingly Used, Showing Less than 5,800 Miles when Catalogued  
Benefits from over \$40,000 in Documented Servicing Since 2021  
Co-Developed by Mercedes-Benz and McLaren; One of Just 261 Produced for 2006  
Features a Hand-Assembled, Supercharged AMG V-8 Engine and Carbon Ceramic Brakes  
Accompanied by First Aid Kit, Records, Original Books, Copy of Window Sticker and CARFAX Vehicle History Report

## SPECIFICATIONS

5,439 CC SOHC Supercharged V-8 Engine  
Sequential Multi-Port Fuel Injection  
617 BHP at 6,500 RPM  
5-Speed AMG Speedshift R Automatic Transmission  
4-Wheel Carbon Ceramic Disc Brakes  
4-Wheel Independent Double-Wishbone Suspension







## 2010 FERRARI F430 GTC

CHASSIS NO. F131EVOGTC 2644  
ENGINE NO. F136GT 060  
\$475,000–\$575,000

Developed for GT2-class endurance racing in collaboration with Michelotto Automobili, and based on the road-going F430, the 430 GTC featured a 4.0-liter tipo 131 naturally aspirated V-8 engine, paired with a six-speed sequential gearbox. It weighed approximately 2,425 pounds, being significantly lighter than the road version, aided by its space frame chassis and considerable use of carbon fiber. Upsized Brembo brakes provided superior stopping power and the suspension system was fully adjustable, allowing teams to fine-tune settings for different tracks. Aerodynamic refinements included widened bodywork, optimized cooling ducts, and increased downforce, enhancing stability and grip. Between 2006 and 2010, the F430 GTC achieved multiple class victories, including wins at the 24 Hours of Le Mans and numerous ALMS championships, solidifying its legacy as one of Ferrari’s most successful GT2 race cars.

### HIGHLIGHTS

A Collaboration Between Ferrari’s Corse Clienti and Michelotto Automobili  
Scott Sharp’s Extreme Speed Motorsports No. 1 Car for the 2010 ALMS Season  
One of Just 24 GTC Models Built Between 2006 and 2010; Only 11 Wide-Body Cars  
Originally Campaigned in Distinctive Tequila Patrón Black and Lime Scheme  
Successfully Raced in the Historic Sports Racing Series for the 2016 and 2017 Seasons  
Features MoTeC ECU to Improve Usability in Historic Racing

Chassis F131EVOGTC 2644 is one of only 11 of the later cars, demonstrating more shapely “wide bodies,” among other improvements. Scott Sharp announced at Monterey in 2009 that he would compete as Extreme Speed Motorsports (ESM) in the 2010 American Le Mans Series, with sponsorship from Tequila Patrón. The following spring, ESM arrived with a pair of Ferrari GT2 cars, No. 1 being this new example, 2644, and No. 2 an earlier series car, 2620, both in a striking combination of raven black bodywork with lime green Patrón decals.

At the 12 Hours of Sebring, 2644 was driven by Dominik Farnbacher, Johannes van Overbeek, and Sharp, finishing 27th. Sharp and van Overbeek partnered races at Long Beach, Laguna Seca, Miller, Lime Rock, Mid-Ohio, Road America, and Mosport. They

### SPECIFICATIONS

3,996.5 CC Tipo 131 DOHC Alloy V-8 Engine  
Sequential Multi-Point Fuel Injection  
449 BHP at 7,500 RPM  
6-Speed Hewland Sequential Manual Gearbox  
4-Wheel Brembo Ventilated Disc Brakes  
4-Wheel Independent Double-Wishbone Suspension with Coil-Over Springs



*\*Please note that this vehicle is sold on a Bill of Sale.*



RACE HIGHLIGHTS

Sebring Test, February 2010, Sharp/Van Overbeek, No. 1 (15th)  
12 hours of Sebring, March 2010, Farnbacher/Sharp/Van Overbeek No. 1 (27th)  
Long Beach 100 Minutes, April 2010, Sharp/Van Overbeek, No. 1 (15th)  
Laguna Seca 6 Hours, May 2010, Sharp/Van Overbeek, No. 1 (9th)  
Miller 2 Hour 45 Min, July 2010, Sharp/Van Overbeek, No. 1 (15th)  
Lime Rock 2 Hour 45 Min, July 2010, Sharp/Van Overbeek, No. 1 (11th)  
Mid-Ohio 2 Hour 45 Min, July 2010, Sharp/Van Overbeek, No. 1 (13th)  
Elkhart Lake Road America 2 Hour 45 Min, August 2010, Sharp/Van Overbeek, No. 1 (15th)

(continued)

Grand Prix of Mosport 2 Hour 45 Min, August 2010, Sharp/Van Overbeek, No. 1 (16th)  
Petit Le Mans, October 2010, Farnbacher/Sharp/Van Overbeek, No. 1 (11th Overall, 2nd in Class)  
Sebring Test, February 2011, Sharp/Van Overbeek, No. 1 (21st)

PROVENANCE

Extreme Speed Motorsports (acquired new in 2010)  
Current Owner (acquired from the above in 2012)

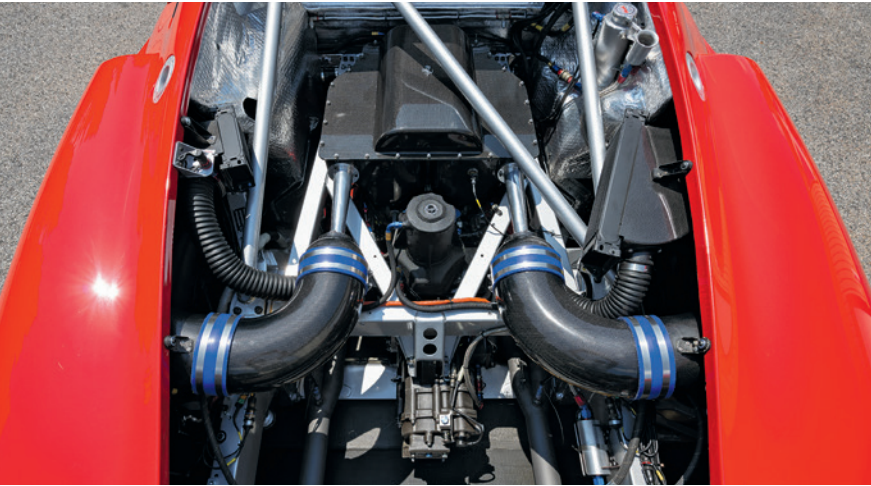
closed out the season at Petit Le Mans in October, rejoined by Farnbacher and gaining a creditable 11th Overall and 2nd in Class finish. It earned them 10th in that year’s series.

Testing was repeated at Sebring in 2011, but there was no further racing. At the end of its tenure, 2644 was sold to the current owner, a prominent privateer racer whose career has included both historic racing and even Le Mans in the Prototype class. Its guise was now revised to a distinctive blue and white scheme, as a nod to the owner’s Scottish heritage. To enable the car to keep up with modern technology and improve usability, technical refinements included the fitting of a MoTeC ECU.

It was campaigned through the 2016 and 2017 HSR seasons – including running the historic 12 Hours of Sebring and winning its category in 2017 – before retiring from racing. It was then treated to a cosmetic refurbishment, including a repaint in Rosso Corsa (Racing Red) and general detailing. This F430 GTC remains a striking and capable example of modern GT racing heritage.



Chassis 2644 runs into the evening hours at the 2010 ALMS 12 Hours of Sebring. Photo courtesy of Girardo & Co.



2010 FERRARI F430 GTC || LOT 58





## 2011 FERRARI 458 CHALLENGE GT3 UPDATE

VIN. ZFF71NXX000177846

\$175,000–\$225,000 without reserve

The 458 Challenge was built to compete in the brand's long-running and popular Ferrari Challenge racing series. A track-only machine based on the 458 Italia road car, the Challenge featured extensive use of thinner aluminum and carbon fiber bodywork, polycarbonate windows, and a race-specification interior to help reduce weight and increase safety. The engine was largely unchanged from the road car but now featured a freer-flowing exhaust, and an air-jack system was installed for quick tire changes and mechanical work trackside. Impressively, during testing at Ferrari's Fiorano test track, the 458 Challenge was only two hundredths of a second slower per lap than the track-only Enzo-based FXX and more than two seconds faster than the F430 Challenge it replaced.

### HIGHLIGHTS

One of Approximately 150 458 Challenge Cars Built  
Features Upgraded 458 GT3 Bodywork for Massively Improved Downforce  
Offered with Ferrari Certificate of Origin and Finished in Iconic Rosso Corsa  
Historic as Ferrari's Final, Naturally Aspirated Challenge Model  
A Potent, Exciting, and Approachable Track-Day Weapon

This 2011 458 Challenge is finished in iconic *Rosso Corsa* (Racing Red) and features upgraded bodywork from the 458 GT3 race car. This bodywork includes upgraded front and rear fenders with additional air extractor vents in front, a larger front splitter, and a massive rear wing. The results are greatly improved downforce and increased performance. A thrilling track car, the 458 Challenge offers a package that is both shockingly fast and relatively easy to approach, with a large number of specialists worldwide knowledgeable in maintaining and preparing them for track use. This example offers an exciting chance to partake in the historic, unmatched experience of owning and driving a thoroughbred Ferrari racing car.

### SPECIFICATIONS

4,497 CC DOHC V-8 Engine  
Direct Fuel Injection  
Estimated 570 BHP at 9,000 RPM  
7-Speed Dual-Clutch Automated Manual Gearbox  
4-Wheel Brembo Disc Brakes with Steel Rotors  
4-Wheel Independent Suspension with Double Wishbones





## 2019 BUGATTI CHIRON SPORT

VIN. VF9SP3V3XKM795168  
\$3,250,000–\$3,750,000

Bugatti entered a new chapter in 1998 when the Volkswagen Group acquired the historic French marque. Rather than simply revive the name, Volkswagen aimed to reestablish Bugatti as the pinnacle of ultra-high-performance motoring. The brand's headquarters were returned to Molsheim, France – its historic home – and a new team was tasked with developing a car that would redefine the limits of engineering and luxury. The result was the Veyron, unveiled in 2005 – a 1,001 hp landmark car that redefined expectations for speed, engineering, and refinement.

More than a decade later, Bugatti introduced its successor, the Chiron, at the 2016 Geneva Motor Show. Named for Louis Chiron, one of the marque's most

celebrated racing drivers, virtually every component of the new model was either entirely new or significantly refined, ushering in a sweeping evolution in performance, design, and usability. “We have made the best even better,” said Bugatti CEO Wolfgang Dürheimer at the debut. “The Chiron is the result of our efforts to improve upon every aspect of its predecessor – technically, aesthetically, and emotionally.”

At its core was a thoroughly revised version of Bugatti's 8.0-liter, quad-turbocharged W-16 engine, now producing 1,479 hp at 6,700 rpm and 1,180 lbs./ft. of torque at a low 2,000 rpm. Paired to a seven-speed, dual-clutch gearbox and all-wheel-drive system, the Chiron could reach 60 mph in

### HIGHLIGHTS

Exclusive Sport Variant of the Bugatti Chiron; One of Only 60 Examples Built  
Striking Appearance in Exposed Black Carbon with French Racing Blue Accents  
Factory Equipped with \$435,900 of Additional Options and Embellishments  
Single Owner Example Showing Just 1,123 Miles when Catalogued  
Serviced in January 2025 by Authorized Dealer Braman Bugatti Miami  
Out of Production and Increasingly Coveted Among Collectors

### SPECIFICATIONS

7,993 CC DOHC W-16 Quad-Turbocharged Engine  
Direct Fuel Injection  
1,479 BHP at 6,700 RPM  
7-Speed DSG Twin-Clutch Gearbox with Haldex All-Wheel Drive  
4-Wheel Carbon Ceramic Disc Brakes  
4-Wheel Double-Wishbone Suspension





## PROVENANCE

Current Owner (acquired new in 2019)

2.4 seconds and continue on to a limited top speed of 261 mph.

The Chiron featured a new carbon fiber monocoque and aluminum rear substructure, offering exceptional rigidity and crash protection. The adaptive suspension, electronically controlled differentials, and active aerodynamics worked in concert to balance stability and agility, adjusting in real time to speed, input, and road conditions. Four driving modes – EB, Autobahn, Handling, and Top Speed – allowed drivers to tailor the car’s behavior to various conditions. Top Speed mode, activated via a dedicated Speed Key, optimized aerodynamics and chassis settings to safely access the car’s upper limits.

Visually, the Chiron retained familiar Bugatti cues, such as the horseshoe grille and pronounced centerline spine, while introducing a more muscular, sculpted aesthetic. The dramatic C-shaped side curve served not only as a design signature but also as a functional intake for cooling the engine.

Inside, the cockpit featured a minimalist layout, with exposed carbon fiber, machined aluminum switchgear, and hand-stitched leather. A central analog speedometer, marked to 500 km/h (310 mph), served as a constant reminder of the car’s capability.

In 2018, Bugatti introduced the Chiron Sport, the first official factory variant of the model, designed to offer sharper handling and a more dynamic driving experience without compromising day-to-day usability.

Though the Sport retained the standard Chiron’s power output, it incorporated several key changes to improve agility and response. Among these were weight savings, totaling approximately 18 kg (approximately 40 pounds), achieved through lightweight forged wheels, a carbon fiber anti-roll bar, and a lighter exhaust and rear glass. Suspension calibration was revised for greater stiffness, while steering and torque vectoring systems received updated software to provide quicker feedback and more precise control.

Externally, the Chiron Sport stood apart with black anodized quad exhaust tips, model-specific wheels, and optional exposed carbon fiber bodywork in a variety of tinted finishes. Interior updates included contrast stitching, “Sport” branding, and additional trim options to reflect its performance focus.

Speaking at the model’s debut during the 2018 Geneva International Motor Show, Bugatti President Stephan Winkelmann explained, “We have developed the Chiron Sport for customers wanting an even sportier driving experience with their Chiron, with improved lateral dynamics on winding roads. The



LOT 60



## EXHIBITION HIGHLIGHTS

Bugatti “400 Drive”, Cape Canaveral, Florida, 2023

ModaMiami, Florida, 2025



Chiron Sport is perceptibly more nimble, and its new agility – especially in tight corners – makes for a much more emotional experience for the driver.”

Produced from 2016 to 2024, Bugatti Chiron production was limited to just 500 units worldwide, including 207 examples of the standard “base” model alongside numerous special variants. Among these, only 60 examples of the Chiron Sport were built. Buyers were encouraged to tailor their cars extensively, choosing from a wide range of exterior colors, exposed carbon fiber finishes, and bespoke interior trims.

This 2019 Bugatti Chiron Sport is a highly specified example, finished in full exposed black carbon, a \$315,000 option, with distinctive French Racing Blue accents throughout. These include the painted horseshoe grille (\$7,500), rear light trim in Nocturne (\$15,000), brake calipers (\$6,200), mirror caps (\$3,100), inner signature line (\$18,600), and safety belts (\$2,500). Inside, a Beluga Black leather and carbon fiber interior package (\$68,000) echoed and extended the car’s exterior theme.

Among its many standard features were carbon-frame sport seats, a seven-speaker Accuton 3D audio system, navigation, SiriusXM satellite radio, Bluetooth connectivity, automatic climate control, lightweight “Course” wheels, carbon



LOT 60



fiber windshield wipers, and a four-pipe exhaust deflector.

Specially ordered by its current owner – a collector whose Bugatti history spans from the Artioli-era EB110 to the marque’s modern offerings – this example was delivered new via Braman Bugatti Miami in late 2018. Documented by its original window sticker, it carried a base MSRP of \$3,260,000, with factory options totaling \$435,900, bringing the final sticker price to \$3,695,900.

Since its delivery, this Chiron has accrued a very modest 1,123 miles from new. In 2023, the consignor took part in Bugatti’s “400 Drive” event at Cape Canaveral, Florida, where it was driven to 247 mph on the Space Force Station Skid Strip.

In January 2025, the Chiron was sent back to Braman Bugatti Miami for its five-year low-mileage service. Costing \$33,350.54 in parts and labor, the service included fresh fluids and filters throughout the drivetrain, cooling, and hydraulic systems, along with replacement of key wear items such as the drive belt, air filter, and spark plugs.

An amalgam of excesses, the Bugatti Chiron Sport shattered expectations when *Car and Driver* tested it in February 2021. The magazine could barely contain its enthusiasm, stating, “This car is not normal in any way. It’s not a sports car exactly, and it sure doesn’t look like a luxury car. It’s a two-seat suborbital capsule with beyond-space-age aesthetics and nth-degree detailing. And it’s built to standards to which all automakers aspire.”

Accompanied by its books, original window sticker, delivery accessories and recent five-year service receipt, this meticulously preserved Chiron Sport presents a rare opportunity to acquire one of the most exclusive and dramatically specified examples of Bugatti’s modern flagship. Displayed at ModaMiami in 2025, this example has already been recognized among the most significant contemporary collector cars.

With its striking exposed carbon finish, bespoke factory options, and limited production, this Bugatti Chiron Sport stands among the most distinctive expressions of the marque’s modern era. Now out of production, it embodies a singular fusion of performance, design, and rarity from one of the most storied names in automotive history.



2019 BUGATTI CHIRON SPORT

LOT 60





## 2019 CHEVROLET CORVETTE ZR1 CONVERTIBLE

VIN. 1G1Y53D9XK5802651

\$140,000–\$180,000 without reserve

Debuting at the 2017 Dubai International Motor Show, the Corvette C7 ZR1 was designed as the ultimate send-off for the front-engine Corvette and is one of the rarest modern variants. Building on the already fast Z06, the ZR1 received an all-new 6.2-liter V-8 – known as the LT5 – with an Eaton supercharger situated on top, which produced 755 hp and 715 lbs./ft. of torque. With revised bodywork designed in partnership with Corvette racing team Pratt Miller in the ZR1's lowest downforce configuration, it reached a top speed of over 210 mph. By the time the ZR1 went on sale, it was already widely known that the mid-engine C8 was on its way, meaning that only 2,953 ZR1s were built, with a mere 512 being convertibles.

### HIGHLIGHTS

The Highest Performing C7 Corvette Built by Chevrolet  
One of Only 512 ZR1 Convertibles Built  
Black over Black Nappa Leather and Alcantara Interior  
Just 1,817 Miles Shown at the Time of Cataloguing  
The End of the Line for the Front-Engine Corvette

This 2019 Chevrolet Corvette ZR1 Convertible is one of 85 examples ordered in black, which is paired with a black Nappa leather and Alcantara interior. Showing 1,817 miles at the time of cataloguing, this ZR1 has been under the care of a single owner from new and remains in like-new condition.

Ordered with an eight-speed GM 8L90 automatic transmission, all C7 ZR1s were fitted from the factory with carbon ceramic disc brakes and magnetic ride suspension. The ZR1 is more than just the ultimate C7 Corvette; it stands forever as the highest-performing, front-engine Corvette ever built by Chevrolet.

### SPECIFICATIONS

376 CID LT5 Supercharged V-8 Engine  
Direct Electronic Fuel Injection  
755 BHP at 6,300 RPM  
8-Speed Automatic Gearbox with Paddle Shifters  
4-Wheel Hydraulic Disc Brakes with Cross-Drilled Ceramic Rotors  
4-Wheel Independent Suspension





## 2019 BMW M8 GTE

CHASSIS NO. 1809-015

ENGINE NO. 122

\$1,750,000–\$3,000,000

The debut of the BMW M8 GTE in September 2017 marked a notable return to top-tier endurance racing for the Bavarian marque. Developed for the LM GTE category of the FIA World Endurance Championship (WEC) and the IMSA WeatherTech SportsCar Championship, it was BMW's most advanced GT racing platform to date. Though based visually on the production 8 Series coupe, the M8 GTE was a purpose-built racing machine engineered from the ground up to succeed the M6 GTLM and echo the spirit of the 3.0 CSL, the model that cemented BMW Motorsport's identity during the 1970s.

The M8 GTE debuted at the 2018 Rolex 24 at Daytona and later took to the grid at Le Mans, competing against some of the most successful manufacturers in

endurance racing: Ferrari, Porsche, Aston Martin, and Corvette. Like the 3.0 CSL decades earlier, the M8 GTE was conceived with a dual purpose: to compete at the highest level of motor racing and showcase BMW's technological prowess.

The heart of the M8 GTE was the P63/1 engine, a race-specific version of the twin-turbocharged V-8 from the production M5 and M8. To meet GTE regulations, displacement was reduced from 4.4 to 4.0 liters, while the internals were heavily reengineered. BMW called it "the most comprehensive project since the development of the power unit for the DTM comeback in 2012," involving over 1,000 technical drawings and more than 700 unique parts. Key changes included a flat-plane crankshaft, revised combustion chambers, a redesigned

### HIGHLIGHTS

The Most Accomplished Example of BMW's Works M8 GTE Program  
GTLM Class Winner at the 2020 Rolex 24 at Daytona – A Landmark BMW Victory  
Captured Additional Podium Finishes at Sebring (2020) and Daytona (2021)  
Distinctive Factory Livery with Historic BMW Art Car Connection  
Offered with Its Original Rolex 24 Winner's Trophy and Spares Package  
A Rare Opportunity to Acquire a Proven Factory Endurance Racer

*\*Please note that this vehicle is sold on a Bill of Sale.*

### SPECIFICATIONS

3,981 CC Type P63/1 Alloy DOHC V-8 Engine  
Bosch Electronic Fuel Injection  
Twin Garrett Turbochargers  
592 BHP at 7,000 RPM  
6-Speed Xtrac Sequential Semiautomatic Transaxle  
4-Wheel Brembo Carbon Ceramic Disc Brakes  
Front and Rear Independent Pushrod Suspension with Double Wishbones and ZF Sachs Dampers





## PROVENANCE

BMW M Motorsports Team RLL (campaigned during the 2020 and 2021 seasons)

Current Owner (acquired from the above)

turbocharging system, and race-specific intake and exhaust architecture. Depending on Balance of Performance (BoP) constraints, the engine delivered between 500 and 600 hp and was driven through a six-speed sequential gearbox.

Development of the M8 GTE relied on the latest in digital simulation technology. Aerodynamics, cooling, and suspension geometry were all modeled in virtual environments before physical prototypes existed. The result was an extremely advanced car with a carbon fiber reinforced chassis, fully independent double-wishbone suspension, and aerodynamically sculpted bodywork optimized for endurance racing. A new modular electronics architecture offered telemetry, driver aids, and diagnostics previously unseen in BMW GT cars.

Stylistically, the M8 GTE followed BMW Motorsport tradition. Its livery was created by Walter Maurer – the German artist associated with the original BMW Art Cars, including the 1975 Calder-designed 3.0 CSL – bridging past and present through design.

Though it never claimed victory at Le Mans, the M8 GTE enjoyed a competitive career in both WEC and IMSA, including multiple podium finishes and class wins. Its four-year run concluded in 2021, setting a new benchmark for BMW's subsequent factory racing efforts.

## EXHIBITION HIGHLIGHTS

Rolex Monterey Motorsports Reunion, 2022

A total of eight chassis were constructed and campaigned by BMW M Team RLL (Rahal Letterman Lanigan) in IMSA events between 2018 and 2021. Among these, chassis 1809 stands out as the most successful – an authentic factory car with top-level results and enduring significance in BMW's North American motor sports history.

Constructed ahead of the 2020 IMSA season, chassis 1809 made a historic debut at one of the most prestigious events on the calendar: the Rolex 24 at Daytona. With factory drivers John Edwards, Augusto Farfus, Jesse Krohn, and Chaz Mostert behind the wheel, the car secured 1st place in the GTLM class, delivering BMW its first Daytona 24-hour class victory since the V12 LMR's overall win in 1999. This achievement alone places 1809 in rare company within BMW's racing history.

Following its landmark win at Daytona, 1809 continued to deliver consistent results throughout the 2020 IMSA season. The car went on to earn five additional podium finishes, playing a central role in BMW and Team RLL's victory in the Michelin Endurance Cup – a championship based on performance across the season's four longest races: the Rolex 24 at Daytona, 12 Hours of Sebring, 6 Hours of Road Atlanta, and 10-hour Petit Le Mans. At season's end, the BMW entry finished 2nd overall in the GTLM class Driver, Team, and Manufacturer

*BMW M8 GTE, chassis 1809, en route to a First in Class finish at the 2020 Rolex 24 at Daytona. Photo courtesy of BMW NA / Sam Cobb.*



LOT 62







## RACE HIGHLIGHTS

Rolex 24 at Daytona, January 2020, Farfus/Krohn/Edwards/Mostert, No. 24 (13th Overall, 1st in Class)

IMSA Daytona, July 2020, Krohn/Edwards, No. 24 (13th Overall, 6th in Class)

IMSA Sebring, July 2020, Krohn/Edwards, No. 24 (16th Overall, 5th in Class)

IMSA Road America, August 2020, Krohn/Edwards, No. 24 (14th Overall, 3rd in Class)

IMSA VIR, August 2020, Krohn/Edwards, No. 24 (17th Overall, 6th in Class)

IMSA Road Atlanta, September 2020, Krohn/Edwards, No. 24 (10th Overall, 3rd in Class)

IMSA Mid-Ohio, September 2020, Krohn/Edwards, No. 24 (11th Overall, 4th in Class)

IMSA Charlotte GT, October 2020, Krohn/Edwards, No. 24 (2nd Overall)

standings, trailing only the dominant Corvette Racing program.

Chassis 1809 returned for one final factory appearance at the 2021 Rolex 24, where it again delivered a strong result: 3rd in class, adding another podium to its resume at the venue of its debut win.

Following its retirement from competition, 1809 remained under BMW Motorsport ownership until early 2022. In preparation for its sale, it was tested at Palm Beach International Raceway by Bill Auberlen, IMSA's winningest driver and the man with more BMW starts than any other driver in history. This test was both a technical shakedown and a symbolic farewell, underscoring this car's importance to BMW's modern racing story.

Reflecting on the car's sale, Thomas Plucinsky, Manager of BMW USA Classic, remarked: "I only need the fingers on one hand to count the few factory race cars that have left the ownership of BMW in recent years. The BMW M8 GTE represented a money-is-no-object factory GT race car. It is truly an engineering masterpiece. The new owner of BMW M8 GTE No. 1809 will be the steward of a very important piece of BMW history in America..."

In August 2022, chassis 1809 was exhibited at the BMW USA Classic garage

(continued)

IMSA Petit Le Mans, October 2020, Farfus/Krohn/Edwards, No. 24 (12th Overall, 3rd in Class)

IMSA Laguna Seca, November 2020, Krohn/Edwards, No. 24 (12th Overall, 4th in Class)

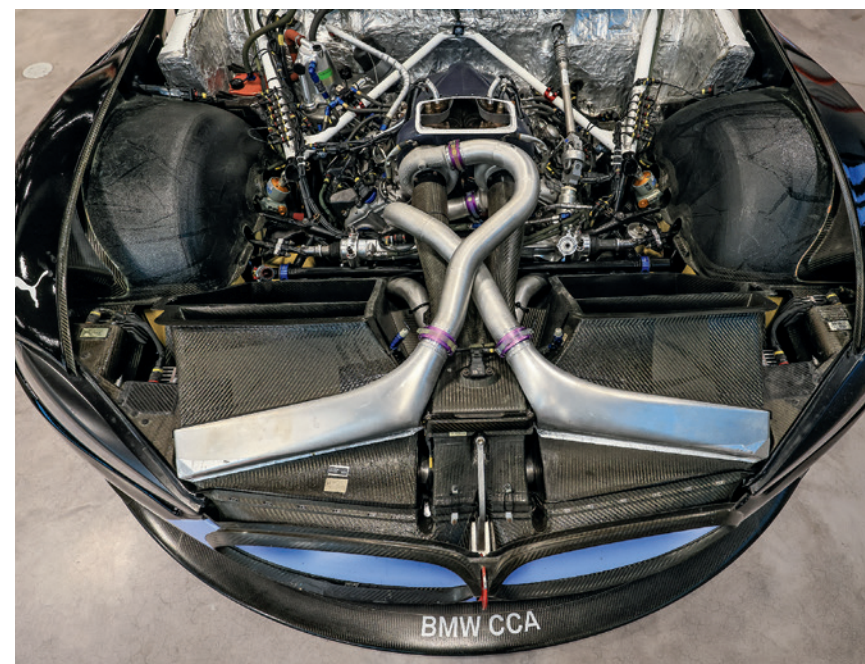
12 Hours of Sebring, November 2020, Farfus/Krohn/Edwards, No. 24 (14th Overall, 3rd in Class)

Rolex 24 at Daytona, 2021, Glock/Eng/De Phillipi/Spengler, No. 25 (15th Overall, 3rd in Class)

during the Rolex Monterey Motorsports Reunion, underscoring its historic significance. It was soon after acquired by its current owner, a private collector known for assembling one of the world's foremost collections of GT and endurance racing machinery.

Today, 1809 is offered in excellent condition, accompanied by a comprehensive documentation package, including BMW engineering and setup notes, promotional materials, and the original 2020 Rolex 24 winner's trophy. It also comes with factory-supplied special tools, a set of spare wheels, and a package of consumables, making it well suited for display and potential use in historic racing or demonstration events.

As the most successful example of BMW's groundbreaking M8 GTE, chassis 1809 offers a rare combination of factory provenance, championship pedigree, and a well-documented history. For collectors, this represents a singular opportunity to acquire one of BMW's most important works GT cars – a machine that not only competed at the highest level but triumphed.



2019 BMW M8 GTE

LOT 62





## 1933 PACKARD TWELVE 1005 COUPE ROADSTER

PACKARD VEHICLE NO. 639-45

ENGINE NO. 901375

\$400,000–\$450,000

“With the introduction of the new Tenth Series cars Packard offers what are unquestionably the greatest Packards ever built.” Packard was not shy when promoting its 1933 offerings, and its mechanical refinements justified this advertising claim. The short, seven-and-a-half-month production run yielded just 520 of the top-of-the-line Twelve series. Most sporting among the 11 production body styles was the coupe roadster, body design no. 639, such as the example offered here.

This Packard Twelve Coupe Roadster was delivered new to rodeo champion and western film actor Edmund Richard “Hoot” Gibson, who no doubt could afford the \$3,850 price tag – a 40% premium over its Super Eight counterpart. The

Packard passed to two Los Angeles-area owners before acquisition by Temple Buell III of Denver, Colorado, and Santa Barbara, California. He successfully completed the 1984 Great Race with it before Phil Bray took possession in 1989.

A hands-on enthusiast, Mr. Bray completed a frame-off restoration, which earned the car a 100-point score at the 1992 CCCA Grand Classic in Michigan. Encore First Place CCCA wins followed in 1993 and 1994, along with AACA Junior, Senior, and Grand National awards, as well as the coveted Joseph Parkin Award.

The Packard was then acquired by Fred Drasner of New York, who served as co-owner and CEO of both the *New York Daily News* and *U.S. News & World*

### HIGHLIGHTS

Packard’s Superb Twelve in Sporting Coupe Roadster Guise

Fascinating Provenance Beginning in 1933

Meticulously Restored by LaVine Restoration; CCCA 100-Point First Place and Pebble Beach Class Award Winner

One of Just Eight Examples Known to the CCCA

Ideal Representation of Multi-Cylinder Open Touring from Packard’s Golden Age

### SPECIFICATIONS

445.5 CID L-Head V-12 Engine

Single Stromberg Downdraft Carburetor

160 BHP at 3,200 RPM

3-Speed Synchromesh Manual Gearbox

4-Wheel Vacuum-Assisted Mechanical Drum Brakes

Front Beam-Axle Suspension with Semi-Elliptical Leaf Springs

Rear Live-Axle Suspension with Semi-Elliptical Leaf Springs





## PROVENANCE

Edmund Richard “Hoot” Gibson, Los Angeles, California (acquired new in 1933)  
George Pugh, Los Angeles, California (acquired from the above circa mid-1940s)  
Tony Canino, Los Angeles, California (acquired from the above circa early 1950s)  
Temple Buell III, Denver, Colorado and Santa Barbara, California (acquired from the above in 1959)  
Phil Bray, Grosse Ile, Michigan (acquired in 1989)  
Fred Drasner, New York City, New York (acquired from the above in 1997)  
Jim Fasnacht, Houston, Texas (acquired from the above in 2002)  
Current Owner (acquired from the above in 2011)

## EXHIBITION HIGHLIGHTS

The Great Race, 1984  
CCCA Grand Classic, Michigan, 1992 (100 Points, First Place)  
CCCA Grand Classic, Michigan, 1993 (First Place)  
CCCA Grand Classic, Michigan, 1994 (First Place)  
Pebble Beach Concours d’Elegance®, 2003 (Second in Class)

## FEATURED MEDIA

*Pebble Beach Concours d’Elegance 1950-2010: A Sixty Year Chronicle of Automotive Excellence*, by Sandra & Martin E. Button

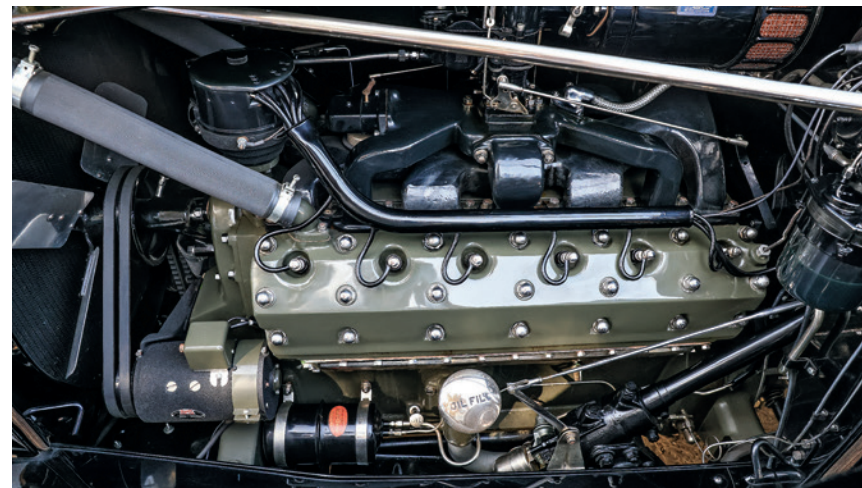


Stunning in black: the Coupe Roadster takes a class award at the Pebble Beach Concours d’Elegance in 2003. Photo courtesy of Steve Burton, Pebble Beach Concours d’Elegance.

*Report.* The car remained in Mr. Drasner’s collection until 2002, when it was sold to noted collector Jim Fasnacht of Houston, Texas. Mr. Fasnacht enlisted LaVine Restorations of Nappanee, Indiana, to execute an exacting restoration of the car. Receipts totaling more than \$225,000 document the 18-month effort, and the car emerged in the colors it carries today: solid black paintwork with a matching canvas top and contrasting brown leather upholstery and carpeting. The freshly restored Packard made its debut at the 2003 Pebble Beach Concours d’Elegance®, where it received a class award after handily completing the 70-mile Tour d’Elegance.

The Packard’s current owner acquired the car in 2011, and it has been well cared-for among a large collection of automotive finery. The car presents beautifully, its black paintwork set off by chromed wire wheels fitted with blackwall tires, plus metal side-mount covers and the painted radiator shell, all of which contribute to its purposeful stance.

Automotive historian Karl Ludvigsen described the Packard Twelve’s acceleration as “exceptional for such a massive machine, while it trickled easily away from 5 mph in top gear.” These road manners – coupled with a concours restoration and numerous awards – make this Coupe Roadster a rare and desirable offering.



1933 PACKARD TWELVE 1005 COUPE ROADSTER

LOT 63





## 1964 SHELBY COBRA CSX7000 289 FIA CONTINUATION 50TH ANNIVERSARY

CHASSIS NO. CSX7975

\$200,000–\$300,000 without reserve

Conceived by Le Mans-winning driver Carroll Shelby, the Cobra remains one of the most iconic and celebrated American sports cars of all time. Fewer than 1,000 were built between 1962 and 1967, and original examples remain highly prized by collectors. Among the most revered are the FIA-specification 289 Cobras, purpose-built to compete in the FIA World Sportscar Championship against Europe's best. To honor this racing legacy, Shelby American Inc. – the company founded by Carroll Shelby – continues to build a limited number of faithful continuation cars under the original “CSX” chassis prefix.

This example, a CSX7000, is one of just 50 built to commemorate the 50th anniversary of the original FIA 289 Cobra. It features hand-formed aluminum

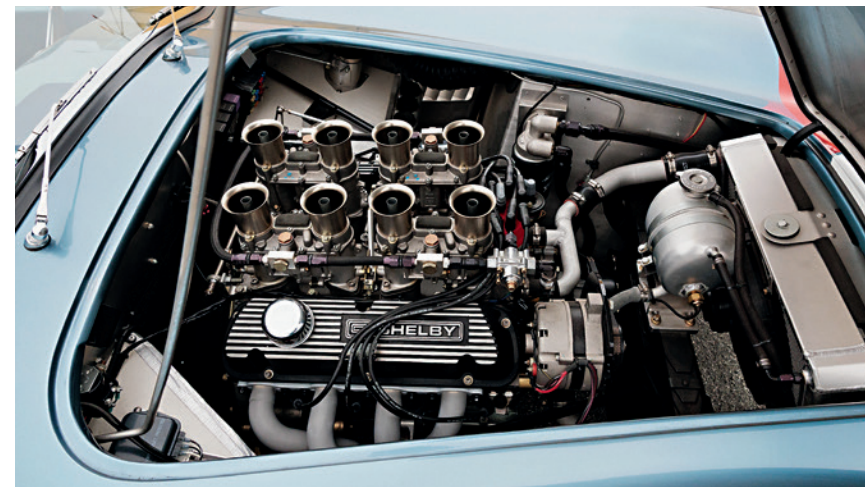
bodywork finished in Viking Blue with a red nose stripe and four white roundels, mirroring the competition liveries of the 1960s. Power comes from an aluminum 364 cid V-8 topped with four downdraft Weber carburetors, producing 453 hp and 510 lbs./ft. of torque. A Tremec five-speed manual gearbox delivers power to the rear wheels. While originally equipped with white-painted side pipes, this car now features a custom rear-exit exhaust system installed under current ownership. Listed in the official Shelby American World Registry, this CSX7000 represents an exceptional opportunity to experience the raw performance, racing pedigree, and timeless design of the FIA Cobra – at a fraction of the cost of an original period-built example.

### HIGHLIGHTS

Just One of 50 Cars Built to Commemorate the 50th Anniversary of the FIA 289 Cobra  
Aluminum-Bodied Example Built by Shelby American Inc.  
Finished in Viking Blue with a Red Nose Stripe and White Roundels  
Pristine Example Showing Just 175 Miles at the Time of Cataloguing  
CSX Serial Number Logged in the Shelby American World Registry

### SPECIFICATIONS

5,964 CC OHV V-8 Engine  
Four Weber Downdraft Carburetors  
453 BHP at 4,900 RPM  
5-Speed Tremec Manual Gearbox  
4-Wheel Wilwood Disc Brakes  
4-Wheel Independent Suspension





## 1990 FERRARI F40

COACHWORK BY SCAGLIETTI  
VIN. ZFFMN34A0L0086620  
\$3,500,000–\$4,000,000

The F40 is a Ferrari thoroughbred for the track, thinly disguised as a road car. Its spectacular visual presence and breathtaking performance still awe car enthusiasts 38 years after it was unveiled in Maranello on July 21, 1987. Fittingly, this sensational automobile was the final project overseen by Enzo Ferrari before his passing on August 14, 1988.

The F40 owes its existence to the 288 GTO Evoluzione, which was developed to compete in FIA Group B rallying against its archrival from Stuttgart, the Porsche 959. When the series was cancelled, Maranello chose to redirect the Evoluzione’s development toward the creation of a transcendent road-going supercar to celebrate the marque’s 40th anniversary. Ferrari elected to go in

an entirely different direction from the state-of-the-art Porsche, eschewing avant-garde technology in favor of absolute simplicity, brute power, and weight savings at all costs.

The Leonardo Fioravanti-designed Scaglietti body was constructed entirely of Kevlar, carbon fiber, and Nomex – a first for any road car. The side and rear windows were Plexiglas and the engine cover was slotted to allow heat to escape from its mid-mounted power unit. It had no power windows, locks, or even door mechanisms, just a wire pull cord to open the door. Inside, there was no leather or carpet – just raw carbon fiber floors and cloth-covered composite shell seats with a felt-covered dash and tunnel. The driver was greeted by a

### HIGHLIGHTS

A True Supercar Icon; The 53rd of Only 213 US-Specification F40s  
Originally Delivered to Shelton Ferrari of Fort Lauderdale; Collector-Owned from New  
Exceptional Time Capsule Example Showing Just 1,253 Miles when Catalogued  
Accompanied by Ferrari Classiche Red Book, Massini Report, Books, and Tools  
Major Service Performed in 2024; Recent FCA Platinum Award Winner

### SPECIFICATIONS

2,936 CC DOHC V-8 Engine  
Twin IHI Turbochargers with Behr Intercoolers  
Weber-Marelli Electronic Fuel Injection  
478 BHP at 7,000 RPM  
5-Speed Manual Transaxle  
4-Wheel Ventilated Disc Brakes  
4-Wheel Independent Double-Wishbone Suspension with Coil-Over Shock Absorbers





## PROVENANCE

Dr. Phillip Marvin Brame Sr., Ferguson, North Carolina (acquired new via Shelton Ferrari in 1990)

Terry Jones, Newport Beach, California (acquired via Ferrari of Walnut Creek in 1992)

Private Collection, US (acquired from the above in December 1992)

Liberty Chevrolet, Wakefield, Massachusetts (acquired from the above in August 2012)

Private Collection, North Carolina (acquired from the above in 2012)

Charles Ungurean, Columbus, Ohio (acquired from the above by 2016)

Private Collection, US (acquired from the above in 2018)

Current Owner (acquired from the above)

simple three-spoke MOMO steering wheel and drilled aluminum pedals. Neither steering nor brakes were power assisted. It also had no radio, glove box, or armrests – just a traditional gated shifter to command the five-speed transaxle.

The heart of the beast was a 2.9-liter, four-cam, twin-turbocharged, intercooled, fuel-injected V-8, producing 478 hp and 426 lbs./ft. of torque. Handling was accomplished through a race-tuned, four-wheel, double-wishbone suspension with KONI shock absorbers. Stopping power consisted of massive Brembo cross-drilled, four-wheel disc brakes.

When the F40 was introduced, the automotive press was astonished by its performance. Magazines reported a 0–60 sprint in 3.8 seconds, elapsed quarter-mile times of 11.8 seconds at 124.5 mph, 1.01 g on the skidpad, and 70–0 stopping distances of 218 feet. Meanwhile, Ferrari reported achieving a top speed of 201 mph – a first for any road car. As impressed as they were by the car's performance, it was the F40's minimalist approach and visceral driving experience that truly won the day. Initially, Ferrari planned to build 400 examples worldwide; however, demand was so great that 1,311 were built.

Completed in October 1990, this F40, chassis 86620, is the 53rd of just 213 examples built for the US market. In December 1990, this car was retailed

through authorized dealer Shelton Ferrari in Fort Lauderdale, Florida, and sold to its first owner, Dr. Phillip Marvin Brame Sr. of Ferguson, North Carolina.

Dr. Brame drove the F40 approximately 200 to 300 miles during his brief ownership and, in 1992, traded it to Ferrari of Walnut Creek for an original Daytona Spider. The F40 was then sold to Terry Jones of Newport Beach, California, who added approximately 500 miles to the odometer before selling it in December 1992 to a private collector. For the next two decades, the Ferrari was driven sparingly and shared garage space with other important classics, including a 288 GTO. When this long-term owner finally sold the F40 to Liberty Chevrolet in August 2012, it had covered just 991 miles.

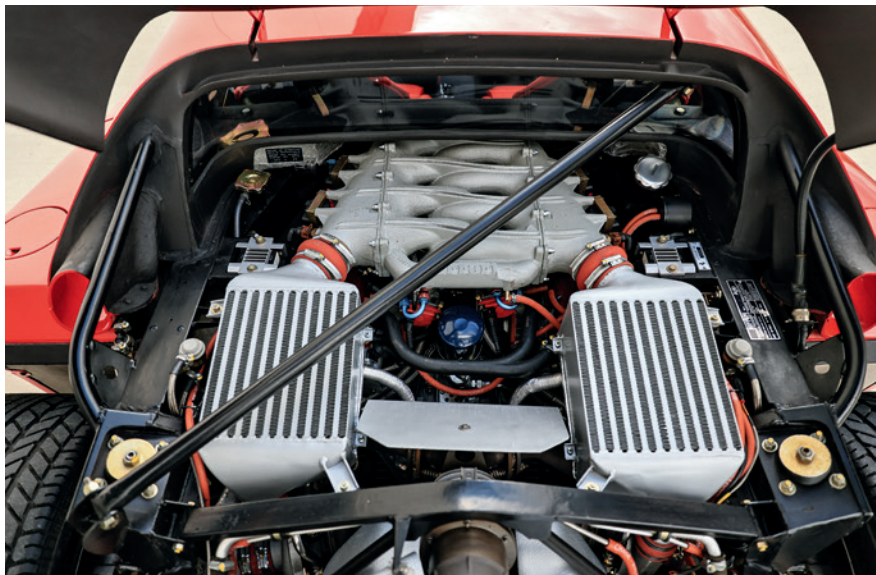
In October 2012, the F40 was entrusted to noted marque specialist Independent Ferrari Service Inc. of South Easton, Massachusetts, who carried out an extensive recommissioning service at a cost of over \$18,000, as documented by invoices on file. Soon after this work was performed, the Ferrari was sold to a North Carolina-based collection and later shipped to Dubai, where it was displayed in the museum exhibit – *The Art of Ferrari* – held at Galleria Ferrari within the extraordinary Ferrari World Abu Dhabi theme park.

In July 2014, the F40 returned to the US and, while showing just 1,003 miles



LOT 65







## EXHIBITION HIGHLIGHTS

*The Art of Ferrari* at Galleria Ferrari, Dubai, United Arab Emirates, 2014  
FCA Annual Meet and Concoors, Columbus, Ohio, 2016  
FCA Annual Meet and Concoors, Elkhart Lake, Wisconsin, 2024  
(Platinum Award)

on the odometer, was sent to Ferrari of Atlanta for service, which included the fitting of new tires and addressing a factory recall campaign for the lower suspension forks. At this time, the F40 was also inspected for Ferrari Classiche Certification and the accompanying Red Book and Certificato di Autenticità were issued in February 2015. A major service was carried out in July 2022 by authorized dealer Ferrari of Los Angeles at a cost of \$29,550.

Under the current owner's care and in preparation for the 2024 Ferrari Club of America Annual Meet and Concoors, the F40 was the recipient of a major service and thorough cosmetic detailing, with invoices on file totaling \$33,866. This work included the replacement of timing and accessory belts, camshaft seals, rebuilding the camshaft tensioners, and exchanging all fluids, as well as careful underside dry ice blasting and cosmetic detailing. Following this work, the car was exhibited at the 2024 FCA Annual Meet and Concoors in Elkhart Lake, Wisconsin, where it received a Platinum Award.

At the time of cataloguing, the odometer displayed just 1,253 miles, and the Ferrari presents in exceptional condition in all respects. The hallmark characteristics of a well-kept US-specification F40 are present, from the factory-original ID and data plates down to the country code markings that appear on the suspension arms. Furthermore, the Scaglietti body number (51) is present on the front and

## FEATURED MEDIA

*Ferrari F40*, by Piero Casucci

rear opening panels as well as both door hinges.

A blue-chip example in all respects, this F40 is offered with a proper Schedoni leather handbook folio – containing the original owner's manual, warranty book, and dealer directory – as well as a tool kit and Ferrari Classiche Red Book. It is also accompanied by a file of documentation that includes a history report produced by Marcel Massini, service records from the past decade, and a CARFAX Vehicle History Report. An ultra-low-mileage example with a well-documented history, this outstanding US-specification F40 is among the most rare, exciting, and collectible sports cars of the modern era. Its impeccable credentials are sure to impress the most discerning collector.



1990 FERRARI F40

LOT 65





## 2022 PORSCHE GT2 RS CLUBSPORT 25 ‘MANTHEY RACING’

VIN. WPOZZZ99ZKS197149

\$650,000–\$850,000

Developed to commemorate Manthey Racing’s 25th anniversary, the 911 GT2 RS Clubsport 25 was a limited-production, track-only model developed with Porsche Motorsport. Based near the Nürburgring, Manthey is one of the marque’s most successful racing partners, known for multiple Nürburgring 24 Hour wins and running Porsche’s factory WEC effort. Manthey Racing is now a wholly-owned subsidiary of Porsche AG.

Described by Manthey’s managing director Nicolas Raeder as “a milestone” for the company, the Clubsport 25 was engineered with an uncompromising emphasis on performance. Grant Larson of Style Porsche, who oversaw the design, noted the car “amalgamated the strengths of both partners” while

bridging the 991 and 992 generations.

Offered at €525,000 (\$620,000 at the time), 30 examples were built for 2022 utilizing 2019 serial-numbered tubs, each built to identical specification and reserved for Porsche’s most important clients. All were finished in dark matte gray, with key aerodynamic components accented in Manthey’s signature green and yellow – an homage to the team’s Nürburgring-winning “Grello” GT3 R.

Based on the 991-generation GT2 RS Clubsport, the Clubsport 25 retained the formidable 3.8-liter, twin-turbocharged flat-six engine, producing 691 hp at 7,000 rpm and 553 lbs./ft. of torque between 2,500 and 4,500 rpm. Power

### HIGHLIGHTS

A Collaborative Track Special from Porsche and Manthey Racing  
Number 04 of 30 GT2 RS Clubsport 25 “Manthey Racing” Editions  
One of Just Six Examples Originally Allocated for the US  
Equipped with a 691 HP, 3.8-Liter Flat-Six Twin-Turbocharged Engine  
Featuring Clubsport 25-Specific Design and Details  
Sparingly Used and Showing Just 667 Miles when Catalogued

### SPECIFICATIONS

3,800 CC DOHC Twin-Turbocharged Flat 6-Cylinder Engine  
691 BHP at 7,000 RPM  
7-Speed PDK Dual-Clutch transaxle  
4-Wheel Ventilated Disc Brakes  
4-Wheel Independent Suspension with Coil Springs and Shock Absorbers



LOT 66

*\*Please note that this vehicle is sold on a Bill of Sale.*



## PROVENANCE

Current Owner (acquired new)

was delivered to the rear wheels via a seven-speed PDK dual-clutch transaxle, offering explosive acceleration and exceptional circuit performance.

The Clubsport 25 introduced a range of upgrades over the standard model. Adapted from the 911 GT3 R, a centrally mounted radiator improved cooling and offered greater protection in front-end impacts. A redesigned front apron with a central intake and twin flics, along with a closed underbody and reprofiled carbon front lid, enhanced airflow and downforce.

The car's chassis and suspension systems borrowed extensively from the modern Porsche 935, including a wider track, 18" center-lock wheels, and updated electronics. At the rear, a swan-neck mounted wing and integrated wraparound spoiler improved high-speed stability. While no official performance figures were published, these upgrades almost certainly delivered sharper dynamics and greater consistency over extended running.

The interior was shared with the standard GT2 RS Clubsport, featuring an FIA-compliant welded safety cage, racing seat, and minimalist competition trim. A digital display, integrated switchgear, and carbon details underscored its single-minded focus on track performance, with no concessions to comfort or convenience.

Per its dashboard-mounted "25 Jahre Manthey-Racing" plaque, this example is chassis 04 of 30 Clubsport 25 models built, and one of only six originally allocated to the US. Presented in near as-delivered condition, with just 667 miles from new, this car is accompanied by original Porsche Motorsport items including technical literature, tools, and documentation.

This offering presents a rare opportunity to acquire the inaugural example of Porsche and Manthey's anniversary model. Celebrating a legacy of shared success, the GT2 RS Clubsport 25 marks a milestone in Porsche's customer racing evolution and its partnership with Manthey.



2022 PORSCHE GT2 RS CLUBSPORT 25 'MANTHEY RACING'

LOT 66





## 1952 LAND ROVER SERIES I 'REBORN'

CHASSIS NO. 26630204

\$180,000–\$220,000 without reserve

Making its debut in 1948, the Land Rover emerged in postwar England as one of the most rugged and capable vehicles ever built. With alloy bodies and four-wheel drive, they were adaptable to all types of terrain, wet or dry. The early Land Rovers have become iconic the world over, and in celebration, the factory sanctioned 25 fortunate examples to be comprehensively restored within the factory grounds, both cosmetically and mechanically, to as-close-to-new condition as possible. The exacting nature of the photo-documented effort lavished on the “Reborn” Series I Land Rovers is difficult to overstate, and the results are truly fascinating to explore.

The pristine example presented here is the 24th of the 25 vehicles restored in

### HIGHLIGHTS

The 24th of Just 25 Land Rovers Renewed by the Factory’s “Reborn” Program  
One of Only Two Left-Hand-Drive “Reborn” Examples  
Originally Deployed in 1952 as a Belgian Police Vehicle and Dubbed “*Belgium Gendarmerie*”  
Thought to be One of Just Two Stateside-Based Examples of the 25 Vehicle Program  
An 80"-Wheelbase Series I Finished in RAF Blue and Restored with Pride by a Specialized Team on the Solihull Factory Grounds

the series, and is one of just two left-hand-drive examples in the group. It was delivered to a police department in Belgium in 1952 and has been “reborn” in its original livery. Beginning in October 2017, each component was expertly restored to its original appearance and function, and when complete the following year, the vehicle was given the moniker “*Belgium Gendarmerie*” (Guard of the Belgian Realm). With only limited mileage since its completion, this Land Rover has been on a regular maintenance schedule to preserve its restoration. The vehicle is complete with a tool roll and a 117-page hardbound book documenting the restoration. Worthy of a place in the finest collections, this fascinating Land Rover Series I has left the craftsmen of Solihull for the second time, ready for its next 75 years of adventure.

### SPECIFICATIONS

1,997 CC Inline 4-Cylinder Engine  
Single Solex Carburetor  
52 BHP at 4,000 RPM  
4-Speed Manual Gearbox with Selectable 4-Wheel Drive  
4-Wheel Hydraulic Drum Brakes  
Front and Rear Live Axles with Semi-Elliptical Leaf Springs







## 1968 FERRARI 330 GTC

COACHWORK BY PININFARINA

CHASSIS NO. 11309

ENGINE NO. 11309

\$475,000–\$525,000

By the mid-1960s, Ferrari stood at a pivotal crossroads – caught between its uncompromising racing ethos and a growing demand for civilized, road-going performance. The 330 GTC emerged at this inflection point: neither as single-minded as the competition-bred 275 GTB, nor as overtly luxurious as the family-oriented 330 GT 2+2; instead, it embodied the best qualities of both. Pininfarina’s graceful, understated, yet clearly sporting design cloaked a short-wheelbase chassis endowed with a rear-mounted transaxle and fully independent suspension, both drawn directly from Ferrari’s contemporary sports racers. Combining the short-wheelbase agility and rear transaxle balance of the 275 GTB with the torquey 4.0-liter Colombo V-12, and much of the refinement of the 330 GT 2+2, it landed squarely in the “sweet spot” of

Ferrari’s golden era of grand touring.

Beneath its long, forward-tilting bonnet lay the sonorous SOHC V-12, tuned for usable torque and silken delivery. The result was a car that could thrill in the Dolomites, cruise the autostrada in supreme comfort, and arrive at the Hôtel de Paris with quiet authority – perhaps the first Modenese machine to truly excel in all three roles.

Delivered new to Rome-based, factory-authorized dealer Gioacchino Vari and finished in its elegant factory shade of *Blu Sera Metallizzato* (Evening Blue Metallic), chassis 11309 is believed by the consignor to retain much of its

### HIGHLIGHTS

Final Production Year and One of Only 600 Examples Built

An Ideal Blend of 275 GTB Performance and 330 GT 2+2 Refinement

Recipient of a Recent Major Mechanical Refresh Totaling Nearly \$200,000

Retains Matching-Numbers 4.0-Liter Colombo V-12 Engine and Transaxle per Massini Report

Invitingly Patinated with Largely Original *Blu Sera Metallizzato* Paint over Nero Interior

### SPECIFICATIONS

3,967 CC SOHC V-12 Engine

Three Weber Twin-Choke Carburetors

300 BHP at 6,600 RPM

5-Speed Manual Transaxle

4-Wheel Hydraulic Disc Brakes

4-Wheel Independent Suspension with Coil Springs



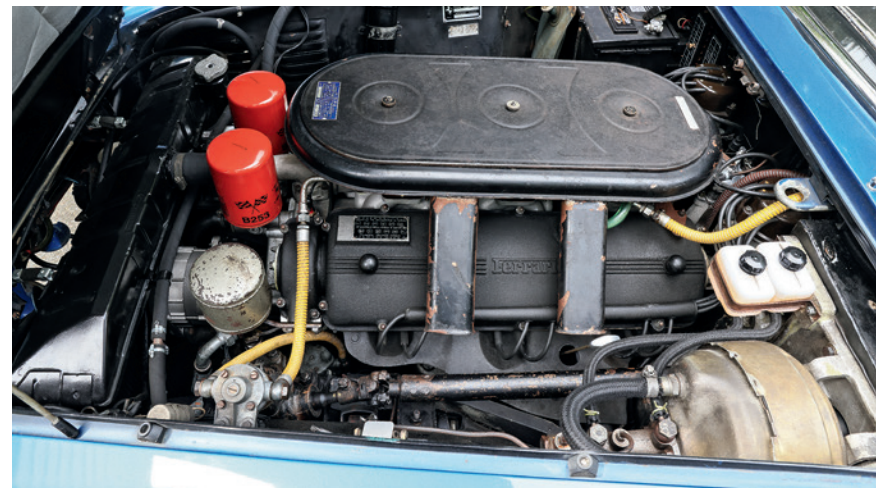




original paint and *Nero* (Black) Franzi leather interior – each surface bearing a gentle, time-earned patina that speaks to nearly six decades of careful use and preservation. Optioned with air-conditioning, power windows, and desirable knock-off 14" cast-aluminum Campagnolo alloy wheels, the car presents much as it would have in-period, down to nuanced details such as its quad-tip ANSA exhaust and modern-manufacture, era-correct Michelin XWX 70-series tires.

Extensively documented through accompanying service invoices, the GTC benefits from nearly \$200,000 in recent mechanical refurbishment by renowned marque expert Randy Elber of R&R Automotive Restorations in Mount Kisco, New York. Encompassing major – and many more minor – systems, the work performed included rebuilds of both the matching-numbers Colombo V-12 engine and five-speed transaxle. The latter was mounted beneath the car's elegant, sloping tail to help deliver its near-ideal 52/48 front-to-rear weight distribution – along with corresponding benefits in traction and handling, which are both central elements of the GTC's enduring appeal.

Complete with a tool roll and jack kit, chassis 11309 stands today as an ideal example for further enjoyment and preservation, offering its next steward a richly documented, recently freshened, and visually evocative expression of mid-century Ferrari brilliance.



1968 FERRARI 330 GTC

LOT 68





## 1963 JAGUAR E-TYPE LIGHTWEIGHT CONTINUATION

CHASSIS NO. S850670

ENGINE NO. RA8001-10S

\$900,000–\$1,400,000

Jaguar dominated the international racing world for much of the 1950s, scoring five overall victories at the 24 Hours of Le Mans with the brilliant C-Type and D-Type sports racers, all powered by the company's revolutionary XK DOHC six-cylinder powerplant. However, a number of factors, including a devastating 1957 fire at Jaguar's Browns Lane works, as well as racing-regulation changes, encouraged Jaguar to withdraw from racing in favor of a renewed focus on its road models.

The stunning new E-Type, which debuted at Geneva in March 1961, ushered in a new era for Jaguar sports cars. While introduced without factory-backed racing pretensions, the E-Type's motorsport heritage was abundantly clear.

### HIGHLIGHTS

The First of Six Examples Built to 1963 Specification Using Original-Series Chassis Numbers

Jaguar's Press and Promotional Car for the Lightweight Continuation Program

Elegant Color Scheme of Opalescent Gunmetal over Red Leather Upholstery Offered from Original Ownership; Pristine Condition and Showing Less than 850 Miles

Accompanied by Lucas Fuel Injection Components and Copies of FIA HTP Papers

Based on the projectile-shaped E1A development car and the E2A campaigned by Briggs Cunningham at Le Mans in 1960, the road-going E-Type bristled with the latest racing technology. Among its purposeful design features were a monocoque central structure/body shell, front subframe, tilting bonnet, and a new, independent rear suspension with inboard disc brakes, designed by Jaguar engineering legend Bob Knight.

Essentially a civilized and modernized D-Type, the E-Type was an obvious natural candidate for racing. Success was immediate, with Graham Hill driving Tommy Sopwith's "ECD 400" E-Type to victory at Oulton Park on April 16, 1961, ahead of Innes Ireland's potent Aston Martin DB4 GT. On its next outing on May 21st

### SPECIFICATIONS

3,781 CC All-Alloy DOHC Inline 6-Cylinder Engine

Three Weber 45 DCOE Twin-Choke Carburetors

Estimated 300 BHP

4-Speed Fully Synchronized Manual Gearbox

4-Wheel Disc Brakes

4-Wheel Independent Suspension





## PROVENANCE

Current Owner (acquired new via Jaguar Classic Works in 2014)

at Crystal Palace, Roy Salvadori prevailed in John Coombs' "BUY1" E-Type over the Aston Martin and Ferrari contingent. Limited works support soon followed for Jaguar privateer Coombs and his E-Type, which was uprated to competition specification, with Graham Hill selected as the regular test and race driver.

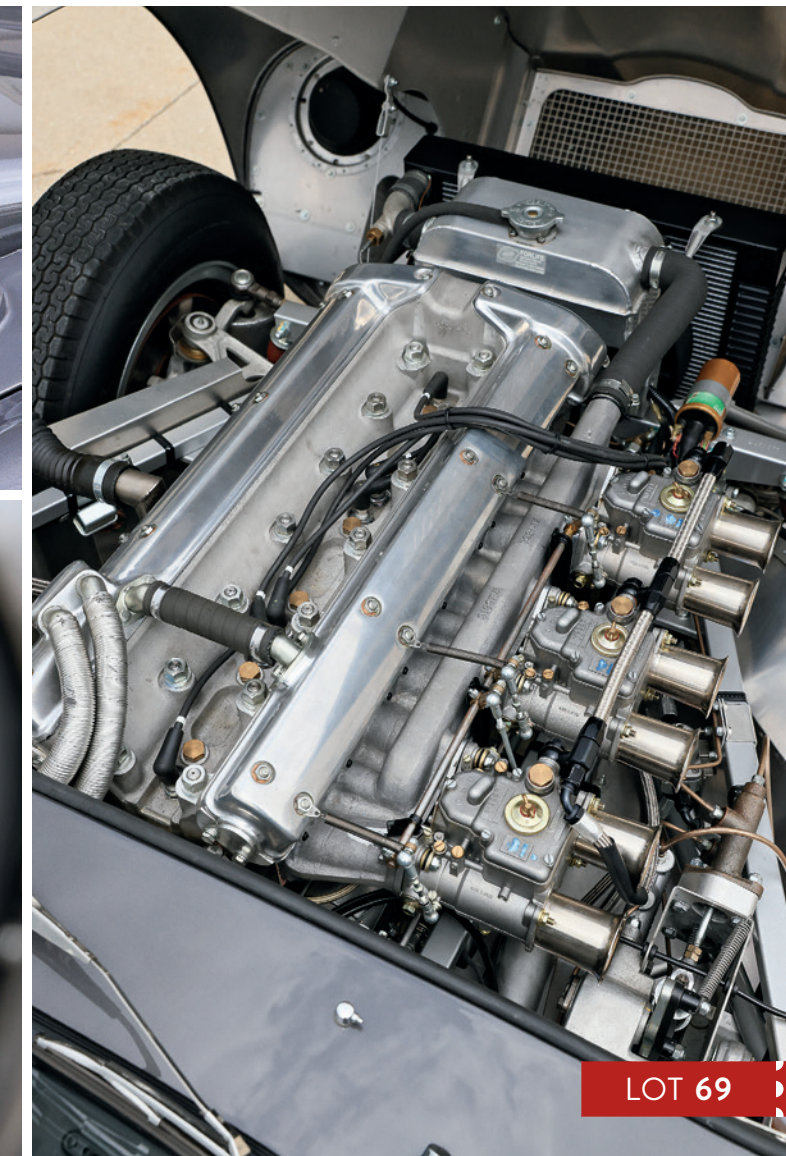
However, while Jaguar scored further victories in 1961, rapidly escalating competition prompted Jaguar's experimental and competition departments to secretly build chassis EC 1001, a special, thoroughly uprated E-Type race car with a lighter, more aerodynamic body designed by Malcolm Sayer. It was appropriately named the "Low Drag Coupe." But the project was shelved while the development of Coombs' car continued, helping Hill earn several more podiums in 1962 until the advent of Ferrari's 250 GTO, homologated as a 250 GT with different bodywork and a reputedly built-in response to the racing E-Types.

Following Ferrari's lead, a new "Special GT" lightweight, all-aluminum E-Type competition roadster (with a sleek, removable hardtop) was developed and built, beginning in November 1962. Just 12 of 18 planned examples were ultimately built. Confirming the E-Type Lightweight's prowess, Ed Leslie and Frank Morrill finished 1st in Class in its 1963 debut in the 12 Hours of Sebring, followed by four wins in Britain by Graham Hill in the Coombs car.

Representing the ultimate competition development of the early E-Type and one of the greatest GT-class racing cars of the early 1960s, the E-Type Lightweight remains an undisputed icon today. Accordingly, Jaguar Special Operations brought the E-Type Lightweight into the 21st century with the construction of six brand-new examples to original specifications, following one prototype, in 2014, 50 years after the originals were built and raced.

Demonstrating the capabilities of the engineering experts at Jaguar Land Rover's newly established Jaguar Classic Works, the E-Type Lightweights feature incredible authenticity, built with the strictest adherence to the unique characteristics and features of the original cars, including the competition-specification, all-alloy dry sump 3.8-litre engine with the famous "wide-angle" head. The chassis numbers assigned to this six-car batch (plus one prototype) are the ones that were reserved by Jaguar for the six Lightweights planned but not built during the original production run in 1963.

Bearing chassis S850670, this 1963 Jaguar E-Type Lightweight Continuation was the first example built using the original series chassis number sequence. Tastefully finished in the period color scheme of Opalescent Gunmetal over red leather, it was immediately put into high-profile service as a factory press and promotional vehicle for Jaguar's Continuation program. After fulfilling



LOT 69



## FEATURED MEDIA

*Auto Bild*, “The Jaguar Lightweight E-Type: Recreating a Legend,” video



its duties, the Lightweight returned to Jaguar Classic Works, where it was refurbished and converted from the optional Lucas fuel-injection system to a more traditional arrangement of three Weber 45 DCOE carburetors, plus the addition of period racing-number roundels. The Jaguar has been used sparingly since it was acquired by the current owner from Jaguar Classic Works in 2014. At the time of cataloguing, the Jaguar’s odometer displayed just 836 miles.

Presented in outstanding order and accompanied by the original Lucas fuel injection components and copies of the FIA Historic Technical Passport issued by Britain’s Motor Sports Association, this magnificent Lightweight E-Type Continuation will provide its new owner the thrilling opportunity to experience one of the greatest Jaguar competition cars of all time.



1963 JAGUAR E-TYPE LIGHTWEIGHT CONTINUATION

LOT 69





## 1989 MERCEDES-BENZ AMG 560 SEC 6.0 'WIDE-BODY'

VIN. WDB1260451A507821

ENGINE NO. 117.968-12-075281

\$575,000–\$625,000

Founded in 1967 by former Daimler-Benz engineers Hans Werner Aufrecht and Erhard Melcher, AMG began as a specialist workshop dedicated to building racing engines. From these roots, AMG expanded its expertise throughout the 1970s and early 1980s, establishing itself as the premier tuner of Mercedes-Benz vehicles. After relocating to Affalterbach in 1976, the company offered discerning customers bespoke performance upgrades – ranging from engine enhancements and suspension tuning to signature styling modifications – that transformed luxury automobiles into autobahn-dominating supercars.

One of AMG's most significant engineering achievements came in the mid-1980s, with the development of its own dual overhead cam, four-valve-per-cylinder

cylinder heads for the venerable M117 V-8 engine. Delivering an impressive 370 hp, this 6.0-liter powerplant elevated Mercedes-Benz coupes, sedans, and wagons to a new tier of performance. When paired with the elegant yet aggressive C126 S-Class Coupe and fitted with AMG's widebody kit, the result was one of the fastest, most exclusive, and most visually striking cars of the 1980s.

According to the original Mercedes-Benz data card, this example began life as a highly optioned 560 SEC Coupe, finished in Blue-Black Metallic (199U) over gray leather and specified for the German market. Completed in September 1989, it was delivered directly to AMG's Affalterbach workshop, where it underwent a full 6.0-liter conversion. Upgrades included AMG's signature DOHC cylinder

### HIGHLIGHTS

A Genuine Pre-Merger AMG – One of the Most Iconic German Tuner Cars

One of Less than 50 SECs Converted by AMG to 6.0-Liter DOHC Specification

Presented in Classic Blue-Black Metallic with Widebody Kit and OZ Aero III Wheels

Offered with Tool Kit, Jack, Mercedes-Benz Data Sheet, and Service Records

Accompanied by AMG Classic Conversion Certification Confirming Original Build Details

### SPECIFICATIONS

5,953 CC DOHC Type M117 V-8 Engine

Bosch K-Jetronic Fuel Injection

370 BHP at 5,500 RPM

4-Speed Automatic Transmission

4-Wheel Ventilated Disc Brakes with ABS

Front Independent Suspension with MacPherson Struts, Lower A-Arms, Coil Springs and Shock Absorbers

Rear Independent Multi-Link Suspension with Coil Springs and Shock Absorbers





## EXHIBITION HIGHLIGHTS

The Quail, A Motorsports Gathering, California, 2024



heads (numbered AMG 447 6.0 25), AMG suspension and exhaust systems, widebody kit, and lightweight 17" three-piece OZ Aero III wheels. Inside, the cabin was enhanced with a 300 km/h speedometer, deeply bolstered Recaro bucket seats, luxurious burl wood trim, and a MOMO M38 AMG-branded steering wheel. Completed on October 4, 1989, the car was then exported to Japan – one of AMG’s most important early markets – where it remained for over 25 years. It was registered in Kobe as “302 47-76” before being exported to the UK in 2016, then to Austria, and finally to the US in 2020, where it joined a notable youngtimer collection.

Now showing 89,835 km (approximately 55,820 miles), the car presents in excellent condition following a recent expert detailing. It has been thoroughly inspected and authenticated by AMG Classic and MKB Manufaktur, and is offered with an AMG Classic Conversion Certificate confirming its original build details and component numbers. Key features remain intact, including matching stampings on the body panels, DOHC valve covers, throttle body, exhaust manifolds, and date-coded Aero III wheels covering uprated twin-piston front brakes and a full “AMG by Bilstein” suspension system. An icon of AMG’s golden pre-merger era, this 560 SEC 6.0 “Wide-Body” perfectly embodies the rare blend of performance, luxury, and exclusivity that defined one of Germany’s most celebrated tuning houses.



1989 MERCEDES-BENZ AMG 560 SEC 6.0 ‘WIDE-BODY’

|| LOT 70





## 1992 LAMBORGHINI DIABLO

VIN. ZA9DU07GXNLA12521

\$250,000–\$300,000 without reserve

Replacing the iconic Countach after a 16-year run, the Lamborghini Diablo marked a new era for the Italian marque. Developed under Chrysler's ownership and introduced in 1990, the Diablo retained the aggressive wedge-shaped silhouette but featured smoother lines, improved aerodynamics, and a far more refined driving experience. Power came from a 5.7-liter V-12, producing 485 hp and 428 lbs./ft. of torque, enabling the Diablo to become the first Lamborghini to exceed 200 mph. Early examples are particularly prized for their raw, analog character – with no ABS, traction control, or power steering – yet they offered improved usability over the Countach with features like power windows, adjustable seats, and a more spacious cabin.

### HIGHLIGHTS

Desirable Early Production Example in Striking *Diablo Rosso* over Black  
Believed to be the Only Diablo Delivered New to Venezuela  
Showing Just 9,668 Km (Approximately 6,000 miles) when Catalogued  
Recent Servicing Performed by Lamborghini Palm Beach and Driven Exotics  
Offered with Tool Kit, Blaupunkt Stereo, and Service Records

Sold new in June 1992, this early-production Diablo is believed to be the sole example originally delivered to Venezuela. It was reportedly owned by a prominent collector whose garage also housed a Mercedes-Benz 300 SL Gullwing in a matching color scheme. Recently imported to the US, this Diablo is finished in its original colors of *Diablo Rosso* (Devil Red) over black leather – closely resembling the press car featured in Lamborghini's launch materials. It rides on original OZ five-hole modular wheels with new Pirelli tires, and has received recent servicing from Lamborghini Palm Beach and marque specialist Driven Exotics of Gilroy, California. Showing just 9,668 km (approximately 6,000 miles) at the time of cataloguing, it is offered with its tool kit and a period-correct Blaupunkt stereo.

### SPECIFICATIONS

5,709 CC DOHC V-12 Engine  
Electronic Sequential Multi-Point Fuel Injection  
492 BHP at 7,000 RPM  
5-Speed Manual Transaxle  
4-Wheel Brembo Cross-Drilled Disc Brakes  
4-Wheel Independent Wishbone Suspension



LOT 71

*\*Please note that this vehicle will not be sold for use or resale in California or to a non-dealer California resident.*





## 2008 PORSCHE 997 GT3 RSR

VIN. WPOZZZ99Z8S799921

\$350,000–\$500,000

The Porsche 997 GT3 RSR was the ultimate 911 developed for GT2-class racing, homologated for ACO, FIA, and IMSA competition. Introduced in 2007, it was heavily revised for 2008 to improve reliability, handling, and aerodynamics – essential for it to remain competitive against Ferrari, Corvette, and others. Key updates included a new six-speed sequential gearbox, along with revised suspension geometry, a flatter driveshaft angle, and Sachs four-way dampers for improved tuning. The front-end aero was also upgraded with dive planes, refined ducting, and underbody changes to increase downforce and reduce drag. Its 3.8-liter flat-six remained largely unchanged, producing 465 hp at 8,500 rpm and 317 lbs./ft. of torque at 7,250 rpm, with dry sump lubrication and a forward engine placement for better balance. The 2008 RSR featured a

seam-welded shell, carbon bodywork, integrated roll cage, and MoTeC electronics. Campaigned by top privateers like Flying Lizard and Felbermayr-Proton, it earned major wins at Sebring, Le Mans, and Spa, reinforcing Porsche's dominance in GT endurance racing.

This Porsche 997 GT3 RSR, chassis 799921, is one of 35 examples built for the 2008 model year. Finished in Carrara White, it was originally delivered to the Madrid, Spain-based DriveX Motorsport team, founded in 2003 by GT champion Miguel Ángel de Castro, former Formula 1 driver Pedro Martínez de la Rosa, and collector Jaime Bergel.

### HIGHLIGHTS

Rare and Desirable 997-Based Factory Racing 911; Only 35 Built for 2008  
Delivered New to DriveX Motorsport of Madrid, Spain  
Powered by a 3.8-Liter Flat-Six Paired with Six-Speed Sequential Gearbox  
Recent Servicing by Porsche Motorsport North America  
Accompanied by Manuals, Logbook, and Spares Package

### SPECIFICATIONS

3,795 CC DOHC Flat 6-Cylinder Engine  
Sequential Multi-Point Fuel Injection  
465 BHP at 8,500 RPM  
6-Speed Sequential Manual Gearbox  
4-Wheel Ventilated Disc Brakes  
Front and Rear Fully Independent Suspension with Coil Springs and Anti-Roll Bars

*\*Please note that this vehicle is sold on a Bill of Sale.*





## PROVENANCE

DriveX Motorsports, Madrid, Spain (acquired new in 2008)  
Alex Welch, Canon City, Colorado  
Current Owner (acquired in 2024)

## FEATURED MEDIA

*Porsche Sport 2008*, by Tim & Ulrich Upietz

## RACE HIGHLIGHTS

Spanish GT Championship, Jarama, April 2008, de Castro/Amaral (4th Race 1, 5th Race 2)  
Spanish GT Championship, Jerez, August 2008, de Castro/Amaral (3rd Race 2)  
International GT Open, Magny-Cours, September 2008, de Castro/Chacón (6th Race 2)  
International GT Open, Monza, October 2008, de Castro/Chacón (5th Race 1, 7th Race 2)  
Spanish GT, Algarve, November 2008, de Castro/Amaral (6th)  
Spanish GT, Valencia, May 2009, de Castro/Amaral (2nd Race 1, 4th Race 2)  
Spanish GT Championship, Jarama, June 2009, de Castro/Amaral (3rd Race 1, 1st Race 2)  
Spanish GT, Estoril, July 2009, de Castro/Amaral (2nd)

Primarily driven by Miguel Ángel de Castro, with co-drivers including Miguel Amaral and Antonio Chacón, this RSR was actively campaigned in the Spanish GT Championship and International GT Open series. Highlights from 2008 include a pair of podium finishes, with 3rd place results at Jerez and Albacete, as well as top-five finishes at Jarama. The following year, the RSR continued to show strong form, taking 2nd in Race 1 at Valencia and finishing 4th in Race 2. The RSR continued to be campaigned in the GT Open series by the team through 2014.

This RSR was later acquired by American GT racer Alex Welch, a Pirelli World Challenge GTS-X champion with extensive experience in GT3, GT4, and Porsche Cup racing, as well as endurance events like Sebring. It was more recently purchased by its current owner, an accomplished amateur driver with starts at Le Mans, Daytona, Sebring, and Spa, frequently competing with top-tier GT teams. Today, the car presents as a well-prepared example with documented race history and recent mechanical attention. The 3.8-liter flat-six has recently been serviced by Porsche Motorsport North America and is reported by the consignor to be in proper running order. Accompanied by its manuals, logbook, and a selection of spares, this 997 RSR offers a compelling opportunity for further preparation and use in historic endurance events, or as a significant piece in any motor sports-focused Porsche collection.



2008 PORSCHE 997 GT3 RSR

LOT 72





# 1995 PORSCHE 993 CUP RSR

VIN. WPOZZZ9ZVS398095  
\$300,000–\$450,000

The Porsche 993 RSR was developed by Porsche Motorsport for international GT competition. Introduced in 1997, it was based on the 993 Cup 3.8, but extensively re-engineered to support Porsche customer race team entries in international endurance events.

Powered by a 3.8-liter flat-six, the 993 RSR developed approximately 340 hp at 7,000 rpm and 280 lbs./ft. of torque. The engine utilized individual throttle bodies, dry sump lubrication, and strengthened internals for sustained high-rev performance. Optimized for circuit use, a close-ratio G50/34 six-speed manual transaxle delivered power to the rear wheels.

## HIGHLIGHTS

- Rare and Desirable 993-Based Factory Racing 911
- Converted into Full RSR-Specification by J3 Racing
- Campaigned in the Speedvision World Challenge from 1999 to 2000
- Eligible for a Number of Historic Racing Events
- Developed by Porsche Motorsport for GT Endurance Competition

Bodywork featured wide GT2-style fender flares, lightweight panels, and a prominent rear wing. A stripped cockpit was outfitted with a welded roll cage, Recaro racing seat, and a fire suppression system. Chassis enhancements included adjustable suspension, reinforced control arms, and enlarged brakes with dedicated cooling ducts.

Weighing approximately 2,470 pounds, the 993 RSR proved highly competitive, achieving class wins at the 24 Hours of Daytona, 12 Hours of Sebring, and Spa 24 Hours.

This 1995 Porsche 993 Cup RSR began life as a Cup car, sourced directly from

## SPECIFICATIONS

- 3,746 CC Type M64/70 Air-Cooled Flat 6-Cylinder Engine
- Bosch Motronic Multi-Point Fuel Injection
- Estimated 340 BHP at 7,000 RPM
- 6-Speed Manual Transaxle
- 4-Wheel Ventilated Disc Brakes
- 4-Wheel Independent Suspension



*\*Please note that this vehicle is sold on a Bill of Sale.*



## PROVENANCE

Jaye Jackson/J3 Racing, Atlanta, Georgia (acquired new in 1997)  
Alan Benjamin, Boulder, Colorado  
Alex Welch, Canon City, Colorado  
Current Owner (acquired from the above)

## FEATURED MEDIA

*Porsche Sport 2000*, by Ulrich Upietz

## RACE HIGHLIGHTS

Charlotte Motor Speedway, North Carolina, April 2000, Jackson, No. 79  
Canadian Tire Motorsport Park, Ontario, May 2000, Jackson, No. 79  
Lime Rock Park, Connecticut, May 2000, Jackson, No. 79  
Laguna Seca, May 2000, Jackson, No. 79  
Sonoma Raceway, California, July 2000, Jackson, No. 79  
Grand Prix de St. Croix, Quebec, Canada, Jackson, No. 79  
Texas Motor Speedway, September 2000, Jackson, No. 79  
Road Atlanta, September 2000, Jackson, No. 79  
Las Vegas Motor Speedway, October 2000, Jackson, No. 79  
San Diego Naval Training Center Circuit, November 2000, Jackson, No. 79

Porsche Motorsport North America (PMNA) by Georgia-based J3 Racing for competition in the Speedvision World Challenge. Due to the limited availability of factory-built RSRs, PMNA's Alwin Springer offered J3 a 993 Cup along with the necessary components to convert it to full RSR specification.

The conversion included RSR-specification pistons, rods, heads, cams, slide valves, intake, engine management, and exhaust, adding an estimated 30 hp. RSR suspension components, upgraded brakes, sway bars, fuel cell, and pumps completed the transformation.

The RSR reportedly competed in two Speedvision World Challenge rounds and eight SCCA Southeast events in 1999, capturing the SCCA GT1 class championship. The following year, it ran the full 10-round Speedvision World Challenge GT series with J3 team owner Jaye Jackson's son, Justin Jackson, said to have earned "Rookie of the Year" honors by round seven and finishing 5th Overall in a very competitive field.

The RSR saw limited use in Porsche Club of America and historic events through 2002, before being retired and displayed. It was later acquired by accomplished privateers Alan Benjamin and subsequently Alex Welch, both of whom campaigned the car in club and historic racing.

More recently purchased by a Porsche collector and amateur endurance driver with entries at Le Mans, Daytona, Sebring, and Spa, this 993 RSR is presented in a livery said to evoke the distinctive Alex Job Racing RSRs of the era. Built with support from PMNA and developed for top-level privateer competition, it combines authentic specification with period racing pedigree – an ideal candidate for historic events or a standout addition to any Porsche collection.



1995 PORSCHE 993 CUP RSR

LOT 73





## 1977 MASERATI BORA 4.9

CHASSIS NO. AM117/49US\*1004\*

ENGINE NO. AM107/11/49\*1004\*

\$130,000–\$160,000 without reserve

Conceived in the late 1960s, shortly after Citroën took a controlling stake in Maserati, the Bora was a technological tour de force. It was fast and elegant, but with its mid-mounted quad-cam V-8 advanced hydraulics and double-wishbone suspension, it was also spectacularly modern. With proven Maserati *tipo* 107 V-8 power and sharp Giugiaro styling, its angular form stood apart from the era's flowing shapes and predated the Lancia Stratos and Countach.

On offer is an unrestored example showing just under 11,500 miles when catalogued. Walter G. Kost of Illinois purchased the car new from Maserati dealer Continental Motors on July 31, 1978, and drove it sparingly until moving to Palm City, Florida in 1999, registering it there with just 10,685 miles. In May

2014, when the car was sold to a new enthusiast owner, it showed just 10,998 miles and was started regularly, run to operating temperatures, and driven a few miles monthly.

Displaying incredible originality, the engine compartment retains factory finishes along with correct hoses, clamps, wiring, factory stickers, and the distinctive quad-cam black crinkle finished cam covers. The Bora also retains original AGIP stickers on its windscreen and next to its coolant reservoir and the original spare remains properly preserved inside its vinyl cover. Accompanied by a plethora of rarely-seen original paperwork, this Bora is a rare find and is sure to interest even the most seasoned Italian car enthusiasts.

### HIGHLIGHTS

Preservation-Class Example Showing Less than 11,500 Miles when Catalogued  
Retains Its Matching-Numbers Engine per Factory Records

One of Just 275 4.9-Liter Examples Built; Documented With Original Build Record, Certificate of Origin, and Other Rarely-Seen Early Paperwork  
Rare and Desirable Late-Production US-Specification Model Featuring Countless Original Details

Accompanied by Tool Kit and Remaining in Its Stunning Colors of *Argento* (Silver) over Original Red Leather Upholstery

### SPECIFICATIONS

4,930 CC DOHC Aluminum V-8 Engine

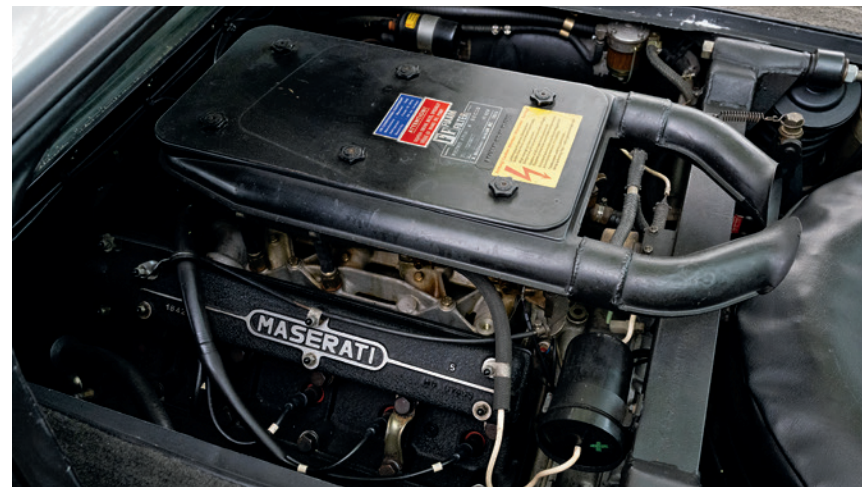
Four Weber 42 DCNF Twin-Choke Carburetors

320 BHP at 6,000 RPM

5-Speed ZF Manual Transaxle

4-Wheel Hydraulic Disc Brakes

4-Wheel Independent Suspension with Wishbones, Coil-Over Shock Absorbers, and Anti-Roll Bars







# 2018 FORD GT COMPETITION SERIES

VIN. 2FAGP9CW8JH100039  
\$1,000,000–\$1,200,000

The Ford GT has long embodied Ford’s pursuit of motor sports excellence. Rooted in the GT40’s legendary four-time Le Mans victory streak from 1966 to 1969, the GT nameplate was revived first in 2005 as a road-going tribute, and again in 2017 as a radically reimagined carbon fiber supercar, built to return to endurance racing’s biggest stage.

Developed by Ford Performance, the second-generation GT was a departure from its predecessor. Built around a carbon fiber monocoque and powered by a twin-turbocharged EcoBoost V-6, it was designed with competition in mind. The race variant would go on to claim both 1st and 3rd Places in the GTE-Pro class at Le Mans in 2016, exactly 50 years after Ford’s original triumph.

## HIGHLIGHTS

One of the Rarest and Most Track-Focused Ford GTs Ever Offered  
Factory Equipped with Lightweight Motorsport Components  
Striking Appearance in Shadow Black with Exposed Carbon Fiber  
Showing Just 2,390 Km (1,485 Miles) when Catalogued  
Delivered New to Canada; Exported to the US in 2024  
Accompanied by Car Cover, Battery Tender, and Accessories

“When we began work on the all-new Ford GT in 2013, the team had three goals,” recalled Raj Nair, Ford’s executive Vice President of Product Development and Chief Technical Officer. “The first was to use it as a training ground for our engineers as we develop future engine technology and stretch our understanding of aerodynamics. Then, to push the boundaries of advanced material usage, such as lightweight carbon fiber. Finally, we set out to win the Le Mans 24 Hours, referred to by many as the ultimate test of endurance and efficiency.”

Developed for track-focused customers, Ford introduced the Competition Series in 2017 – a lightweight, motor sports-derived variant. This limited-production GT was engineered for weight savings and driver engagement, eliminating

## SPECIFICATIONS

3,497 CC DOHC Twin-Turbocharged V-6 EcoBoost Engine with Intercoolers  
Electronic Fuel Injection  
647 BHP at 6,250 RPM  
7-Speed Dual-Clutch Getrag PowerShift Transaxle  
4-Wheel Hydraulic Brembo Carbon Ceramic Disc Brakes  
4-Wheel Independent Suspension with Pushrod-Activated Coil-Over Dampers





## PROVENANCE

Private Collection, Canada (acquired new in 2018)

Private Collection, Canada (acquired circa 2021)

Private Collection, Florida (acquired circa 2024)

Current Owner



non-essential features such as air-conditioning, infotainment, stereo components, storage bins, and cupholders. A Perspex engine cover, thinner Gorilla Glass firewall, and fixed carbon fiber Sparco seats further reduced mass and lowered the center of gravity. Carbon fiber wheels with titanium lug nuts and Brembo carbon ceramic brakes – 15.5” front and 14.1” rear – were standard. A titanium Akrapovič exhaust system saved additional weight while enhancing sound.

Visual distinctions included an exposed carbon fiber center stripe, A-pillars, mirror caps, and gloss carbon lower body trim. The interior featured ebony Alcantara with red accents and anodized shift paddles.

Finished in Shadow Black, this 2018 Ford GT Competition Series was equipped with Equipment Group 600A – a \$91,400 package that added the titanium exhaust, titanium lug nuts, carbon fiber wheels, gloss carbon fiber exterior trim, and Competition Series graphics. Additional options included red-painted brake calipers, factory-installed red Schroth six-point harnesses, and a fitted indoor car cover. The accompanying window sticker lists a total MSRP of \$692,500 and notes initial delivery to Polito Ford Lincoln in Lindsay, Ontario. While air-conditioning was typically omitted on Competition models to save weight, this example is reportedly one of just two known to have been fitted with it.



LOT 75





This Ford GT Competition Series is believed to have had two Canadian owners who accrued approximately 1,200 km (745 miles) between them before it was sold and exported to the US in late 2024. It was subsequently acquired by a Florida-based collector and now shows 2,390 km (1,485 miles) at the time of cataloguing.

Protected by full-body paint protection film, the car presents in excellent condition throughout. A Lifeline fire suppression system has been installed for added safety during track use. Accompanying the sale are a fitted car cover, battery tender, original dashboard panel with radio block-off plate, and additional accessories. A Carfax Vehicle History Report notes a history of services performed at authorized Ford dealerships.

One of the rarest and most focused variants of the second-generation Ford GT, this Competition Series example combines low mileage and outstanding specification. Offered only through 2018, the Competition Series is believed to have been limited to as few as six examples for the North American market. A compelling opportunity for collectors and Ford Performance enthusiasts alike, it embodies the latest-generation GT in its most purpose-built form.



2018 FORD GT COMPETITION SERIES

LOT 75





## 1959 PORSCHE 356 A 'EMORY OUTLAW' SUNROOF COUPE

CHASSIS NO. 107523

\$500,000-\$700,000

Rod Emory has redefined what a Porsche 356 can be. Carrying forward a family legacy that began with his grandfather Neil's Valley Custom Shop and his father Gary's pioneering "Outlaw" builds, Rod established Emory Motorsports to push the boundaries of Porsche's earliest sports cars. Over the past two decades, his operation has become synonymous with world-class craftsmanship, engineering excellence, and a singular design vision that blends heritage with innovation. Emory's waitlist spans years, and each completed car is a tailored, one-of-one creation.

Completed in 2012, chassis 107523 began as a 1959 Porsche 356 A 1600 Sunroof Coupe sourced by Emory. The car was media blasted before receiving extensive

metalwork, including new steel floors, longitudinals, cowl, door bottoms, battery box, and reinforced GT-style nose and tail. The chassis was seam-sealed and epoxy-coated for longevity. Finished in Porsche GT Silver, the body features a louvered engine lid with single grille, and hand-painted Mobil Pegasus graphics. A through-the-hood fuel filler, leather hood straps, and recessed Marchal fog lamps reflect Emory's signature style.

Power comes from a 2.4-liter "Outlaw-4" flat-four developed by Rothsport Racing's Jeff Gamroth, known for his work with Porsche's GT racing program. Based on a sandcast case inspired by the 3.6-liter M64 flat-six, the engine features twin-plug ignition, 48 mm Weber IDA carburetors, a fiberglass fan

### HIGHLIGHTS

Built by Famed Porsche Specialist Emory Motorsports in 2012  
Tastefully Finished in Porsche GT Silver over Saddle Brown Leather  
Powered by a 2.4-Liter Rothsport "Outlaw-4" Engine Developing 205 HP  
Equipped with Sunroof, Emory Motorsports Big Brake Kit, and Five-Speed Gearbox  
Featured on *Jay Leno's Garage* and Displayed at Luftgekühlt 4  
Successful Participant in the Colorado Grand and California Mille Rallies

### SPECIFICATIONS

2,387 CC Air-Cooled Flat 4-Cylinder Engine  
Twin Weber 48 IDA Carburetors  
Estimated 205 BHP  
5-Speed Type 901 Manual Transaxle  
4-Wheel Disc Brakes  
4-Wheel Independent Suspension



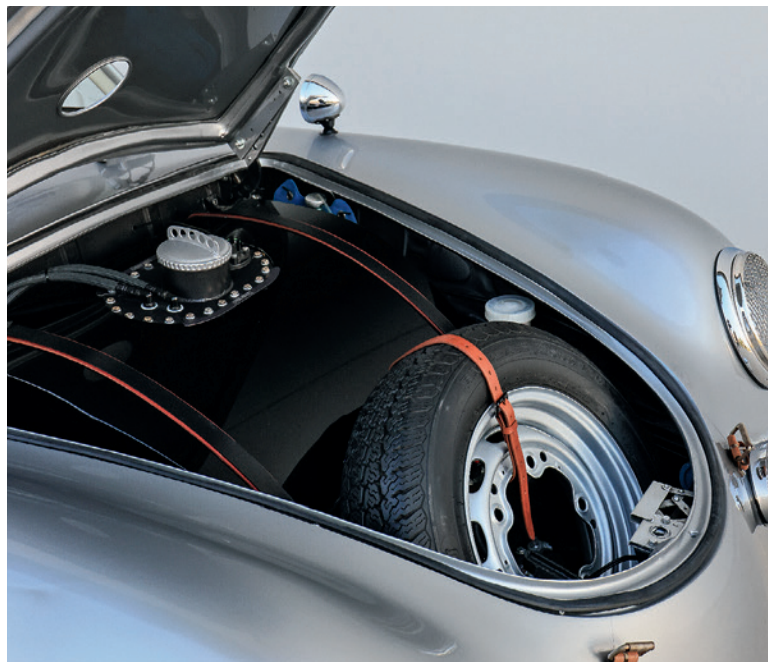


## EXHIBITION HIGHLIGHTS

Luftgekühlt 4, 2017  
Colorado Grand, 2021  
Colorado Grand, 2022  
California Mille, 2024

## FEATURED MEDIA

*Forbes*, June 2015, “Outlaw Porsches: An Authentic 1950s Driving Experience,” by Mark Ewing  
*Jay Leno’s Garage*, August 2015, “Emory Motorsports Custom Porsche 356s”



shroud, billet camshaft tower, and factory Porsche internals where possible. Output is a reported 205 hp, delivered through a type 901 five-speed manual transaxle.

Other highlights include Emory’s 911-style rear layout with custom trailing arms, adjustable KONI shocks, and anti-sway bars at both ends. An 18-gallon Fuel Safe cell increased range and safety.

Inside, the cockpit was upholstered in saddle brown leather with Spinneybeck woven inserts and tan square-weave carpeting. Roadster-style door panels with closing pockets, a color-matched bolt-in roll bar with four-point harnesses, and a Moto-Lita wood wheel enhance the cabin. A Bluetooth-connectivity radio, ivory shift knob, and classic VDO gauges complete the interior.

As Rod Emory has said, “I don’t want to build a car that’s not going to get used. I want these guys to drive them.” True to that ethos, this Outlaw has been thoroughly enjoyed with over 10,000 miles accrued since its 2012 build. It has been featured on *Jay Leno’s Garage*, admired at Luftgekühlt 4, and rallied through the Colorado Grand (2021, 2022) and California Mille (2024), proving its place not just as a showpiece, but as a machine built to be driven.



1959 PORSCHE 356 A ‘EMORY OUTLAW’ SUNROOF COUPE

LOT 76





## 1974 FERRARI DINO 246 GTS

COACHWORK BY SCAGLIETTI  
CHASSIS NO. 06452  
ENGINE NO. 135 CS 000 0011802  
\$700,000–\$900,000

Widely regarded as one of the most beautifully proportioned Ferraris ever built, the Dino 246 GTS represents the pinnacle of Ferrari's mid-engined V-6 lineage. Introduced in 1972, the GTS variant brought the thrill of open-top motoring to the Dino experience, making it one of the most coveted driver's cars of the era.

Chassis 06452 is one of fewer than 300 factory-built "Chairs and Flares" 246 GTS models, recognizable by its Daytona-style seats, pronounced wheel-arch flares, and wide Campagnolo cast-alloy wheels, making it a rare and highly desirable member of the most evolved Dino series, the *Tipo E*.

The Dino was delivered new in January 1974 via Modern Classic Motors, to its first

owner, Roger Boyar of Encino, California – as a gift for his wife – finished in *Nero* (Black) over *Pelle Rossa* (Red Leather), with a silver roof panel, air-conditioning, electric windows, and the celebrated "Chairs and Flares" options. The Boyars retained the car for more than two decades before selling it to their close friend, Randy Rudnick, in the mid-1990s. At that time, the car underwent a sympathetic bare-metal restoration in Los Angeles, changing the color to *Giallo Fly* (Fly Yellow) with the interior reupholstered in tan. The brake calipers were rebuilt with new hoses and pads; new shocks, shock bushings, and suspension bushings were fitted; the lid supports, door and window seals were replaced; and the chrome was replated. After acquiring the car in 2010 in Los Angeles, the third owner contemplated embarking on a concours-level restoration, and

### HIGHLIGHTS

Originally Built with the Ultra-Desirable "Chairs and Flares" Options  
Finished in Original Colors of *Nero* over *Pelle Rossa* with *Argento* Roof Panel  
Restoration Performed by the Renowned Cremonini Carrozzeria SRL  
Ferrari Classiche Certified with Accompanying Red Book  
Offered with Books, Tools, Jack, and Service Records

### SPECIFICATIONS

2,418 CC DOHC 65° V-6 Engine  
Three Weber 40 DCNF19 Carburetors  
175 BHP at 7,800 RPM  
5-Speed Manual Transaxle  
4-Wheel Servo-Assisted Hydraulic Disc Brakes  
4-Wheel Independent-Wishbone Suspension with Coil Springs and Shock Absorbers





## PROVENANCE

Roger Boyar, Encino, California (acquired new via Modern Classic Motors in 1974)

Randy Rudnick, Los Angeles, California (acquired from the above mid-1990s)

Private Collection, London, England (acquired from the above in 2010)

Roberto Bertaccini, Italy (acquired from the above in 2018)

Current Owner (acquired from the above)



in 2014 entrusted the car to Cremonini Carrozzeria S.r.l. in Modena, Italy for its restoration. Over the next three years (2014–2017), Cremonini returned 06452 to its factory livery of *Nero* over matching *Pelle Rossa* Daytona seats, with red carpets and the unusual, contrasting *Argento* (Silver) roof panel.

In May 2017, soon after its restoration was completed, the car sustained minor damage in a small accident while being driven in the Balearic Islands of Spain. By 2018, the car was back to its former glory, having been fully repaired and restored by Cremonini Carrozzeria S.r.l. and Autofficina Bonini Carlo S.r.l. and in December 2017. The GTS emerged not just blemish-free, but also improved by the subsequent work. Chassis 06452 earned its Ferrari Classiche certification in April of the following year.

Now presented in beautiful, restored condition with its rarely seen factory-delivered colors, this desirable “Chairs and Flares” 246 GTS is offered with its Classiche certification, owner’s manual, service books, and history file complete with invoices documenting the restoration. This 246 GTS represents balance, and a meticulous restoration by the leading Italian specialists. This example is nothing less than a Ferrari icon, guaranteed to delight even the most discerning connoisseur.



1974 FERRARI DINO 246 GTS

LOT 77





## 2021 LAMBORGHINI HURACÁN STO

VIN. ZHWUA6ZX6MLA17627

\$300,000–\$400,000

For decades, sports car manufacturers have been building dual-purpose road cars designed to drive to and from the racetrack and perform at the highest possible level while on the circuit. Lamborghini is certainly no stranger to this format – its first modern track-focused special edition was the Gallardo Superleggera, which debuted at the Geneva Motor Show in 2007. With the extensive use of carbon fiber, 220 pounds were dropped from the standard car, resulting in a machine that was both faster and more athletic than the standard variant.

When the Gallardo's successor, the Huracán, went on sale in 2014, enthusiasts eagerly awaited a similar track-focused variant. Lamborghini first unveiled the

Performante, adding even more performance to an already potent package, and in 2021 the company debuted the ultimate track-day weapon: the Huracán STO. Standing for Super Trofeo Omologato, signaling that it was a homologation variant of Lamborghini's Super Trofeo race car, the STO's body was composed of 75% carbon fiber. The car also sported numerous visually apparent upgrades, including the roof-mounted air intake and fin that extends back to the large, fixed rear wing. Additionally, the front trunk area was dedicated to extra cooling systems and the front trunk lid and fenders were replaced with a single-piece clamshell which hinged at the front.

Sitting just behind the passenger compartment was a naturally aspirated

### HIGHLIGHTS

The Ultimate Track-Focused Huracán Road Car  
Finished in Stunning Black over Black and Red Color Combination  
Sparingly Used with Just 2,157 Miles Shown at the Time of Cataloguing  
Offered with Manuals, Center-Lock Wheel Socket, Roadside Gloves, and Tire Inflation Kit  
The Final Model Utilizing Lamborghini's Legendary 5.2-Liter V-10 Engine

### SPECIFICATIONS

5,204 CC DOHC V-10 Engine  
Direct Fuel Injection  
631 BHP at 8,000 RPM  
7-Speed Dual-Clutch Automated Manual Gearbox  
4-Wheel Brembo Carbon Ceramic Disc Brakes  
4-Wheel Double-Wishbone Suspension with Magnetorheological Shock Absorbers

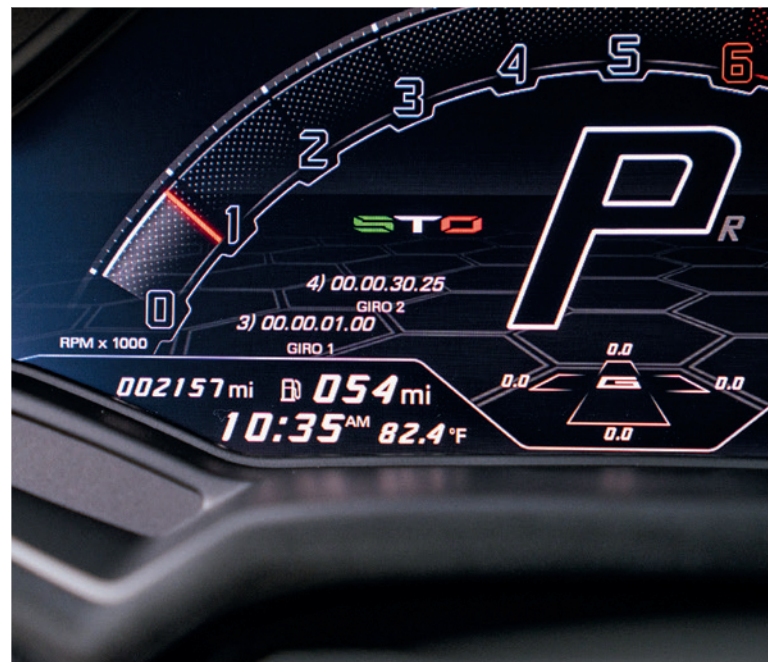




## PROVENANCE

First Owner, Houston, Texas (acquired new in 2021)

Current Owner (acquired from the above)



5.2-liter V-10 producing 630 hp and 417 lbs./ft. of torque, and power was sent through a seven-speed dual-clutch automated manual gearbox to the rear wheels. While Lamborghini's mid-engine V-10-powered cars have traditionally been all-wheel drive, the STO's rear-wheel-drive layout sheds weight over the front axle, improves steering feel, and adds to the absolutely visceral driving experience – making it an even more driver-focused machine.

This 2021 Huracán STO was specified from the factory in a stunning and understated color combination of black over a black and red Alcantara interior. Its dramatic exterior also features all-black multi-spoke wheels and contrasting carbon fiber. Sold new via Lamborghini Houston, the STO has been sparingly used and showed just 2,157 miles at time of cataloguing. It is accompanied by its manuals, tire inflator kit, roadside gloves, and center-lock wheel socket. In 2025, it was detailed at Pristine Auto Detailing of Cedar Park, Texas, where it had paint-protection film applied.

The STO represents the ultimate performance iteration of the Huracán, and with that, the end of Lamborghini's legendary V-10. As the Huracán's replacement features both turbocharging and plug-in hybrid technology, this sensational supercar allows one to experience, at its highest state of tune, one of the engines that defined modern Lamborghini.



2021 LAMBORGHINI HURACÁN STO

LOT 78





## 1995 HONDA INTEGRA TYPE R

CHASSIS NO. DB8-1100632

\$50,000–\$70,000 without reserve

Marking the genesis of Honda's celebrated Type R lineage, this 1995 Integra Type R represents the brand's earliest expression of a road-going, motor sports-derived performance car. Distinguished as the first Type R model ever offered, and the only four-door to wear the badge in period, the DB8 Type R remains a rarity among JDM (Japanese Domestic Market) performance sedans.

As one of just 292 four-door sedans built exclusively for the Japanese Domestic Market in its inaugural year, this homologation special was delivered new in Japan, remaining with its original owner for over two decades before being imported to the US in 2019. At the time of cataloguing, it showed less than 35,000 km (approximately 22,000 miles).

### HIGHLIGHTS

One of Only 292 First-Year DB8 Type Rs Built for the Japanese Market  
Powered by the Legendary 197 HP B18C VTEC Engine  
Exceptionally Original, Showing Less than 35,000 Km at the Time of Cataloguing  
Single Japanese Ownership Until Its Import to the US in 2019  
Finished in Championship White with Recaro Seats and MOMO Steering Wheel

*\*Please note that this vehicle will not be sold for use or resale in California or to a non-dealer California resident.*

Finished in Championship White with matching 15" alloy wheels, this Integra features factory-correct Recaro seats, a MOMO steering wheel, and a stripped-down interior optioned without airbags or ABS. A Pioneer CD stereo, air-conditioning, and power windows round out its focused yet functional cabin.

Factory-equipped with the revered B18C 1.8-liter DOHC VTEC inline-four, this car was hand-assembled with high-compression pistons, a factory limited-slip differential, close-ratio five-speed gearbox, and weight-saving measures, including thinner glass and minimal sound insulation. Rated at 197 hp and revving to a soaring 8,800 rpm, this Honda Integra Type R delivers a visceral, analog driving experience that continues to set the benchmark for front-wheel-drive performance.

### SPECIFICATIONS

1,797 CC DOHC VTEC Inline 4-Cylinder Engine  
197 BHP at 8,800 RPM  
5-Speed Manual Transaxle  
4-Wheel Disc Brakes  
Front and Rear Independent Double-Wishbone Suspension with Coil Springs







# 1984 LANCIA RALLY 037 STRADALE

VIN. ZLA151AR0\*00000089\*  
\$450,000–\$550,000

Announced in 1980, Group B rally regulations created fertile ground for innovation, encouraging constructors to explore lightweight composites, turbocharging, and all-wheel-drive. The formula was immediately fruitful: Audi’s Quattro, bristling with technological sophistication, claimed the inaugural Manufacturer’s Championship in 1982, seemingly spelling the end for rear-wheel drive. However, in 1983, against all odds, the rear-wheel-drive Lancia Rally 037 claimed the Manufacturer’s Championship – one of the greatest David-and-Goliath stories in motor sports history.

Conceived under the direction of visionary Fiat Group engineer Sergio Limone, and developed in collaboration with Abarth and Dallara, the 037 largely eschewed

the techno-futurism of its rivals, save for its Kevlar-reinforced, Pininfarina-styled bodywork. Light and ferociously agile, the 037 was everything the Quattro was not. It was that contrast – coupled with the superlative driving talents of Walter Röhrl and Markku Alén – that delivered Lancia the 1983 manufacturer’s title.

As one of approximately 200 examples built under homologation rules, this lovely example is finished in iconic Rosso (Red) paint and fitted with its signature 10-hole alloy wheels. According to a 2012 Paris auction description on file, this Lancia was purchased by an enthusiast in 1985 and, in May 1990, was sold to another Lancia aficionado with less than 3,000 km showing on its odometer. The description notes that his collection included another 037, which he drove

## HIGHLIGHTS

- Rarely Seen Unrestored Example Showing Under 12,500 Km when Catalogued
- One of Approximately 200 Rally 037 Stradales Built
- The Last Rear-Wheel-Drive Model to Win a World Rally Championship
- Group B Homologation Version of Lancia’s 1983 World Rally Manufacturer’s Championship Winner
- Received Approximately \$17,000 in Mechanical Servicing in Current Ownership

## SPECIFICATIONS

- 1,995 CC DOHC Lancia Type 828 Inline 4-Cylinder Engine
- Single Weber Twin-Choke Carburetor
- Roots-Type Supercharger
- Estimated 200 BHP at 7,000 RPM
- 5-Speed Manual Gearbox
- 4-Wheel Disc Brakes
- 4-Wheel Independent Double-Wishbone Suspension

*\*Please note that this vehicle will not be sold for use or resale in California or to a non-dealer California resident.*





## PROVENANCE

Jacques Bajol, Toulouse, France (acquired in 2012)

Current Owner (acquired in 2019)



more frequently in order to carefully preserve this example. After 22 years the Lancia was sold to noted Italian car collector Jacques Bajol of Toulouse, France. The 037 remained in Europe until 2019, when it was sold to the consignor, a passionate collector of postwar sports cars. He had it imported into the US and had Redline Restorations of Bridgeport, Connecticut perform approximately \$17,000 of mechanical servicing, documented by records on file.

Complete with its passenger footwell-mounted rally map light and trunk-mounted tool kit, jack, and spare tire, the Lancia is believed by the consignor to remain in largely original and unrestored condition, featuring a charmingly patinated exterior and interior. Inside, its red-piped corduroy upholstery, boost gauge, and array of auxiliary switches bring one back to the golden age of rally racing. The 037 is currently fitted with a four-cylinder, eight-valve, 1,995 cc DOHC type 828 Lancia engine in place of the original 16-valve type 232 Fiat AR4 engine, but a type 232 AR4 short block without internals accompanies the car at auction.

The last of the truly analog homologation specials, the 037's historical significance is matched only by its visceral appeal. Rare, beautiful, and exquisitely engineered, chassis 089 offers a special opportunity to acquire one of the most evocative icons of the Group B era.



1984 LANCIA RALLY 037 STRADALE

LOT 80





## 1980 MERCEDES-BENZ 450 SL

VIN. WDB10704412063779

\$60,000–\$70,000 without reserve

An original Canadian-supplied example, this 1980 Mercedes-Benz 450 SL sports rare, factory-specified *Englischrot* (English Red, Code 504) paint over Black upholstery. Purchased new by famed restaurateurs George and Diane Tidball, of Langley, British Columbia, the 450 SL later migrated to California and its service history is documented within an accompanying dossier. In 2024, the 450 SL received a desirable conversion to more attractive European-specification bumpers and headlamps, costing \$6,000. The original North American-specified equivalents are included with the offering. Verified by its original Mercedes-Benz data card, this 450 SL is a well-preserved example. It retains the factory decals, tags, plaques, and markings throughout, in addition to 1980 date-stamped wheels and the original glass, upholstery, and weather equipment.

### HIGHLIGHTS

Excellent Preservation – Complete with Soft and Hardtops  
Original Canadian Ownership by Noted Restaurateurs  
Delivered New in Rare *Englischrot* (Code 504) Paint Finish  
Final Year of 450 SL Production; Highly Sought-After “R107” Model  
Exceptionally Well-Equipped and Documented Example

During 2024, the 450 SL was inspected and serviced, with the lights, electronics, safety equipment and air-conditioning system found to be in proper working order. Additional items include the emergency equipment and accessories, multiple sets of authentic keys, original owner’s manuals, warranty booklet, tool kit, roadside jack, unused original spare tire with instructional tag, and a first aid kit. Desirably presented, uniquely finished, and exceptionally well-equipped, this “R107” generation Mercedes-Benz 450 SL is ready to provide a stylish open-air driving experience for its next owner as a strong contender for continued enjoyment and preservation.

### SPECIFICATIONS

4,520 CC SOHC M117 V-8 Engine  
Bosch K-Jetronic Fuel Injection  
160 BHP at 4,200 RPM  
3-Speed Automatic Transmission  
4-Wheel Hydraulic Disc Brakes  
Front Independent-Wishbone Suspension with Coil Springs  
Rear Independent Suspension with Coil Springs and Trailing Arms







## 1969 TOYOTA FJ40 LAND CRUISER

CHASSIS NO. FJ4067825

ENGINE NO. F280995

\$70,000–\$90,000 without reserve

This FJ40 was treated to a frame-off restoration by an FJ40 specialist and completed in 2021. According to a summary on file, it was conducted with an uncommon attention to detail and a focus on using NOS Toyota parts. The FJ40's restoration summary details various aspects of the project, noting that the body was taken off the frame, the vehicle was disassembled, and its body panels were then sandblasted, finished with self-etching primer and reportedly hand-sanded three times. Once reassembled, the FJ40 was finished in the fantastic color combination of Colorado Beige with a white top and gray wheels. The truck's mechanical and ancillary systems were attended to and the interior received new gray seat upholstery, along with new door seals and gearshift boots. The truck also received new bumpers, emblems, and turn signals.

### HIGHLIGHTS

Frame-Off Restoration Completed in 2021

Finished in the Desirable Color Combination of Colorado Beige with a White Roof

Documented by Restoration Summary on File

Eligible for Vintage Off-Road Events Including the Copperstate Overland

A Beautiful Example of One of the World's Most Influential Trucks

Benefiting from such an outstanding restoration, the vehicle required little in the way of further detailing. Nevertheless, the current owner invested over \$6,500 to have it thoroughly inspected, adding a new battery, seat belts, a rubber mat for the rear seating area, and fresh fluids. With its fantastic color combination and attractive presentation, this example of Toyota's legendary FJ40 would be eligible for a variety of popular vintage 4x4 events, including the Copperstate Overland.

### SPECIFICATIONS

3,900 CC OHV Inline 6-Cylinder Engine

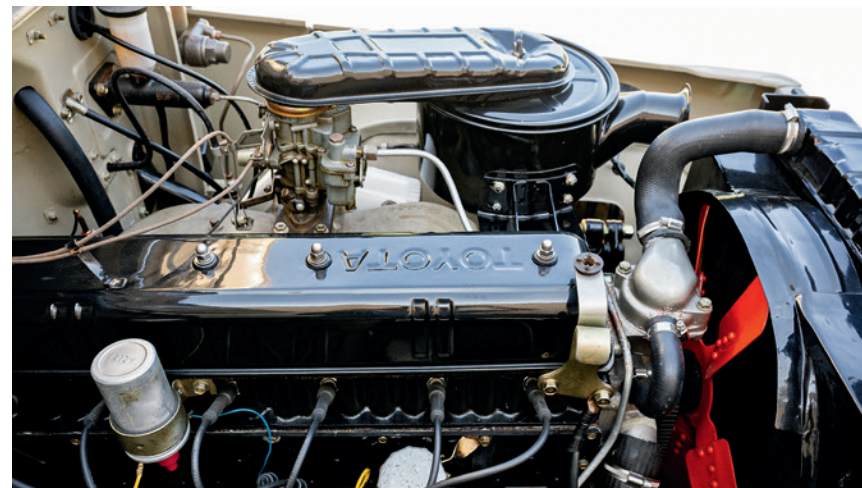
Single Downdraft Carburetor

135 BHP at 3,600 RPM

3-Speed Manual Gearbox with 2-Speed Transfer Case

4-Wheel Hydraulic Drum Brakes

Front and Rear Live-Axle Suspension with Semi-Elliptical Leaf Springs







## 1957 VOLKSWAGEN BEETLE

CHASSIS NO. 1290094

ENGINE NO. 1543456

\$50,000–\$70,000 without reserve

Humble and ingenious, the Volkswagen Beetle stands as the most successful automobile of all time, with more than 21.5 million built. Dr. Ferdinand Porsche drew on the cutting-edge ideas of several equally inspired contemporaries, designing a car that was forward thinking, practical, and robust.

Chassis 1290094 is an oval-window Deluxe model with a factory sunroof and, in 2025, it underwent a stunning show-quality rotisserie restoration by the renowned Wagenmasters of Rancho Cucamonga, California. Minimal metal work was needed due to the car's excellent original condition, and mechanical, cosmetic, and electrical components were either restored, rebuilt, or replaced with period-correct parts. The engine and gearbox were soda-blasted, rebuilt,

and treated with Dow 7 before final assembly. All tin components were refinished in gloss black, and correct factory decals were reapplied. Rare for a Beetle of this era, the Volkswagen still retains its matching-numbers engine, which was dyno tested, and the consignor states the car's front axle beam, gearbox, and body are all original to the car and are correctly date-stamped. Finished in stunning, period-correct Diamond Green Metallic over green polka-dot cloth upholstery, the Beetle is offered with a Volkswagen Birth Certificate, restoration invoices, and photos. The Volkswagen is fitted with 25 rare period accessories – from a Motorola “Big M” radio, Gradulux venetian blinds, and Helphos windshield spotlight, to a charming flower vase – adding pizzazz to an already exceptional presentation.

### HIGHLIGHTS

Desirable Early Oval-Window, Small-Taillight Beetle  
Exquisite 2025 Rotisserie Restoration by Noted Volkswagen Specialist Wagenmasters  
Retains Matching-Numbers Engine per Volkswagen Birth Certificate  
Original Deluxe Sunroof-Equipped Example; Featuring 25 Desirable Period Accessories  
Show-Quality and Finished in Rare, Period-Correct Diamond Green Metallic

### SPECIFICATIONS

1,192 CC Air-Cooled Flat 4-Cylinder Engine  
Single Solex 28 PCI Carburetor  
36 BHP at 3,700 RPM  
4-Speed Manual Transaxle  
Four-Wheel Drum Brakes  
Front Independent Suspension with Torsion Bars  
Rear Swing-Axle Suspension with Torsion Bars







LOT 19 | 1967 FERRARI 275 GTB/4



## CONDITIONS OF SALE

Please read the following conditions of sale (“**Conditions of Sale**”) carefully prior to attending or registering to bid in any Gooding & Company, LLC (“**Gooding Christie’s**”) auction event (“**Auction**”). As used herein, “**General Conditions**” refers to, collectively, the terms and conditions of (i) these Conditions of Sale, (ii) the Bidder Registration Application, (iii) the Telephone and Absentee Bidder Registration Application, and (iv) any notices posted by Gooding Christie’s on the “Important Notices” or “Event Information” pages of Gooding Christie’s website (at [goodingco.com](http://goodingco.com)) (the “**Site**”), at the location of the Auction, or in any published catalogue or Lot description.

All Lots in the Auction are offered by Gooding Christie’s as agent for the seller of the Lot (the “**Seller**”) and not on behalf of Gooding Christie’s. The General Conditions constitute the sole and entire agreement between, as applicable, Gooding Christie’s and/or the Seller, on the one hand, and any bidder or the Buyer (as defined below), on the other hand, under which Gooding Christie’s will offer on behalf of the Seller, and the Seller will sell, items, including vehicles (“**Vehicles**”) and automobilia (each item, a “**Lot**”), in any Auction(s) for which a registration application has been accepted and concerning the respective parties’ rights and obligations with regard to the matters addressed herein. The General Conditions may only be amended by written saleroom addenda or announcements during an Auction(s) by a Gooding Christie’s representative or the individual conducting the Auction (“**Auctioneer**”), or any notices or revised notices by Gooding Christie’s on the “Important Notices” or “Event Information” pages of the Site, if any, or in a written agreement between the respective parties. Gooding Christie’s uses a third-party service provider (“**Service Provider**”) to provide online bidding functionality on the Site and the Gooding Christie’s mobile application (the “**App**”). In addition to the General Conditions, bidders may be required to accept the Service Provider’s terms and conditions as a condition to participating in an Auction via the Site or App.

By attending, registering to bid or placing a bid at an Auction – whether in person, through an agent or representative, by absentee bid, by telephone bid, by online bid via the Site or App, or by otherwise attending or participating in the Auction – each bidder, Buyer and person so attending or participating represents, warrants and covenants to and with Gooding Christie’s that such bidder, Buyer or person attending or participating, as the case may be, has reviewed, understands, and accepts and agrees to be, and is, bound by the General Conditions, including the paragraphs labeled “Limitation on Damages” and “As Is – No Warranty,” which set forth Gooding Christie’s obligation and maximum liability in the event of loss or damage to any bidder, Buyer or attendee.

### REGISTERING TO BID

*Registration Required.* No person may bid at an Auction unless registered. Prospective bidders may submit a request to register for an Auction by following the instructions displayed on the registration page of the Site (at [goodingco.com/register](http://goodingco.com/register)).

*Financial Guarantee.* In each instance, prospective bidders will be required to complete and execute the applicable registration application forms and provide an original bank letter of guarantee or other form of proof of ability to pay for purchases, in either case, in an amount and in a form acceptable to Gooding Christie’s in its sole discretion (the “**Guarantee**”). Prospective bidders authorize the release of financial information to Gooding Christie’s for the purpose of verifying ability to pay for purchases. The Bidder Registration Application, Telephone and Absentee Bidder Registration Application and a sample bank letter of guarantee are provided at [goodingco.com/register](http://goodingco.com/register).

*Registration Timing Requirements.* With respect to “Geared Online”-branded Auctions, which are conducted by an online system that performs the functions traditionally performed by an Auctioneer (e.g., assessment and acceptance of bids, advancement of bidding increments) (such system, the “**Online Bidding System**”, and each such Auction, an “**Online-Only Auction**”), requests to register as a bidder must be received at least 24 hours prior to 12:00 am Pacific Time on the last day of the Auction (i.e., the day all Lots are scheduled to close). With respect to Auctions that are conducted by an Auctioneer (each, a “**Live Auction**”), requests to register as an absentee and telephone bidder must be received at least 24 hours prior to the scheduled start of the session of the Auction in which the bidder wishes to bid. Gooding Christie’s will issue each registered bidder a paddle, paddle number and/or other identifier for purposes of identification during the Auction (“**Paddle**”).

*Gooding Christie’s Discretion.* Gooding Christie’s is an equal opportunity company that does not discriminate on the basis of race, color, national origin, gender, religion, age or disability in the provision of services. Subject to the foregoing, Gooding Christie’s reserves the right, in its sole discretion, to refuse admission to the premises of an Auction or to register and/or issue a Paddle to any person or to revoke a Paddle granted to any bidder with or without cause.

### BIDDER RESPONSIBILITIES

*Principal/Agent.* Unless Gooding Christie’s is notified in writing by the principal in advance of the Auction on a form and in a manner acceptable to Gooding Christie’s in its sole discretion that the bidder is acting as an agent for the principal (an “**Agent**”), and Gooding Christie’s in its sole discretion acknowledges in writing such agency and issues a Paddle to such agent as an agent for the designated principal, each bidder shall be deemed to be bidding as a principal for its own account and shall be personally responsible for payment in full of the Purchase Price (as defined below) and other amounts due as Buyer and for fulfillment of all Buyer’s obligations and covenants under the General Conditions.

Each bidder is personally responsible for any use of its Paddle, and each bidder agrees that, except as otherwise provided above with respect to agents, it is personally liable under the General Conditions for the full Purchase Price (as defined below) and other amounts due if the Paddle is used in the winning of any Lot(s), whether by the respective bidder or by any other person.

*Compliance with Law.* By participating in the Auction and/or bidding, each bidder and Buyer is expressly representing and warranting to Gooding Christie’s that it is complying with and agrees to comply with all applicable laws, rules and regulations, and the General Conditions. Further, each bidder and Buyer expressly represents, warrants and covenants that: (i) they are not subject to any economic sanctions and export controls restrictions administered or enforced by any relevant sanctions authority (including U.S. Department of the Treasury’s Office of Foreign Assets Control (OFAC) and Department of Commerce’s Bureau of Industry and Security (BIS), the United Nations, the European Union and in the United Kingdom (UK), Her Majesty’s Treasury’s Office of Financial Sanctions Implementation (OFSI) or the UK Export Control Joint Unit (ECJU)) (“**Sanctions**”) or owned, partially owned or controlled by an individual or entity subject to Sanctions, and they have not been charged with or convicted of money laundering, terrorism or other crimes (whether in the United States or elsewhere); (ii) funds used for their purchase at the Auction are not connected with or derived from any criminal activity (whether in the United States or elsewhere); (iii) funds used for their purchase at the Auction will not be transferred from, or otherwise involved in any financial transaction related to the purchase, any financial institution subject to Sanctions or owned, partially owned or controlled by an individual or entity subject to Sanctions; and (iv) items purchased at the Auction are not being, and shall not be, transferred to or used in any jurisdiction in contravention of any Sanctions or purchased or to be used in any way connected to the facilitation of breaches of applicable tax, money-laundering or anti-terrorism laws and regulations.

Each Agent represents, warrants and covenants that: (i) they have conducted due diligence into their principal to (a) confirm whether the principal is subject to any Sanctions, or owned, partially owned or controlled by an individual or entity subject to Sanctions, and (b) verify the source of the principal’s funds, and they shall make due diligence records available for inspection on request from Gooding Christie’s; (ii) their principal is not subject to any Sanctions or owned, partially owned or controlled by an individual or entity subject to Sanctions, and they have no reason to suspect that their principal has been charged with or convicted of money laundering, terrorism or other crimes (whether in the United States or elsewhere); (iii) funds used for their purchase at the Auction are not connected with or derived from any criminal activity (whether in the United States or elsewhere); and (iv) items purchased by the Agent at the Auction are not being, and shall not be, transferred to or used in any jurisdiction in contravention of any Sanctions or purchased or to be used in any way connected to the facilitation of breaches of applicable tax, money-laundering or anti-terrorism laws and regulations.

*Compliance with Policies.* Each bidder, Buyer, and other person attending or participating in an Auction further agrees to comply with all applicable policies and procedures Gooding Christie’s may communicate from time to time, including any posted signage.

*No Photography.* Without limiting the generality of the foregoing, each bidder, Buyer and attendee agrees that: (i) they shall not conduct any photography, audio, video,

or other recording or broadcast of any kind inside any bidding tent without an official Gooding Christie’s-issued press pass and an executed photography and video agreement; and (ii) any photography, audio, video, or other recording they capture outside the bidding tent is solely for their own personal use and shall not be redistributed or rebroadcast in any medium, nor used for any commercial purpose.

### GOODING CHRISTIE’S AS AGENT FOR SELLER

All Lots in the Auction are offered by Gooding Christie’s as agent for the seller of the Lot (the “**Seller**”) and not on behalf of Gooding Christie’s. Gooding Christie’s shall not have any liability or responsibility for any act, omission, default or failure by any Seller.

### DESCRIPTIONS OF PROPERTY

Any written or oral descriptions of the Lots or related information, including any published catalogue, Lot description or other Auction-related materials, postings, announcements, press releases, advertisements, bill of sale or invoice, or statements or affirmations made by or on behalf of Gooding Christie’s prior to or at the Auction, including any reference to a Lot as being a particular model, make, or type or the rarity or uniqueness or provenance thereof, are only statements of opinion and not statements of fact and do not, and shall not under any circumstances be deemed to, create or constitute representations or warranties of any kind by Gooding Christie’s or the Seller. Each bidder and Buyer hereby acknowledges and agrees that they are not entitled to rely, and they each agree not to rely, upon any of such descriptions, statements, affirmations, information or materials for any purpose, and that none of the foregoing are a part of the basis of the bargain of the purchase and sale of any Lot, nor do or shall any of the foregoing supersede or modify any of the General Conditions.

### INSPECTION OF LOTS

*Viewing Hours and Appointments.* During viewing hours or by appointment (as applicable), bidders are provided an opportunity to inspect the Lots prior to bidding and are invited and strongly encouraged to conduct, and must solely rely upon, their own independent inspection and examination of any Lot and all matters relating thereto before placing any bid. Refer to the published event information, including the “Event Information” page on the Site, for the viewing hours and information for scheduling appointments.

*Buyer Responsibility.* Gooding Christie’s has no obligation or responsibility, and does not assume any obligation or responsibility, to undertake an inspection of any Lot prior to the Auction. Bidders are solely responsible for inspecting the Lots prior to bidding (regardless of whether Gooding Christie’s conducts its own inspection of the Lot) and satisfying themselves as to the condition of the Lots and all other matters relating to the Lots, including condition, title, importance, value, quality, authenticity, description (including the published Lot description), provenance and whether or not any Lot complies with any applicable federal, state or other laws or regulations of any kind, and to identify any repairs, restoration or replacement parts



and to ascertain completeness. As the condition and other potentially relevant matters related to a Lot are not necessarily easily determined, and Gooding Christie's does not claim or possess any peculiar knowledge or experience in determining such matters and does not have access to relevant information, Gooding Christie's does not, and does not assume any obligation or responsibility to, undertake a level of inspection necessary to obtain or verify such information, including any published Lot description or other description or announcement or affirmation, and Gooding Christie's relies upon information provided by the Seller.

*No Warranty on Condition.* Gooding Christie's does not assume any responsibility to determine the condition of any Lot, and any condition report (and/or any other description or information provided relating to the Lot, including in the published Lot description, in any statement by any employee, officer, agent, or representative of Gooding Christie's, or in any other Auction-related materials) is not intended to and does not negate or modify the paragraph labeled "As Is – No Warranty" or any other provisions of the General Conditions, contains only statements of opinion and not statements of fact, and shall not be deemed to create representations or warranties of any kind. In no event shall Gooding Christie's or any of its directors, employees, officers, agents or representatives have any liability or responsibility for any matters relating to or arising out of such report and/or the condition of any Lot, regardless of the content or omissions of, or any errors in, the report. The absence with regard to a Lot of any mention of repairs, damage, replacement parts or restoration in any condition report, published Lot description or statements by Gooding Christie's shall not be deemed to mean the Lot is free of the foregoing, nor shall reference to any of the foregoing be deemed to exclude any others.

## CERTIFICATE OF TITLE; REGISTRATION

Gooding Christie's makes no representation or warranty with respect to any existing certificate of title or registration with regard to any Lot. It is each bidder's and Buyer's responsibility to make their own independent investigation with regard to the title, including examining any and all documentation pertaining to the title or registration provided by the Seller and made available by Gooding Christie's prior to the Auction, and determining whether a Lot is or can be registered. Gooding Christie's does not guarantee or make any representation or warranty that any or all title or registration documentation will satisfy the requirements of any state in the United States or of any foreign jurisdiction, and Gooding Christie's shall not be liable under any circumstances with regard to whether or not such documentation is acceptable, complete or adequate, or otherwise in connection therewith. All such title documentation is provided by the Seller, and Gooding Christie's does not assume any responsibility or liability with regard to such title documentation or the quality or marketability of title to any Lot.

The Buyer of a Lot is solely responsible for complying with all registration requirements as to such Lot. Subject to the foregoing, for Vehicles purchased at any Live Auction held in California or Online-Only Auction, Gooding Christie's will manage the title transfer process on the Buyer's behalf, send the Buyer the title by courier after the Auction and assess a documentation fee in the amount of \$80.00 per Vehicle. Upon receipt of such title, the Buyer is responsible for registering the Vehicle at its final destination.

## ABSENTEE, TELEPHONE, AND ONLINE BIDDING

*Generally.* Subject to availability during the Auction and prior approval in Gooding Christie's discretion, with respect to one or more Lots as determined in Gooding Christie's discretion,

Gooding Christie's, only as an accommodation and convenience, may offer absentee, telephone and online bidding to bidders who cannot attend a Live Auction, as well as absentee and telephone bidding to bidders participating in an Online-Only Auction. Telephone bids and the bidder's telephone conversation with Gooding Christie's employee, officer, agent or representative may be recorded, and by participating or bidding at the Auction by phone the bidder expressly consents to all such recording.

*Bidding Increments.* Bidding will be opened at a level determined by Gooding Christie's (via the Online Bidding System) or the Auctioneer, as applicable ("**Auction Conductor**"), and will generally advance in increments of approximately 10% or as may be otherwise set forth in notices posted by Gooding Christie's on the "Important Notices" or "Event Information" pages of the Site. Absentee, telephone or online bids that do not conform to these increments may be lowered to the next bidding increment as determined by the Auction Conductor. Gooding Christie's will attempt to execute absentee bids and any emergency covering bids for telephone bidding and online bids at the lowest price, taking into account reserves and bids from all other parties and determining bid precedence in the event of simultaneous or near-simultaneous bids. Each bidder also authorizes Gooding Christie's to bid on the bidder's behalf on the Lots specified up to the amount specified by the bidder.

*Countdown Clock.* With respect to any Lot in an Online-Only Auction, at least three minutes must elapse between placement of the final bid and the close of bidding. In furtherance of the foregoing, with respect to any such Lot, if a bid is placed with fewer than three minutes remaining on the countdown clock for bidding ("**Countdown Clock**"), then the bidding period will be extended and the Countdown Clock will be reset at three minutes, and such extensions will continue indefinitely until there is no more bidding activity on the Lot for a period of three consecutive minutes. The extension of any one Lot's closing time will not affect other Lots' closing times; therefore, in any Online-Only Auction, Lots may close out of numerical Lot order.

## CURRENCY CONVERTER

Gooding Christie's may provide a currency converter during the Auction as an accommodation to bidders who wish to follow the bidding in foreign currencies, and any rates quoted or displayed are only indications of the conversion amount and shall not be relied upon by any bidder or Buyer for any purpose, including bidding. Gooding Christie's shall not be liable or responsible for any errors or omissions in connection with such currency conversions or rates, and the bidder accepts and assumes all responsibility and liability for any errors or omissions relating thereto and for calculating any conversion rates. Currency conversion rates may change from the time of bidding to the time of payment. All bids are made in and must be paid in U.S. Dollars. With respect to Online-Only Auctions, bids will display in U.S. Dollars only.

## ESTIMATES

Estimates for the Lots published in any Lot description do not include the Buyer's Premium (as defined below) or any taxes, are only opinions, are prepared well in advance of the Auction, are subject to change, and may be amended either orally or in writing prior to or at the Auction. Estimates should not be relied upon, and each bidder and Buyer hereby agrees not to rely upon any estimate, as fact or a guarantee or prediction of the actual selling price or value of a Lot, and Gooding Christie's shall not have any liability with regard to any estimates under any circumstances.

## RESERVES

Unless otherwise specified in the published Lot description or announced at the Auction, the Lots will be offered subject to a reserve, which is the minimum amount that the Seller is willing to accept with regard to the respective Lot. Reserves are confidential and will not exceed the low presale estimate. Gooding Christie's may act to protect the reserve by bidding through the Auction Conductor, which may open bidding below the reserve by placing a bid on behalf of the Seller, place bids on behalf of the Seller up to the reserve amount, place bids in response to other bidders or elect to withdraw the Lot from bidding if the opening bid is below the reserve. The Auction Conductor shall not be obligated to specifically identify bids placed on behalf of the Seller to protect the reserve nor will the Auction Conductor place a bid on behalf of the Seller at or above the reserve. Sellers may not bid on Lots they have consigned to Gooding Christie's without prior announcement at the Auction.

## AUCTION CONDUCTOR'S ROLE/BIDDING DISPUTES

*Generally.* The Auction Conductor has the absolute right and ability to refuse any bid or to split or advance bidding in any increments, regardless of any increment parameters set forth in the published Lot description or otherwise. The Auction Conductor makes the final determination about the validity of any bid, any error relating to bidding or any bid (including error by the Auction Conductor or Gooding Christie's), or any dispute between bidders, whether bids are made in person, through an agent or representative, by absentee bid, by telephone bid, by online bidding, or by otherwise attending or participating in the Auction. The Auction Conductor has the absolute right and ability to choose to continue bidding, refuse a bid, cancel a bid, determine the successful bidder (including in the event of simultaneous or near-simultaneous bids), withdraw a Lot, reoffer a Lot, reopen bidding or restart the bidding, as the case may be, including in the event of concern, error, dispute or doubt with regard to any bid or bidding. In any dispute, Gooding Christie's records (including the records of the Online Bidding System, as applicable), in each case whether audio, visual or written, are conclusive.

*Buyer's Premium; Taxes.* Bid amounts, including the amount of any winning bid or final bid price, do not include the Buyer's Premium (as defined below) or any taxes.

*Bids Are Final.* Each bid is final, binding, and irrevocable, and bidders may not change, retract or rescind any bid once made.

## THE BUYER

*Binding Contract.* The buyer ("**Buyer**") is the highest bidder acknowledged by the Auction Conductor and accepted by Gooding Christie's, subject to the reserve, if any, and the terms of the General Conditions. The fall of the Auctioneer's hammer (with respect to Live Auctions) or the moment when the Countdown Clock reaches zero (with respect to Online-Only Auctions), as applicable (the "**Fall of the Hammer**"), marks the acceptance of the Buyer's bid and a contract of purchase and sale is made between the Buyer and Seller. Gooding Christie's is not a party to the contract of purchase and sale and Gooding Christie's shall not be liable or responsible for any breach or default of such contract by either Buyer or Seller. All sales are final.

*Risk of Loss.* Upon the Fall of the Hammer, the Buyer is thereupon responsible for and assumes all risk of loss or damage to such Lot. Gooding Christie's, its employees, officers, directors, agents and representatives shall not be liable for any loss or damage to or any loss or damage caused by any Lot at any time.

*Confirmation of Purchase.* With respect to Live Auctions, immediately following the Fall of the Hammer, any Buyer that is physically present at the Auction shall be required to execute a Confirmation of Purchase, which confirms Buyer's purchase of the Lot as announced by the Auctioneer.

## BUYER'S PREMIUM

In addition to the final bid price, the Buyer is required to pay Gooding Christie's a percentage of the final bid price, which Gooding Christie's retains (the "**Buyer's Premium**"). Gooding Christie's Live Auctions in the U.S. and Online-Only Auctions will have the following Buyer's Premiums:

- For **Vehicle Lots:** Live Auctions in the U.S.: (a) For a final bid price of \$250,000 and below, Gooding Christie's will receive a Buyer's Premium of 12% of the final bid price; and (b) for a final bid price of above \$250,000, Gooding Christie's will receive a Buyer's Premium of 12% on the first \$250,000 and 10% on the remainder of the final bid price. Online-Only Auctions: Gooding Christie's will receive a Buyer's Premium of 10% of the final bid price.
- For **Automobilia Lots:** Gooding Christie's will receive a Buyer's Premium of 25% of the final bid price.

## PAYMENT

*Purchase Price.* The purchase price to be paid by the Buyer is, and the Buyer acknowledges it is responsible for and agrees to timely pay, the sum of the final bid price (the highest bid acknowledged and accepted by the Auction Conductor), plus (i) the Buyer's Premium and (ii) all applicable state and local sales and/or use taxes and license fees (such taxes and fees to be determined by Gooding Christie's in its sole discretion) (collectively, the "**Purchase Price**").

*Payment Terms.* Payment of the full Purchase Price is due to Gooding Christie's no later than the Wednesday following completion of the Auction by (x) 5:00 pm local time of the Auction location with respect to Live Auctions or (y) 5:00 pm Pacific Time with respect to Online-Only Auctions.

*Late Payment Fees.* Gooding Christie's and/or the Seller reserves the right to charge interest to the Buyer of up to a maximum of 18% per annum (or the maximum rate permitted by law if less than 18%) on any portion of the Purchase Price if the Buyer does not make timely payment of the Purchase Price when due under these Conditions of Sale. Such interest shall be calculated from when the Purchase Price (or any part thereof) became due, until it is paid.

*Other Amounts.* In addition, the Buyer acknowledges it is responsible for, and agrees to timely pay, (a) any and all costs and expenses incurred on behalf of the Buyer and/or as a result of the Buyer's failure to timely and fully comply with the General Conditions, including removal, transport and storage costs for the Lot and taxes thereon and (b) all other amounts due and owing pursuant to the General Conditions.

*Payment Method.* All payments must be made by wire transfer, certified bank check, cashier's check or, with prior approval of Gooding Christie's finance department, personal or company check. Unless otherwise agreed to by Gooding Christie's in writing, Gooding Christie's will not accept payment of any portion of the Purchase Price from any party other than the Buyer.

*Passage of Title.* Title to a Lot does not pass to the Buyer until good and cleared funds in the amount of the full Purchase Price are received by Gooding Christie's.



## PROMOTIONAL PRICING

Gooding Christie's may offer certain promotional pricing (including waiving certain fees) from time to time that differs from standard rates for registration and the like ("Promotional Pricing"), and may discontinue such Promotional Pricing at any time. Such Promotional Pricing is offered in Gooding Christie's sole discretion, and offering Promotional Pricing to one or more individuals on a particular occasion does not constitute a commitment to offer the same Promotional Pricing on any other occasion, or to any other individuals on any particular occasion.

## COLLECTION, REMOVAL, AND STORAGE

Following the Auction, Buyer must remove all Lots from the Auction site, Gooding Christie's facility or other location as directed by Gooding Christie's (as applicable) at Buyer's risk and expense, no later than (x) 5:00 pm local time on the Wednesday following completion of the Auction with respect to Live Auctions or (y) 5:00 pm Pacific Time on the Friday following completion of the Auction with respect to Online-Only Auctions (or such other time communicated by Gooding Christie's to bidders and/or Buyers). If not removed timely by Buyer, in addition to any and all other remedies and rights Gooding Christie's may have, Gooding Christie's shall have the right (but not the obligation) to remove any Lot at Buyer's sole risk and expense and store it, at Buyer's expense, including removal, storage, transportation and handling expenses and costs and applicable taxes, at a third-party warehouse, and Buyer hereby grants Gooding Christie's an irrevocable power of attorney to remove and store such Lots at Buyer's expense. Except in Gooding Christie's sole discretion, no Lot shall be released to Buyer until Gooding Christie's has received payment in full, in good, cleared funds, of the Purchase Price for the Lot, and Buyer has fully complied with the General Conditions.

## ROADWORTHINESS/COMPLIANCE

Notwithstanding any oral or written statement or description of any kind regarding any Vehicle, whether by or on behalf of Gooding Christie's or Seller, including in the published Lot description, all Vehicles are sold "as is" and only as collector's items and Vehicles may not be suitable for use on the road. The Buyer of any Vehicle who intends to use the Vehicle on the road is responsible for determining roadworthiness and for complying with all applicable regulations regarding title, registration, insurance, emission control and safety equipment and the Buyer assumes all risk of whether any such Vehicle will or does comply, and neither Gooding Christie's nor Seller shall have any liability or responsibility of any kind for failure to comply by or lack of roadworthiness of any Vehicle.

## EXPORT PERMITS

The Buyer is responsible for determining whether or not an export permit is required to export a Lot and for obtaining and paying the costs of any permits or licenses necessary to export any Lot from the United States or any other country where it is registered and/or import it into any other country, and for the payment of any import duty that may be levied by the country of import. Gooding Christie's makes no representation or warranty of any kind with regard to whether or not any Lot can be exported or imported or the issuance of an export or import permit for any Lot.

## DATA USE

Gooding Christie's will hold and process your personal information and may pass it to another "Christie's Group" company for use as described in, and in line with, our privacy notice at

christies.com/about-us/contact/privacy (available also at goodingco.com/privacy) and if you are a resident of California you can see a copy of our California Consumer Privacy Act statement at [www.christies.com/about-us/contact/ccpa](http://www.christies.com/about-us/contact/ccpa) (available also at goodingco.com/privacy). Christie's Group is Christie's International Plc, its subsidiaries and other companies within its corporate group, including but not limited to Gooding & Company, LLC.

## COPYRIGHT

Gooding Christie's shall own the copyright in all photographs, videos, illustrations and written descriptions of the Lots created by or for Gooding Christie's. Without limiting the foregoing, Gooding Christie's shall have the right to use, publish, display and reproduce any and all of the foregoing for any purpose and in any media at its discretion at any time in any manner whether before and/or after the Auction, and no bidder or Buyer shall have any right, title or interest to any of the foregoing. Each bidder and Buyer agrees they will not use, reproduce or publish for any purpose any such photographs, videos, illustrations or written descriptions created by or for Gooding Christie's.

## LIKENESS

Each bidder, Buyer, or other person attending or participating in an Auction or inspection grants all necessary rights to Gooding Christie's and agrees that Gooding Christie's has permission and license to use his or her likeness for television, video, online, social media, still photography and/or any other visual or audio recording, display, transmission, broadcast and/or publication for any and all purposes (including advertising and marketing), worldwide, at any time or times in perpetuity, including concurrent with and/or subsequent to the Auction or inspection, and waives all rights or claims (including residual rights and rights of privacy and publicity) that might arise from use of any attendee's image, voice, picture or likeness for any purpose, including at any future date, under all applicable laws, including common law or by statute.

## GOODING CHRISTIE'S RIGHTS

Gooding Christie's reserves the right, in its sole discretion, to (a) withdraw any Lot at any time prior to or at the Auction, (b) postpone or cancel the Auction of any or all of the Lots for any reason, (c) reject or refuse any bid from any party before or during the Auction, (d) revoke any bidder's Paddle or otherwise withdraw Gooding Christie's permission for the bidder to participate in the Auction or use the Site or App, (e) terminate a registered bidder's bidding account, or (f) rescind or terminate any sale if Gooding Christie's determines in its sole discretion that it cannot complete the transaction for any reason, in which event Gooding Christie's shall refund any payment by Buyer which has not yet been transferred to Seller, as well as any Buyer's Premium paid to Gooding Christie's, and Buyer shall have no further remedy of any kind against Gooding Christie's notwithstanding anything to the contrary in the General Conditions. Each bidder and/or Buyer agrees that Gooding Christie's shall not have any liability whatsoever to any bidder for exercise of any of the foregoing rights, or for any errors in execution or failure to execute any bid(s), regardless of circumstances or events of any kind.

## NONCOMPLIANCE OF BUYER/REMEDIES

*Remedies.* If the Buyer or a bidder fails to comply with any of the General Conditions, including if a Buyer or bidder fails to timely pay the full Purchase Price and/or remove a Lot when and as required by these Conditions of Sale, the Buyer or bidder, as the case may be, shall be in breach

and default of the General Conditions, and shall be liable to Gooding Christie's, and each bidder and Buyer agree that Gooding Christie's shall be entitled to recover from such Buyer or bidder, as the case may be, any and all damages, costs, expenses, fees (including attorneys' fees) and other amounts suffered and/or incurred by Gooding Christie's as a result of such failure to comply (including any such damages, costs, expenses, fees and other amounts suffered or incurred as a result of suit(s) by the Seller or other third parties). Further, in such event of a failure to comply, Gooding Christie's may, in its sole discretion, at any time and from time to time, in addition to all other available remedies under the General Conditions, at law and otherwise, and without any notice to such Buyer or bidder, take any one or more of the following actions to the fullest extent allowed by law: (a) hold the defaulting Buyer or bidder, as the case may be, liable for the Purchase Price, all other amounts due under the General Conditions, and all damages, costs and expenses suffered or incurred by Gooding Christie's and/or the Seller as a result of such default and failure to comply, including initiating legal action against the Buyer or bidder, including an action for specific performance; (b) cancel or rescind the sale; (c) resell the Lot(s) with or without reserve privately or at public auction, in which case the Buyer or bidder shall be liable for any deficiency between the Purchase Price and other amounts due under the General Conditions (plus all damages, costs, expenses, fees (including attorneys' fees) incurred by Gooding Christie's and/or the Seller as a result of noncompliance and all commissions, premiums and fees applicable to such resales) and the price received upon the resale; (d) remove or arrange for the removal and storage of the Lot at the sole risk and cost of such defaulting Buyer or bidder; (e) offset any sums due from Gooding Christie's to the Buyer or bidder against the Purchase Price and all other amounts due and owing by the Buyer or bidder under the General Conditions; (f) repossess the Lot(s) for which the Purchase Price or any portion thereof is unpaid, and resell such Lot(s) and apply the sale proceeds against amounts owed by such Buyer or bidder under the General Conditions; and/or (g) take any other action that Gooding Christie's in its sole discretion deems necessary or desirable, including any combination of the foregoing remedies.

*Short Payments.* If Buyer or bidder has purchased more than one Lot and Gooding Christie's receives less in payment than the total due for all Lots purchased, Gooding Christie's may apply the funds received toward payment of whichever Lot(s) it selects in its sole discretion, regardless of what the Buyer or bidder may or may not direct.

*Security Interest.* By registering to bid or by placing a bid at the Auction, each Buyer and bidder hereby agrees to grant Gooding Christie's, and Gooding Christie's shall be deemed to have, a first priority security interest in, and Gooding Christie's may retain as collateral security for such Buyer's or bidder's obligations to Gooding Christie's, any Lot and any other property in Gooding Christie's possession owned by such Buyer or bidder and any and all proceeds (including proceeds as defined under the Uniform Commercial Code in effect in California), including insurance proceeds, of any of the foregoing. Gooding Christie's shall have all the rights and remedies provided to a secured party under the UCC and shall be entitled to file one or more financing statements as Gooding Christie's may desire, with regard to any and all such Lots and other personal property, and shall be entitled to sell any such property in Gooding Christie's possession and apply against the Purchase Price and other amounts due and owing by the Buyer or bidder the proceeds from such sale. If Buyer or bidder defaults and Gooding Christie's elects its discretion to pay the Seller a portion of the net proceeds due Seller with regard to the sale of the Lot, Gooding Christie's shall have all the rights and remedies of Seller against the Buyer or bidder, including the right to pursue the Buyer or

bidder for all such amounts and any and all other amounts, damages, costs, fees and expenses as may be available under the General Conditions, at law, in equity or otherwise.

## GOVERNING LAW; JURISDICTION

*California Law.* The Auction, the General Conditions and the relationship and rights and obligations of the parties shall be governed solely and exclusively by the laws of the state of California, without regard to such state's choice of law rules and regardless of where the bidder or Buyer is located or received any Auction materials.

*Binding Arbitration.* Each bidder and Buyer agree that any dispute (including any claim, counterclaim or other action) or controversy arising out of or relating to any of the General Conditions, the Auction or any Lot shall be brought and determined by arbitration in Los Angeles, California before one arbitrator. The arbitration shall be administered by JAMS pursuant to its Comprehensive Arbitration Rules and Procedures or pursuant to JAMS' Streamlined Arbitration Rules and Procedures. The determination of the scope or applicability of this Agreement to arbitrate shall be solely determined by JAMS. Judgment on an award may be entered in any court having jurisdiction. In the event that any party seeks relief under this Agreement in any venue other than through JAMS (including federal or state court), then the complaining party shall pay all of the costs, fees, including attorneys' fees, and expenses of the responding party. Each party shall pay its own proportionate share of arbitrator fees and expenses. The parties waive their right to a jury trial and the right of appeal. In the event that either files any claim against any shareholder, employee, officer, director, member, manager, representative, principal, or agent of the other party, then the parties hereby agree that any such claims shall also be subject to this dispute resolution section. Each bidder and Buyer, by registering to bid at or participating in the Auction (whether in person, through an agent or representative, by absentee bid, by telephone bid, by online bid, or by otherwise attending or participating in the Auction), and any person attending the Auction, hereby submits to the jurisdiction of state and federal courts in California.

*Waiver of Service of Process.* Each bidder and Buyer by registering to bid at or participating in the Auction (whether in person, through an agent or representative, by absentee bid, by telephone bid, by online bid, or by otherwise attending or participating in the Auction), and any person attending the Auction, hereby consents to waiver of service of process pursuant to California or federal rules of civil procedure, so long as notice is provided in English via Federal Express or similar courier, with copies via facsimile or e-mail.

## BINDING ON SUCCESSORS

The General Conditions shall be binding on each attendee or participant, as the case may be, in the Auction, and each bidder and Buyer and Gooding Christie's, and their respective agents, heirs, executors, legal representatives, successors and assigns.

## ATTORNEYS' FEES

If Gooding Christie's engages counsel to assist it to enforce any part of the General Conditions, with regard to any bidder, attendee, Buyer or other party, then such bidder, attendee, Buyer or other party, as the case may be, shall be responsible for all reasonable fees (including attorneys' fees), costs and all expenses incurred by Gooding Christie's (including costs and all expenses related to evaluating, analyzing, assessing, enforcing, preparing for and conducting litigation of any kind or nature), whether or not legal proceedings are commenced.



## LIMITATION ON DAMAGES

*Presentation of Claims; Exclusion of Certain Liabilities.* BY ATTENDING OR PARTICIPATING IN THE AUCTION WHETHER IN PERSON, THROUGH AN AGENT OR REPRESENTATIVE, BY TELEPHONE BID, ONLINE BID OR ABSENTEE BID, EACH ATTENDEE AT THE AUCTION AND EACH BIDDER AND BUYER AGREES THAT (A) ANY CLAIMS RELATING TO THE AUCTION, SALE OF A LOT OR THE GENERAL CONDITIONS MUST BE FIRST PRESENTED DIRECTLY TO GOODING CHRISTIE'S BEFORE FILING A LEGAL ACTION AND (B) GOODING CHRISTIE'S SHALL NOT HAVE ANY LIABILITY TO ANY ATTENDEE, BIDDER, BUYER OR OTHER PARTY FOR INJURY OR DAMAGE OF ANY KIND RESULTING FROM OR RELATING TO THE NEGLIGENCE OF GOODING CHRISTIE'S OR ANY OF ITS DIRECTORS, OFFICERS, EMPLOYEES, AGENTS OR REPRESENTATIVES, ACTIVE OR OTHERWISE, OR RELATING IN ANY WAY TO ANY LOT(S) OR THE AUCTION OR ANY ACT OR OMISSION OF ANY OF THE FOREGOING, UNLESS GOODING CHRISTIE'S OR ITS EMPLOYEES, OFFICERS, DIRECTORS, AGENTS OR REPRESENTATIVES ARE GROSSLY NEGLIGENT.

*Liability Cap.* GOODING CHRISTIE'S SOLE LIABILITY AND DAMAGES, AND EACH ATTENDEE'S, BIDDER'S, BUYER'S AND OTHER PARTY'S SOLE AND EXCLUSIVE REMEDY, IF ANY, AT LAW, UNDER THE GENERAL CONDITIONS AND OTHERWISE AND ARISING OUT OF OR DIRECTLY OR INDIRECTLY RELATING IN ANY WAY TO THE AUCTION, ANY LOT(S) (INCLUDING ANY INABILITY TO DELIVER POSSESSION OF A LOT TO THE BUYER), THE GENERAL CONDITIONS OR OTHERWISE, ARE IN ALL EVENTS AND CIRCUMSTANCES LIMITED EXCLUSIVELY TO AND SHALL NOT EXCEED AN AMOUNT EQUAL TO THE BUYER'S PREMIUM PAID BY SUCH BUYER TO GOODING CHRISTIE'S WITH REGARD TO SUCH RESPECTIVE LOT, IF ANY, OR ADMITTANCE OR REGISTRATION FEES, IF ANY, PAID TO GOODING CHRISTIE'S BY THE RESPECTIVE BUYER, ATTENDEE OR BIDDER TO ATTEND AND/OR BID AT THE AUCTION, AS THE CASE MAY BE.

*No Special, Indirect, Punitive, Consequential or Incidental Damages.* THE AMOUNTS PAYABLE BY ANY ATTENDEE, BIDDER OR BUYER ARE NOT SUFFICIENT TO WARRANT GOODING CHRISTIE'S ASSUMING ANY RISK OF DAMAGES OF ANY KIND, INCLUDING CONSEQUENTIAL DAMAGES TO THE BIDDER, ATTENDEE OR BUYER AS A RESULT OF OR RELATING TO ANY NEGLIGENCE, BREACH OR FAILURE TO PERFORM BY GOODING CHRISTIE'S OR ANY OF ITS DIRECTORS, OFFICERS, EMPLOYEES, AGENTS OR REPRESENTATIVES. IN NO EVENT SHALL GOODING CHRISTIE'S OR ANY OF ITS DIRECTORS, OFFICERS, EMPLOYEES, AGENTS OR REPRESENTATIVES BE LIABLE FOR: (I) ANY SPECIAL, INDIRECT, PUNITIVE, CONSEQUENTIAL OR INCIDENTAL LOSS, (II) ANY LOST PROFIT, (III) LOSS OF APPRECIATION, (IV) LOSS OF SALES OR BUSINESS, (V) LOSS OF OPPORTUNITY, (VI) LOSS OF OR DAMAGE TO GOODWILL, OR (VII) LOSS OF INVESTMENT, OF ANY KIND ARISING OUT OF OR DIRECTLY OR INDIRECTLY RELATING IN ANY WAY TO THE GENERAL CONDITIONS, THE AUCTION OR ANY LOT(S), REGARDLESS OF THE ACTS OR OMISSIONS OR FAULT OF GOODING CHRISTIE'S OR ANY OF ITS DIRECTORS, OFFICERS, EMPLOYEES, AGENTS, OR REPRESENTATIVES.

*No Liability for Repairs, Restoration or Replacement.* NEITHER GOODING CHRISTIE'S NOR THE SELLER SHALL BE RESPONSIBLE OR LIABLE FOR ANY REPAIRS, RESTORATION, REPLACEMENT OF PARTS OR ANY OTHER MATTER, COST OR EXPENSE RELATING TO ANY LOT, WHETHER BEFORE OR AFTER THE AUCTION, AND BY PARTICIPATING IN THE AUCTION EACH BIDDER AND BUYER EXPRESSLY WAIVES, AND AGREES

THAT IT WILL NOT SEEK ANY RECOVERY FROM OR PURSUE ANY CLAIM AGAINST GOODING CHRISTIE'S OR THE SELLER, RELATING TO ANY OF THE FOREGOING, INCLUDING FOR REPAIRS, RESTORATION, OR REPLACEMENT OF PARTS. THIS NOTICE IS A PART OF THE GENERAL CONDITIONS AND IS NOT INTENDED TO LIMIT ANY OF THE OTHER TERMS OF SUCH GENERAL CONDITIONS.

### “AS IS” – NO WARRANTY

“*As Is – Where Is.*” ALL SALES ARE “AS IS – WHERE IS” AND WITH ALL FAULTS. BIDDERS AND BUYERS ARE INVITED AND STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND EXAMINATION OF THE LOTS AND ARE SOLELY RESPONSIBLE FOR INSPECTING THE LOTS PRIOR TO BIDDING, AND SATISFYING THEMSELVES, AS TO THE CONDITION OF THE LOTS AND ALL OTHER MATTERS RELATING TO THE LOTS PRIOR TO BIDDING, INCLUDING ANY DESIRED OR NECESSARY REPAIRS, RESTORATION OR MISSING PARTS.

*Disclaimer.* NOTWITHSTANDING ANY LOT DESCRIPTION, AUCTION ANNOUNCEMENT, AFFIRMATION, ADVERTISEMENT, PRESS RELEASE, CONDITION REPORT, STATEMENT, ASSURANCE, OR PROMISE (VERBAL OR WRITTEN) BY OR ON BEHALF OF GOODING CHRISTIE'S OR ANY OF ITS EMPLOYEES, AGENTS OR REPRESENTATIVES, AND/OR SELLER, WHENEVER AND HOWEVER MADE, INCLUDING IN THE CATALOGUE, BILL OF SALE, TITLE DOCUMENTS, INVOICE OR OTHER WRITING, ALL SALES ARE MADE WITHOUT ANY REPRESENTATIONS OR WARRANTIES OF ANY KIND, AND NO LOT DESCRIPTION, AUCTION ANNOUNCEMENT, WRITTEN OR VERBAL INFORMATION, DESCRIPTION, POSTING, REFERENCE, ADVERTISEMENT, PRESS RELEASE, STATEMENT (VERBAL OR WRITTEN) BY OR ON BEHALF OF GOODING CHRISTIE'S AND/OR SELLER, WHENEVER AND HOWEVER MADE, IS INTENDED TO BE, OR SHALL BE DEEMED TO BE OR DEEMED TO CREATE, A REPRESENTATION OR WARRANTY OR ASSUMPTION OF ANY LIABILITY BY GOODING CHRISTIE'S OR SELLER. NEITHER GOODING CHRISTIE'S NOR THE SELLER MAKES ANY REPRESENTATION OR WARRANTY OF ANY KIND, EXPRESS, IMPLIED OR STATUTORY, AS TO TITLE WITH REGARD TO ANY LOT. FURTHER, REGARDLESS OF ANY ANNOUNCEMENT, STATEMENT, AFFIRMATION OR DESCRIPTION (WHETHER ORAL OR WRITTEN), NEITHER GOODING CHRISTIE'S NOR THE SELLER MAKES ANY REPRESENTATION OR WARRANTY OF ANY KIND, EXPRESS, IMPLIED OR STATUTORY, AS TO MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, CORRECTNESS, ACCURACY OR ADEQUACY OF ANY DESCRIPTION (INCLUDING THE LOT DESCRIPTION), PERFORMANCE, ROADWORTHINESS, CONDITION, AUTHENTICITY, QUALITY, PROVENANCE, TITLE, RARITY OR HISTORICAL RELEVANCE WITH REGARD TO ANY LOT OR WHETHER OR NOT ANY LOT COMPLIES WITH ANY FEDERAL, STATE OR FOREIGN LAWS, REGULATIONS OR ORDINANCES OF ANY KIND, NOR DO GOODING CHRISTIE'S OR THE SELLER ACCEPT OR ASSUME ANY LIABILITY OR RESPONSIBILITY FOR ANY OF THE FOREGOING. GOODING CHRISTIE'S AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS, IMPLIED OR STATUTORY WARRANTIES, INCLUDING ANY REPRESENTATIONS OR WARRANTIES RELATING TO TITLE, WARRANTY FOR A PARTICULAR PURPOSE, MERCHANTABILITY, QUALITY, VALUE, ESTIMATES, ACCURACY OF INFORMATION OR DESCRIPTION AND ANY WARRANTY OF CONDITION OF THE LOT (INCLUDING AS TO ANY CONDITION REPORT).

*Errors.* NEITHER GOODING CHRISTIE'S NOR THE SELLER SHALL HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS, OMISSIONS AND/OR INACCURACIES IN

ANY DESCRIPTION, ANNOUNCEMENT, POSTINGS, STATEMENTS, DOCUMENTS OR MATERIALS, INCLUDING IN ANY PUBLISHED MATERIALS, REGARDLESS OF WHEN MADE. EACH BIDDER AND BUYER ACKNOWLEDGES AND AGREES THAT THEY ARE NOT ENTITLED TO RELY AND THEY EACH AGREE NOT TO RELY, UPON ANY OF SUCH ORAL OR WRITTEN DESCRIPTIONS, STATEMENTS, ANNOUNCEMENTS, INFORMATION OR MATERIALS OF ANY KIND FOR ANY PURPOSE.

*Absentee, Telephone and Online Bidding.* WHILE GOODING CHRISTIE'S ENDEAVORS TO PROVIDE A SAFE, SECURE, AND FUNCTIONING AUCTION, THERE IS NO GUARANTEE OF THE CONTINUOUS OPERATION OF OR ACCESS TO THE AUCTION OR A BIDDER'S ABILITY TO CONNECT AND NAVIGATE THE AUCTION. BID UPDATE AND OTHER NOTIFICATION FUNCTIONALITY IS SUBJECT TO DELAYS BEYOND GOODING CHRISTIE'S CONTROL AND MAY NOT OCCUR IN REAL TIME. BIDDERS AGREE THAT THEY ARE MAKING USE OF ABSENTEE, TELEPHONE OR ONLINE BIDDING AT THEIR OWN RISK AND THAT SUCH FUNCTIONALITY IS BEING PROVIDED TO BIDDERS ON AN “AS AVAILABLE” AND “AS IS” BASIS WITHOUT ANY WARRANTY OR CONDITION, EXPRESS, IMPLIED OR STATUTORY. WITHOUT LIMITING THE FOREGOING, NEITHER GOODING CHRISTIE'S NOR ANY OF ITS EMPLOYEES, DIRECTORS, OFFICERS, AGENTS OR REPRESENTATIVES SHALL HAVE ANY LIABILITY OR RESPONSIBILITY OF ANY KIND IF GOODING CHRISTIE'S ELECTS OR IS UNABLE TO PROVIDE ABSENTEE, TELEPHONE OR ONLINE BIDDING, OR FOR ANY FAILURE TO RECEIVE OR EXECUTE SUCH BIDS FOR ANY REASON WHATSOEVER, INCLUDING ELECTRONIC, SOFTWARE, HARDWARE, TELECOMMUNICATION, INTERNET, CONNECTION, TRANSMISSION OR WI-FI FAILURES, DELAYS, DEFECTS, PROBLEMS OR ERRORS, OR FOR ANY ERRORS OR OMISSIONS IN CONNECTION THEREWITH, AND THE BIDDER ACCEPTS AND ASSUMES ALL RESPONSIBILITY AND LIABILITY FOR ANY ERRORS OR OMISSIONS RELATING THERETO OR FAILURE TO RECEIVE OR EXECUTE (INCLUDING TIMELY EXECUTION THEREOF) ANY BID REGARDLESS OF REASON, NEGLIGENCE OR FAULT. GOODING CHRISTIE'S DOES NOT REPRESENT OR WARRANT THAT ANY AUCTION PLATFORM, INCLUDING THE SITE, APP AND ONLINE BIDDING SYSTEM, WILL BE ERROR-FREE, FREE OF VIRUSES OR OTHER HARMFUL COMPONENTS, OR THAT ANY DEFECTS WILL BE CORRECTED. GOODING CHRISTIE'S RESERVES THE RIGHT TO SUSPEND OR TERMINATE ANY ASPECT OR FEATURE OF ONLINE BIDDING (INCLUDING ONLINE BIDDING IN ITS ENTIRETY) AT ANY TIME, WITH OR WITHOUT NOTICE. WITHOUT LIMITING THE FOREGOING, GOODING CHRISTIE'S MAY SUSPEND ACCESS TO ONLINE BIDDING TO CARRY OUT SCHEDULED OR UNSCHEDULED MAINTENANCE OR FOR ANY REASON OR FOR NO REASON AT ANY TIME.

### ANTI-MONEY LAUNDERING

Bidders and Buyers agree to provide all information and assistance reasonably requested by Gooding Christie's to comply with Gooding Christie's Anti-Money Laundering processes and to comply with any and all Anti-Money Laundering laws and regulations.

### MISCELLANEOUS

Headings are for ease of reference only and may not be used to interpret the substance of the section to which they apply. All uses of the word “including,” “include” and “includes” shall not be limiting, and shall be deemed to be followed by “without limitation.” If any term, provision, condition or covenant of the General Conditions or its application to any party or circumstance shall be held, to any extent, invalid or unenforceable, the remainder of the General Conditions, or the application of the term, provision, condition or covenant

to persons or circumstances other than those as to whom or which it is held invalid or unenforceable, shall not be affected, and shall be deemed modified to the minimum extent to be valid and enforceable to the fullest extent permitted by law. In the event of a conflict between these Conditions of Sale and any other document constituting a part of the General Conditions, the Conditions of Sale shall prevail unless the other conflicting provision is more strict against the Buyer or bidder. Time is of the essence for bidders' and Buyer's performance under the General Conditions.

Except as otherwise expressly provided herein, no employee, officer, agent, representative or contractor of Gooding Christie's is authorized by Gooding Christie's to modify, waive or contradict any of the General Conditions. No act, omission, statement, promise, assurance or commitment of Gooding Christie's or any of its employees, officers, agents, representatives, or contractors shall be or be deemed to be, or operate as, a waiver or amendment of any of the General Conditions or of any of Gooding Christie's rights and remedies thereunder or constitute a representation or warranty of any kind and shall not have or be of any force or effect. Any statements, terms, conditions, representations or warranties relating to any Lot or the Auction not expressly set forth in the General Conditions shall not be, or be deemed to be, of any force or effect, regardless of how or when made.

### FOR ONLINE-ONLY AUCTIONS: CONSUMER RIGHTS

If the Seller is a natural person or legal entity in the business of selling automobiles and acting for purposes related to such business (a “**Business**”) and the Buyer is a consumer that has a right of withdrawal against the Seller on the basis of EU consumer protection laws, then the Buyer may have an automatic statutory right to rescind the purchase of a Lot in an Online-Only Auction for 14 calendar days after the Buyer becomes responsible for taking possession of the Lot. Gooding Christie's reserves the right to make the reasonable determination as to whether a Seller meets the definition of “Business.” A Buyer who exercises the foregoing right to rescind is responsible for any and all expenses associated with the Lot, including transportation, duty, storage, insurance, and taxes. If the Buyer exercises this right, the Buyer bears all risk of loss, and is therefore advised to insure the Lot, until the Seller re-takes possession of the Lot.

### FOR CALIFORNIA AUCTIONS: CALIFORNIA CAR BUYER'S BILL OF RIGHTS

Pursuant to California law, Gooding Christie's offers any Buyer who purchases a used Vehicle for less than \$40,000 at Auction the option to purchase a two-day cancellation option agreement, subject to statutory conditions. There is no cooling-off period unless the Buyer obtains a contract cancellation option agreement.



THANK YOU

Richard Adatto	Cobra Automotive Inc.	Emily Keller	Glenn Mounger	Jack Scarpino
Jose Alejandrez	Fabio Collina	Prescott Kelly	Ed Mueller	John Schatz
Stephen Archer	Colornet Press	David King	John Munson	Albert Scheperkamp
Les Archives de L'Aventure	Bill Corbett	Daniel Kleckner	Maritza Muscarolas	Benjamin Shahrabani
Peugeot Citroën DS	Sarah Curro	Klemantaski Collection	Aaron Nardi	Tom Shaughnessy
Archivio Targhe	Kristy Darnell	Sophie Klieger	Dave Neyens	Peter Shaw
Arrvo Coffee	Ben Davis	Mike Kunz	Tyler Nickeas	Mike Sheehan
Auction Mobility	Joaquin Duran	Pierre-Yves Laugier	Patrick Ottis	Brent Sherman
Valentino Balboni	Liz Edwards	Tina Law	Tazio Ottis	Sidebench
Scott Bartlett	Colin Feichtmeir	Dirk Layer	Aaron Parker	Bob Smith
Matthias Bartz	David Flad	Brian Ledahl	Part & Parcel	David Smith
Alex Bennie	Fonds de Dotation Peugeot	Sandy Leith	Taleen Pechakjian	Savo Stanivukovic
Galen Bennie	Antony Forshaw	Mark Lieberman	Chris Perrigo	Kevin Swaffar
Charlie Blonigan	Alan Franklin	Lithographix Inc.	Porsche Cars North America	Derek Tam-Scott
BMW North America	Steve Friedman	Maurice Louche	Charles Prince	Lisa Tuholski
Chris Boch	Michael Furman	Monica Lynch	Production Elements Inc.	Martin Uebelher
BubbleUp	Charlie Galston	Mike Maez	Quad	Alba Valentín
The Bugatti Trust Archive	Girardo & Co.	Marcel Massini	Marc Rabineau	Ron Verschoor
David Burgess-Wise	Greta Gooding	Camille Massaro-Menz	Maura Ramirez	Mark Wegh
Burst + Bloom	Lisa Gosaynie	Nathan McNeil	Bert Rasmussen	Jarrod Wendler
Steve Burton	Drew Grundfor	Fabio Menegon	Mike Regalia	Dustin Wetmore
Martin Button	Richard Hamlin	David Mohlman	Revs Institute	Alistair Wilkie
Bruce Canepa	Dr. Clare Hay	Gerry Montano	David Rose	Ian Wilkie
Nate Cantwell	Chris Holley	Simon Moore	Sally Ross	Jody Wilkie
Christina Cardinalli	Indianapolis Motor Speedway	Tim Moore	Paul Russell & Company	Kelly Williams
Noëlle Chapron	Greg Jones	Kerry Morse	Robyn Sargent	Hanna Yamamoto
Evan Clary	Gunnison Jones	William Morton	Scott Sargent	Carolyn T. Yatomi



LOT 52 | 1927 BUGATTI TYPE 43 GRAND SPORT





Photo courtesy of Porsche Cars North America, Marc Urbano.

LOT 22 | 2017 PORSCHE 911 RSR-17



# Stan Lucas Collection Auction

SATURDAY SEPT 20  
LONG BEACH, CA

LIVE AUCTION

ALL LOTS OFFERED  
WITHOUT RESERVE

ONLINE BIDDING  
AVAILABLE

REGISTER TO BID

# Rétromobile Paris Auctions

28 JANUARY—1 FEBRUARY 2026  
PARIS EXPO PORTE DE VERSAILLES

LIVE AUCTIONS

NOW INVITING CONSIGNMENTS



*Experience Extraordinary*

# Amelia Island Auctions

MARCH 2026 | LIVE AUCTIONS

GOODING  
& COMPANY

LOT 154

1955 Ferrari 375 MM Berlinetta

DOLLARS	\$8,600,000
GBP	£6,622,000
EURO	€7,912,000
SWISS FRANC	7,568,000

GOODING  
& COMPANY

1955 FERRARI 375 MM BERLINETTA  
SOLD for \$9,465,000 | Amelia Island Auctions 2025

Now Inviting 2026 Consignments

CONTACT OUR SPECIALISTS TO LEARN MORE  
INQUIRY@GOODINGCO.COM





***Intercity***  
Lines, Inc.

**TRUST THE BEST! TRUST INTERCITY LINES.**  
ENCLOSED AUTO TRANSPORT SINCE 1980  
800.221.3936 Intercitylines.com



**It's your prized classic.  
Protect it.**

It's your passion. The classic car you always wanted.  
Coach, coupe, convertible or roadster, you cruise in style.  
When you're behind the wheel, it holds the magic you expected.  
And with every mile, you expect select coverage.  
With Chubb, you'll get it.

Not just insured.  
Chubb. Insured.<sup>SM</sup>

For more information, call 1 (866) 227-9648  
or visit [chubb.com/classic-car](https://chubb.com/classic-car)

**CHUBB®**

©2024 Chubb. Coverages underwritten by one or more subsidiary companies. Not all coverages available in all jurisdictions. Chubb®, its logo, and Chubb. Insured.<sup>SM</sup> are protected trademarks of Chubb.



# Manns Restoration

*Finest Quality Automotive Restoration, since 1939*

[www.MannsRestoration.com](http://www.MannsRestoration.com)



5 N. 6th Street - Festus, MO 63028

636-933-7008

[mikemanns@att.net](mailto:mikemanns@att.net)



TRADITIONAL VALUES, MODERN THINKING.

# WORLDWIDE CAR TRANSPORT SPECIALISTS

## CARS

### OUR LOCATIONS

UNITED KINGDOM | NETHERLANDS | LOS ANGELES | JAPAN  
SAN FRANCISCO | NEW YORK | MIAMI | MIDDLE EAST

USA +1 (415) 777. 2000 | [CARSWORLDWIDE.COM](http://CARSWORLDWIDE.COM)

### OUR SERVICES

- FREIGHT FORWARDING
- CUSTOMS BROKERAGE
- PROTECTIVE PACKAGING
- SECURITY
- CLIMATE-CONTROLLED STORAGE
- PROJECT MANAGEMENT
- END-TO-END PLANNING



INDEX



YEAR	VEHICLE	LOT #	YEAR	VEHICLE	LOT #	YEAR	VEHICLE	LOT #	YEAR	VEHICLE	LOT #
1972	AAR Eagle-Offenhauser Indy Car	56	1961	Ferrari 250 GT SWB California Spider Competizione	26	1992	Lamborghini Diablo	71	1990	Porsche 911 Classic Turbo Reimagined by Singer	28
1957	Alfa Romeo Giulietta Sprint Veloce Allegerita	27	1961	Ferrari 250 GTE Series I	10	1998	Lamborghini Diablo SV Monterey Edition	7	1990	Porsche 964 Carrera 4 Leichtbau	34
2008	Alfa Romeo 8C Competizione	8	1967	Ferrari 275 GTB/4	19	2021	Lamborghini Huracán STO	78	1995	Porsche 993 Cup RSR	73
1960	Aston Martin DB4 Series II	32	1968	Ferrari 330 GTC	68	1927	Lancia Lambda 7th Series Torpédo Tourer	48	1996	Porsche 993 GT2 Clubsport	51
1988	Aston Martin V8 Vantage Volante ‘X-Pack’	44	1973	Ferrari 365 GTB/4 Daytona Competizione Series III	38	1984	Lancia Rally 037 Stradale	80	2008	Porsche 997 GT3 RSR	72
1929	Bentley Speed Six Drophead Coupe	46	1974	Ferrari Dino 246 GTS	77	1952	Land Rover Series I ‘Reborn’	67	2017	Porsche 911 RSR-17	22
2017	Bentley Continental GT Supersports	18	1987	Ferrari 328 GTS	42	1972	Maserati Ghibli 4.9 SS Spider	40	2019	Porsche 991 GT3 RS Weissach	45
1972	BMW 3.0 CSL	29	1990	Ferrari F40	65	1977	Maserati Bora 4.9	74	2022	Porsche GT2 RS Clubsport 25 ‘Manthey Racing’	66
2001	BMW Z8	4	2004	Ferrari 360 Challenge Stradale	6	2018	Mercedes-AMG GT R	23	1965	Rolls-Royce Silver Cloud III Flying Spur	33
2019	BMW M8 GTE	62	2010	Ferrari F430 GTC	58	1963	Mercedes-Benz 300 SL Roadster	55	2021	RUF CTR Anniversary	17
1926	Bugatti Type 37 Grand Prix	13	2011	Ferrari 458 Challenge GT3 Update	59	1971	Mercedes-Benz 280 SL	39	1964	Shelby 289 Cobra	11
1927	Bugatti Type 43 Grand Sport	52	2022	Ferrari F8 Spider	12	1979	Mercedes-Benz 450 SEL 6.9	3	1964	Shelby Cobra CSX7000 289 FIA Continuation 50th Anniversary	64
1994	Bugatti EB110 Super Sport	24	2006	Ford GT Heritage Edition	9	1980	Mercedes-Benz 450 SL	81	1931	Stutz DV-32 Bearcat	41
2019	Bugatti Chiron Sport	60	2018	Ford GT Competition Series	75	1989	Mercedes-Benz AMG 560 SEC 6.0 ‘Wide-Body’	70	1969	Toyota FJ40 Land Cruiser	82
2024	Bugatti Bolide	31	1995	Honda Integra Type R	79	2006	Mercedes-Benz SLR McLaren	57	1957	Volkswagen Beetle	83
1953	Cadillac Eldorado	5	c. 1976	Italy Car 312 T2 Formula 1 Child’s Car	25	1933	Packard Twelve 1005 Coupe Roadster	63	1957	Volkswagen Karmann Ghia	2
1965	Chevrolet K10 Suburban	53	1963	Jaguar E-Type Lightweight Continuation	69	1958	Porsche 356 A Speedster	36	1966	Volkswagen Type 2 Deluxe 21-Window Bus	15
2019	Chevrolet Corvette ZR1 Convertible	61	1966	Jaguar E-Type Series I 4.2-Litre Roadster	37	1959	Porsche 356 A ‘Emory Outlaw’ Sunroof Coupe	76			
1961	Citroën DS19 Cabriolet	50	1984	Lada Niva 1600	1	1959	Porsche 356 A Coupe	20			
1965	Citroën 2CV AZAM	30	1937	Lagonda LG45 Rapide	35	1971	Porsche 911 ST Rally	47			
1958	Ferrari 250 GT Tour de France Berlinetta	16	1966	Lamborghini 400 GT ‘Interim’	14	1974	Porsche 911 Carrera 3.0 RSR	54			
1961	Ferrari 250 GT SWB California Spider	49	1990	Lamborghini Countach 25th Anniversary Edition	43	1989	Porsche 930 S Targa	21			





LOT 16 | 1958 FERRARI 250 GT TOUR DE FRANCE BERLINETTA



Experience  
Extraordinary



OFFICIAL AUCTION HOUSE OF THE PEBBLE BEACH CONCOURS d'ELEGANCE®

PRINTED IN THE USA