

Amelia Island Auctions

THURSDAY MARCH 5 AT 3PM



GOODING CHRISTIE'S



LOT 36 | 1938 BUGATTI TYPE 57 CABRIOLET

EVENT INFORMATION

AUCTION

Thursday, March 5 3:00pm EST
Friday, March 6 11:00am EST

Food and drinks available for purchase
View live auction – goodingco.com

VIEWING HOURS

Wednesday, March 4 12:00pm–6:00pm
Thursday, March 5 9:00am–6:00pm
Friday, March 6 9:00am–6:00pm

ADMITTANCE

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

AUCTION LOCATION

Racquet Park
Omni Amelia Island Resort
6800 First Coast Hwy.
Amelia Island, FL 32034
(1 mile south of Amelia Island Parkway)

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

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E-mail: info@goodingco.com
License Number: VI/1025038

EVENT LOCATION

The Gooding Christie's auction will take place at Racquet Park within the grounds of the Omni Amelia Island Resort. Located on the east side of the Florida A1A Highway, the traffic circle to our site is three-quarters of a mile south of the Amelia Island Parkway intersection, at the north end of the Resort property. There is ample free parking on-site, and a satellite parking lot serviced by shuttles is open on Burney Road, one-quarter mile north of our event.

SHUTTLES

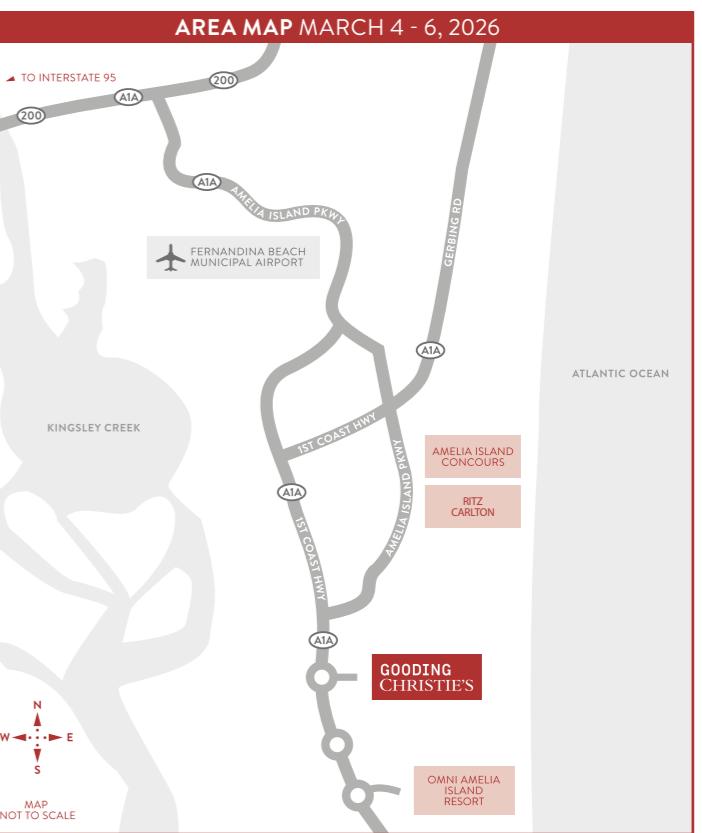
Shuttles will run round-trip from the auction site to The Ritz-Carlton resort entrance on Amelia Island Parkway, 8:30am to 6:30pm on Thursday, March 5th and Friday, March 6th.

ACCOMMODATIONS

Gooding Christie's recommends the Omni Amelia Island Resort for all of your accommodations. The four-diamond, 1,350-acre resort offers a variety of restaurants and attractions, from 36 holes of championship golf to a luxurious full-service spa. Please call 904.261.6161 for all of your reservation inquiries.

ARRIVING BY AIR

The closest international airport to Amelia Island is Jacksonville (JAX), a little under an hour away by car. Fernandina Beach Municipal Airport provides convenient airport access on the island and is a five-minute drive from the auction site, but this airport services limited charter traffic only.



IMPORTANT NOTICES

Please read the Conditions of Sale, which are published online at goodingco.com and appear 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. The online catalogue and related pages on the Site constitute the most current and authoritative source of information regarding any Lot.

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, (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 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 or email 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.**

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

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- 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 Christie's 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 Eastern Time on Wednesday, March 11, 2026.

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 Eastern Time on Wednesday, March 11, 2026. Please contact 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:

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CARS Worldwide
Jenny Rixford
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Any lot not removed by Wednesday, March 11, 2026, 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.

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LOT 44 | 1951 FERRARI 342 AMERICA COUPE

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I am pleased to welcome you to our 16th annual Amelia Island Auctions at the beautiful Omni Amelia Island Resort, where we consistently set new world records and present you with the finest offerings from the world's most esteemed automotive collections.

The catalogue we present this year proves to be no exception, filled with incredible selections from collector-favorite marques like Ferrari, Alfa Romeo, and Porsche, and featuring remarkably important collections offered without reserve. We are especially excited about our headlining lot, the gorgeous dark blue 1960 Ferrari 250 GT SWB covered-headlight California Spider with a rare factory hardtop. Alongside this spectacular offering, our catalogue features a Ferrari 750 Monza, a Vignale-bodied Ferrari 212, a pair of historic Miller race cars, and countless vintage and modern blue-chip selections.

We are also proud to offer several notable collections, including the Curtis Leaverton Collection, the Tommy Trabue Collection, the Thomas Young Collection, and the New Woodstock Collection of captivating barn find discoveries.

Our seasoned team of automotive specialists and auction executives are ready to welcome you with each step of the auction process. If you are unable to attend our auctions, you are encouraged to participate via online bidding through our website or mobile app, or with one of our dedicated team members over the telephone. Thank you for all of your patronage and support, and we look forward to seeing you in Florida.



Happy Motoring,
David Gooding
David Gooding

FROM THE TOMMY TRABUE COLLECTION



While spending an extended sojourn in Europe as a young man during the early 1960s, Trabue became enchanted by a variety of European automotive marques that were then uncommon in the US. He said to himself that when he returned to the States, he needed to find a job, secure a place to live – and then buy a Porsche. Trabue did indeed return Stateside, and in 1968 he purchased a slightly sorry-looking 1964 Porsche 356 SC Cabriolet. It would be the first of many, with Trabue restoring the 356 mostly by his own hand.

In the early 1980s, having the time and wherewithal, Trabue set out to build his extraordinary collection of Porsches and Alfa Romeos and partake in vintage racing. Trabue tells his friends that he has had three different collections over the years, as he periodically sold cars to support Ebbtide, rather than let it

Born and raised in Nashville, Tennessee, Thomas “Tommy” Trabue is a talented vintage racer, serial entrepreneur, and co-founder of Ebbtide Boats, an award-winning manufacturer of recreational pleasure craft.

falter during economic downturns. At one time, Trabue’s collection contained 52 Porsches, with highlights including an early 550 Spyder – a Porsche works entry at the 1953 and 1954 La Carrera Panamericana – an exceptionally original 550A, a 718 RSK, RS60, Abarth Carrera GTL, 906, 907, and the 1977 24 Hours of Le Mans-winning 936.

Highlights of Mr. Trabue’s current collection include an Alfa Romeo TZ with extensive period-racing history, an Alfa Romeo SZ which retains many of its original components, a Porsche 911 GT-S specially built for factory testing, an exceptionally well-restored Bahama Yellow SWB 911 S, a 356 C Coupe ordered from the factory in an ultra-rare shade of orange, and a very original black over red 356 A Coupe.

Gooding Christie’s is deeply honored to have the privilege and responsibility of bringing Tommy Trabue’s exceptional collection to auction. We look forward to presenting the next generation of Porsche enthusiasts and Alfisti with the opportunity to acquire some of these automotive treasures.





1965 PORSCHE 356 SC COUPE

FROM THE TOMMY TRABUE COLLECTION

CHASSIS NO. 131314

\$125,000–\$150,000 without reserve

By the time the 356 SC arrived in 1964, Porsche's original four-cylinder sports car had reached a high level of maturity, refined over nearly 15 years into a well-resolved machine admired for its balance, durability, and road manners. The SC adopted final T6 bodywork with a squared-off hood, right-front fuel-filler door, and four-wheel disc brakes, and was powered by a 95 hp pushrod engine – the most powerful offered in a production 356.

Completed in October 1964, this 1965 Porsche 356 SC was dispatched to Autohaus Hahn in Stuttgart and sold new to local resident Karl Haisch. Finished in Signal Red (6407) over black leatherette upholstery, additional equipment specified included fog lamps, two loudspeakers, air horn, and the desirable

sliding-steel sunroof, a seldom-seen option that allowed a touch of open-air motoring. The accompanying Porsche Kardex further records early service entries performed by Autohaus Hahn.

Following its export to the US, the SC passed through two California-based owners prior to its acquisition by Tommy Trabue in 1987. Trabue embarked on a restoration with Steve Port, which was subsequently completed by noted marque specialist Roy Sanders. Fitted with a replacement Type 616/15 engine with an unnumbered case, this 356 retains its chassis-numbered front hood panel. Presenting nicely overall, this final-series 356 SC Sunroof Coupe remains well suited for continued use.

HIGHLIGHTS

- Finished in Signal Red over Black Leatherette
- Equipped with Uncommon Sliding-Steel Sunroof
- Restoration Completed by Marque Expert Roy Sanders
- Final-Series T6 Bodywork with Four-Wheel Disc Brakes
- Final and Most Developed Iteration of the Porsche 356

SPECIFICATIONS

- 1,582 CC Air-Cooled OHV Flat 4-Cylinder Engine
- Twin Solex 40 PII-4 Carburetors
- 95 BHP at 5,200 RPM
- 4-Speed Manual Transaxle
- 4-Wheel Hydraulic Disc Brakes
- 4-Wheel Independent Suspension with Torsion Bars





1966 PORSCHE 911

FROM THE TOMMY TRABUE COLLECTION

CHASSIS NO. 304198

ENGINE NO. 907414

\$150,000–\$180,000 without reserve

Making its public debut at the 1963 Frankfurt Motor Show as the 901, the Porsche 911 was renamed prior to production, after objections from Peugeot, and went on to replace the 356. Styled by Ferdinand “Butzi” Porsche, the new design established the iconic, aerodynamic profile still recognized today and featured 2+2 seating, five round dashboard gauges, and a rear-mounted, 2.0-liter flat-six engine rated at 130 hp with a top speed of 130 mph.

This 1966 Porsche 911 is an early short-wheelbase example finished in Irish Green over a tan leatherette interior. While its earliest history remains unknown, the car was owned for many years by Nashville attorney Craig Benson, before being acquired circa 1996 by Tommy Trabue. Retaining its matching-numbers engine

and transaxle according to a copy of its Kardex, this 911 presents exceptionally well and is believed to retain its original interior trim along with the majority of its factory-applied paint.

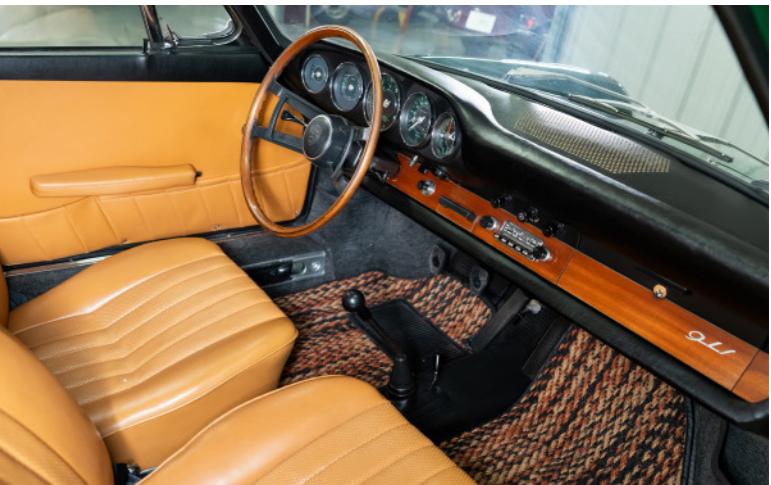
Sparingly used and showing only 44,452 miles at the time of cataloguing, this preservation-class-eligible example has been carefully maintained throughout its life, as evidenced by an accompanying file of service and maintenance receipts. Offered with its books, tools, jack, spare, and copy of its Kardex, this early and remarkably original Porsche 911 represents a highly desirable opportunity for the discerning collector.

HIGHLIGHTS

- Early Short-Wheelbase 1966 Porsche 911
- Retaining Matching-Numbers Engine and transaxle per Kardex
- Exceptionally Original Throughout
- Finished in Desirable Irish Green over Tan Leatherette
- Accompanied by Books, Tools, Jack, and Spare

SPECIFICATIONS

- 1,991 CC SOHC Type 901/05 Flat 6-Cylinder Engine
- Twin Weber 40 IDA 3C Carburetors
- 130 BHP at 6,100 RPM
- 5-Speed Manual Transaxle
- 4-Wheel Hydraulic Disc Brakes
- Fully Independent Suspension with Torsion Bars and Shock Absorbers



LOT 2



1960 ALFA ROMEO GIULIETTA SPIDER VELOCE

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY PININ FARINA

CHASSIS NO. AR1495*10064*

\$60,000-\$80,000 without reserve

Debuting at the 1955 Paris Motor Show, the Alfa Romeo Giulietta Spider featured Pinin Farina-designed open-top bodywork, a 1.3-liter DOHC four-cylinder engine, four-speed manual gearbox, and drum brakes. The more sporting Veloce model produced 90 hp – significantly more than standard – could rev to over 7,000 rpm, and could reach a top speed of over 110 mph.

This Giulietta Spider Veloce was built on May 26, 1960. Originally finished in white, the Alfa Romeo was sold to German manufacturer NSU Motorenwerke, according to a letter on file. The Spider was acquired by Tommy Trabue from the famed *Alfisti* and racer Al Leake of San Francisco, California in November 2009. At the time, the Spider was complete, save for a missing engine, and

was finished in white.

Mr. Trabue entrusted Alfa Romeo specialist European Car Company LLC of Wichita, Kansas to perform a restoration, refinishing the Spider in the appropriate and period color combination of red over a black vinyl interior with contrasting red piping and a black cloth folding soft top. An appropriate, unstamped 1.3-liter engine was sourced and installed.

This Spider Veloce is accompanied by numerous restoration invoices and would make a wonderful addition to any stable of event-eligible mid-century sports cars.

HIGHLIGHTS

Desirable Late-Production 750 Veloce Spider Model

Presented in Red over a Black Interior with Black Folding Soft Top

Restoration Performed by Alfa Romeo Specialist European Car Company LLC

An Outstanding Mid-Century Sports Car for Shows or Tours

Accompanied by Spare Wheel and Restoration Invoices

SPECIFICATIONS

1,290 CC DOHC Inline 4-Cylinder Engine

Twin Weber Carburetors

90 BHP at 6,000 RPM

4-Speed Manual Gearbox

4-Wheel Hydraulic Drum Brakes

Front Independent Suspension with Coil Springs

Rear Live Axle with Coil Springs





1958 PORSCHE 356 A SUPER COUPE

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY REUTTER

CHASSIS NO. 102454

ENGINE NO. 81522

\$160,000-\$180,000 without reserve

By the mid-1950s, Porsche was refining its first production sports car. Introduced in 1955, the 356 A featured cleaner bodywork and thoughtful updates, including a one-piece curved windshield, revised lighting and trim, and teardrop taillamps from 1957. Suspension and braking improvements enhanced composure and control, while a reworked dashboard and improved interior finishes reflected Porsche's growing focus on refinement and usability.

According to its Kardex, this 1958 Porsche 356 A was completed on January 31, 1958, and dispatched to Hoffman Motors in New York, Porsche's exclusive US importer. Finished in White, it was equipped with the 75 hp Super engine, and specified with US-market equipment, along with chrome wheels and the

rarely ordered sliding-steel sunroof – an option estimated to have been fitted to less than 5% of production.

While its early history is not fully documented, this 356 was acquired by Tommy Trabue in 2021 and is believed to retain a high degree of originality, including its matching-numbers engine, gently patinated interior, a date-coded fuel tank and level sender, and several body panels stamped with the final two digits of the chassis number. Repainted in 2022 by marque specialist Rick Priami Auto Restoration of Cumberland Furnace, Tennessee, this 356 A presents as a well-preserved example combining the desirable Super engine, rare sunroof specification, and period-correct details.

HIGHLIGHTS

Finished in Original White Livery with Desirable Accessories
Equipped from the Factory with Rare Sliding-Steel Sunroof
Retains Matching-Numbers Engine per Kardex
Desirable 356 A Super Specification
Accompanied by Copy of Kardex and Jack

SPECIFICATIONS

1,582 CC OHV Air-Cooled Flat 4-Cylinder Engine
Twin Zenith 32 NDIX Carburetors
75 BHP at 5,000 RPM
4-Speed Manual Transaxle
4-Wheel Hydraulic Drum Brakes
4-Wheel Independent Suspension with Torsion Bars and Tubular Shock Absorbers





1985 PORSCHE 911 CARRERA 3.2 M491 COUPE

FROM THE TOMMY TRABUE COLLECTION

VIN. WP0AB0915FS121873

\$125,000–\$150,000 without reserve

The 1984–1989 Porsche 911 Carrera 3.2 marked the final and most refined evolution of the classic G-series 911. While visually similar to the preceding 911 SC, the Carrera introduced subtle aerodynamic updates, revised interior controls, and improved safety features. Most significant was the nearly all-new 3.2-liter flat-six engine, featuring Bosch Motronic fuel injection and producing 207 hp, delivering enhanced performance, efficiency, and responsiveness while preserving the character that defines the air-cooled 911.

Finished in quintessential Guards Red, this 1985 Porsche 911 Carrera 3.2 M491 was delivered new to Rick Hill Porsche Audi in Kingsport, Tennessee. Its original window sticker lists a total MSRP of \$48,160 and notes the options specified,

which included a black leather interior, Blaupunkt Monterey cassette radio, power door locks, automatic heating control, cruise control, an alarm system, and an electric sunroof. Costing \$11,760, the rare M491 “930 Performance Body/Chassis” option endowed this Carrera with Turbo-specification wide fenders, front and rear spoilers, integrated fog lights, and headlamp washers, along with the 930 Turbo’s suspension tuning and four-piston brakes.

This Turbo-Look Carrera showed just 29,378 miles at the time of cataloguing and presents in remarkably well-preserved condition throughout. Offered from the Tommy Trabue Collection with original books, tools, spare, and records, it represents a compelling opportunity.

HIGHLIGHTS

- Finished in Guards Red over Black Leather
- Equipped with Rare M491 Turbo-Look Package
- Displaying Just 29,378 Miles at Cataloguing
- Presents in Remarkably Well-Preserved Condition
- Offered with Books, Tools, Spare, Records, and Original Window Sticker

SPECIFICATIONS

- 3,164 CC Air-Cooled SOHC Flat 6-Cylinder Engine
- Bosch DME Motronic Fuel Injection
- 207 BHP at 5,900 RPM
- 5-Speed Manual Transaxle
- 4-Wheel Ventilated Disc Brakes
- 4-Wheel Independent Suspension with Torsion Bars



LOT 5



1965 PORSCHE 356 C COUPE

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY KARMANN

CHASSIS NO. 222303

ENGINE NO. 717650

\$90,000-\$120,000 without reserve

Debuted in 1963, the final evolution of the 356 incorporated a series of incremental refinements while introducing the model's most significant mechanical advancement. Standard four-wheel ATE disc brakes replaced the earlier drum system, delivering markedly improved stopping power and resistance to fade. These upgrades, combined with ongoing chassis, suspension, and drivetrain development, rendered the 356 C the most capable and technically advanced iteration of Porsche's first production model.

Completed on March 22, 1965, this 356 C was sold new via influential early Porsche dealer Vasek Polak to Hideo Yamane, a dentist based in Palos Verdes, California. Finished in Slate Grey (6401), a particularly attractive non-metallic

hue, over black leatherette, the sole factory option noted on its Kardex is chrome-plated ventilated steel wheels.

This 356 was owned for a period by enthusiast Charles Eddy of Palos Verdes before being purchased by Tommy Trabue circa 2002. Well presented and retaining its matching-numbers engine, the car appears to have been repainted in its original color. The interior is believed to have been replaced in red leatherette with factory-style headrests, while a period-correct Lietz-style luggage rack has been fitted to the deck lid. Accompanied by a spare tire and documentation, this 1965 Porsche 356 C Coupe stands as a well-maintained, final-year example offered in an attractive color combination.

HIGHLIGHTS

Presented in Slate Gray over Red Leatherette

Matching-Numbers Type 616/15 Engine per Kardex

Sold New via Famed Southern California Porsche Dealer Vasek Polak

Offered with Kardex, Spare Tire, and Documentation

Final-Year 1965 Porsche 356 C with Disc Brakes

SPECIFICATIONS

1,582 CC OHV Flat 4-Cylinder Engine

Twin Zenith 32 NDIX Carburetors

75 BHP at 5,200 RPM

4-Speed Manual Transaxle

4-Wheel Hydraulic Disc Brakes

4-Wheel Independent Suspension with Torsion Bars





1967 PORSCHE 911 2.0 S

FROM THE TOMMY TRABUE COLLECTION

CHASSIS NO. 307857S

ENGINE NO. 961518

\$225,000-\$275,000 without reserve

For 1967, Porsche introduced a higher-performance variant of its original short-wheelbase 911, unveiling the 911 S, with the "S" designation signifying "Super." Positioned as the most sporting expression of the early 911, the S featured a more highly tuned 2.0-liter, air-cooled flat-six producing 160 hp, achieved through higher compression, revised camshaft profiles, and larger carburetors.

Chassis and braking upgrades were equally significant and included ventilated disc brakes, front and rear anti-roll bars, KONI shock absorbers, and lightweight five-spoke Fuchs alloy wheels. Together, these enhancements delivered markedly improved performance, with contemporary testing recording 0-60

mph in approximately 6.5 seconds and a top speed approaching 140 mph, firmly establishing the 911 S among the most capable sports cars of its era.

According to its Porsche Certificate of Authenticity, this 1967 Porsche 911 S was delivered new to Autohaus Krauss in Nürnberg, Germany, in March 1967, and finished in Bahama Yellow (6605), a warm yellow with subtle butterscotch overtones, over a black leatherette interior. Factory options included a Webasto gasoline heater, tinted windshield, radio interference suppression, loudspeaker, and antenna. While its subsequent early history is not well documented, this short-wheelbase 911 S was acquired by Tommy Trabue circa 2000 from Los Angeles-based enthusiast Jeffrey Aleixo, who owned this car, along with the

HIGHLIGHTS

First Year of the Celebrated 911 S Model

One of 2,306 Porsche 911 S Examples Built for the 1967 Model Year

Finished in Original Colors of Bahama Yellow over Black Leatherette

Restored by Marque Specialist Roy Sanders of Sanders Imports

Retains Matching-Numbers Engine per Porsche Certificate of Authenticity

Well-Presented Example Suited for Road Use or Concours Display

SPECIFICATIONS

1,991 CC Type 901/02 SOHC Flat 6-Cylinder Engine

Twin Weber 40 IDS Carburetors

160 BHP at 6,600 RPM

5-Speed Manual Transaxle

4-Wheel Ventilated Disc Brakes

4-Wheel Independent Suspension



LOT 7

PROVENANCE

Jeffrey Aleixo, Los Angeles, California (acquired circa 1994)
Tommy Trabue (acquired from the above circa 2000)



1968 911 S offered from the Trabue collection, since 1994.

Following its purchase by Mr. Trabue, the car was entrusted to Roy Sanders for a restoration. A South Carolina-based vintage racer and Porsche marque expert, Sanders is credited with overseeing very high-quality concours work as well as vintage race builds. Refinished in its factory hue, the car underwent an extensive refurbishment encompassing a renewed interior trimmed in correct materials, along with the installation of desirable 1967 non-headrest Recaro sport seats and a roll bar. Its matching-numbers Type 901/02 flat-six engine was rebuilt, a sport exhaust was added, and the suspension received corresponding attention. Correct one-year-only 15" x 4.5" forged alloy wheels were sourced and refinished.

Presenting very well throughout, this 911 S has been a favored driver within Mr. Trabue's collection, reflecting the quality of its mechanical preparation and overall presentation. Just 2,306 examples of the 911 S were built for the 1967 model year, of which 1,823 were coupes, a scarcity that has long outpaced demand. Today, this example retains the cohesive feel of a more recent, freshly restored car and is well suited for continued enjoyment on the road or display on the show field.



1967 PORSCHE 911 2.0 S

LOT 7



1956 ALFA ROMEO GIULIETTA SPRINT VELOCE ALLEGGERITA

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY BERTONE

CHASSIS NO. AR1493E*01648*

ENGINE NO. AR1315*30018*

\$175,000-\$250,000 without reserve

Alfa Romeo's Bertone-styled Giulietta Sprint debuted in April 1954, powered by a 1.3-liter, all-alloy, twin-cam, four-cylinder engine designed by former Ferrari engineer Giuseppe Busso. The model was an instant success, and to meet demand for a high-performance version, the sporting Veloce model was introduced for 1956. For those seeking even more outright speed and race-winning capability, an *alleggerita* (lightweight) variant was offered. These purpose-built machines were about 150 pounds lighter than the standard model, thanks to their aluminum doors, hood, trunk lid, bumpers, headlight bezels, simplified interior, and Plexiglas windows.

According to records on file, this Sprint Veloce Alleggerita, chassis 01648, was

built on April 24, 1956 and equipped with engine no. 30018. It was originally delivered to Francesco Serenelli of Santa Maria, a small village in the province of Verona in northeastern Italy. Prior to acquiring this Alfa Romeo, Sig. Serenelli entered a Fiat 1100/103 at the 1000 Miglia in 1954, where he placed 103rd Overall.

Having been produced just four days prior to the start of the 1956 1000 Miglia, the Alleggerita was delivered directly to Brescia and entered by Sig. Serenelli, sans co-driver, with support from Scuderia Cangrande under entry no. 138. Period images on file show the Alleggerita with its alloy bumpers removed and a central driving light fitted to the car's nose. Sig. Serenelli completed the grueling 1000-mile rally in 14 hours, 55 minutes, and 55 seconds, coming in an

HIGHLIGHTS

Lightweight Sprint Veloce with Notable Period Competition History
 Campaigned by Francesco Serenelli in the 1956 1000 Miglia
 Retains Its Matching-Numbers Engine per Records on File
 History File Contains FIVA Identity Card, Period Images, and Historic Documentation
 A Beautifully Presented Example of a Rare, Important, and Event-Eligible Alfa Romeo

*Please note that this vehicle is titled as 01648.

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 and Tubular Shock Absorbers
 Rear Live Axle with Coil Springs and Tubular Shock Absorbers



LOT 8

PROVENANCE

Francesco Serenelli, Veron, Italy (acquired new in 1956)

David Howard, Marion, Indiana (acquired by 1986)

William Culbertson, Kettering, Ohio (acquired from the above in 1986)

Shinji Horiuchi, Nara, Japan (acquired by 2004)

Tommy Trabue (acquired in 2014)



Francesco Serenelli pilots his newly delivered Alfa Romeo on the 1956 1000 Miglia.

RACE HIGHLIGHTS

1000 Miglia, Italy, 1956, Serenelli, No. 138 (68th Overall, 19th in Class)

EXHIBITION HIGHLIGHTS

Japan Historic Car Tour, 2004

impressive 68th Overall and 19th in Class.

Little is known of the Alfa's subsequent period history, and it does not appear on any further race entries under Sig. Serenelli's name. By 1986, the car was owned by David Howard of Marion, Indiana, who sold it to William Culbertson of Kettering, Ohio, as documented by a copy of a 1986 Ohio title on file. By 2004, the Alleggerita was acquired by Shinji Horiuchi of Nara, Japan, who acquired a Japan Automobile Federation Historic Technical Passport for the car. Mr. Horiuchi entered the car in the Japan Historic Car Tour in 2004. Tommy Trabue acquired the Alleggerita in 2014 and, together with his SZ and TZ, it has formed the ideal trio of lightweight Alfa Romeo GT machines.

Accompanying the sale is an impressive history file that includes a FIVA Identity Card (dated 2004), copies of period photos, and copies of records related to its 1956 1000 Miglia entry and results.

With its matching-numbers engine and period 1000 Miglia history, this Sprint Veloce Alleggerita ranks among the finest surviving examples of a rare and historically significant Alfa Romeo competition car.

Please note there is no Lot 9.



1956 ALFA ROMEO GIULIETTA SPRINT VELOCE ALLEGGERITA

LOT 8



1959 PORSCHE 356 A SUPER COUPE

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY REUTTER

CHASSIS NO. 107755

ENGINE NO. 84013

\$200,000-\$250,000 without reserve

Debuting for the 1955 model year, the Porsche 356 A marked a significant evolution of the marque's first production sports car. Subtle body revisions introduced a one-piece curved windshield, cleaner detailing, and, from 1957 onward, teardrop taillamps.

One of approximately 2,743 coupes built for the 1959 model year, this Porsche 356 A was completed on May 22, 1959. Finished in Meissen Blue, it was equipped with the 75 hp type 616/2 Super engine and US-specification equipment. A copy of its Kardex on file notes delivery to Hoffman Motors of New York, and sale to first owner Tommy Miller of Phoenix, Arizona.

HIGHLIGHTS

Finished in Aquamarine Blue over Red

Desirable, Higher-Performing Super Specification

Retains Notable Key Components and Body Panels

One of Approximately 2,743 Coupes Built for the 1959 Model Year

Well-Presented A-Series Coupe

SPECIFICATIONS

1,582 CC OHV Air-Cooled Flat 4-Cylinder Engine

Twin Zenith 32 NDIX Carburetors

75 BHP at 5,500 RPM

4-Speed Manual Transaxle

4-Wheel Hydraulic Drum Brakes

4-Wheel Independent Suspension with Torsion Bars and Tubular Shock Absorbers



LOT 10



1967 PORSCHE 911

FROM THE TOMMY TRABUE COLLECTION

CHASSIS NO. 305878

ENGINE NO. 909478

\$150,000–\$180,000 without reserve

First unveiled at the 1963 Frankfurt Motor Show, the Porsche 911 succeeded the company's venerable 356. Penned by Ferdinand "Butzi" Porsche, the styling introduced the now-timeless and aerodynamic profile, along with 2+2 seating, five circular dials on the dashboard, and a rear-mounted 2.0-liter flat-six engine delivering 130 hp and a top speed of 130 mph.

Per a copy of its Kardex, this 1967 Porsche 911 was completed on September 14, 1966, and delivered new via Rittersbacher of Kaiserslautern, a dealership known for retailing cars to American servicemen in West Germany. The lucky owner was Captain Samuel C. Phillips, stationed with the US Army's 57th Medical Battalion in Landstuhl.

HIGHLIGHTS

Attractive Color Combination of Polo Red over Black Leatherette
Matching-Numbers Engine per Porsche Kardex
A Well-Optioned Example
Delivered New in West Germany to a US Army Officer
Well-Presented and Restored Early Short-Wheelbase Example

Finished in Polo Red (6602) over black leatherette, this short-wheelbase example was specified with fog lamps, tinted glass, reclining seats, KONI shock absorbers, a spare parts kit, and a leather-wrapped steering wheel. The Kardex further indicates Captain Phillips returned the car to Rittersbacher for servicing through May 1967.

Subsequently exported to the US, this car remained with a small number of California-based owners before being acquired by Tommy Trabue circa 2010. Today, it presents very well throughout, benefiting from a prior restoration, and retaining its matching-numbers engine. Documented from new, this 911 stands as a highly appealing early example of Porsche's seminal sports car.

SPECIFICATIONS

1,991 CC SOHC Type 901/05 Flat 6-Cylinder Engine
Two Weber 40 IDA 3C Carburetors
130 BHP at 6,100 RPM
5-Speed Manual Transaxle
4-Wheel Hydraulic Disc Brakes
Fully Independent Suspension with Torsion Bars and Shock Absorbers





1965 PORSCHE 356 C CABRIOLET

FROM THE TOMMY TRABUE COLLECTION

CHASSIS NO. 161704

ENGINE NO. 717220

\$150,000-\$200,000 without reserve

Introduced in 1948, the 356 was Porsche's first production automobile, establishing the marque's rear-engine sports car formula. The final evolution, the 356 C, debuted at the 1963 Frankfurt Motor Show and represented the most developed version of the model.

Subtle visual updates included a squared-off front hood and larger windows, while the most significant change was mechanical: standard four-wheel ATE disc brakes, greatly improving stopping power and durability. A 356 C Cabriolet paired these advancements with a fully lined folding soft top and more standard comfort features.

One of just 588 built for the 1965 model year, this Cabriolet was finished by

the factory in uncommon Dolphin Grey (6410), as confirmed by its Kardex, and which is among the lightest hues in the Porsche palette, appearing almost as a cool white with a subtle blue-gray cast. Equipped with its matching-numbers Type 616/15 75 hp engine, it is presented today with blue upholstery, a soft top, Blaupunkt push-button radio, and ventilated chrome wheels.

Delivered new to Porsche Cars Southwest, documentation on file indicates ownership by Minnesota resident Roy Eugene Ahern during the 1990s. Acquired by Tommy Trabue circa 2015 and reported to have benefited from an older restoration, this 356 C Cabriolet offers the enduring appeal of open-top motoring paired with an especially attractive and understated color combination.

HIGHLIGHTS

Finished in Rare Dolphin Grey over Blue Upholstery

Benefits from Older Restoration

One of Just 588 Porsche 356 C Cabriolets Built for the 1965 Model Year

Retains Matching-Numbers Engine per Kardex

An Iconic Porsche Convertible

SPECIFICATIONS

1,582 CC Type 616/15 OHV Flat 4-Cylinder Engine

Twin Zenith 32 NDIX Carburetors

75 BHP at 5,200 RPM

4-Speed Manual Transaxle

4-Wheel Hydraulic Disc Brakes

4-Wheel Independent Suspension with Torsion Bars





1965 ALFA ROMEO GIULIA SPRINT GTA

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY BERTONE

CHASSIS NO. AR613247

ENGINE NO. AR00536.20088

\$250,000-\$300,000 without reserve

The 1960s marked a second golden age for Alfa Romeo competition cars, as the firm enjoyed major international success across prototype, sports car, and touring categories. Central to that effort was the Giulia Sprint GTA, a lightweight homologation special developed by Autodelta, Alfa Romeo's in-house competition department, under the direction of Carlo Chiti. Designated "A" for *alleggerita*, the GTA employed lightweight aluminum bodywork and specialized performance components, creating a formidable dual-purpose machine capable of winning races while remaining road-going. Among the various GTA iterations produced, the original 1600 variant remains the most coveted for its purity of design and competition pedigree.

HIGHLIGHTS

Well-Documented and Beautifully Prepared Example of the Legendary GTA
Delivered New to French Alfa Romeo Dealer and Racer Fernand Maria
Restoration Carried Out by Model Specialist and Former Owner Scott Gray
Successfully Campaigned in West Coast Historic Events from 2005 to 2015
Offered with Impressive History File Including *Certificato di Origine*

SPECIFICATIONS

1,570 CC DOHC Inline 4-Cylinder Engine

Twin Weber 45 DCOE 14 Carburetors

Estimated 155 BHP at 7,600 RPM

5-Speed Manual Gearbox

4-Wheel Hydraulic Disc Brakes

Front Independent-Wishbone Suspension with Coil-Over Shock Absorbers

Rear Live Axle with Trailing Arms and Coil-Over Shock Absorbers



PROVENANCE

Fernand Maria, Saint-Maur-des-Fossés, France (acquired new in 1965)
Charles Henry Montel, France (acquired from the above circa 1966)
René Ricord, Grasse, France (acquired from the above circa 1967)
Louis Chrétien, Châtillon, France (acquired from the above in 1968)
Jean Marc Aubert, Les Mureaux, France (acquired from the above in late 1970s)
John R. Brodman, Washington, D.C. (acquired from the above by 1979)
Mark Leonard, La Jolla, California (acquired from the above in 2000)
Scott Gray, Orange, California (acquired from the above in 2004)
François and Marlies Castaing, Scottsdale, Arizona (acquired from the above in 2005)
Tommy Trabue (acquired from the above in 2022)



The Alfa Romeo GTA during its early years in France, circa 1968.

EXHIBITION HIGHLIGHTS

Various HSR, HMSA, and CSRG Vintage Races, 2005–2015

FEATURED MEDIA

Alleggerita, by Tony Adriaensens
Alfa Romeo GTA: "Leggera" e Vincente, by Maurizio Tabucchi

Jacques Ricord of Grasse, before being acquired by Louis Chrétien, president of the Alfa Romeo Club de France, who campaigned the car with his son.

In the late 1970s, the GTA was sold to Jean Marc Aubert, and subsequently to John Brodman, an American living in Paris. In 1979, Brodman entrusted the car to Garage Maria for servicing and repairs, and several years later commissioned a restoration overseen by Belgian specialist Rudy Pas. When Brodman relocated to Washington, D.C., the GTA followed, remaining in his care until 2000, when it was sold to Mark Leonard of Grand Prix Classics in La Jolla, California.

Alfa Romeo specialist Scott Gray of Orange, California, acquired the car in 2004 and undertook an extensive restoration. This included installation of a rebuilt tipo 00536 engine with 11:1 pistons, magnesium cam cover, oil pan, and bell housing, along with a rebuild of the gearbox, differential, brakes, and suspension. The body was stripped and refinished by Gary Todisco of GTA Auto Metal Works in Santa Ana, California.

Upon completion, the GTA was sold to François Castaing, the well-known automotive executive and Automotive Hall of Fame inductee, who campaigned it in historic events throughout the West Coast from 2005 to 2015. Since 2022, this GTA has been a fixture in Tommy Trabue's extensive Alfa Romeo collection.



1965 ALFA ROMEO GIULIA SPRINT GTA

LOT 13



1969 PORSCHE 911 GT-S

FROM THE TOMMY TRABUE COLLECTION

CHASSIS NO. 119300004

ENGINE NO. 6392082

\$500,000-\$750,000 without reserve

Since its introduction in 1964, the Porsche 911 has proven successful in virtually every form of motor racing, from prestigious international endurance contests to the most punishing off-road rallies. Central to that success were Porsche's own competition and development efforts, and almost from the model's inception, the factory has built specialized variants to explore the 911's performance, durability, and adaptability under demanding conditions.

The first major step in this process was the development of the 1967 911 R, an ultra-lightweight experimental machine that led directly to the specialized T/R and S/T models and, beginning in 1973, the formidable RSR. Together, these cars established a lineage of competition-prepared 911s, providing the

HIGHLIGHTS

Experimental 911 GT-S; One of Only 10 Examples Built

Retained by Porsche for Testing and Development Through September 1969

Sold Ex-Works to Noted Peruvian Racing Driver Eduardo Dibós Chappuis and Entered in the 1969 Caminos del Inca Rally

High-Quality Restoration by Respected Marque Specialist Roy Sanders

Documented with Copies of Porsche Kardex and Factory Correspondence

technical foundation for Porsche's growing dominance at the highest levels of international motorsport.

The 911 presented here belongs to a fascinating and little-known chapter in that story – one that quietly laid the groundwork for Porsche's endurance and rally successes of the 1970s. According to a copy of the Porsche Kardex, chassis 119300004 was completed in June 1968, finished in *Blutorange* (Blood Orange, code 6809 B), and originally equipped with a two-liter, fuel-injected Type 901/10 911 S engine (no. 6390004), a competition-type gearbox (no. 9284107), and Pirelli tires.

SPECIFICATIONS

1,991 CC Type 901/10 SOHC Air-Cooled Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

Estimated 170 BHP at 6,600 RPM

5-Speed Manual Transaxle

4-Wheel Ventilated Disc Brakes

4-Wheel Independent Suspension with Torsion Bars



LOT 14

PROVENANCE

Porsche AG, Stuttgart, Germany (retained for testing and development through September 1969)
Eduardo Dibós Chappuis, Lima, Peru (acquired from the above in 1969)
Roy Sanders, Marietta, South Carolina (acquired in late 1990s)
Tommy Trabue (acquired from the above in 2004)

A copy of a 1994 letter from Porsche, retained in the car's file, confirms that this chassis belonged to a group of 10 pre-series vehicles built between April and June 1968 and retained by the factory's Research and Development department for testing purposes. Of these 10 cars, one example, 119300003, is known to have been part of Porsche's victorious three-car works entry in the 1968 Marathon de la Route. Crucially, the letter confirms that 119300004 carried the internal designation 911 GT-S.

Further supporting this classification, the Kardex for chassis 004 bears the notation *Versuch* – German for “Test” or “Experimental” – and shows an earlier six-digit chassis number (320017) crossed out and replaced with 119300004. This is consistent with Porsche's practice of constructing these 10 pre-series 911 GT-S cars using shells that had been originally assigned six-digit serial numbers.

While available factory documentation does not specify the precise duties of 004 during the approximately 14 months it remained under Porsche ownership, correspondence on file strongly suggests that it was used for a variety of testing, training, and development purposes, with particular emphasis on endurance and off-road rally applications.

A letter from Porsche mechanic and racing driver Günther Steckkönig describes

004 as an “experimental car in the Porsche developing department” and states that it was used by famed rally driver Pauli Toivonen as a practice car during the Tour de Corse (October 1968), the Monte Carlo Rally (December 1968–January 1969), and the Acropolis Rally (May 1969). Steckkönig further notes that he himself used 004 as a service car during Porsche's works effort at the 1969 Acropolis Rally.

In September 1969, Porsche sold chassis 004, by then fitted with engine no. 6390650, to its first private owner, Eduardo Dibós Chappuis of Peru. Known as “Chachi,” Dibós was a prominent figure in both motorsport and public life. Born in 1927, he studied engineering at MIT, competed internationally in events such as the Buenos Aires 1000 Km and the 24 Hours of Daytona in machinery ranging from a Ferrari 250 GT SWB to an Alfa Romeo Tipo 33/2, raced in NASCAR, and later served as Mayor of Lima from 1970 to 1973, as well as President of the Peruvian Automobile Club.

That same month that he acquired the ex-works 911 GT-S, Dibós entered it in the Caminos del Inca Rally, with co-driver Werner Bross and wearing race no. 520.

The car remained in South America for several decades before being discovered in the late 1990s by noted Porsche restorer Roy Sanders of Marietta, South



LOT 14

RACE HIGHLIGHTS

GP Nacional de Carreteras Caminos del Inca, Peru, 1969, Dibós/Bross, No. 520



Carolina. By that time, it had been modified with 3.0 RSR-style bodywork. Over subsequent years, Sanders undertook extensive research into the car's origins, corresponding with leading Porsche historians and former factory personnel. Among them was ex-works mechanic Lothar Runft, who recalled maintaining 004 for Dibós in 1969 and remembered it being equipped, during its factory period, with hydropneumatic front suspension – an intriguing detail shared with the famed Marathon de la Route cars.

In 2004, Tommy Trabue acquired 004 and commissioned Sanders to carry out a comprehensive restoration. Completed in 2022 and documented by extensive correspondence, invoices, and photographs, the restoration returned the 911 GT-S to period-correct specification, finished once again in Blood Orange and fitted with a correct type 901/10 engine (no. 6392082), a 100-liter aluminum fuel tank, roll bar, aluminum deck lid with external hinges, and driving lamps.

Unshown since its restoration, chassis 004 represents a rare opportunity to acquire a historically significant experimental Porsche – an ex-works 911 GT-S with documented factory testing use, close technical and conceptual ties to the 1968 Marathon de la Route entries, and a period rally entry by a noted international driver.



1969 PORSCHE 911 GT-S

LOT 14



1962 PORSCHE 356 B NOTCHBACK COUPE

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY KARMANN

CHASSIS NO. 201851

ENGINE NO. 607222

\$70,000-\$90,000 without reserve

Produced in limited numbers, the Porsche 356 B T6 Karmann Hardtop Coupe, commonly known as the “Notchback,” was a purpose-built alternative to the standard fastback design. Built by Karmann, the T6 featured a unique fixed roof, improved rear headroom, and a more formal profile while retaining the familiar rear-engine character of the 356.

This 1962 Porsche 356 B Notchback Coupe is finished in Champagne Yellow over a Black leatherette interior. According to a copy of its Porsche Kardex, this car was delivered new through Hoffman Motors of New York and was equipped from the factory with the standard 1600 cc Normal flat-four engine producing 60 hp, with no optional equipment specified.

HIGHLIGHTS

Finished in Champagne Yellow over Black Leatherette

One of Approximately 699 Porsche 356 B T6 Karmann “Notchback” Coupes

Extensively Refurbished from 2019 to 2020

Retaining Matching-Numbers Engine per Kardex

Represents One of the Rarest 356 Body Styles

SPECIFICATIONS

1,582 CC Air-Cooled Flat 4-Cylinder Engine

Twin Zenith 32 NDIX Carburetors

60 BHP at 4,500 RPM

4-Speed Manual Transaxle

4-Wheel Drum Brakes

4-Wheel Independent Suspension with Torsion Bars



*Please note that this vehicle is titled 1961.

LOT 15



1960 ALFA ROMEO GIULIETTA SZ

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY ZAGATO

CHASSIS NO. AR10126.00037

ENGINE NO. AR00120.00157

\$350,000-\$450,000 without reserve

Introduced in 1960, the Alfa Romeo Sprint Zagato (SZ) was conceived as an uncompromising dual-purpose machine, combining the proven mechanicals of the Giulietta Veloce with ultra-lightweight, all-aluminum coachwork by Zagato. Built in limited numbers and intended primarily for well-heeled privateer racers, the SZ quickly earned a formidable reputation for punching far above its weight in international endurance events, circuit races, and hill climbs. Today, it stands as one of the most coveted small-displacement GT cars of its era.

According to Angelo Tito Anselmi's authoritative book *Alfa Romeo Giulietta*, this SZ, chassis 00037, was completed on August 23, 1960, and delivered new to Greek shipping magnate and amateur racing driver Harry Theodoracopulos.

HIGHLIGHTS

Among the Most Successful and Collectible Postwar Alfa Romeo Models

Delivered New to Greek Shipping Magnate and Racer Harry Theodoracopulos

Placed 9th Overall at the FIA Bridgehampton Double 400 in September 1962

Campaigned in Several Editions of the Monterey Historics Between 2002 and 2006

Retains Correct Tipo 00120 Engine and Aluminum Zagato Coachwork

*Please note that this vehicle is titled 1961.

An early "round tail" example delivered new in traditional Italian racing red, it represents the purest expression of the original Zagato concept.

Theodoracopulos entered his new SZ in the 1961 12 Hours of Sebring and the 1962 SCCA National at Bridgehampton, although it reportedly served a backup role on both occasions to other Alfa Romeos. The sole documented race appearance during his ownership occurred in September 1962 at the FIA-sanctioned Bridgehampton Double 400, where the car was co-driven with Freddie Barrette, finishing 9th Overall and 6th in Class against strong competition.

Following Theodoracopulos' acquisition of a Ferrari 250 GT SWB Berlinetta,

SPECIFICATIONS

1,290 CC DOHC Alloy Inline 4-Cylinder Engine

Twin Weber 40 DCOE 2 Carburetors

100 BHP at 6,500 RPM

5-Speed Manual Gearbox

Front Disc, Rear Drum Brakes

Front Independent-Wishbone Suspension with Coil-Over Shock Absorbers

Live Rear Axle with Radius Arms and Coil-Over Shock Absorbers



LOT 16

PROVENANCE

Harry Theodoracopoulos, Athens, Greece (acquired new in 1960)
William E. Tuttle, Grand Rapids, Michigan (acquired circa 1963)
Jack Zalinger, South Holland, Illinois (acquired circa 1970)
Richard Lesniewicz, Leawood, Kansas (acquired from the above in 1986)
Alan Frick, Pasadena, California (acquired from the above circa 2002)
Joe Hayes, Chicago, Illinois (acquired from the above in 2013)
Tommy Trabue (acquired from the above in 2016)

RACE HIGHLIGHTS

FIA Bridgehampton Double 400, 1962, Theodoracopoulos/Barrette, No. 6
(9th Overall, 6th in Class)



EXHIBITION HIGHLIGHTS

Monterey Historic Automobile Races, 2002, 2004, 2007
Sonoma Wine Country Classic, California, 2002, 2006

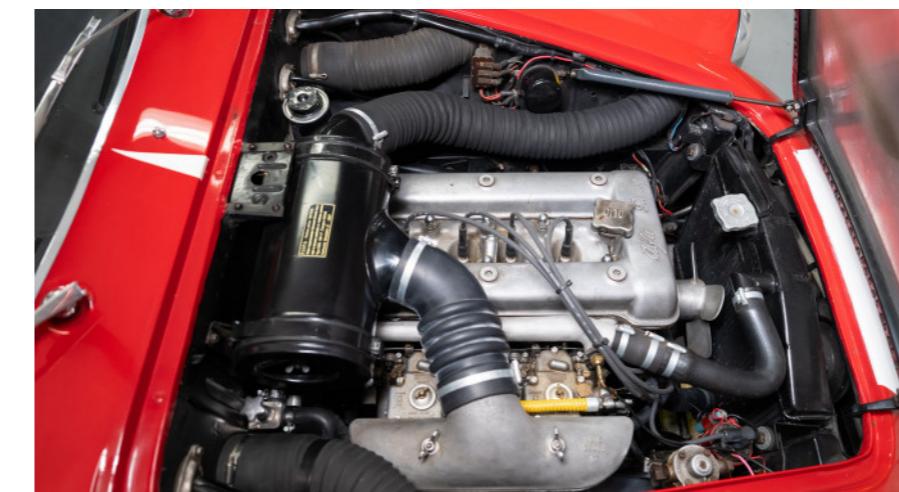
FEATURED MEDIA

Alfa Romeo Giulietta, by Angelo Tito Anselmi
Alfa Romeo-Zagato SZ TZ, by Marcello Minerbi
Alfa-Romeo Veloce: The Racing Giuliettas, 1956–1963, by Donald Hughes and Vito Witting da Prato

The Giulietta SZ was sold to William E. Tuttle of Grand Rapids, Michigan. Tuttle is believed to have campaigned the car in Midwest SCCA events throughout the latter half of the 1960s. Ownership subsequently passed to Jack Zalinger of Illinois, before the car was acquired in 1986 by Alfa Romeo enthusiast Richard Lesniewicz of Leawood, Kansas. By the time Mr. Lesniewicz took delivery, the SZ bore the honest signs of extended competition use but remained remarkably intact, retaining what is believed to be its original engine, a correct tipo 00120 unit, no. 00157. An extensive restoration was undertaken, with the car stripped to bare metal and properly repaired, as documented in photos on file.

The SZ was then acquired around 2002 by collector and racer Alan Frick of Pasadena, California. Over the next 10 years, he campaigned it in West Coast vintage events, including multiple appearances at the Sonoma Wine Country Classic and Monterey Historic Automobile Races. In 2013, the car entered the collection of prominent Chicago-based collector Joe Hayes and for the past decade, it has resided in the distinguished collection of Tommy Trabue, where it has been displayed among other significant Zagato-bodied Alfa Romeos.

Well documented, professionally prepared, and eligible for premier historic events such as the Tour Auto and Le Mans Classic, this Giulietta SZ represents a rare opportunity to acquire one of Alfa Romeo's most celebrated models.



1960 ALFA ROMEO GIULIETTA SZ

LOT 16



1965 PORSCHE 356 C COUPE

FROM THE TOMMY TRABUE COLLECTION

CHASSIS NO. 131195

ENGINE NO. 715573

\$150,000-\$200,000 without reserve

Introduced in 1948, the Porsche 356 evolved steadily through the end of production in 1965. Debuting at the 1963 Frankfurt Motor Show, the final-series 356 C featured subtle visual revisions and, most notably, standard four-wheel disc brakes that significantly improved braking performance.

This 356 C Coupe was purchased new by Philippe Dahlem via John von Neumann's Competition Motors in Culver City, California. Finished in the exceptionally uncommon Orange (5711) over a Brown leatherette interior, its Kardex lists an array of options including decorative "Speedster" side trim strips, chrome wheels, velour floor mats, a wood-rim steering wheel, and the rarely seen adjustable steering column.

HIGHLIGHTS

Finished in Very Rare Orange over Brown Leatherette
Matching-Numbers Engine per Porsche Kardex
Long-Term Single-Family Ownership from 1965 to 2001
Offered with Kardex, Owner's Manual, and Historical Documentation
Final-Year 1965 Porsche 356 C with Disc Brakes

Mr. Dahlem soon traded the 356 to Jack McAfee Motors in Burbank, California, where it was quickly sold to the Nakasone family of Los Angeles in 1965. The 356 remained in the family's ownership until its acquisition by Tommy Trabue in 2001, when he and his wife flew to Los Angeles to take delivery before driving it home to Tennessee.

Presenting well today, this 356 was refinished in its original color by Rick Priami Auto Restoration under current ownership in 2005. It is equipped with its matching-numbers Type 616/15 engine, and several body panels retain chassis-number stampings. Accompanied by an owner's manual, Messko tire gauge, and documentation, this is a unique and appealing 356 C Coupe.

SPECIFICATIONS

1,582 CC Type 616/15 OHV Flat 4-Cylinder Engine
Twin Zenith 32 NDIX Carburetors
75 BHP at 5,200 RPM
4-Speed Manual Transaxle
4-Wheel Hydraulic Disc Brakes
4-Wheel Independent Suspension with Torsion Bars





1982 PORSCHE 911 SC COUPE

FROM THE TOMMY TRABUE COLLECTION

VIN. WP0AA0912CS122249

ENGINE NO. 64C4378

\$45,000-\$55,000 without reserve

For the 1978 model year, Porsche replaced the 911 S with the SC, or “Super Carrera.” While visually similar to its predecessor, the SC adopted rear fender flares and wider rear tires to better manage increased output. Power came from an enlarged 3.0-liter aluminum flat-six, developing 180 hp in US specification. The revised engine delivered improved torque, stronger mid-range response, and enhanced durability, establishing the SC as a more robust and refined evolution of the classic 911.

This 1982 Porsche 911 SC Coupe is finished in Silver Metallic over a Black leather interior with sport seats. Additional equipment includes a front chin spoiler and a Carrera-style rear spoiler. While its early history is not extensively documented,

the SC was previously owned by Ricky L. Moore of Chattanooga, Tennessee. The car was refinished in an era-correct silver metallic in current ownership. Showing 116,093 miles at the time of cataloguing, this SC is accompanied by tools, spare tire, and a car cover. Maintained within Tommy Trabue’s Porsche-centric collection, the car’s current ownership reflects further enthusiast-focused use and preservation.

With their classic styling, engaging driving dynamics, and proven durability, impact-bumper 911s remain increasingly sought after, and this well-presented SC offers an appealing opportunity for continued enjoyment.

HIGHLIGHTS

Finished in Silver Metallic over a Black Leather Interior
Fitted with Front Chin Spoiler and Carrera-Style Rear Spoiler
Late-Production Impact-Bumper 911 SC
Offered with Tools, Spare Tire, and Car Cover
Highly Usable and Engaging Air-Cooled 911

SPECIFICATIONS

2,994 CC Air-Cooled SOHC Flat 6-Cylinder Engine
Bosch K-Jetronic Fuel Injection
180 BHP at 5,500 RPM
5-Speed Manual Transaxle
4-Wheel Ventilated Disc Brakes
4-Wheel Independent Suspension with Torsion Bars





1965 PORSCHE 911

FROM THE TOMMY TRABUE COLLECTION

CHASSIS NO. 300355

ENGINE NO. 900431

\$200,000-\$250,000 without reserve

This very early “wood dash” 1965 Porsche 911 was completed by the factory on February 4, 1965, as documented by a copy of its Kardex on file. Finished in Champagne Yellow (6405) over a brown leatherette interior and equipped with a Webasto gas heater, the car was dispatched new to Schmidt + Koch of Bremen, a Porsche dealer in northern Germany, and first registered to Jürgen Hans Reinhardt. Mr. Reinhardt’s ownership was brief, as the Kardex records service at Competition Motors in Los Angeles, along with a change of ownership to Richard Runyon, just months later.

By 1986, the 911 had passed to Leonard Earl Miller of Manhattan Beach, California, before later being acquired by noted Porsche restorer Skip Shirley

HIGHLIGHTS

Very Early Short-Wheelbase 911, Chassis No. 300355
Finished in Original Colors of Champagne Yellow over Brown
Not Shown Since Recent Restoration
Matching-Numbers Engine per Kardex
Reflecting the 911 in Its Purest Form

SPECIFICATIONS

1,991 CC SOHC Type 901/05 Flat 6-Cylinder Engine
Twin Weber 40 IDA 3C Carburetors
130 BHP at 6,100 RPM
5-Speed Manual Transaxle
4-Wheel Hydraulic Disc Brakes
Fully Independent Suspension with Torsion Bars and Shock Absorbers





1959 PORSCHE 356 A COUPE

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY REUTTER

CHASSIS NO. 108296

ENGINE NO. 712329

\$80,000-\$120,000 without reserve

Introduced in 1955, the Porsche 356 A evolved from the original 356 with smoother bodywork and numerous refinements to improve performance and comfort. Built through 1959, updates included a single-piece panoramic windscreens, integrated indicators, a revised crest-bearing hood handle, teardrop taillights from 1957 onward, and suspension, braking, and interior improvements that enhanced ride quality and handling.

Currently finished in Silver Metallic but originally delivered from the factory in Meissen Blue (703), this 1959 Porsche 356 A was prepared for SVRA (Sportscar Vintage Racing Association) competition. To reduce weight, much of the car's original decorative exterior trim was removed, including its front and rear

bumpers. Inside, nonessential trim was pared back in favor of safety, reduced mass, and improved driver control. Improvements included a supportive bucket racing seat, smaller-diameter three-spoke steering wheel, and a plumbed fire-suppression system. Installed with reliability in mind, a later Type 616/15 engine is currently fitted, featuring modernized ignition components as well as braided fuel and oil lines. This 356 A Coupe has been owned for many decades by Tommy Trabue, an active participant in American vintage motorsports, campaigning early Porsches – including this 356 and short-wheelbase 911s – from the 1980s onward. Appealingly presented, this 356 A offers an excellent opportunity for continued competition use.

HIGHLIGHTS

- Finished in Silver Metallic over a Black Competition-Focused Interior
- Prepared for SVRA Vintage Competition
- Long-Term Ownership by Tommy Trabue
- Equipped with Later Type 616/15 Engine and Fire Suppression System
- Eligible for Numerous Vintage Racing Series Worldwide

SPECIFICATIONS

- 1,582 CC OHV Type 616/15 Air-Cooled Flat 4-Cylinder Engine
- Twin Dell'Orto Carburetors
- Estimated 90 BHP at 6,000 RPM
- 4-Speed Manual Transaxle
- 4-Wheel Hydraulic Drum Brakes
- 4-Wheel Independent Suspension with Torsion Bars and Tubular Shock Absorbers



1965 ALFA ROMEO GIULIA TZ

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY ZAGATO

CHASSIS NO. 10511AR*750067*

ENGINE NO. AR00526*48704*

\$1,200,000-\$1,400,000 without reserve

Few marques possess a competition legacy as rich and storied as Alfa Romeo's, and fewer still produced racing cars as effective and enduring as the Giulia Tubolare Zagato, or TZ. Introduced in 1963 as the ultimate evolution of Alfa Romeo's successful line of lightweight, Zagato-bodied coupes, the TZ combined a rigid, tubular spaceframe chassis with a beautiful, aerodynamically refined aluminum body. Constructed by Autodelta, Alfa Romeo's in-house competition department, the TZ quickly established itself as a dominant force in international GT racing, scoring class victories at the 12 Hours of Sebring, Targa Florio, Nürburgring 1000 Km, and the 24 Hours of Le Mans, while also claiming outright wins in events such as the Tour de Corse and Coupe des Alpes. Just 112 examples were built, ensuring the model's lasting desirability among discerning collectors.

HIGHLIGHTS

Alfa Romeo's Baby GTO; One of 112 Tzs Built Between 1963 and 1967
 Beautifully Presented Example of a Zagato-Bodied Masterpiece
 Documented in Numerous Books on the Marque and Model
 Participated in over 25 Races, Rallies, and Hill Climbs Between 1965 and 1968
 Provenance Includes Noted Collectors Giovanni Lurani, Giuseppe Lucchini, and Peter Sachs

SPECIFICATIONS

1,570 CC DOHC Alloy Inline 4-Cylinder Engine
 Twin Weber 45 DCOE Carburetors
 Estimated 150 BHP at 6,500 RPM
 5-Speed Manual Gearbox
 4-Wheel Hydraulic Disc Brakes, Rear Inboard
 Front Double-Wishbone Suspension with Coil Springs
 Rear Lower-Wishbone Independent Suspension



PROVENANCE

Alfa Romeo Belgique, Brussels, Belgium (acquired new in 1965)
Maurice Dantinne, Jemeppe-sur-Meuse, Belgium (acquired from Ets. Kevers in 1965)
Philippe J. Herstal, Belgium (acquired by 1973)
Giovanni "Johnny" Lurani, Milano, Italy (acquired circa mid-1970s)
Sandro Munari, Cavarzere, Italy (acquired circa 1981)
Giuseppe Lucchini, Brescia, Italy (acquired in 1984)
Peter Sachs, Stamford, Connecticut (acquired from the above in 1986)
Dr. Andrew Manganaro, Xenia, Ohio (acquired from the above in 1996)
Ed Leerdam, Winter Park, Florida (acquired from the above circa 2002)
Tommy Trabue (acquired from the above in 2023)



Chassis 750067 on the Ronde Cévenole rally with Maurice Dantinne, June 1966.

EXHIBITION HIGHLIGHTS

FIA GT Historic Championship, 1984
Amelia Island Concours d'Elegance, 2005
Monterey Historic Automobile Races, 2024

FEATURED MEDIA

Alfa Romeo Giulia TZ, by Martin Übelher and Patrick Dasse
Alfa Romeo TZ-TZ2: Born to Win, by Vito Witting da Prato
Alfa Romeo-Zagato SZ TZ, by Marcello Minerbi

primarily Belgian and French circuit races, rallies, and hill climbs, in which the Alfa was often entered under the Scuderia 1000 Miglia banner and often with co-driver Maurice Lenaif.

Notable results during this period included class victories at the Trois-Marêts hill climb, the Rallye Le Circuit Flandrien, and the Rallye de Verviers, highlighting the TZ's versatility and competitiveness across varied motorsport categories. Throughout Dantinne's ownership, 750067 was registered in Belgium as S.8951, with maintenance entrusted to local mechanic Roger Petit.

By May 1973, the TZ was advertised for sale in Autosport by Belgian resident Philippe J. Herstal. Its next documented owner was one of the most significant figures in postwar Italian motorsport: Count Giovanni "Johnny" Lurani. An accomplished prewar racing driver and multiple class winner at the 1000 Miglia, Lurani later became a central figure within the FIA, where he was instrumental in the creation of the GT category in 1949 and Formula Junior in 1959. He was also the founder and longtime editor of *Auto Italiana* and a respected author, winning a major literary prize in 1971 for *Storia delle Macchine da Corsa*. Lurani owned 750067 into the early 1980s.

Ownership then passed briefly to legendary Italian driver Sandro Munari – winner



LOT 21

RACE HIGHLIGHTS

Course de Côte de la Reine, September 1965, Dantinne (8th in Class)
Course de Côte de la Citadelle de Namur, October 1965, Dantinne, No. 111 (5th in Class)
Rallye de Verviers, October 1965, Dantinne/Lenaif, No. 32 (20th Overall, 6th in Class)
Tour de Belgique, November 1965, Dantinne, No. 4 (DNF)
Rallye Int. des Routes du Nord, February 1966, Dantinne/Lenaif, No. 23
Zolder Grand National de Belgique, March 1966, Dantinne, No. 92 (30th Overall)
Rallye 12h de Huy, April 1966, Dantinne, No. 2
Rallye de Lorraine, May 1966, Dantinne/Lenaif (36th Overall)
Course de Côte de Spa-Maquisard, August 1966, Dantinne (7th in Class)
Rallye de Verviers, October 1966, Dantinne, No. 3 (33rd Overall, 3rd in Class)
Course de Côte del Trois-Marêts, October 1966, Dantinne, No. 160 (1st in Class)
Grand National Zolder, April 1967, Dantinne, No. 9 (37th Overall, 6th in Class)



Rallye du Touquet, June 1967, Dantinne/Lenaif, No. 6 (47th Overall, 3rd in Class)
Coupes de Benelux Zandvoort, July 1967, Dantinne, No. 5 (4th in Class)
Course de Côte de Spa-Maquisard, August 1967, Dantinne, No. 162 (4th in Class)
Course de Côte de la Citadelle de Namur, August 1967, Dantinne, No. 193 (5th in Class)
Course de Côte de la Reine, September 1967, Dantinne, No. 194 (6th in Class)
Rallye de Verviers, October 1967, Dantinne/Sauveer, No. 2 (1st in Class)
Course de Côte de Trois-Marêts, October 1967, Dantinne (5th in Class)
Rallye Le Circuit Flandrien, October 1967, Dantinne/Lenaif, No. 3 (16th Overall, 1st in Class)
Course de Côte du Condroz, February 1968, Dantinne, No. 139 (2nd in Class)
Course de Côte de Fléron, March 1968, Dantinne, No. 216 (9th in Class)
Course de Côte de Spa-Barisat, April 1968, Dantinne (3rd in Class)

of the 1972 Targa Florio and 1973 European Rally Championship – before the TZ was sold in 1984 to Giuseppe Lucchini of Brescia. A prominent Ferrari collector and founder of the BMS Scuderia Italia racing team, Sig. Lucchini commissioned Mirabella Racing to prepare the Alfa Romeo for historic competition. That same year, 750067 was driven to victory in the FIA Historic GT Championship.

Exported to the US in 1986, the TZ was acquired by noted collector Peter Sachs of Stamford, Connecticut, who actively campaigned it in historic racing events through 1996. Ownership subsequently passed to Dr. Andrew Manganaro, who continued to vintage race the car until 2002. In 2023, Tommy Trabue acquired the TZ from Ed Leerdam, and it has since served as the undisputed centerpiece of his exceptional stable of Zagato-bodied Alfa Romeos.

Possessing a richly documented in-period competition history and an exceptional chain of ownership – including Giovanni Lurani, Sandro Munari, Giuseppe Lucchini, Peter Sachs, and Andrew Manganaro – chassis 750067 stands among the most compelling examples of the Giulia TZ extant. Offered today from the distinguished collection of Tommy Trabue, this historic Alfa Romeo is eligible for premier events such as the Le Mans Classic and Tour Auto, as well as top-tier concours, and represents a rare opportunity to acquire one of the most desirable Italian GT cars of the 1960s.



1965 ALFA ROMEO GIULIA TZ

LOT 21



1968 PORSCHE 911 2.0 S

FROM THE TOMMY TRABUE COLLECTION

CHASSIS NO. 11800082

ENGINE NO. 4080176

\$160,000–\$180,000 without reserve

Introduced for 1967, the Porsche 911 S marked the first high-performance evolution of the short-wheelbase 911, featuring a 160 hp flat-six, four-wheel ventilated disc brakes, KONI shocks, front and rear anti-roll bars, and lightweight Fuchs alloy wheels. For 1968, the model received subtle refinements, including updated interior details, improved ventilation, and safety features.

This Porsche 911 2.0 S was originally finished in Silver Metallic over a black leatherette interior and equipped with a Webasto gas heater and passenger-side headrest. According to the Porsche Certificate of Authenticity and Kardex copy on file, it was delivered in August 1967 to Giovanni Bauer of Bologna, Italy, through Autogerma, Porsche's Italian importer at the time. Tommy Trabue acquired this 911

for his collection circa 2000 from Los Angeles-based enthusiast Jeffrey Aleixo.

Following its purchase, it was restored by Roy Sanders, a respected South Carolina-based marque expert known for concours-level work on Porsches and vintage race builds. The restoration included refinishing the car in its factory colors and the addition of period-style non-headrest Recaro sport seats and a sport exhaust.

In a period review, *Road & Track* noted that the 911 S "maintains all the great qualities of the 911...and adds to them in several areas." Originally sold only in Rest of World markets and seldom seen stateside today, this higher-performance 911 2.0 S remains an especially enticing proposition.

HIGHLIGHTS

Finished in Silver Metallic over Black Leatherette

One of Just 1,267 Porsche 911 S Examples Built for 1968

Restored by Marque Specialist Roy Sanders

Offered with Porsche Certificate of Authenticity and Copy of Kardex

A Rare and Desirable SWB "S" Variant

SPECIFICATIONS

1,991 CC Type 901/02 SOHC Flat 6-Cylinder Engine

Twin Weber 40 IDS Carburetors

160 BHP at 6,600 RPM

5-Speed Manual Transaxle

4-Wheel Ventilated Disc Brakes

4-Wheel Independent Suspension



LOT 22



1959 ALFA ROMEO GIULIETTA SPRINT VELOCE

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY BERTONE

CHASSIS NO. AR1493E*09917*

ENGINE NO. AR1315*32618*

\$80,000-\$100,000 without reserve

This Sprint Veloce was built on July 3, 1959 with engine no. 32618 and sold on July 22nd to Societa per il Commercio dei Prodotti, an Alfa Romeo distributor based in Lugano, Switzerland, according to a letter from Archivo Storico Alfa Romeo on file. While the car's subsequent early history remains unknown, in 1989, it was acquired by New York-based architect Daniel Rowen, who had the car restored and configured for vintage racing the same year. Components installed during the restoration included 10:1 high compression pistons, lightened flywheel, GTA-specification racing clutch, five-speed gearbox, a new set of headers, and a roll bar.

Following this work, Mr. Rowen entered the Sprint in a number of northeast

HIGHLIGHTS

Factory-Built Sprint Veloce Sold New in Lugano, Switzerland

Finished in Red with Red and Cream Cloth and Vinyl Interior

Equipped with Numerous Performance Components for Vintage Racing

Retains Matching-Numbers Engine per Archivo Storico Alfa Romeo

Part of the Tommy Trabue Collection for over 15 Years

vintage racing events including the 1989 Bridgehampton Vintage Races, the 1990 BMW Vintage Fall Festival at Lime Rock Park, and the Pittsburgh Vintage Grand Prix, where the Sprint was fastest in its class. By 1999, the car had been acquired by Skip Persson of Stratford, Connecticut.

Tommy Trabue acquired the car in 2010 and entrusted Alfa Romeo specialist European Car Company LLC of Wichita, Kansas to perform service work on the Sprint over a two-year period. The result is a well-presented car equipped with its matching-numbers engine and ideal for use on tours and numerous vintage racing events worldwide.

SPECIFICATIONS

1,290 CC DOHC Alloy Inline 4-Cylinder Engine

Twin Weber 40 DCO3 Carburetors

Estimated 110 BHP at 6,500 RPM

5-Speed Manual Gearbox

Front Disc, Rear Drum Brakes

Front Independent Suspension with Coil Springs

Rear Live Axle with Coil Springs





1960 PORSCHE 356 B SUPER 90 COUPE

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY REUTTER

CHASSIS NO. 112798

ENGINE NO. 801136

\$75,000-\$100,000 without reserve

Porsche introduced the updated 356 B at the 1959 Frankfurt Motor Show, featuring the new T5 body style with reshaped front fenders, more upright headlamps, a larger chrome hood handle, cone-shaped parking lamps, and brake-cooling slots below the front bumper, along with revised interior controls and improved rear-seat headroom. Mechanical updates included fin-cooled, cast-aluminum drum brakes, dual transmission mounts, and an optional Super 90 pushrod engine, producing 90 hp at 5,500 rpm.

This 1960 Porsche 356 B is a Reutter-bodied Super 90 completed in August 1960. According to its Porsche Certificate of Authenticity, the Coupe was delivered new in Aetna Blue, a rarely seen pastel shade with subtle gray undertones, over

a red leatherette interior, with no factory options specified. Other equipment installed includes a Blaupunkt push-button radio and front lap belts.

Under prior ownership, the car is believed to have undergone a refurbishment in the late 2010s, with supporting photographs on file. Under Tommy Trabue's ownership, the 356 subsequently received further attention – a sympathetic refresh, a repaint in its original hue, and select bodywork and corrosion repairs. Accompanied by historical documentation, including service records, and retaining its matching-numbers engine, this first-year Super 90 represents an appealing example of Porsche's most performance-focused pushrod 356 B.

Please note there is no Lot 25.

HIGHLIGHTS

Finished in Exceptionally Rare Aetna Blue over Red Leatherette
Refurbished in the Late 2010s and Subsequently Refreshed
Retains Matching-Numbers Engine per Kardex
Accompanied by Porsche COA and Historical Documentation
Equipped with Desirable 90 HP Super 90 Pushrod Engine

SPECIFICATIONS

1,582 CC OHV Air-Cooled Flat 4-Cylinder Engine
Twin Weber Carburetors
90 BHP at 5,500 RPM
4-Speed Manual Transaxle
4-Wheel Hydraulic Drum Brakes
4-Wheel Independent Suspension with Torsion Bars and Tubular Shock Absorbers





1964 PORSCHE 356 SC COUPE

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY KARMANN

CHASSIS NO. 216744

ENGINE NO. 740673

\$90,000-\$110,000 without reserve

Introduced as the ultimate evolution of Porsche's first production model, the 356 SC represented the most developed iteration of the four-cylinder 356 series. Nearly 15 years of continuous refinement had transformed the original lightweight sports car into a highly polished machine prized for its balance, durability, and driver engagement.

The SC featured the updated T6 bodywork with a squared-off hood, external fuel-filler door on the right front fender, and standard four-wheel disc brakes. Power came from the most potent pushrod engine offered in a production 356, rated at 95 hp, delivering improved performance without compromising the model's inherent simplicity.

HIGHLIGHTS

Karmann-Built Coupe Finished in Silver over Black Leatherette
Part of The Tommy Trabue Collection for over 40 Years
Delivered New to Competition Motors in Dolphin Grey
Accompanied by Kardex Copy, Car Cover, and Logbook
Final and Most Developed Iteration of the Porsche 356

This 1964 Porsche 356 SC is a Karmann-built coupe. Finished in silver over a black leatherette interior, it is equipped with a tinted windshield and ventilated chrome wheels, and a period Nardi wood-rimmed steering wheel has been added. Delivered new through Competition Motors in Culver City, California, this 356 SC has been part of The Tommy Trabue Collection since circa 1980, and was refinished from its original Dolphin Grey (6410) to silver at some point in the past.

Accompanied by a spare tire, car cover, and a logbook documenting mileage and maintenance notes, this final-series 356 SC presents as a well-kept example, well suited for enjoyable driving and regular use.

SPECIFICATIONS

1,582 CC Air-Cooled OHV Flat 4-Cylinder Engine
Twin Solex Carburetors
95 BHP at 5,200 RPM
4-Speed Manual Transaxle
4-Wheel Hydraulic Disc Brakes
4-Wheel Independent Suspension with Torsion Bars





1962 ALFA ROMEO GIULIETTA SZ 'CODA TRONCA'

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY ZAGATO

CHASSIS NO. AR10126.00196

\$275,000-\$350,000 without reserve

In 1961, Elio Zagato began a series of aerodynamic experiments on the Alfa Romeo Giulietta SZ, seeking greater top-end speed on fast, sweeping circuits such as Monza and Le Mans. Conducted at sustained speeds – often on the public Autostrada – these tests led to the development of the “Coda Tronca,” or truncated tail, a solution inspired by Prof. Wunibald Kamm’s aerodynamic theories. The revised body reimagined the Sprint Zagato’s original rounded form with a longer, lower nose and an abrupt yet highly effective Kamm tail, reducing drag while preserving stability.

Retaining the SZ’s proven mechanics, the Coda Tronca achieved a claimed top speed of 125 mph, while offering the agility and durability that had already

made the model a formidable competitor. From late 1961, for a year or so, Zagato built approximately 40 examples of the Coda Tronca, thus closing the SZ chapter. Representing the final and most advanced evolution of the racing Giulietta – as well as the direct predecessor to the Giulia TZ – the Coda Tronca emerged as the premier 1300 GT car of the 1962 season. These cars made notable appearances at important venues, including Le Mans, Monza, Nürburgring, and Sebring, cementing the model’s reputation on the world stage.

According to correspondence on file with the Alfa Romeo Centro Documentazione, this Giulietta SZ Coda Tronca, chassis 00196, was completed on February 10, 1962, and originally finished in Azzurro (Light Blue). It was delivered new to the

HIGHLIGHTS

Late-Production Sprint Zagato “Coda Tronca”; One of Approximately 40 Built
Delivered New to Lugano, Switzerland, Finished in Azzurro (Light Blue)
Just Three Owners Since 1977, Including 30 Years with Alfa Specialist Peter
Herke

Proven Veteran of Multiple Monterey and Sonoma Historic Races
An Eligible and Exciting Candidate for Historic Races and Rallies Worldwide

SPECIFICATIONS

1,290 CC DOHC Alloy Inline 4-Cylinder Engine
Twin Weber 40 DCOE Carburetors
Estimated 110 BHP at 6,500 RPM
5-Speed Manual Gearbox
Front Disc, Rear Drum Brakes
Front Independent-Wishbone Suspension with Coil-Over Shock Absorbers
Rear Live Axle with Radius Arms and Coil-Over Shock Absorbers



PROVENANCE

Società per il Commercio dei Prodotti Alfa Romeo, Lugano, Switzerland (acquired new in 1962)
V. Bollinger, Kirchberg, West Germany (acquired by 1977)
Peter Herke, Danville, California (acquired from the above in 1977)
Jeffrey Hill, Oakland, California (acquired from the above in 2007)
Tommy Trabue (acquired from the above in 2012)



EXHIBITION HIGHLIGHTS

Monterey Historic Automobile Races, 2008–2012
Sonoma Historic Motorsports Festival, 2012

FEATURED MEDIA

Alfa Romeo Giulietta, by Angelo Tito Anselmi
Alfa Romeo-Zagato SZ TZ, by Marcello Minerbi
Alfa Romeo Veloce: The Racing Giuliettas, 1956–1963, by Donald Hughes and Vito Witting da Prato

official Alfa Romeo dealer in Lugano, Switzerland, which handled at least 10 SZs.

Little is known of the car's history until 1977, when it was sold by V. Bollinger of Kirchberg, West Germany, to Peter Herke, a German-born Alfa Romeo mechanic who emigrated to California and founded Europa Motors in Castro Valley. During nearly three decades of ownership, Mr. Herke oversaw an extensive restoration, completed by 2007. Shortly thereafter, the car was acquired by Jeff Hill of Oakland, California, who campaigned it in vintage events, including the Sonoma and Monterey Historics.

Since joining Tommy Trabue's collection in 2012, the car has seen limited on-track use and has been displayed among an impressive collection of lightweight competition Alfa Romeos. Finished in traditional Italian racing red and prepared for contemporary vintage racing, it is equipped with a purpose-built competition engine, alloy wheels, roll cage, and fuel cell, and is accompanied by a spare engine and a file of supporting documentation.

Rarely offered and produced in exceptionally limited numbers, the Giulietta SZ Coda Tronca ranks today among the most desirable European GT cars of the early 1960s – offering an evocative blend of Alfa Romeo competition pedigree, aerodynamic innovation, and Zagato artistry.



1962 ALFA ROMEO GIULIETTA SZ 'CODA TRONCA'

LOT 27



1958 PORSCHE 356 A SUPER COUPE

FROM THE TOMMY TRABUE COLLECTION

COACHWORK BY REUTTER

CHASSIS NO. 101885

ENGINE NO. 81291

\$140,000-\$180,000 without reserve

Introduced in 1955, the Porsche 356 A marked a key evolution of the original 356, featuring smoother bodywork and numerous technical refinements. Notable updates included a single-piece curved panoramic windscreen, integrated front indicators, revised trim details, and beginning in 1957 teardrop-style taillights.

This 1958 Porsche 356 A Coupe is finished in black over a red leatherette interior and equipped with the optional 75 hp "Super" engine. It was delivered new through Paris Porsche dealer Sonauto to US Air Force Colonel Robert D. Howell, who eventually sold it to Reece J. Dunaway of Scottsdale, Arizona. A 1958 Texas inspection sticker, along with a later Arizona sticker dated 1963 are affixed to the windshield. This 356 became a part of The Tommy Trabue Collection

HIGHLIGHTS

Delivered New to Sonauto in Paris in Black over Red Leatherette
Desirable 356 A "Super" Specification
Long-Term Ownership; Part of the Trabue Collection Since 2002
Retains Notable Key Components and Body Panels
Accompanied by Kardex Copy, Original Spare Tire, and Jack

SPECIFICATIONS

1,582 CC OHV Type 616/2 Air-Cooled Flat 4-Cylinder Engine
Twin Zenith 32 NDIX Carburetors
75 BHP at 5,500 RPM
4-Speed Manual Transaxle
4-Wheel Hydraulic Drum Brakes
4-Wheel Independent Suspension with Torsion Bars and Tubular Shock Absorbers





1965 PORSCHE 911

FROM THE TOMMY TRABUE COLLECTION
CHASSIS NO. 300233 (SEE TEXT)
ENGINE NO. 900358
\$225,000–\$275,000 without reserve

This 1965 Porsche 911 was built on January 22, 1965, according to a copy of the Kardex on file. An early-production, short-wheelbase example, this 911 was originally finished in Slate Grey (6401) with a black interior and Pepita cloth inserts. Additional equipment included an exterior mirror, Blaupunkt radio, loudspeaker, and antenna.

According to a letter on file written by former Porsche factory racing driver Anton von Dory, the 911 was dispatched from the factory in Germany to Volkswagen Interamericana in Mexico, before shortly thereafter being shipped to Puerto Rico in March 1965, where it was sold by dealer Olympic Motors to Nestor Nadal. In January 1966, Mr. Nadal decided to have his 911 prepared for

racing, and the car was returned to the Porsche factory in Stuttgart. There, racing driver and Porsche Development Department employee Gerhard Mitter modified the car for GT racing. This work included installing aluminum doors, trunk lid, and engine cover panels, as well as plexiglass side and rear windows.

The 911 was shipped back across the Atlantic in time for the Bahamas Speed Week in Nassau in December 1966. Mitter was originally scheduled to pilot the car, but the factory communicated that he was ill and von Dory should take his place. Running entry no. 40, von Dory finished the Governor's Trophy race 16th Overall and 3rd in the 2.0 Liter Class – an impressive feat considering many of his competitors were piloting Porsche's new 906 prototype sports racer. The

HIGHLIGHTS

Early-Production Short-Wheelbase 911; Modified by Porsche Factory for Racing in 1966

Campaigned at 1966 Nassau Speed Week by Porsche Factory Driver Anton von Dory

Restored by Marque Expert Roy Sanders; Featured at Rennsport Reunion VI

Finished in Factory-Specified Slate Grey with Nassau Governor's Trophy Livery

Eligible for Marque Gatherings and Historic Events Worldwide

SPECIFICATIONS

1,991 CC SOHC Flat 6-Cylinder Engine

Twin Weber Downdraft Carburetors

Estimated 175 BHP at 6,500 RPM

5-Speed Manual Transaxle

4-Wheel Hydraulic Disc Brakes

4-Wheel Independent Suspension with Torsion Bars



PROVENANCE

Nestor Nadal, Puerto Rico (acquired new via Olympic Motors in 1965)
Tommy Trabue (acquired by 2001)

RACE HIGHLIGHTS

Nassau Governor's Trophy, Bahamas, December 1966, von Dory, No. 40 (16th Overall, 3rd in Class)



EXHIBITION HIGHLIGHTS

Rennsport Reunion VI, California, 2018

FEATURED MEDIA

Panorama, February 1967, "PCA'er Chuck Dietrich livens up Speed Weeks"

911 was subsequently campaigned throughout Puerto Rico and the Dominican Republic through 1972 by noted driver Diego Febles. During this period, the car was upgraded to 2.2-liter specification and fitted with RSR-style flares.

After its racing career ended, this early 911 remained in Puerto Rico, residing in static storage for more than three decades before being acquired by Tommy Trabue in 2001. By this time, the 911's original engine and various period racing components had been transferred to a replacement 1966 tub, which was re-numbered 300233. Photographs on file show the car in its as-found condition, with RSR flares, a wood dashboard, plexiglass windows, and a long-range fuel tank. Mr. Trabue entrusted marque expert Roy Sanders to restore the car back to its 1966 Bahamas Speed Week configuration and livery, and the work was completed in time for display at the Rennsport Reunion VI gathering at Laguna Seca in 2018.

Superbly presented and thoroughly documented, this 911 is an important piece of Porsche racing history in the Americas which would be welcome at a number of Porsche motorsport events worldwide.



1965 PORSCHE 911

LOT 29



1919 ROLLS-ROYCE 40/50 HP SILVER GHOST ALPINE EAGLE ROADSTER

COACHWORK BY BARKER

CHASSIS NO. 26CW

ENGINE NO. J.126

\$375,000-\$475,000

Following triumphs at the 1907 Scottish Reliability Trials and the 1911 London to Edinburgh Top Gear Trial, Rolls-Royce once again validated its claim as “The Best Car in the World” at the 1913 Austrian Alpine Trials. Four Silver Ghosts equipped with larger radiators, upgraded springs and brakes, a four-speed gearbox, and a higher compression ratio engine completed the eight-day, 1,600-mile trek through the Alps garnering seven prizes. Rolls-Royce capitalized on its “Conquest of the Alps” by offering the same mechanical enhancements on its Alpine Eagle chassis such as this offering, chassis 26CW, equipped with its original lightweight Barker roadster coachwork.

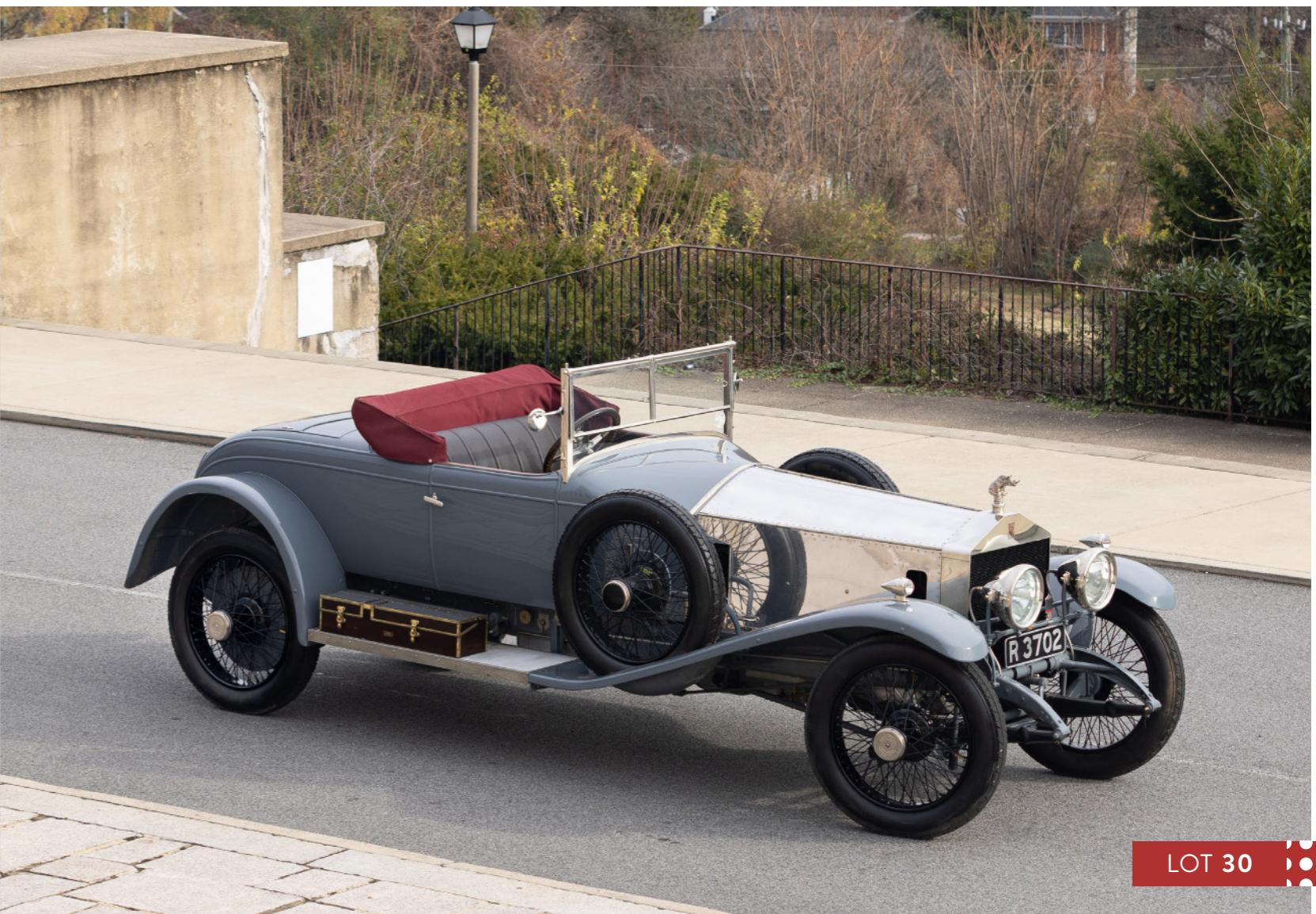
The build sheet notes the chassis as “to be used in Spain,” reflecting the fact

HIGHLIGHTS

Desirable Alpine Eagle Chassis Incorporating Myriad Upgrades
Sporting Original Barker Roadster Coachwork
Known, Well-Documented History from New
Authentic Restoration Overseen by Vintage Garage Under Current Ownership
Recipient of Multiple RROC Awards; Eligible for Numerous Tours

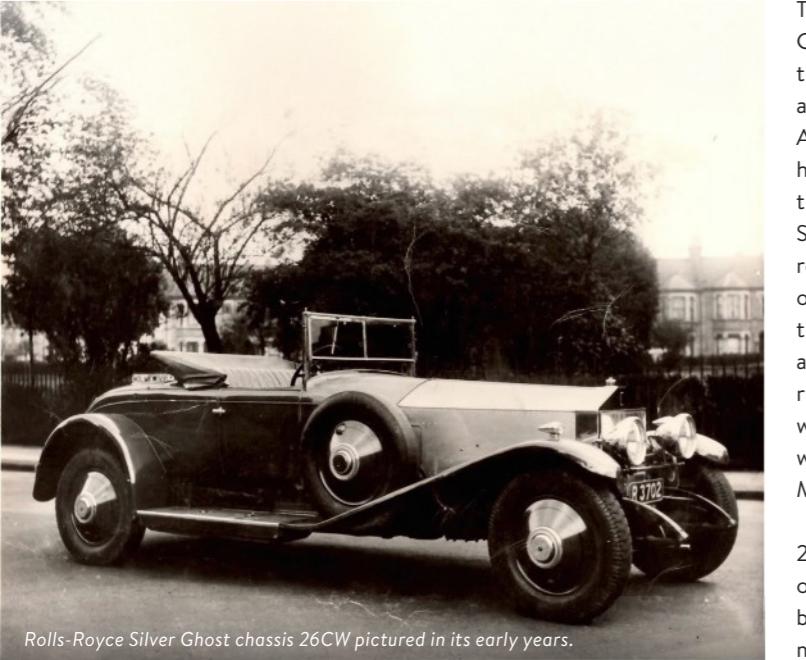
SPECIFICATIONS

7,428 CC L-Head Inline 6-Cylinder Engine
Single Updraft Rolls-Royce Carburetor
50 HP at 1,500 RPM
4-Speed Manual Gearbox
Rear-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs and Shock Absorbers
Rear Live Axle with Cantilever Leaf Springs and Shock Absorbers



PROVENANCE

Alexander Macleod Symington, London, England (acquired new in 1920)
Charles W.E. Hasse, London, England (acquired from the above)
Charles L. Graves, New Orleans, Louisiana (acquired from the above circa 1962)
Joseph M. Levin, Cincinnati, Ohio (acquired from the above in 1965)
Crawford X. López, Cincinnati, Ohio (acquired from the above circa 1972)
Current Owner (acquired from the above in 2015)



Rolls-Royce Silver Ghost chassis 26CW pictured in its early years.

EXHIBITION HIGHLIGHTS

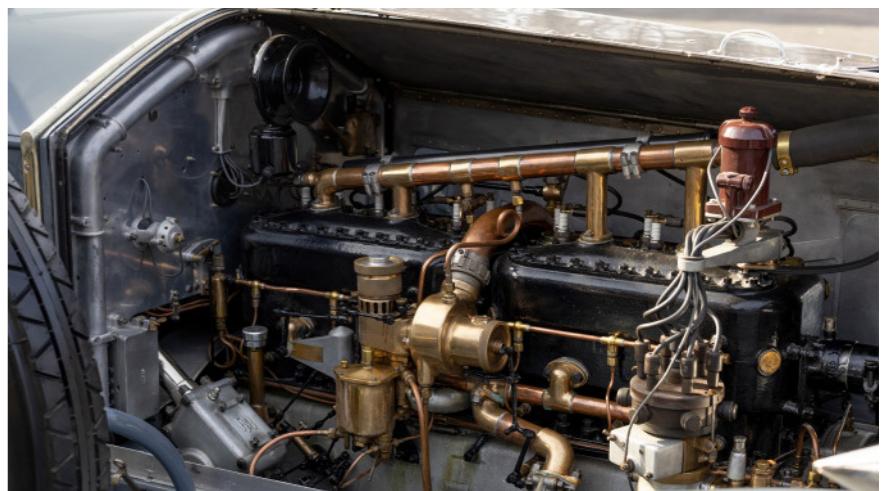
RROC Annual Meet, Michigan, 2019 (Second in Class and Bob Jefferson Memorial Award)
RROC Annual Meet, Pennsylvania, 2023 (First in Class and Barrymore Award)

FEATURED MEDIA

The Flying Lady, November/December 2019
The Flying Lady, November/December 2023
Praeclarum, February 2017
The Silver Ghost Tourer, First Quarter, 2016
The Silver Ghost Tourer, Second Quarter, 2023

The current owner acquired 26CW in 2015, and entrusted Pierce Reid of Vintage Garage of Stowe, Vermont, with its restoration, taking an active interest throughout. Upon completion of the drivetrain and chassis, its owner mounted a temporary body replicating a British WWI Army tender support vehicle. Affectionately named “Rhino” for its military-inspired design, a rhinoceros hood ornament was installed, a feature 26CW still carries today. Appearing in this configuration at the 2019 RROC Annual Meet in Detroit, 26CW garnered a Second in Class and the Bob Jefferson Memorial Award for best prewar personal restoration. Meanwhile, restoration of the original Barker coachwork continued over the next four years, resulting in a pleasing gray finish, complemented by the original polished aluminum hood, with a contrasting dark red roadster top and dark brown leather interior. A period French toolbox was fitted to the right running board with additional tools carried in a leather tool roll. Chassis 26CW was recognized at the 2023 RROC Annual Meet in Gettysburg, Pennsylvania, with a First in Class concours award as well as the Barrymore Award for the Most Silent Silver Ghost.

26CW represents the ideal pairing of the high-speed Alpine Eagle chassis with original lightweight Barker roadster coachwork. This desirable foundation benefits from known ownership history, an authentic restoration, and recent marque-specific judging awards.



1919 ROLLS-ROYCE 40/50 HP SILVER GHOST ALPINE EAGLE ROADSTER

LOT 30



1936 CORD 810 CONVERTIBLE PHAETON

CHASSIS NO. 2037H

ENGINE NO. FB1308

\$150,000–\$200,000 without reserve

Debuting at the New York International Auto Show in 1935, the Gordon M. Buehrig-penned Cord 810 is unquestionably a statement of its time. Noted for its distinctive Art Deco looks and streamlined exterior, the 810 boasted a Lycoming V-8 engine paired with a four-speed electric Bendix preselector transmission.

Fulfilling a longtime ambition to restore a Cord 810, the current owner selected this example for its matching-numbers engine and documented history from new. According to ownership history notes on file, chassis 2037H was purchased new by Mr. Roberto of Los Angeles, who had the local factory outfit the car with aesthetically pleasing supercharged trim and external side pipes.

HIGHLIGHTS

An Art Deco Masterpiece in Show-Winning Concours Condition
Groundbreaking Gordon M. Buehrig Design
Extensive Cosmetic and Mechanical Restoration by Prueitt Automotive Restoration from 2012 to 2016
Award-Winning Example Including Best in Show at Misselwood Concours d'Elegance
AACA National First Prize and CCCA Senior Award Recipient

Mr. Roberto cherished the Cord, for it remained with him until 1950. It was then purchased by Wallace King of Oakland, California, who kept it for seven years.

Briefly owned by T.M. Smith of Detroit, Michigan, the Cord 810 was then retained by Carl Loy, also a Detroit resident, until 1963. Two custodians followed in quick succession: the General Forrest Museum of Decatur, Alabama, late in 1963, and Bob McRaney of West Point, Mississippi, in January 1964, before Donald R. Vesley, M.D. of Oakdale, Louisiana, became its custodian for many years. It then migrated East, where noted enthusiast Gerald Lettieri recalls purchasing the car on Cape Cod in 2002. Mr. Lettieri later sold the Cord at public auction where it was purchased by Robert C. Stempel, the one-time President and CEO

SPECIFICATIONS

289 CID Lycoming L-Head V-8 Engine
Single Stromberg Carburetor
125 BHP at 3,500 RPM
4-Speed Bendix Preselector Gearbox
4-Wheel Hydraulic Drum Brakes
Front Independent Suspension with Transverse Leaf Spring
Rear Solid Axle with Semi-Elliptical Leaf Springs



PROVENANCE

Mr. Roberto, Los Angeles, California (acquired new in 1936)
Wallace King, Oakland, California (acquired in 1950)
T.M. Smith, Detroit, Michigan (acquired in 1957)
Carl Loy, Detroit, Michigan (acquired in 1957)
General Forrest Museum, Decatur, Alabama (acquired in 1963)
Bob McRaney, West Point, Mississippi (acquired in 1964)
Donald R. Vesley, Oakdale, Louisiana (acquired in 1965)
Gerald Lettieri, Rocky Hill, Connecticut (acquired in 2002)
Robert C. Stempel, Oxford, Michigan (acquired in August 2002)
Current Owner (acquired in 2012)

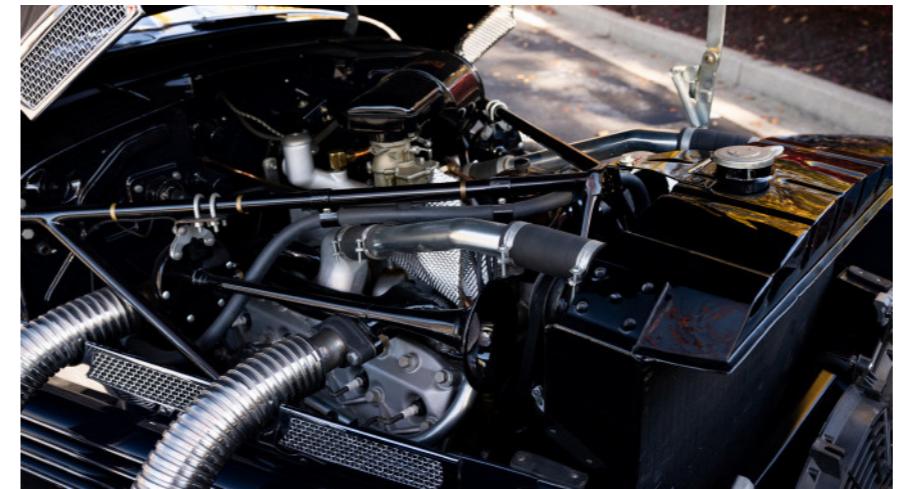


of General Motors. Stempel was famed for being one of only two people to rise through the ranks of GM from engineer all the way to the top.

The current owner acquired chassis 2037H in 2012 and, for the next four years, Prueitt Automotive Restoration of Glen Rock, Pennsylvania worked extensively, rebuilding its mechanics and returning the car to its original aesthetic splendor. The supercharged trim, removed at some point in its life, was faithfully replicated and installed. It was repainted in a rich navy blue to provide a striking contrast to the car's extensive chrome, while the interior was finished in a lustrous red hue chosen to correctly match the painted dash.

Since its concours debut in 2016, this superbly restored Cord has garnered numerous accolades, including honors at St. Michael's, Pinehurst, Misselwood – where it received Best in Show – and Amelia Island. Chassis 2037H has also earned Premier Senior Award status with the Classic Car Club of America and received the National First Prize with the Antique Automobile Club of America.

An exceptional example with a proven show record, this Cord 810 Convertible Phaeton remains ready for future show appearances, touring events, or display as an archetypal representative of its model in any discerning collection.



1936 CORD 810 CONVERTIBLE PHAETON

LOT 31

1932 MILLER FWD SPECIAL

SELECTIONS FROM THE JOHN PRICE MUSEUM OF SPEED

CHASSIS NO. 02

\$2,000,000–\$3,000,000

Over the course of his career, Harry A. Miller – arguably America's most brilliant and influential racing car constructor – produced some of the most advanced competition machines of the early 20th century. His work evolved steadily, moving from early rear-wheel-drive designs to front-wheel-drive masterpieces that redefined American championship racing. The logical culmination of this progression – the unification of front- and rear-wheel drive in a single chassis – was clear to Miller long before circumstances allowed him to attempt it. That attempt would come at the most precarious moment of his career and would result in one of the most daring, complex, and historically important American racing cars ever built: the Miller Four-Wheel-Drive (FWD) Special.

By 1931, Miller's once-dominant position in American racing was eroding under financial strain. Credit was scarce in the depths of the Great Depression, racing budgets were contracting, and orders for new cars had slowed dramatically. Yet rather than retreat into conservatism, Miller responded with characteristic audacity. He chose innovation over survival tactics, doubling down on his lifelong quest to engineer what he believed would be the ultimate racing car.

Fresh from victory at the 1931 Indianapolis 500, Miller traveled to Clintonville, Wisconsin, to meet with executives of the Four Wheel Drive Auto Company, a firm founded in 1909 and renowned for its rugged all-wheel-drive trucks. FWD's products had proven invaluable in military service, logging, oil fields,

HIGHLIGHTS

Among the Most Significant Surviving Miller Automobiles

The Only Remaining Example of the Groundbreaking Four-Wheel-Drive Racer

Six-Time Indianapolis 500 Entrant; Placed 4th in 1936 with Mauri Rose

Raced by Bill Milliken at Pikes Peak, Watkins Glen, and Mt. Equinox Between 1948 and 1951

Provenance Includes Collectors Buck Boudeman, Bob Rubin, and Dean Butler

Extensively Chronicled in Griffith Borgeson's Book, *The Last Great Miller*

SPECIFICATIONS

255 CID DOHC Inline 4-Cylinder Engine

Two Winfield Updraft Carburetors

Estimated 250 BHP at 5,000 RPM

3-Speed Manual Gearbox

4-Wheel Mechanical Drum Brakes

4-Wheel Independent Suspension



LOT 32

PROVENANCE

Four Wheel Drive Auto Company, Clintonville, Wisconsin (acquired new in 1932)
Robert J. "Buck" Boudeman, Richland, Michigan (acquired from the above by 1984)
Robert "Bob" Rubin, New York City, New York (acquired from the above in 1989)
E. Dean Butler, Cincinnati, Ohio (acquired from the above in 1995)
John Price (acquired from the above in 2008)

and heavy construction – applications far removed from the glamour of motor racing. Miller proposed a radical new direction: a four-wheel-drive racing car that would demonstrate the performance advantages of FWD's lockable center differential at sustained high speed. As Miller saw it, this was not merely a technical exercise, but a public demonstration that four-wheel drive was not limited to off-road use.

Miller's proposition was compelling. What better way to place the FWD name before the public than through association with a cutting-edge Indianapolis race car? FWD agreed to fund the project and sponsor its entry at the 1932 Indianapolis 500. With backing secured, Miller returned to California to develop what he intended to be the most advanced racing machine yet built in America.

The resulting design was extraordinary. Compact, densely engineered, and years ahead of its contemporaries, the Miller FWD Special featured full four-wheel drive and independent suspension, powered initially by Miller's proven 308 cid, four-cam V-8. The chassis had been laid out with characteristic foresight to accept either the V-8 or Miller's forthcoming 255 cid four-cylinder engine, though the latter was not ready in time for the car's debut. In concept and execution, the Miller stood alongside the contemporary Bugatti Type 53 as one of the world's first serious four-wheel-drive Grand Prix machines, though

the American car would prove the more competitive, if equally demanding.

Two examples were completed just in time for the 1932 Indianapolis 500, with this car finished in "light chrome yellow" at FWD's request. The company's president, Walter A. Olen, selected the name by which the car would become known: the Miller FWD Special. FWD's car, chassis 02, was assigned to board-track star Bob McDonough for his anticipated return to Indianapolis, while Miller retained the sister car, chassis 01, for dirt-track ace Gus Schrader.

In practice and qualifying, the promise of the new Millers was unmistakable. Both were among the fastest cars in the field, immediately validating Miller's belief in the advantages of four-wheel drive. Sadly, the race itself proved brief. Within minutes of the start, both cars retired with mechanical issues – inevitable teething problems for such a radical design. The disappointment was acute, and the resulting financial consequences severe. It has often been said that the four-wheel-drive project hastened Miller's bankruptcy later that year, consuming resources his company could no longer spare.

After the race, chassis 02 was shipped to Wisconsin, where it was repaired and updated under the direction of FWD engineer H.B. Dodge, with advice from Miller himself. The objective was straightforward: to eliminate the weaknesses



LOT 32

RACE HIGHLIGHTS

Indianapolis 500, 1932, McDonough, No. 58 (DNF)
Indianapolis 500, 1933, Brisko, No. 58 (DNF)
Indianapolis 500, 1934, Brisko/Mays, No. 32 (9th)
Indianapolis 500, 1935, Rose, No. 2 (DNF)
Indianapolis 500, 1936, Rose, No. 36 (4th)
Indianapolis 500, 1937, Willman, No. 26 (DNF)
Pikes Peak International Hill Climb, 1948, Milliken, No. 26 (DNF)



Watkins Glen Grand Prix, 1949, Milliken (DNF)
Mt. Equinox Hill Climb, Vermont, 1950, Milliken (Fastest Time, Course Record)
Edenvale Airport, Canada, May 1952, Milliken (1st in Heat One, 2nd in Heat Two)
Mt. Equinox Hill Climb, Vermont, June 1952, Milliken (2nd)
Burke Mountain Hill Climb, Vermont, July 1952, Milliken (DNF)
Glenwood Hill Climb, New York, May 1953, Milliken (4th)
Niagara Falls Speed Trials, Canada, September 1953, Milliken

revealed at Indianapolis and unlock the car's potential. The work proved effective. Returning to the Speedway for the 1933 Indianapolis 500 with driver Frank Brisko, chassis 02 qualified second fastest at 118.388 mph. Once again, however, reliability intervened, as main bearing trouble led to an early retirement.

Determined to persevere, Brisko undertook a significant mechanical revision. After failed efforts to repair the 308 V-8, he constructed a Miller 255 four-cylinder engine in FWD's own shops. Castings were obtained from Dick Loynes, who by that time owned most of Miller's patterns and drawings, with moving parts manufactured by Offenhauser. The new engine proved an ideal fit, just as Miller had intended when designing the chassis.

With the four-cylinder installed, the Miller FWD Special finally delivered on its promise. At the 1934 Indianapolis 500, Brisko qualified 4th fastest and led the race for more than 60 laps. Ultimately, extended pit stops relegated him to 9th Place at the finish, but the performance demonstrated conclusively that the four-wheel-drive Miller was a genuine contender.

For 1935 and 1936, FWD contracted the accomplished Mauri Rose to drive the car at Indianapolis. Mechanical issues again intervened in 1935, but in 1936 the Miller achieved its best-ever result at the Speedway, finishing 4th. In 1937, FWD

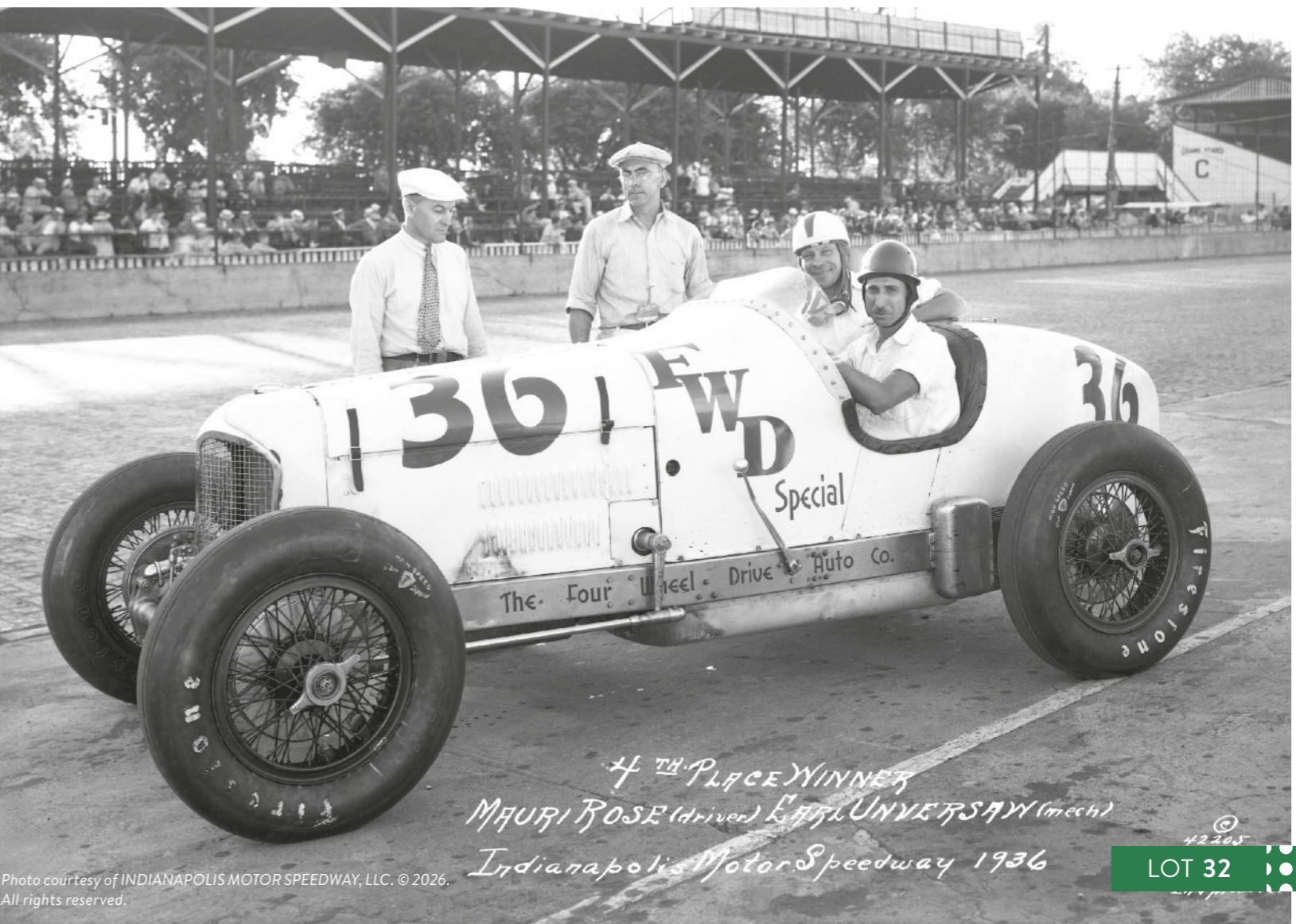


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LOT 32

EXHIBITION HIGHLIGHTS

Colorado Grand, 1996
Goodwood Festival of Speed, 1997
Louis Vuitton Classic at the Hurlingham Club, London, 1998 (Rolls-Royce Award for Engineering)
VSCC Donington, England, 1998
Goodwood Festival of Speed, 1998
Watkins Glen 50th Anniversary Celebration, 1998
Miller Reunion at the Milwaukee Mile, Wisconsin, 1999
Amelia Island Concours d'Elegance, 2013

enlisted Pete DePaolo to manage the program, with Tony Willman driving. In its final Indy appearance, the engine threw a rod, bringing the car's championship racing career to an end.

Following the 1937 race, the Miller FWD Special was displayed at the FWD Company Museum, where it remained until 1948. That year, it was loaned to William F. Milliken Jr., a Cornell engineer who would later become one of the world's foremost authorities on race car handling and the author of the seminal *Race Car Vehicle Dynamics*. Milliken campaigned the Miller extensively, entering it in a remarkable range of events including the Pikes Peak and Mount Equinox Hill Climbs, the Watkins Glen Grand Prix, and numerous SCCA events. In 1951, Milliken returned the car to the FWD Museum, where it continued to be preserved and cherished for the next two decades.

In the 1970s, noted Michigan-based collector Robert "Buck" Boudeman became enamored with Miller automobiles and began a determined effort to acquire the FWD Special. As he later recalled, "When I learned that the car was there, I started making inquiries at the Four Wheel Drive Auto Company plant. I called all the way up the chain of command until I finally got to the president of the place. He said, 'Son, the only way you're ever going to get that car is by buying this company.'" After years of refusal, circumstances finally changed

when FWD merged with fire apparatus manufacturer Seagrave. Boudeman seized the opportunity, acquiring the historic, single-owner Miller along with the complete factory file on the racing program, including correspondence and records dating back to 1911.

The car proved remarkably intact. With minimal effort, Boudeman returned it to running order, and it remained in his collection until 1989, when it was sold to another prominent Miller enthusiast, New York collector Robert Rubin. Rubin, whose collection included exceptional Maseratis, Bugattis, and Ferraris, also owned one of the most celebrated Millers, the 91 Front Drive Packard Cable Special. Of the FWD Special, Rubin remarked, "Having communed with the 91, I was ready to plunk down another seven-figure sum for such an important and interesting machine. That archive of papers was a potent component of the car's attraction for me. I doubt that such complete documentation of a single race car exists outside of the Mercedes-Benz factory. If there."

The car's extraordinary documentation inspired the publication of *The Last Great Miller*, the final work of acclaimed automotive historian Griffith Borgeson. In 1994, Rubin commissioned a comprehensive restoration by Leydon Restorations of Lahaska, Pennsylvania. When Leydon received the car, it remained largely as returned by Milliken in 1951, allowing for an accurate restoration without



LOT 32



LOT 32

FEATURED MEDIA

The Illustrated History of the Indianapolis 500: 1911–1994, by Jack C. Fox and Bob Mount

The Indianapolis 500: The Story of the Motor Speedway, by Brock Yates

The Last Great Miller: The Four Wheel Drive Indy Car, by Griffith Borgeson

The Miller Dynasty, by Mark L. Dees

compromise. The car was completely disassembled and rebuilt to the highest standard, prepared not merely for display but for active use.

During the restoration, Rubin sold the car to fellow Miller devotee Dean Butler, who saw the project through to completion. The Miller's post-restoration debut was not at a race, but at the 1996 Colorado Grand, a 1,000-mile tour through the Rocky Mountains, which it completed without fault – a remarkable testament to Miller's engineering and Leydon's workmanship. Soon after, the car was demonstrated at Bridgehampton, driven by both Bill Milliken and vintage racer Mark Gillies, who declared, "I could beat Alfa Monzas with this."

Throughout the 1990s and 2000s, the Miller FWD Special appeared at major historic events including the Goodwood Festival of Speed, the Louis Vuitton Classic, and the Watkins Glen 50th Anniversary Celebration. John Price, a dedicated collector of Miller race cars and American racing history, has owned the car since 2008. Maintained in his private museum, it has made select public appearances, including the 2013 Amelia Island Concours d'Elegance, where it was featured in a special class honoring the legacy of Harry Miller.

At the height of the Great Depression, when prudence would have counseled restraint, Harry A. Miller chose audacity. His Four-Wheel-Drive Special stands

today as one of the most courageous – and costly – acts of defiance in American racing history. It represents both the summit of Miller's engineering ambition and the moment when his vision outpaced circumstance. Among the precious few intact and well-documented Miller automobiles in existence, chassis 02 endures as one of the last great expressions of a genius who refused to surrender to his times.



1932 MILLER FWD SPECIAL

LOT 32



1931 STUDEBAKER SPECIAL INDY CAR

SELECTIONS FROM THE JOHN PRICE MUSEUM OF SPEED

CHASSIS NO. P-5375

ENGINE NO. 024

\$800,000-\$1,000,000

One of the most fascinating chapters in Indianapolis 500 history unfolded between 1930 and 1937, during the so-called “stock-block” or “two-man” era. This period followed a sweeping 1929 revision to the AAA Contest Board rulebook that increased maximum displacement from 91 to 366 cubic inches and required each car to carry a riding mechanic. Championed by Eddie Rickenbacker, the changes were intended to reduce costs and broaden participation. The results were immediate and dramatic: by 1930, roughly half of the Indy 500 field was constructed largely from stock production components.

Among the manufacturers to embrace this formula, none achieved greater success than the Studebaker Corporation of South Bend, Indiana. The company’s

association with the Indianapolis 500 predicated the stock-block era; in 1924, Earl Cooper drove a Miller-powered Studebaker Special to a strong 2nd Place finish. Encouraged by a competitive showing from Studebaker-powered cars in 1930, company president Albert Erskine and chief engineer Barney Roos recognized the promotional value of factory involvement at the Speedway.

That interest soon brought Studebaker’s director of testing, George Hunt, into the 1931 Indianapolis 500 with the car presented here. Initially known as the Hunt Special, this machine was developed in partnership with famed Bonneville racer Ab Jenkins, who would go on to set numerous speed and endurance records with Studebaker automobiles.

HIGHLIGHTS

A Significant Piece of American Motor Racing History

Studebaker-Powered Indy Car Built by Ab Jenkins and George Hunt

Three-Time Indy 500 Entrant and Winner of the 1931 Pikes Peak International Hill Climb

Class Award Winner at the 2016 Pebble Beach Concours d’Elegance®

Offered with Extraordinary Documentation, Literature, and Archival Photos

SPECIFICATIONS

336 CID L-Head Inline 8-Cylinder Engine

Four Stromberg Downdraft Carburetors

205 HP at 4,200 RPM

3-Speed Manual Gearbox

4-Wheel Mechanical Drum Brakes

Front I-Beam Axle with Semi-Elliptical Leaf Springs and Shock Absorbers

Rear Live Axle with Semi-Elliptical Leaf Springs and Shock Absorbers



LOT 33

PROVENANCE

Ab Jenkins, Salt Lake City, Utah (commissioned in 1931)
Mr. MacDonald, Salt Lake City, Utah (acquired from the above in 1939)
Ray Donald, Balboa Island, California (acquired from the above circa 1960)
Stanley B. Smith, Boalsburg, Pennsylvania (acquired from the above in 1972)
Robert W. Valpey, New Hampshire (acquired from the above in 1988)
John Price (acquired from the estate of the above)

RACE HIGHLIGHTS

Indianapolis 500, May 1931, Gulotta, No. 37 (DNF)
Pikes Peak International Hill Climb, September 1931, Myers, No. 37 (1st Overall)
Indianapolis 500, 1932, Meyer, No. 37 (6th Overall)
Indianapolis 500, 1933, Corum, No. 47 (12th Overall)

With Studebaker's approval and Jenkins' financial backing, Hunt commissioned a racing chassis from respected Indianapolis fabricators Rigling and Henning. The aluminum bodywork, crafted by noted builder "Pops" Dreyer, featured a pointed tail and a distinctive ornamental grille derived from a Studebaker President radiator shell. At Studebaker's Proving Grounds in South Bend, engineers installed a 336 cid straight-eight engine from the top-of-the-line President. Specially prepared for competition, it featured four Winfield carburetors, a high-compression cylinder head, Scintilla magneto, steel tube headers, and a high-performance camshaft. In keeping with AAA regulations, the remainder of the chassis utilized stock Studebaker components, including axles, brakes, gearbox, and steering gear.

Finished in striking Willow Green, the Hunt Special debuted at the 1931 Indianapolis 500 with veteran driver Tony Gulotta, formerly of the famed Packard Cable team, at the wheel. Gulotta qualified 19th at 117.7 mph – just one mile per hour shy of the pole speed – and ran strongly throughout the race. On lap 167, while battling for the lead, the car encountered an oil slick and struck the Turn Four wall. Both Gulotta and his riding mechanic escaped injury, but the promising run came to an abrupt end.

Repaired after Indianapolis, the Hunt Special was prepared for the 1931 Pikes

Peak International Hill Climb, a contest Studebaker regarded as a supreme test of engineering and durability. As noted in *The Studebaker Wheel*, the factory's newsletter, setting a record on Pikes Peak was considered the pinnacle of American hill-climbing achievement. Studebaker selected three-time winner Chuck Myers to drive, and the results exceeded expectations. Myers won the Open Class outright, defeating the Shultz Stutz Special by 15 seconds and establishing a new course record of 17 minutes, 10.3 seconds over the 12.4-mile ascent.

This performance positioned the Hunt Special as the prototype for a full factory effort at the 1932 Indianapolis 500. Using Jenkins's car as a pattern, Studebaker constructed four nearly identical Specials for the Memorial Day classic. The five-car Studebaker entry proved highly competitive, finishing 3rd, 6th, 12th, 13th, and 15th. This car, driven by Zeke Meyer and wearing race no. 37, placed an impressive 6th, recording an average speed of 98.476 mph. Interviewed after the race, Meyer remarked, "I'm 41 years old and no chicken, but my Studebaker handled so easily I could have driven it 1,500 miles instead of 500."

During the summer of 1932, the Studebaker Specials participated in a traveling auto show that toured major US cities, promoting the company's latest production models and underscoring the brand's engineering prowess. Following these



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LOT 33

EXHIBITION HIGHLIGHTS

Studebaker Traveling Auto Show, 1932
New York International Auto Show, 1933
AACAs Fall Meet at Hershey, Pennsylvania, 1987 (Second Junior)
Mid-Ohio Vintage Car Grand Prix, 1988
Lime Rock Park Vintage Fall Festival, Connecticut, 1989
Climb to the Clouds, Mount Washington Hillclimb, New Hampshire, 1990, 1992–1994, 1996
BMW Vintage Festival, Lime Rock, Connecticut, 1992 (Paine Webber Cup)
Vintage Celebration at New Hampshire Motor Speedway, 2000, 2009
Radnor Hunt Concours d'Elegance, Ohio, 2010

promotional duties, the no. 37 car was displayed prominently on the Studebaker stand at the 1933 New York International Auto Show, serving as a powerful marketing symbol for the South Bend manufacturer.

That spring, four of the Studebaker team cars were modified with new wind tunnel-tested bodies. This car, still technically owned by Ab Jenkins, retained its original coachwork, receiving only a streamlined grille and 18" wire wheels. Mechanical updates included a more aggressive camshaft and Stromberg carburetors, aligning it closely with the factory-owned entries.

At the 1933 Indianapolis 500, the Studebaker team fielded five cars, accompanied by one of the new Pierce-Arrow Silver Arrows for promotional purposes. All five Studebakers finished the race, placing between 7th and 12th. Driven by L.L. "Slim" Corum and wearing race no. 47, this car finished 12th. The 1933 race marked the zenith of Studebaker's competition program; mounting financial pressures from the Great Depression soon forced the company to withdraw from factory racing.

Ab Jenkins retained ownership of the car and returned it to Utah, where it saw occasional use on the Bonneville Salt Flats. In the mid-1930s, Jenkins' son Marvin made minor modifications to render it roadworthy, using it as a sports

Studebaker Drivers Club International Meet, Indiana, 2012
Studebaker National Museum, Indiana, 2012 (Studebaker at the Brickyard)
Pebble Beach Concours d'Elegance®, 2016 (Third in Class)

car until its sale in 1939. By the early 1960s, the Studebaker Special had fallen into disuse, spending several years stored in a South Los Angeles backyard.

The car was rescued in 1972 by Stanley B. Smith, a noted collector and former Director of the Antique Automobile Club of America. A lifelong Studebaker enthusiast, Smith undertook a meticulous restoration with his son, returning the car to its 1932 Indianapolis configuration. Completed in the early 1980s, the restored Special appeared at marque gatherings and concours events nationwide.

In 1988, the car was acquired by respected New Hampshire-based collector Robert Valpey, for whom it served as the centerpiece of an outstanding collection for more than three decades. During his stewardship, it participated in vintage races, exhibitions, and concours, including an invitation to the 2016 Pebble Beach Concours d'Elegance® for a special display of two-man Indy cars.

Acquired by the John Price from the Valpey estate at Gooding & Company's 2019 Pebble Beach auction, and since displayed in a museum setting, this important Indianapolis racer remains in exceptional condition. It is accompanied by an extensive archive including period photographs, Studebaker factory documentation, detailed Indy 500 research, the original 1932 AAA Racing Car Registration card, and correspondence between Stanley Smith,



LOT 33

FEATURED MEDIA

The Classic Car, by Beverly Rae Kimes

Hemmings Classic Car, December 2014, "Stocks at Indy" by Jim Donnelly

Hemmings Classic Car, February 2017, "Builder of Champions" by Terry Shea

The Illustrated History of the Indianapolis 500: 1911–1994, by Jack C. Fox

The Indianapolis 500: The Story of the Motor Speedway, by Brock W. Yates

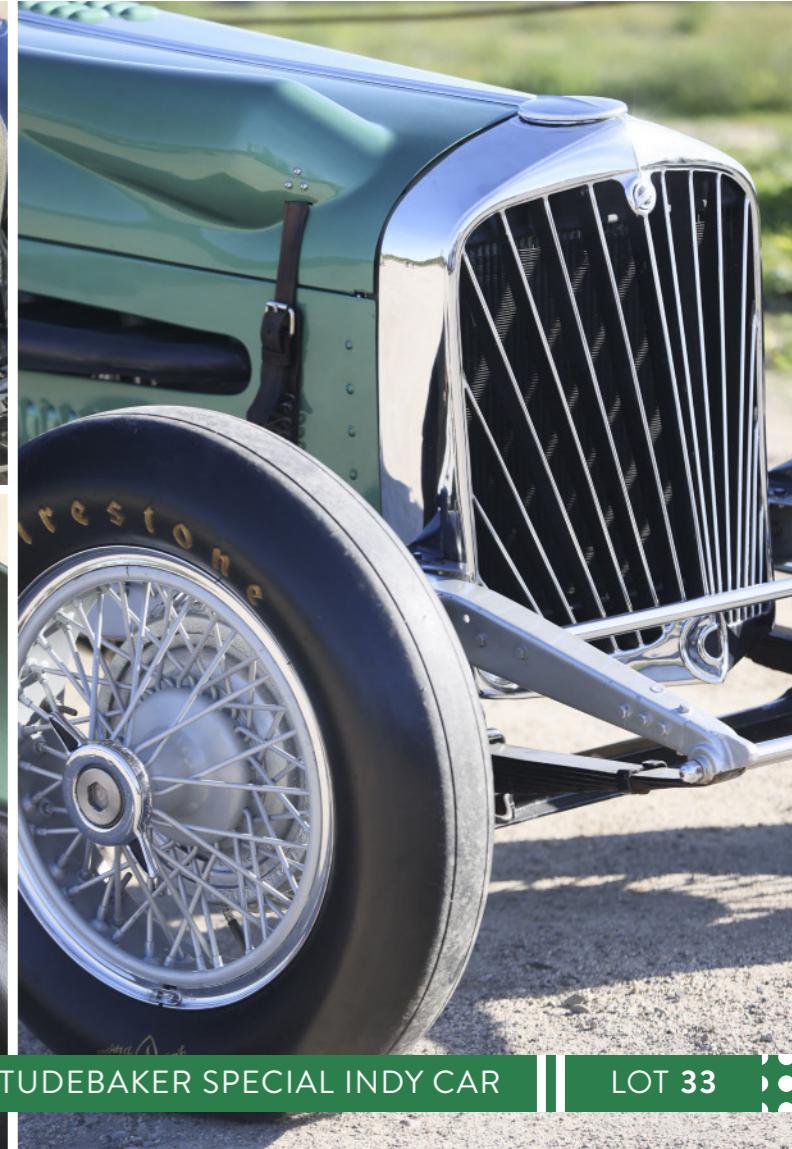
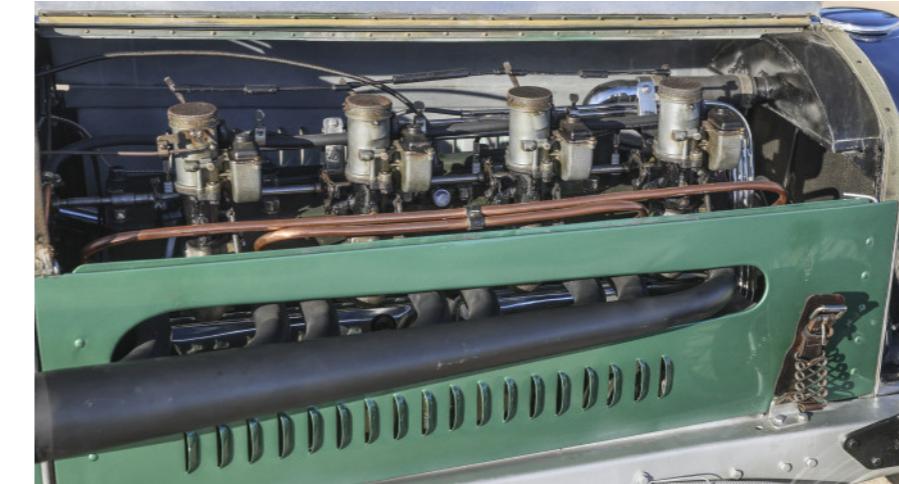
Special Interest Autos, November/December 1970, "Stude at Indy," by Bob Russo

Special Interest Autos, July/August 1994, "Speedway Survivor," by Rich Taylor



Barney Roos, and Ed Reynolds.

One of the most significant surviving stock-block Indy cars, this remarkably intact Studebaker Special retains the President Eight engine with which it competed in three Indianapolis 500s and achieved its landmark Pikes Peak victory. As both a successful competition car and the prototype for Studebaker's factory racing program, it stands as a powerful and evocative artifact from one of American motorsport's most compelling eras.



1931 STUDEBAKER SPECIAL INDY CAR

LOT 33



1924 MILLER '183 CONVERTIBLE' SPEED RECORD CAR

SELECTIONS FROM THE JOHN PRICE MUSEUM OF SPEED

VIN. RD1831221

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

For the 1923 season, the American Automobile Association (AAA) introduced a new Grand Prix-inspired formula, limiting engine displacement to two liters (122 cubic inches). Harry A. Miller & Co. responded with what would become one of the most influential racing car designs in history: The Miller 122. Compact, exquisitely engineered, and devastatingly effective, the 122 marked the first true series-built American racing car. Each car required more than 2,000 individual components, all designed and manufactured in-house at Miller's Los Angeles works. The result was a remarkably light, rigid, and powerful single-seater that would dominate board tracks, dirt ovals, and championship racing throughout the 1920s, setting records that, in some cases, stood for decades.

By early 1924, Tommy Milton was among the best-known drivers in American motor racing. A fearless speedway star with national renown, Milton had already etched his name into history. In April 1920, he set the American Land Speed Record at Daytona Beach. One month later, he finished 3rd at the Indianapolis 500. In 1921, he won the Indianapolis 500 outright and secured the National Driving Championship. The following season brought numerous victories on the major board tracks, including Beverly Hills Speedway, and in 1923 he captured his second Indianapolis 500 victory – this time driving a Miller 122 sponsored by Harry Stutz – becoming the first two-time winner of the great race.

Flush with success and personally involved in the technical evolution of American

HIGHLIGHTS

One-Off Miller Record Car Built for Two-Time Indy 500 Winner Tommy Milton
Originally Designed to Accept Either 122 or 183 CID Straight-Eight Engines
Recorded at 151.26 MPH at Muroc Dry Lake in April 1924
Formerly Part of the Renowned Tiny Gould and David Uihlein Collections
Extensively Profiled in Mark Dees' Definitive Volume, *The Miller Dynasty*

SPECIFICATIONS

122 CID DOHC Inline 8-Cylinder Engine
Single Dual-Throat Updraft Carburetor
Estimated 120 BHP
3-Speed Manual Gearbox
Driveshaft-Mounted Brake
Front I-Beam Axle with Semi-Elliptical Leaf Springs and Shock Absorbers
Rear Live Axle with Semi-Elliptical Leaf Springs and Shock Absorbers

*Please note that this vehicle has been in long-term static storage and may not be currently operational. It will require mechanical attention prior to road use.



LOT 34

PROVENANCE

Tommy Milton, Los Angeles, California (acquired new in 1924)
James E. "Jimmy" Gleason, Philadelphia, Pennsylvania (acquired circa 1926)
Tiny Gould, Trucksville, Pennsylvania (acquired circa late 1960s)
David Uihlein, Milwaukee, Wisconsin (acquired from the above in 1975)
John Price (acquired from the above in 2007)

racing machinery, Milton approached Harry Miller with a singular purpose. He envisioned a one-off machine built expressly for speed record attempts – sleeker, more specialized, and more adaptable than the standard championship cars. As documented in Mark L. Dees' authoritative work *The Miller Dynasty*, the resulting project was conceived to accept either the two-liter 122 engine or Miller's larger three-liter 183 straight eight. Factory drawings identified the car as the "183 Convertible," a reference to its interchangeable powerplants. While broadly following the architecture of the 122 single-seaters, the larger engine necessitated a longer and slightly taller bonnet, giving the car a distinctive and purposeful stance.

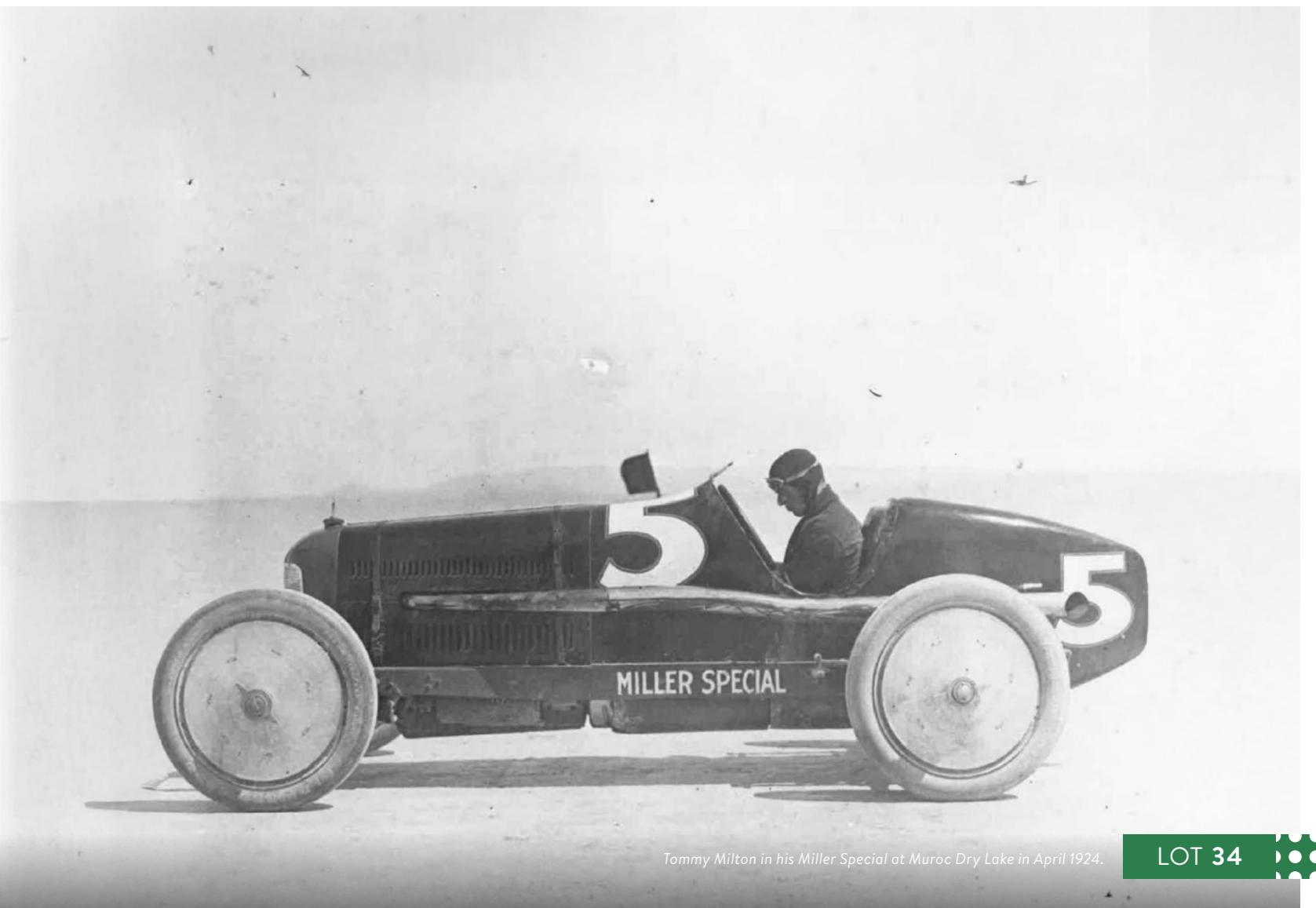
Aerodynamics were paramount. With no need for repeated braking during straight-line record attempts, conventional wheel brakes were eliminated entirely and replaced with a single driveshaft-mounted brake, removing unnecessary mass and drag from the airstream. The car's extraordinary narrowness was further emphasized by slim wire wheels fitted with full discs on both sides. Finished in stark, functional form, the completed machine bore "Miller Special" script and racing no. 5, its appearance vividly signaling its singular mission.

Milton's association with the 183 engine ran deep. As early as 1920, he had been instrumental in the engine's conception, persuading Miller to pursue a

straight-eight design inspired by the best elements of contemporary French Ballot and American Duesenberg engines. Barney Oldfield famously borrowed \$5,000 from Henry Ford to fund the project on Milton's behalf. With Leo Goossen's engineering brilliance, the collaboration yielded the foundation of the Miller engine dynasty. Once refined, the 183 came into its own, dominating the 1922 season and serving as the template for every significant American racing engine that followed, including Offenhauser and its successors well into the 1970s.

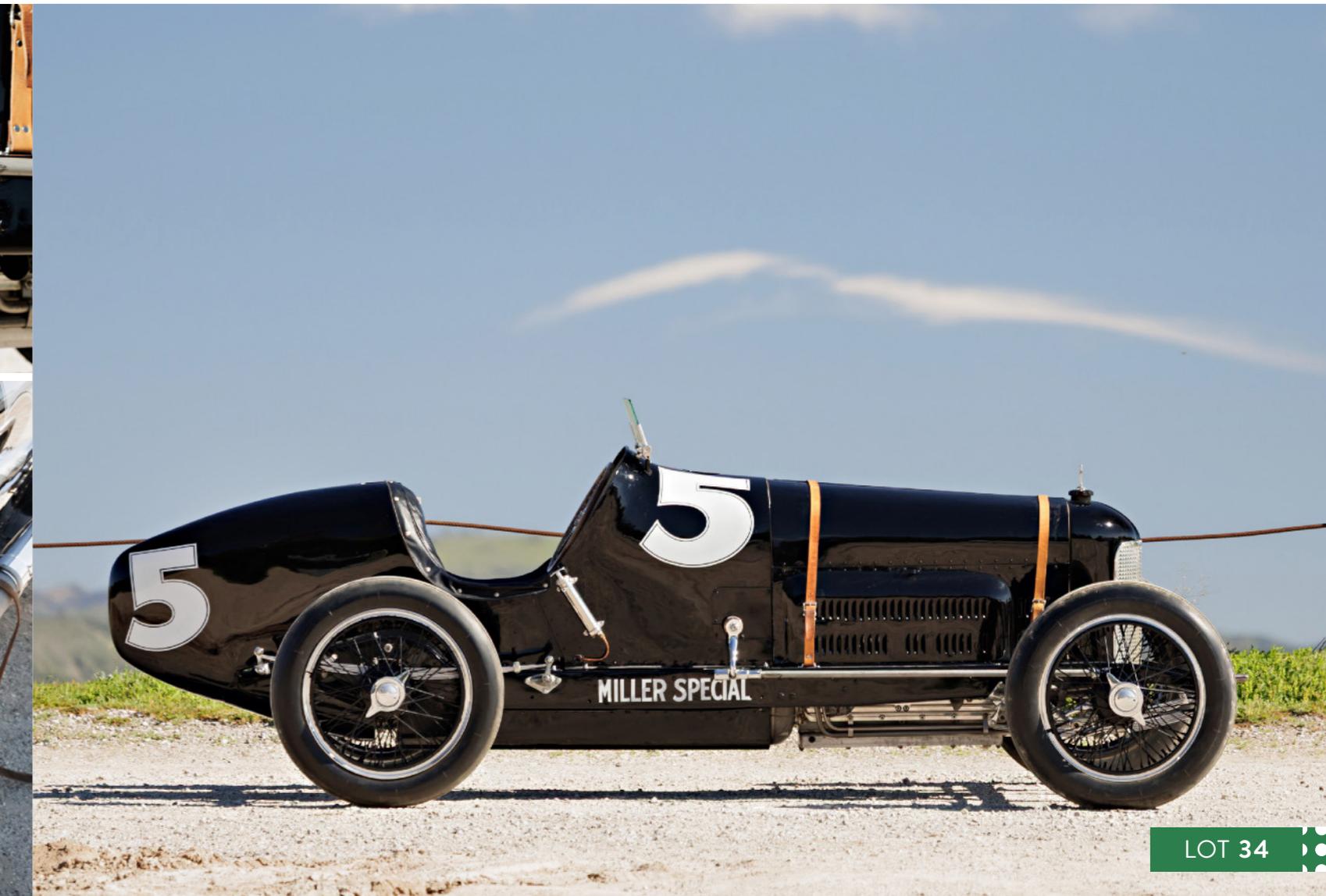
Although rendered obsolete for championship racing under the 1923 two-liter formula, the 183 remained an immensely powerful and well-developed engine – ideal for outright speed. One distinctive feature of the 183 was its availability with either left- or right-side exhaust discharge. The engine selected for the Convertible featured left-side exhaust, a configuration believed to trace to one of Milton's own Leach Specials, or possibly an engine salvaged from the ill-fated Baby Chevrolet/Durant Special wreck at Kansas City in 1922.

All standard Miller 122 single seaters featured right-side exhaust with left-hand steering. The 183 Convertible stands alone as the sole Miller of its type with left-side exhaust and right-hand steering, making it instantly recognizable. The steering gear itself was likely adapted from late-1922 Durant Specials, and the



Tommy Milton in his Miller Special at Muroc Dry Lake in April 1924.

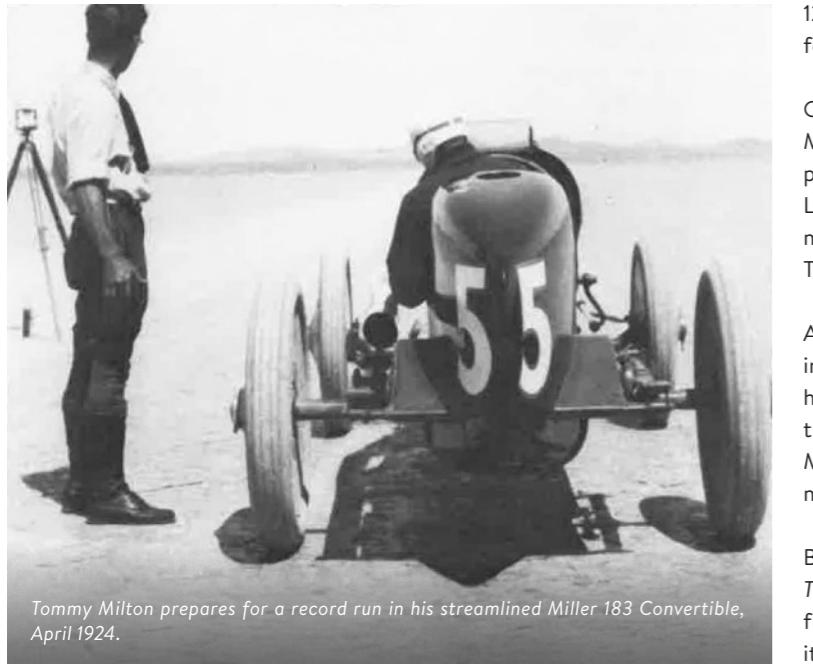
LOT 34



LOT 34

FEATURED MEDIA

The Miller Dynasty, by Mark L. Dees



Tommy Milton prepares for a record run in his streamlined Miller 183 Convertible, April 1924.

122 engine required only modest modification to reverse the cylinder blocks for left-side exhaust routing.

On April 4, 1924, Milton's new car was transported to Muroc Dry Lake in the Mojave Desert. With the AAA present to officiate, Milton, Miller, and their crew prepared for record attempts. At the time, Milton himself held the American Land Speed Record at 156.03 mph, while the European record stood at 133.75 mph – set by the massive 18.3-liter Sunbeam driven by Kenelm Lee Guinness. These were colossal, multi-engine or large-displacement machines.

Against this backdrop, the results were extraordinary. With the three-liter 183 installed, Milton achieved a speed of 151.26 mph – less than five mph shy of his own national record, and fully 17 mph faster than any European record. On the same day, the engines were exchanged, and with the two-liter 122 fitted, Milton recorded 141.17 mph – an astonishing performance for a car of such modest displacement.

By mid-1924, the car appears to have seen limited further use. A *Los Angeles Times* article published on June 13, 1924, noted it sitting idle, prompting interest from Ralph DePalma, who reportedly tested the car at Ascot and inquired about its purchase. Photographs show DePalma posed in the Miller with Hollywood



LOT 34

RACE HIGHLIGHTS

AAA Muroc Dry Lake, California, 1924, Milton, No. 5 (151.26 mph with 183 Engine)

starlets, though no confirmed sale occurred. Miller historian Jim O'Keefe later claimed that Norm Batten drove the car in AAA Eastern fairground races while it was still owned by Milton.

During the late 1920s, the car passed into the hands of Jimmy Gleason, who campaigned it successfully at Langhorne, Pennsylvania, and Laurel, Maryland. It is widely believed that during this period the chassis was shortened from its original 100" wheelbase to approximately 94", a practical modification for improved handling on tight dirt tracks.

Following Gleason's stewardship, the Miller faded into obscurity until the late 1960s, when it was rediscovered by noted dealer and collector Tiny Gould of Pennsylvania, languishing in the back of a repair garage alongside another derelict racer. Though Gould initially misidentified it, he ultimately sold the car at the 1975 Pocono Speedway auction, where it was acquired by David Uihlein – founder of the Harry A. Miller Club and one of the foremost champions of American racing history.

Under Uihlein's care, the car was correctly identified as Tommy Milton's 183 Convertible. A proper Miller 122 engine was sourced and installed, the car was cosmetically refurbished, and later comprehensively restored. While the original

right-hand steering gear had been lost and replaced with a Schroeder unit, the car was returned to active use and displayed prominently at Miller reunions, including the Milwaukee Mile.

Retained in Uihlein's renowned collection until 2007, Milton's Convertible was then acquired by John Price, another devoted Miller enthusiast, and has since remained a highlight within a distinguished collection of American racing icons.

Harry Miller's legacy remains one of the great, if underappreciated, achievements in automotive history. His cars – functional sculptures of precision and beauty – rivaled anything produced worldwide. Few genuine Millers survive, and this example claims the desirable attributes of a one-off build, documented record attempts, and associations with legends including Tommy Milton, Tiny Gould, and David Uihlein. Whether preserved and enjoyed as presented or further refined using today's depth of scholarship, the 1924 Miller 183 Convertible stands among the most compelling expressions of American racing ingenuity.



1924 MILLER '183 CONVERTIBLE' SPEED RECORD CAR

LOT 34



1917 DETROIT ELECTRIC MODEL 68 BROUGHAM

CHASSIS NO. 8985

\$60,000-\$80,000 without reserve

Detroit Electric traced its roots to the Anderson Electric Car Company, which was founded in 1884 and produced electric vehicles under the Detroit Electric name beginning in 1907. The pivotal acquisition of Elwell-Parker in 1909, renowned for producing the finest motors and controllers of the era, cemented the company's technical reputation. By 1914, Detroit Electric confidently advertised ownership by Thomas Edison and Henry Ford, who famously purchased one for his wife, Clara, speaking volumes about the marque's quality and sophistication. This 1917 Detroit Electric Model 68 Brougham stands as a wonderfully preserved and thoughtfully restored example. Purpose-built for comfort, the Brougham body style offered easy entry for passengers in formal attire, a defining characteristic of Detroit Electric's genteel appeal.

HIGHLIGHTS

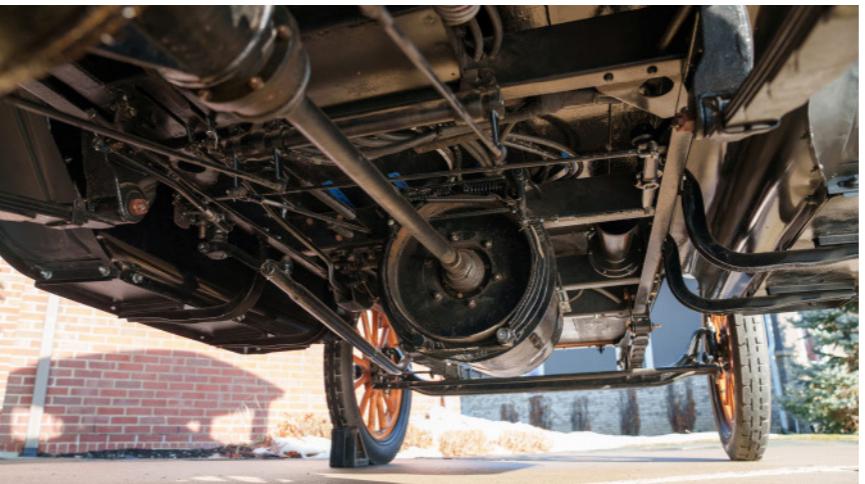
Long-Term, Single Family Ownership Since the 1980s
Recently Completed, High-Quality Restoration Finished in 2025
Rare, Elegant Brougham Body with Luxury Interior Appointments
Shown Only Once Publicly at the 2025 Henry Ford Old Car Festival
One of America's Most Prestigious Electric Automobiles

Chassis 8985 tells a story of careful stewardship and factory involvement. Like many Detroit Electrics kept in service for decades, this car returned to the factory at least once for period updates, including a later dashboard with three working gauges, newer-style headlamps and running lights, and a 1926 factory windshield wiper.

Owned by the same family since the 1980s, the restoration of this car culminated in a 2025 completion. Finished today in elegant black over wooden-spoke wheels, the car features a richly trimmed interior highlighted by period-correct luxuries – making only one public appearance since restoration at the 2025 Henry Ford Old Car Festival.

SPECIFICATIONS

48-Volt DC Electric Motor
14 6-Volt Lead-Acid Batteries
5-Speed Variable Speed Controller
Rear Mechanical Drum Brakes
Front Solid Axle with Elliptical Leaf Springs
Rear Live Axle with Elliptical Leaf Springs





1938 BUGATTI TYPE 57 CABRIOLET

COACHWORK BY VANVOOREN

CHASSIS NO. 57742

ENGINE NO. 516

\$800,000-\$1,200,000

Introduced in 1934, the Bugatti Type 57 represented the fullest expression of Jean Bugatti's creative and engineering vision. Powered by a jewel-like 3.3-liter, twin-cam straight eight and constructed with the marque's customary delicacy, the Type 57 embodied all that defined Molsheim's artistry: exceptional mechanical refinement, extraordinary aesthetics, and an unmistakable sense of exclusivity.

As production evolved, Bugatti continually refined the Type 57 chassis, incorporating strengthened rear-axle components, a cross-braced frame, rubber engine mounts, and upgraded braking systems. In 1937, these improvements culminated in the introduction of the supercharged Type 57C. Equipped with a Roots-type supercharger, four-wheel hydraulic brakes, and enhanced

instrumentation, the Type 57C produced approximately 160 hp. Performance was formidable for the era, with top speeds comfortably exceeding 100 mph, accompanied by impressive braking ability and high-speed composure.

While Bugatti offered an array of bodies designed and built in-house at Molsheim, the Type 57 chassis also served as a platform for Europe's most esteemed coachbuilders, including Gangloff, Corsica, and Vanvooren. These bespoke bodies allowed discerning clients to further individualize what was an already rare and sophisticated automobile.

According to the *American Bugatti Register and Data Book*, chassis 57742

HIGHLIGHTS

Desirable Late-Production Type 57 Clothed in Sporting Vanvooren Coachwork
Retains Matching-Numbers Engine with Upgraded Supercharger
Show-Quality Restoration Performed by Marque Specialist Competition Motors
Displayed at the Pebble Beach Concours d'Elegance® in 2012 and 2024
History Documented in the *American Bugatti Register and Data Book*

SPECIFICATIONS

3,245 CC DOHC Inline 8-Cylinder Engine
Single Twin-Choke Stromberg UUR-2 Carburetor
Roots-Type Supercharger
160 BHP at 5,000 RPM
4-Speed Manual Gearbox
4-Wheel Bugatti-Lockheed Hydraulic Drum Brakes
Front Solid-Axle Suspension with Semi-Elliptical Leaf Springs
Rear Live Axle with Reversed Quarter-Elliptical Leaf Springs



PROVENANCE

M. Saint Martin, France (acquired new via G. Groslambert in 1939)
Jean Serre, Montbéliard, France (acquired by the 1960s)
Charles Bronson, Moorpark, California (acquired from the above in 2000)
Competition Motors, Portsmouth, New Hampshire (acquired from the above in 2005)
Howard Fafard, Framingham, Massachusetts (acquired from the above circa 2006)
Competition Motors, Portsmouth, New Hampshire (reacquired from the above circa 2012)
Private Collection (acquired in 2016)
Current Owner

was completed at Molsheim in November 1938, fitted with engine no. 516 and originally clothed in factory-built Galibier berline coachwork. On May 31, 1939, the car was ordered by Garage Carnot on behalf of its first owner, M. Saint Martin, with delivery arranged through Bugatti agent G. Groslambert in Besançon, France, near the Swiss border.

Little is known of the Bugatti's history until the 1960s, when it was acquired in unrestored condition by French collector Jean Serre. Within M. Serre's private collection was also a sporting Vanvooren cabriolet body that had originally been fitted to another Type 57, chassis 57430. That car had been supplied new to Prince Louis Napoleon, a direct descendant of Napoleon Bonaparte, as well as an enthusiastic Bugatti patron and amateur racing driver.

Founded in 1888 by Achille Vanvooren in Courbevoie, northwest of Paris, Carrosserie Vanvooren earned renown for its elegant, lightweight, and finely constructed coachwork.

The firm reached its zenith during the 1930s, producing refined bodies for elite manufacturers including Hispano-Suiza, Delage, and Delahaye. Vanvooren's designs are celebrated for their subtle proportions, restrained ornamentation, and modern sensibility – as exemplified by this handsome Cabriolet body seen here.

EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, 2012
Pebble Beach Concours d'Elegance®, 2024



FEATURED MEDIA

American Bugatti Register and Data Book, by Sandy Leith and Kees Jansen
Bugatti: Le Pur Sang des Automobiles, by H.G. Conway
Bugatti 57: The Last French Bugatti, by Barrie Price



In 2023, chassis 57742 joined a prominent East Coast collection and returned to Pebble Beach in 2024, where it was displayed in Class J-2, European Classic Touring Late. Carefully maintained, the Bugatti presents today in outstanding concours condition and would be an ideal candidate for future concours events or vintage rallies, including those organized by the American Bugatti Club.

A desirable late-production Type 57 retaining its matching-numbers engine, enhanced with a supercharger, clothed in original Vanvooren cabriolet coachwork, restored by marque specialists, and twice exhibited at Pebble Beach, chassis 57742 stands as a compelling and versatile example – one that embodies both the artistry and performance that define the very finest vintage Bugattis.



1938 BUGATTI TYPE 57 CABRIOLET

LOT 36



1967 ROLLS-ROYCE PHANTOM V LIMOUSINE

COACHWORK BY JAMES YOUNG
CHASSIS NO. 5LVF73
ENGINE NO. F36PV
\$125,000–\$175,000 without reserve

With the majority of Rolls-Royce Phantom Vs bodied by Mulliner Park Ward, a mere 108 chassis were sent to James Young for sleek limousine coachwork, like the example offered here. All were custom ordered and, therefore, no two were exactly alike. Among collectors, the uniquely graceful and elegant lines of James Young's design PV16 are highly favored over the more angular Mulliner Park Ward bodies.

Originally built for UK-based jewelry retailer J & B Gold Limited, this James Young-bodied Phantom V Limousine was completed in January 1967 and was converted to left-hand drive by 1968, presumably for export to mainland Europe or America. While subsequent early ownership history is not known,

the Limousine was acquired by Dr. Stephen Safran of Oakhurst, New Jersey by 1994, and a photo from his ownership depicts the car with a Zurich front license plate, suggesting it may have resided in Switzerland in the intervening years. Also visible in the photo is the two-tone light and dark metallic green paint scheme that the Limousine wears today. Inside, the interior is trimmed in cream-colored leather in the front and matching cloth in the rear.

Equipped with its original engine, no. F36PV, per accompanying Rolls-Royce Owners' Club records, this handsome James Young-bodied Phantom V limousine would be a welcome entrant at any number of prestigious RROC concours and touring events.

HIGHLIGHTS

One of Just 832 Phantom V Chassis Built
Equipped with Favored James Young Limousine Coachwork
Sold New to Jewelry Retailer J & B Gold Limited
Ideal Candidate for RROC Concours and Touring Events
Accompanied by Rolls-Royce Owners' Club Documentation

SPECIFICATIONS

6,230 CC OHV V-8 Engine
Twin SU HD6 Carburetors
Estimated 200 BHP
4-Speed Automatic Transmission
4-Wheel Servo-Assisted Hydraulic Front Brakes and Mechanical Rear Brakes
Front Independent-Wishbone Suspension with Coil Springs
Rear Live Axle with Semi-Elliptical Leaf Springs





1924 BENTLEY 3 LITRE SPEED MODEL SPORTS TOURER

COACHWORK BY VANDEN PLAS

CHASSIS NO. 703

ENGINE NO. 697

\$300,000-\$350,000

The cornerstone of one of the great sporting marques, the 3 Litre was the first automobile produced by W.O. Bentley and the model upon which the company's formidable reputation was built. Introduced at the 1919 Olympia Motor Show, it featured an advanced four-cylinder engine with hemispherical combustion chambers, twin-plug ignition, and a single overhead camshaft operating four valves per cylinder – an engineering tour de force in its day. Racing successes, including victories at the 24 Hours of Le Mans in 1924 and 1927, firmly established the Bentley mystique.

Chassis 703 is a genuine Red Label Speed Model and one of the most evocatively named Vintage Bentleys: the celebrated “Golden Bentley.” Unlike many

nicknamed Bentleys whose sobriquets were applied retrospectively, “The Golden Bentley” appears on the works build records, making it a designation this car has carried since new.

Completed at Cricklewood in July 1924, chassis 703 was delivered new to Frank Fox, director of Vanden Plas – the coachbuilder responsible for virtually all Bentley factory racing bodies, including those of the marque’s Le Mans winners. W.O. Bentley reportedly bestowed the “Golden” designation in reference to Fox’s specification of a solid brass radiator and fittings in place of the standard nickel finish. Vanden Plas constructed for its director an alloy-paneled, four-seater Sports body (no. 1060), finished originally in an elegant fawn and cinnamon color scheme.

HIGHLIGHTS

Well-Documented Example of the Original Vintage Bentley
Genuine “Red Label” Speed Model with Definitive Vanden Plas Sports Body
Custom-Built for Vanden Plas Director Frank Fox; Known from New as “The Golden Bentley”

Retains Original Chassis, Engine, Coachwork, and Custom-Ordered Brass Fittings

Offered with Copies of Factory Records and Report by Marque Authority Dr. Clare Hay

SPECIFICATIONS

2,996 CC SOHC Inline 4-Cylinder Engine
Twin SU “Sloper” Carburetors
85 HP at 3,500 RPM
4-Speed “A” Type Manual Gearbox
4-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs and Friction Shock Absorbers
Rear Live Axle with Semi-Elliptical Leaf Springs and Friction Shock Absorbers



PROVENANCE

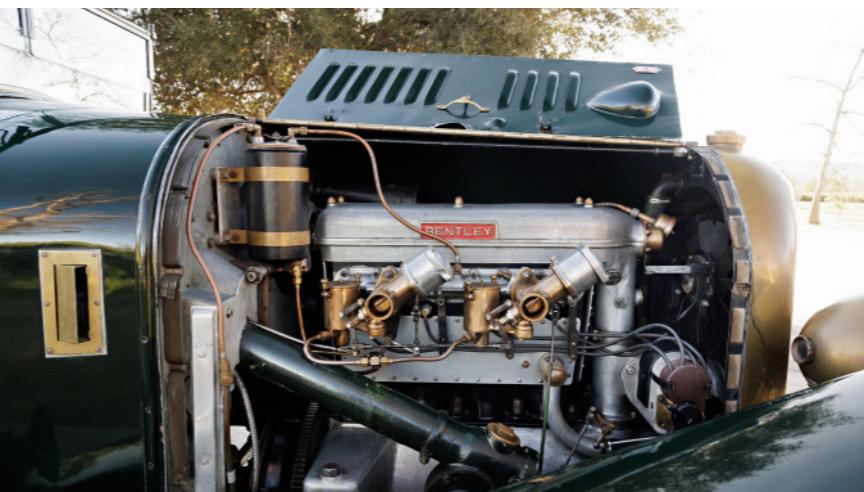
Frank Fox, UK (acquired new in 1924)
E. Friedlander, UK (acquired in 1926)
G.J. Hitches, UK (acquired in 1932)
Bertram Gale, UK (acquired in 1946)
Harry Pierson, Chicago, Illinois (acquired in 1952)
Carroll Vail, St. Louis, Missouri (acquired from the above in 1965)
Norris Allen, St. Louis, Missouri (acquired in 1975)
Brian Classic, Cheshire, England (acquired in 1994)
Alexander Boswell, Buckinghamshire, England (acquired in 1995)
Edward Woods Esq., London, England (acquired in 1995)
J.C. Webber, Pembrokeshire, England (acquired in 2000)
Geoffrey Minter, Caithness, Scotland (acquired in 2009)
Private Collection, California (acquired in 2015)



The Golden Bentley, chassis 703, on a BDC event, circa 1950s.

FEATURED MEDIA

Bentley: The Vintage Years 1919–1931, by Michael Hay
BDC Review, December 1958, “A True Account of what Happened to the ‘Golden’ Bentley,” by Harry Pierson



1924 BENTLEY 3 LITRE SPEED MODEL SPORTS TOURER

LOT 38



1953 BENTLEY R-TYPE CONTINENTAL FASTBACK

COACHWORK BY H.J. MULLINER

CHASSIS NO. BC42LC

ENGINE NO. BCC41

\$800,000-\$900,000

With its design heritage dating back to aerodynamic research conducted at Rolls-Royce during the 1930s, the streamlined R-Type Continental reasserted Bentley's legendary performance and remains both an automotive landmark and an object of desire for modern collectors.

After creating some lightweight bodies on the Mark VI chassis, H.J. Mulliner was contracted to design and construct the R-Type Continental prototype, affectionately named "Olga." The body, window frames, and seat structures were of light alloy, resulting in a four-place body weighing just 750 pounds, and the complete car less than 4,000 pounds. Aerodynamics were refined in the wind tunnel, including the reduced frontal area, sleek fastback roofline,

and discreet tail fins. Exhaustive road testing resulted in modification of the gearbox to a direct-ratio top gear and a lowered rear-axle ratio for enhanced performance. The most expensive production car of its day, a total of 207 were built in all (plus the prototype), and 193 were fitted with the desirable Fastback body design by H.J. Mulliner.

The Continentals were built in batches, being lightly refined in these sequences. Left-hand drive was available by special order only and accounted for just 20% of the total production run. The first 25 A-Series cars began delivery in February 1952; 24 B-Series cars in December 1952 and 77 C-Series cars were supplied from April 1953 to April 1954, including this example. Chassis BC42LC was

HIGHLIGHTS

Acknowledged as One of the All-Time Great Sporting Cars
Original US-Delivery, Desirable Left-Hand-Drive, Bucket-Seat Example
Bespoke Interior with Crocodile-Pattern Accents
Upgraded to Manual Center-Shift Specification by Experts P & A Wood
Formerly Shown at Pebble Beach Concours d'Elegance® and Featured in Prominent Magazine Articles

SPECIFICATIONS

4,566 CC OHV Inline 6-Cylinder Engine
Twin SU H6 Carburetors
153 BHP at 4,500 RPM
4-Speed Manual Gearbox
4-Wheel Servo-Assisted Drum Brakes
Front Independent Coil-Spring Suspension
Rear Live Axle with Semi-Elliptical Leaf Springs



PROVENANCE

A. Shuman, San Francisco, California (acquired new via British Motor Car Distributors in 1954)

Gerald Baxter, Santa Monica, California (acquired from the above in 1960)

Gary D. Moore, Los Angeles, California (acquired from the above in 1976)

Oliver Franz, Weggis, Switzerland (acquired circa 2010)

Current Owner



one of only 20 left-hand-drive examples in that sequence, and was the first to receive an all-new automatic gearbox option.

Ordered in autumn 1953, chassis BC42LC was sold new via British Motor Car Distributors and shipped in April 1954 to its first owner, A. Shuman of San Francisco. In addition to its novel transmission, it was specifically tailored for Mr. Shuman, with bespoke features that included his initials "APS" on the doors, cream paintwork, bucket seats trimmed in crocodile with cream inserts, and a matching crocodile handbook cover. The interior also included a cigarette case, notebook, and mirror in the center armrest. A full six-piece luggage set was fitted to the trunk, while external features included chrome-plated wheel embellishers on its whitewall-shod tires. Mr. Shuman cruised the streets of San Francisco in his striking Continental until the end of 1959. On January 1, 1960, ownership passed to Gerald Baxter of Santa Monica, who proved to be a long-term custodian of 16 years before the car was acquired by Gary D. Moore.

Mr. Moore restored this Fastback in 1976, and in August of that year, displayed it on the lawn at the Pebble Beach Concours d'Elegance®. The following year, alongside Mr. Moore's Derby Bentley Vanvooren Cabriolet, it won the Brace Award at the RROC Nationals. In 1988, Mr. Moore's Continental was beautifully displayed in a feature article on Bentley Continentals in *Automobile Quarterly*.



LOT 39

FEATURED MEDIA

Automobile Quarterly, Volume 26, Issue no. 1, 1988
British Car, June–July 1999



By this time, its interior had evolved to plain cream leather seats, with the passenger armrest now holding a cribbage board, cards, and a hip flask – though the original handbook and its custom crocodile cover remained with the car. The following year, it was also covered in the magazine *British Car*.

In later years, this Bentley left the US for a sojourn in Switzerland, joining the collection of Oliver Franz. During this time, it received attention from famed Rolls-Royce and Bentley restorer P & A Wood. Long celebrated as one of the ultimate driver's cars, this example was converted by P & A Wood from its original automatic transmission to the preferred floor-shift layout, which it retains to this day. Around the same time, the car's original interior accent pieces were replicated, with crocodile patterns matched from the memorable handbook cover. In more recent years, this example passed back into US custody, from which it is offered today.

Chassis BC42LC carries nearly all of the most-coveted Continental features, from its left-hand drive and manual floor-shift configuration to its colors and bucket seats, making this an ultimate example of one of Bentley's most lauded automobiles.



1953 BENTLEY R-TYPE CONTINENTAL FASTBACK

LOT 39



1915 ROLLS-ROYCE 40/50 HP SILVER GHOST TOURER

COACHWORK BY BARKER

CHASSIS NO. 17CB

ENGINE NO. 23S

\$350,000-\$450,000

The Silver Ghost enjoyed a remarkable 19-year production run, validating the mechanical brilliance of the original design which firmly established the Rolls-Royce reputation for reliability. During its century of ownership by a single family, this example perfectly encapsulated the traditional Rolls-Royce qualities, as demonstrated by its rigorous use in sometimes unconventional circumstances – all while retaining its original engine, chassis, and body.

An H-series car from 1915, chassis 17CB benefited from ongoing improvements made during the Edwardian Era of Silver Ghost production. With an off test date of August 5, 1915, its build sheet specified Open Tourer coachwork by Barker, body number 4057. There is also mention of stronger springs with

components “suitable for Australian roads,” as it was destined for Melbourne through importer Kellow-Falkiner. Chassis 17CB was first registered to Robert Alexander, a member of a prominent cattle ranching family in New South Wales, joining another Silver Ghost in the Alexander household. This particular chassis marked the end of wartime Rolls-Royce deliveries to Australia.

Two books documenting the history of early Rolls-Royce automobiles in Australia chronicle 17CB’s life, and note that after Mr. Alexander acquired yet another Rolls-Royce, he parted with 17CB. In 1924, it was acquired by Robert C. Falconer of Perth, a successful mining engineer and cattle rancher with extensive property holdings throughout western Australia.

HIGHLIGHTS

An Edwardian Silver Ghost Still Fitted with Its Original Barker Tourer Coachwork
Continuous Single Family Ownership for 100 Years
Documented History of an Australian Barn Find
Retains Its Original Engine and Gearbox
Unmatched Combination of Originality, Limited Ownership, and Fascinating History

SPECIFICATIONS

7,428 CC Inline L-Head 6-Cylinder Engine
Single Updraft Rolls-Royce Carburetor
50 HP at 1,500 RPM
4-Speed Manual Gearbox
2-Wheel Mechanical Drum Brakes
Front Solid Axle Suspension with Semi-Elliptical Leaf Springs
Rear Live Axle Suspension with Cantilever Leaf Springs

*Please note that this vehicle has been in long-term static storage and may not be currently operational. It will require mechanical attention prior to road use.



PROVENANCE

Robert Alexander, New South Wales, Australia (acquired new in 1915)
Mr. Robert Falconer/Falconer Family, Claremont, West Australia
(acquired from the above in 1924)
Current Owner (acquired from the above)



EXHIBITION HIGHLIGHTS

RROCA Federal Rally, Perth, Australia, 1997

Both books contain numerous photographs of the car, including one from 1924 showing 17CB with Mr. and Mrs. Falconer in front of their Claremont estate "Garryowen." For the next 100 years, 17CB was owned by the Falconer family. It was first used to transport family members, then later to assist in ranching pursuits as well as the redevelopment of water wells along the 1,000-mile Canning Stock Route. For these endeavors, 17CB was modified slightly, with the folding roof shortened to cover just the front seat and the rear seat removed, allowing the rear compartment to be used for the transport of equipment and goods

Throughout the 1940s and 1950s, family photographs show 17CB in working livery on treks throughout northwestern Australia, occasionally pulling trailers to remote destinations. Such use required an engine rebuild during the 1960s, but its original engine and gearbox were retained, maintaining 17CB's status as a matching-numbers car. The car later passed to Robert Falconer's sons – James, George, and Robert Jr. – and by the 1970s was in the possession of grandson David Falconer. Chassis 17CB remained visible in the area, participating in many RROCA functions including the 1997 Federal Rally in Perth, racking up another 250 miles to its credit at this event.

After 100 years of Falconer family ownership, the car was acquired by its current owner and shipped to the US. While evidence of its use as a workhorse



LOT 40

FEATURED MEDIA

The Edwardian Rolls-Royce, by John Fasal and Bryan Goodman

The Flying Lady, Jan/Feb 1981

The Flying Lady, May/June 2010

Rolls-Royce and Bentley in the Sunburnt Country: The First Fifty Years in Australia,
by Tom C. Clarke and David R. Neely

Silver Ghosts of Australia and New Zealand, by Ian Irwin

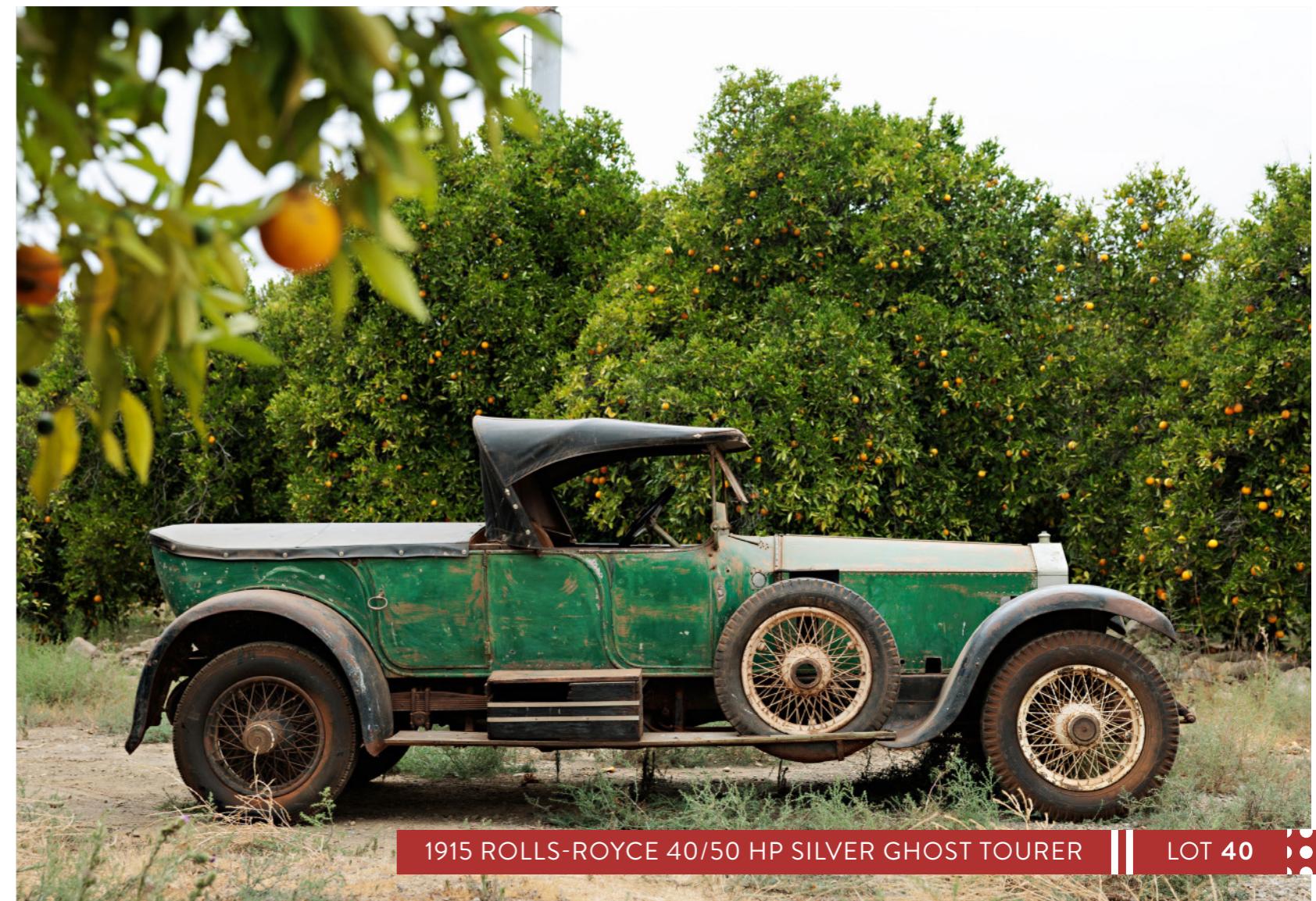


The Falconer family posed with their elegant Barker-bodied Rolls-Royce Silver Ghost in the driveway of their Claremont home "Garryowen."

is apparent, 17CB remains in sound original condition thanks to the arid climate of western Australia. Aside from alterations to the top, the original Barker tourer coachwork has not been modified. The rear top bows and rear door handles – removed when 17CB was configured for hauling – remain with the car, as do the front light brackets, spare parts, and various tools. Stampings documenting its original chassis, engine, drivetrain, and body are visible, validating the original components still found on this automotive time capsule.

Chassis 17CB is in running order, but will require additional mechanical attention prior to regular use. This car's rich history is largely unknown to enthusiasts outside of Australia, providing its next owner with numerous automotive opportunities, ranging from recognition of its originality to touring adventures once fully sorted. Full restoration would allow for concours participation and broader recognition as an exceptionally rare Edwardian Silver Ghost still retaining its original mechanical components, as well as its handsome Barker open tourer coachwork.

Silver Ghosts are lauded for their reliability, but no other example boasts this combination of originality, limited ownership, and fascinating history. A variety of automotive adventures await its next owner, who will have the rare opportunity to augment its lore as a proven example of the Best Car in the World.



1915 ROLLS-ROYCE 40/50 HP SILVER GHOST TOURER

LOT 40



1929 BUGATTI TYPE 40 GRAND SPORT

FROM THE NEW WOODSTOCK COLLECTION

CHASSIS NO. 40801

ENGINE NO. 701

\$350,000-\$450,000 without reserve

There are few such appealing collecting opportunities as the barn find of a major marque, arguably none more so than a Bugatti. And yet, here is one: an original-bodied, matching-numbers-engine Type 40 Grand Sport emerging after more than 60 years of ownership – and many decades of slumber.

Hailing from late in the production sequence, published registry records document that chassis 40801 was built in May 1929 and fitted with the marque's iconic Grand Sport bodywork. Cleverly echoing the appearance of Bugatti's hugely successful Grand Prix cars – albeit with space for passengers – the design offered competition-bred flair in a road-going format. Ordered by Dache Pilot & Cie of Valence in southern France, the car was completed on August 1st of

that same year and registered for the road as "6207 FA," although the identity of the original buyer remains unknown.

The Bugatti is recorded to have been moved south to the coast, passing through a sequence of owners in the Marseille area before returning to Valence in 1952. By 1955, it resided in Paris with M. Balieu, a butcher who entrusted famed Bugattiste Henri Novo with its sale. Although briefly owned by Dennis Talbot, a British man based in Holland, it quickly passed to Jean De Dobbeleer, the Bugatti dealer well-known for supplying numerous *Pur Sang* to the US.

As with many Bugattis that passed through his agency, 40801 was imported

HIGHLIGHTS

Archetypal "Barn Find" Bugatti

More than 60 Years of Ownership with the Late Robert J. Chevako

An Original-Bodied Example with Matching-Numbers Engine,
Needing Recommissioning

Potentially Eligible for 1000 Miglia, Subject to Registro Acceptance

Iconic, Popular Entry-Level Bugatti Model

SPECIFICATIONS

1,496 CC SOHC Inline 4-Cylinder Engine

60 BHP at 4,500 RPM

4-Speed Manual Gearbox

4-Wheel Mechanical Drum Brakes

Front Solid Axle with Semi-Elliptical Leaf Springs and Lever Shock Absorbers

Rear Live Axle with Quarter-Elliptical Leaf Springs and Lever Shock Absorbers



*Please note that this vehicle is titled 1928. Please also note that this vehicle has been in long-term static storage and may not be currently operational. It will require mechanical attention prior to road use.

LOT 41

PROVENANCE

Original Owner, Valence, France (acquired new via Dache Pilot & Cie in 1929)
M. Balieu, Paris, France (acquired in 1955)
Henri Novo, Marolles-en-Hurepoix, France (acquired circa 1956)
Dennis Talbot, Sittard, Holland (acquired circa 1957)
Jean De Dobbeleer, Brussels, Belgium (acquired in 1958)
Gene Cesari and John O'Donnell, US (acquired in 1958)
Robert Bramley, Rumson, New Jersey (acquired in 1958)
Robert J. Chevako, New Woodstock, New York (acquired from above in 1964)
Current Owner



Robert Chevako and friends enjoy a ride in the Bugatti Type 40 Grand Sport, circa mid-1960s.

to the US by Gene Cesari and John O'Donnell, who in turn sold it to Robert Bramley, based in Rumson, New Jersey, in 1958. Bramley refurbished the Type 40 and reported his work to the Bugatti Trust in 1960; however, it is said that the distractions of marriage and flying soon curtailed his interest. In 1964, Robert J. Chevako of New York acquired 40801, and retained it until his passing in 2024.

Mr. Chevako used the Bugatti at select events in the 1960s, but it otherwise remained largely off the radar – so much so that it was not included in the American Bugatti Club's register for 1988. Nevertheless, the Bugatti was certainly cherished and, while it aged gently through use and later long-term storage, it has retained its intrinsic purity. Today, it presents with the ever-popular “oily rag” look, such that, once recommissioned and if carefully preserved, it would no doubt prove a considerable draw at a wide range of events.

A Type 40 balances all the marque's wonderful ingredients during this period in its design and is eminently usable in club events. Owing to its period use, chassis 40801 carries the additional benefit of being eligible for the 1000 Miglia Storica by definition, subject to Registro acceptance.



1929 BUGATTI TYPE 40 GRAND SPORT

LOT 41



1951 PORSCHE 356 COUPE

FROM THE NEW WOODSTOCK COLLECTION

COACHWORK BY REUTTER

CHASSIS NO. 11109

ENGINE NO. 605680

\$100,000-\$150,000 without reserve

Introduced in 1948, the Porsche 356 is the origin of one of the most celebrated marques in automotive history. The earliest examples, the hand-built 356/2 models produced in Gmünd, Austria, featured aluminum bodywork and a distinctive, split, flat-pane windshield. When Porsche production relocated to Stuttgart, early Reutter-built cars initially retained the two-piece configuration before adopting a one-piece “bent” windshield in 1952. Precious few of these early 356s survive in any condition, making this unrestored example a truly thrilling find.

According to a copy of the Porsche Kardex, chassis 11109 was completed in December 1951, finished in striking *Adriablau* (Adria Blue) and equipped with a Type 506 1300 engine. Service entries noted on the Kardex through 1955 suggest the

original engine was replaced early in its life with a Type 546 1500 unit. Presumably exported to the US thereafter, the Porsche was repainted maroon and settled in upstate New York, where it may have participated in local club races.

Today, this 356 Coupe presents as an authentically weathered and unrestored survivor, displaying a remarkable, hard-earned patina developed over decades of use. Recently recommissioned for occasional driving, it features a 356 B1600 engine and period roll bar. Whether it is the basis for a complete restoration or simply preserved as a charismatic driver, this rare “Pre-A” Coupe – one of approximately 750 built in 1951 – offers a compelling opportunity for the discerning Porsche collector.

HIGHLIGHTS

Desirable Early-Production 356 Coupe

One of Approximately 750 Examples Built in 1951

Delivered New in Striking *Adriablau* (Adria Blue)

A Promising Event Car with Irreplaceable Patina

Sure to Draw Attention at Any Porsche Gathering

SPECIFICATIONS

1,582 CC OHV Air-Cooled Flat 4-Cylinder Engine

Twin Zenith Carburetors

Estimated 60 BHP at 4,500 RPM

4-Speed Manual Transaxle

4-Wheel Hydraulic Drum Brakes

4-Wheel Independent Torsion-Bar Suspension with Shock Absorbers

*Please note that this vehicle has been in long-term static storage and may not be currently operational. It will require mechanical attention prior to road use.





1933 MORGAN THREE-WHEELER SPORTS

FROM THE NEW WOODSTOCK COLLECTION

CHASSIS NO. D493

ENGINE NO. LTOWZ/S/Z/26639

\$15,000-\$20,000 without reserve

The Morgan Three-Wheeler was one of Britain's most charismatic and unconventional sporting machines. With a lightweight steel-tube chassis, the model embodied the marque's philosophy of simplicity and low mass, resulting in impressive performance.

According to a registration document on file, this 1933 Three-Wheeler Sports was owned by Robert Chevako – a New Woodstock, New York-based collector – by 1974, and remained there until it was recently acquired from his estate by the consignor. In addition to this remarkable period of single ownership, the Morgan is a rare Sports model, with its spare tire mounted externally. Beneath the spare, the Morgan retains a yellow New York license plate with an

inspection from April 1974. The Three-Wheeler is equipped with a 1,098 cc J.A. Prestwich (J.A.P.) engine, one of the most powerful and desirable ever fitted to a 1930s Three-Wheeler. Manufactured in North London, it is a V-twin similar to the firm's engines fitted to some of the era's finest motorcycles, including Brough Superior. As a 1933 model, the Morgan also benefits from an updated three-speed gearbox – a vast improvement over the prior two-speed unit.

Recently extracted from long-term storage, the Morgan presents in as-found condition with corrosion present and a heavy patina. While it will require a comprehensive restoration, the new owner will have a distinctive 1930s Three-Wheeler in a very desirable specification.

HIGHLIGHTS

Highly Collectible Example of Innovative Interwar British Motoring
Fitted with Sought-After and Powerful J.A. Prestwich Engine
Remained in Long-Term Ownership for at Least 50 Years
Desirable Three-Speed Manual-Gearbox Model
A Rare, Sporting Three-Wheeler and Candidate for Full Restoration

SPECIFICATIONS

1,098 CC J.A.P. Water-Cooled 60° V-Twin Engine
Single AMAL Carburetor
40 BHP at 4,500 RPM
3-Speed Manual Gearbox
3-Wheel Mechanical Drum Brakes
Front Independent Sliding-Pillar Suspension
Rear Quarter-Elliptical Leaf Spring Suspension



* Please note that this vehicle is titled as D49326639. Please also note that this vehicle has been in long-term static storage and may not be currently operational. It will require mechanical attention prior to road use.



1951 FERRARI 342 AMERICA COUPE

FROM THE NEW WOODSTOCK COLLECTION

COACHWORK BY GHIA

CHASSIS NO. 0130 AL

ENGINE NO. 0130 AL

\$900,000-\$1,200,000 without reserve

Ferrari's exclusive America series, introduced in 1950 and aimed squarely at the prosperous US market, represents the pinnacle of early postwar Italian motoring. The first model in this series was the 340 America. Powered by a magnificent 4.1-liter Lampredi V-12 – closely related to the engines used in Ferrari's contemporary 375 F1 – the 340 America offered formidable performance clothed in elegant, custom-built bodies by Pinin Farina, Vignale, Touring, and Ghia. Just 23 examples were produced through 1952.

In 1951, Ferrari introduced the 342 America, conceived from the outset as a pure road-going *gran turismo*. Built on a chassis with a 9" longer wheelbase than the 340, the 342 America featured a slightly detuned version of the same 4.1-liter

Lampredi V-12, producing approximately 200 hp, paired with a four-speed, full-synchromesh gearbox for greater refinement and usability. Despite their grand touring mission, all seven examples of the 342 America were assigned even serial numbers – normally reserved for competition cars – underscoring their close ties to Ferrari's earliest racing machines. To distinguish this new model from the original series, Ferrari applied the "AL" suffix, denoting *America Lungo*. Like its predecessor, ownership was reserved for royalty, industrialists, and leading sportsmen of the era, with buyers including King Leopold III of Belgium, Italian entrepreneur Attilio Monti, and Swiss Ferrari customers Otto Wild and Georges Filipinetti.

HIGHLIGHTS

The First of Only Seven Ferrari 342 Americas Built Between 1951 and 1953

One of Only 36 Ferraris – and the Sole 342 America Bodied by Carrozzeria Ghia

Displayed at the Paris and London Motor Shows in October 1951

First Owned by British Industrialist David Brown, Owner of Aston Martin Lagonda

An Ideal Project Ferrari: Never Before Restored, Exhibited, or Offered for Public Sale

Documented by Ferrari Historian Marcel Massini

*Please note that this vehicle has been in long-term static storage and may not be currently operational. It will require mechanical attention prior to road use.

SPECIFICATIONS

4,101 CC Tipo 342 SOHC V-12 Engine

Three Weber 40 DCF Carburetors

200 BHP at 5,000 RPM

4-Speed Manual Gearbox with Synchromesh

4-Wheel Hydraulic Drum Brakes

Front Independent Suspension with Transverse Leaf Spring and Houdaille Shock Absorbers

Rear Live Axle with Semi-Elliptical Leaf Springs and Houdaille Shock Absorbers



LOT 44

PROVENANCE

David Brown, London, England (acquired new via Brooklands of Bond Street in 1952)
G.M. Focquet, Oxfordshire, England (acquired circa mid-1950s)
Michael Ward, England (acquired by 1965)
Colin Crabbe, London, England (acquired from the above in 1965)
Stephen Pilkington, Watford, England (acquired from the above circa 1966)
Edwin K. Niles, Los Angeles, California (acquired from the above circa 1967)
Robert Chevako, New Woodstock, New York (acquired from the above in 1967)
Current Owner (acquired from the estate of the above)

EXHIBITION HIGHLIGHTS

Salon de l'Automobile, Paris, 1951
British International Motor Show, London, 1951

The very first 342 America constructed was chassis 0130 AL, the car offered here. Ferrari entrusted this chassis to Carrozzeria Ghia, a firm that bodied just 36 cars for the marque. Of the six remaining 342 Americas, the second example received cabriolet coachwork by Vignale, while the final five cars were bodied by Pinin Farina – two as cabriolets and three as coupes.

According to Ferrari historian Marcel Massini, the story of 0130 AL begins in March 1951, when its chassis components were fabricated at Maranello. Officially completed that August, the rolling chassis was dispatched to Ghia in Torino, where it received its striking one-off coupe body. While Ghia had previously bodied three 340 Americas, the design executed for 0130 AL differed in virtually every respect, resulting in a sober, elegant, and distinctly understated expression of Ferrari's flagship *gran turismo*.

The Ghia Coupe was configured as a two-plus-two and finished in an elegant two-tone livery, believed to be dark blue with a silver-gray roof. The restrained color scheme continued inside, where the upper dashboard was finished in blue and the lower section in gray, complemented by blue and gray leather upholstery. The dashboard is a brilliant example of Ghia craftsmanship, featuring a band of polished trim and an unusual single-instrument binnacle housing a solitary Jaeger gauge containing the tachometer, speedometer, and odometer, as well

as fuel level, water temperature, and oil pressure readings.

Upon completion, 0130 AL was selected by Ferrari to debut the new 342 America model on the world stage. Between October 4 and October 10, 1951, it was displayed on Ferrari's stand at the prestigious Salon de l'Automobile at the Grand Palais in Paris, alongside a 212 Export Touring Barchetta and a 212 Inter Vignale Coupe. One week after the Paris salon closed, the car was shipped to London, where it appeared at the 36th International Motor Show at Earls Court from October 17–27.

At Earls Court, 0130 AL was exhibited on the stand of Brooklands of Bond Street, the Mayfair-based firm that served as London distributors for leading prestige marques including Alvis, Aston Martin, and Lagonda, and which had recently become Ferrari's official British concessionaire. The car made a strong impression on the motoring press, with Autosport journalist John Bolster remarking that it was "another beautiful car" and noting that he had persuaded Stirling Moss to sit in it, with Moss agreeing that "the driving position, and all the controls, are ideally situated." Bolster further observed that "the pedals are properly placed for 'heel and toe', and the small, wood-rimmed wheel feels delightful in the hands," before wryly concluding that, while the asking price of £9,700 was formidable, "unfortunately Stirling and I had both forgotten our cheque books."



The first Ferrari 342 America, chassis 0130 AL, soon after completion in Modena, Italy, August 1951. Photo courtesy of Marcel Massini.

LOT 44



LOT 44

FEATURED MEDIA

Auto Italiana, October 15, 1951
Autosport, Vol. 3., No. 16, October 1951
Ferrari au Salon de Paris 1948–1988, by Dominique Pascal
Ferraris for the Road, by Henry Rasmussen
Ferrari: The Man, the Machines, by Stan Grayson
The Ferrari V-12 Sports Cars, 1946–56, by Anthony Pritchard
Ferrari Serial Numbers, Part II, by Hilary A. Raab Jr.

Following its motor show duties, the Ferrari returned to Maranello for final preparation and road testing on February 22, 1952. The car was then delivered back to Brooklands of Bond Street and sold to its first private owner: David Brown, the famed British industrialist and owner of Aston Martin Lagonda. It is widely believed that 0130 AL was the first Ferrari road car sold in the UK.

Brown registered the Ferrari as "XMY 124," though the length of his ownership remains unclear. Period photographs show the car in the paddock at Oulton Park in 1955 and at other British meetings, wearing race no. 87, a British Racing Drivers' Club badge affixed to the front bumper, and a Tulip Rallye sticker in the windscreen. By the mid-1950s, the Ferrari had been sold to G.M. Focquet of Oxfordshire, repainted in traditional Italian racing red, and re-registered as "MJJ 765."

Subsequent English owners included Michael Ward, exotic car dealer Colin Crabbe, and noted Ferrari collector Stephen Pilkington. In late 1966 or early 1967, chassis 0130 AL was sold to Edwin K. Niles, a Los Angeles-based enthusiast responsible for importing many significant early Ferraris into the US. Whether the car ever reached California is unknown, as by May 1967 it was sold to Robert Chevako of New Woodstock, New York. Chevako is known to have driven the Ferrari to the Watkins Glen Sports Car Grand Prix in June 1967,

after which the car disappeared from public view for decades.

Recently acquired from Mr. Chevako's estate by the consignor and carefully extracted from long-term storage, 0130 AL survives today in remarkable as-found condition. While it will require a comprehensive, ground-up restoration, the car remains largely intact, still wearing its UK registration plates and retaining elements of its original two-tone interior upholstery. Importantly, copies of Ferrari factory build sheets confirm that the car retains its matching-numbers engine (internal no. 16A).

With only seven examples ever produced, the 342 America ranks among the rarest and most exclusive of all road-going Ferraris. As the first built and the sole example bodied by Carrozzeria Ghia, chassis 0130 AL stands apart within this elite group. Add to this its role as a period factory show car in Paris and London, its early ownership by David Brown, and its later stewardship by some of the most respected names in early Ferrari collecting – including Crabbe, Pilkington, and Niles – and the significance of this car is unmistakable. Never before restored, publicly exhibited, or offered for sale, 0130 AL represents one of the most compelling and historically important early Ferrari projects to appear at auction in recent memory.



The one-off Ghia 342 America during its debut at the Paris Salon de l'Automobile, October 1951. Photo courtesy of Marcel Massini.

1951 FERRARI 342 AMERICA COUPE

LOT 44



1955 PORSCHE 356 SPEEDSTER

FROM THE NEW WOODSTOCK COLLECTION

COACHWORK BY REUTTER

CHASSIS NO. 81093

ENGINE NO. 22422

\$140,000–\$180,000 without reserve

Bearing chassis no. 81093, this Porsche 356 Speedster is a rare Pre-A example, one of just 1,234 built during 1954 and 1955, and distinguished by its two-gauge dashboard layout, push-button starter, and myriad early-production features.

According to a copy of the Porsche Kardex, this Speedster is among the final Pre-A cars completed, leaving the factory on November 11, 1955. It was originally finished in Speedster Blue (code 602) with beige leatherette upholstery and equipped with a 1600 cc Type 616/1 engine (no. 60249). Delivered new through Hoffman Motors of New York, it was specified for the US market with sealed-beam headlights and a miles-calibrated speedometer.

Little is known of the car's early history prior to its acquisition by upstate New York collector Robert Chevako in the early 1970s. Since that time, it is believed to have remained in static storage on his property for nearly five decades. Refinished in silver at some point, the bodywork exhibits extensive corrosion, particularly to the floors and longitudinal panels. The car is currently fitted with engine no. 22422, a rare 44 hp 1300 unit. Today, this unrestored, barn-find Speedster presents an ambitious restoration opportunity or an evocative static display for a marque-focused collection.

One of only 193 examples originally finished in Speedster Blue, this long-dormant Pre-A Speedster stands as a fascinating artifact from Porsche's formative era.

HIGHLIGHTS

Rare "Pre-A" Speedster in Unrestored, Barn-Find Condition

Delivered New to Hoffman Motors Finished in Speedster Blue over Beige

Equipped with Period-Correct 1300 Engine and Blaupunkt Radio

Part of the Robert Chevako Collection for over 50 Years

An Early Porsche Project for the Devoted Collector

SPECIFICATIONS

1,290 CC Air-Cooled Flat 4-Cylinder Engine

Two Solex 32 PBI Carburetors

44 BHP at 4,200 RPM

4-Speed Manual Transaxle

4-Wheel Hydraulic Drum Brakes

Fully Independent Torsion Bar Suspension



LOT 45



1951 VINCENT SERIES C COMET

FROM THE NEW WOODSTOCK COLLECTION

FRAME NO. RC1/7884

ENGINE NO. F5AB/2A/5984

\$10,000-\$15,000 without reserve

Originally introduced in 1934, the Vincent Comet distilled the marque's distinguished pedigree into a lighter, more approachable single-cylinder road machine. Powered by a 499 cc overhead-valve engine, the Comet delivered lively performance, exceptional torque, and remarkable durability for its class. Its advanced chassis featured Vincent's signature cantilever rear suspension and Girdraulic front forks, providing a level of ride quality and handling that set it apart from contemporaries. Elegant yet purposeful, the Comet retained hallmark Vincent engineering while offering reduced weight and simplified maintenance compared to its V-twin siblings.

This desirable late-production Series C Comet was dispatched from the factory

HIGHLIGHTS

A Model Highly Regarded for Its Mechanical Sophistication and Purposeful Design

Retains Matching-Numbers Engine and Upper Frame per the Vincent H.R.D. Owners Club

Delivered New to the Indian Sales Corporation in Springfield, Massachusetts

Desirable Late-Production Series C Example

Could Serve as a Restoration Project or Static Display Artifact

SPECIFICATIONS

499 CC OHV Air-Cooled Single-Cylinder Engine

Single AMAL Carburetor

28 BHP at 5,800 RPM

4-Speed Manual Gearbox

Front and Rear Drum Brakes

Vincent Girdraulic Forks and Cantilever Rear Suspension

**Please note that this vehicle has been in long-term static storage and may not be currently operational. It will require mechanical attention prior to road use.*





1959 FERRARI 250 GT COUPE

COACHWORK BY PININ FARINA

CHASSIS NO. 1359 GT

ENGINE NO. 1359 GT

\$300,000-\$500,000

Unveiled at the 1958 Paris Motor Show, the new Pinin Farina-styled Ferrari 250 GT Coupe featured refined styling and offered a series-production road car that allowed Enzo Ferrari to stabilize his company's finances, taking advantage of Pinin Farina's newly expanded Grugliasco plant. Replacing the outgoing Ellena- and Boano-bodied models, the new coupe's elegant lines are largely considered timeless today.

This 1959 Ferrari 250 GT Coupe, chassis 1359 GT, is the 158th of just 353 examples ever built. It was fitted with the desirable tipo 128D twin-distributor, inside-plug engine, three Weber carburetors, four-speed manual gearbox, four-wheel hydraulic drum brakes, and Borroni wire wheels. Entering Carrozzeria

HIGHLIGHTS

An Exciting Find; In Static Storage Since 1969

Originally Finished in Attractive *Grigio Fumo* with Beige Interior

Features Unique Period Covered-Headlight Conversion and Numerous Accessories

An Ideal Restoration Candidate; Retains Matching Chassis and Engine Numbers

The 158th of Just 353 Examples Built; Accompanied by Massini Report

*Please note that this vehicle has been in long-term static storage and may not be currently operational. It will require mechanical attention prior to road use.

SPECIFICATIONS

2,953 CC Tipo 128D SOHC V-12 Engine

Three Weber Carburetors

220 BHP at 7,000 RPM

4-Speed Manual Gearbox

4-Wheel Hydraulic Drum Brakes

Front Independent Suspension with Coil Springs and Shock Absorbers

Rear Live Axle with Leaf Springs and Shock Absorbers



LOT 47

PROVENANCE

Alberto di Tanna, Rome, Italy (acquired new via Vendita Automobili Roma S.r.l. in 1960)
Giuseppe Spadaro Ventura S.r.l., Rome, Italy (acquired from the above in 1961)
Roberto Cipani, Brescia, Italy (acquired from the above in 1961)
Umberto Spagnoli, Brescia, Italy (acquired from the above in 1962)
Pietro Giuseppe Bellesi, Brescia, Italy (acquired from the above in 1965)
Domico Salvi, Brescia, Italy (acquired from the above in 1968)
US Serviceman, New Jersey (acquired in 1969)
Current Owner (acquired circa 2016)



based in Rome.

Over the next seven years, the Ferrari was owned by a succession of four individuals residing in Brescia. In 1969, the car was acquired by an individual in Switzerland, and period photographs on file depict the car there, still wearing Brescia license plates and sporting shaved bumpers and a covered-headlight conversion which it retains today. It is unknown when this conversion was applied or by whom, but the nose features Carello headlight covers. Other unique features which the car retains today are dual ignition switches, earless knock-off bolts, and a relocated battery and fuse panel. These modifications suggest that the car may have seen competition use at some point in Switzerland or Germany, where it resided later in the year.

In late 1969, the Ferrari was acquired by a US serviceman based in the Bavarian Alps. The serviceman promptly shipped the car back to his home in Newark, New Jersey, and drove it a few times before placing it in storage.

Documented by Ferrari historian Marcel Massini, this 250 GT retains its matching chassis and engine numbers and elements of its original beige interior. A wonderful find in its unrestored condition, this Ferrari is a unique prize for the astute collector.



1959 FERRARI 250 GT COUPE

LOT 47



1979 VOLKSWAGEN SUPER BEETLE CONVERTIBLE

CHASSIS NO. 1592040422
\$40,000–\$60,000 without reserve

1979 marked the final model year of the Karmann-bodied Super Beetle Convertible, and a number of special editions marked the top of the line, while also serving as the swan song of one of the longest-running model lines of any car. Introduced for 1971, with convertibles following in 1975, the Super Beetle has become highly desirable as the last US-market Volkswagen to feature the inspired rear-wheel-drive, air-cooled design.

This “Triple White” Super Beetle Convertible is presented in as-close-to-new, unmodified condition as one may hope to find. Showing a grand total of just 86 miles when catalogued, this Volkswagen displays numerous original factory decals and markings. Built in October 1979, the car was delivered to Volkswagen

HIGHLIGHTS

Showing Just 86 Miles when Catalogued
Final Model Year of the Famed Beetle Convertible
Desirable “Triple White” Edition
A Museum-Kept, Unrestored, Single-Ownership Example
Truly the End of an Era

SPECIFICATIONS

1,585 CC Air-Cooled Flat 4-Cylinder Engine
Bosch L-Jetronic Fuel Injection
48 BHP at 5,500 RPM
4-Speed Manual Transaxle
4-Wheel Hydraulic Drum Brakes
Front Independent MacPherson Strut Suspension
Rear Independent Suspension with Semi-Trailing Arms and Torsion Bars

*Please note that this vehicle has been in long-term static storage and may not be currently operational. It will require mechanical attention prior to road use.





1939 TALBOT-LAGO T23 MAJOR 4-LITER CABRIOLET

CHASSIS NO. 93615
ENGINE NO. 23440
\$250,000-\$325,000

Talbot-Lago has always been synonymous with both elegance and advanced engineering, and this 4-Liter Cabriolet is a perfect example of the marque's prowess. Beneath its graceful, compact cabriolet bodywork, with an appealing chrome swage line dip to the rear, lies a four-liter "Major" powerplant and a sporting preselector gearbox.

This car's earliest history is regrettably undocumented, but it was most likely supplied new to Switzerland, where it was found in the ownership of W. Meier of Zurich, before being acquired by another Swiss resident, Fred Steiner, in 1971. The Talbot-Lago remained in Mr. Steiner's possession for decades, and circa 2005-2006 it was treated to a much-deserved restoration by multiple

Swiss specialists. This comprehensive work, which is documented in the car's extensive history file, included the rebuild of the bodywork and drivetrain, along with new paint, interior, and top.

In 2015, the Talbot changed ownership, emigrating from Switzerland to the US, where it received further mechanical attention, including a clutch and gearbox overhaul, as well as improvements to its aesthetics in the form of a new tan leather interior. Since 2019, this svelte and sporting Talbot-Lago has been carefully maintained in a Northwest-based collection and stands ready to please its next discerning custodian.

HIGHLIGHTS

A Handsome and Well-Proportioned Example of the Talbot-Lago Marque
History Includes More than 40 Years in Single Swiss Family Ownership
Well-Presented Older Restoration with Recent Interior Trim
Accompanied by Extensive Documentation
A Powerful Touring Car Ideal for Driving and Show Events

SPECIFICATIONS

3,996 CC OHV Inline 6-Cylinder Engine
Three Zenith-Stromberg EX32 Carburetors
148 BHP at 5,250 RPM
4-Speed Wilson Preselector Gearbox
4-Wheel Hydraulic Drum Brakes
Front Independent Suspension with Transverse Leaf Spring
Rear Live Axle with Semi-Elliptical Leaf Springs





1913 ROLLS-ROYCE 40/50 HP SILVER GHOST OPEN-DRIVE LIMOUSINE

COACHWORK BY THRUPP & MABERLY

CHASSIS NO. 2420E

ENGINE NO. 19Y

\$300,000-\$400,000

Designed by the visionary Frederick Henry Royce and Charles Stewart Rolls, the Silver Ghost earned its legendary title as “The Best Car in the World” through a level of refinement and durability unmatched in its era. Chassis 2420E is among the most historically significant Rolls-Royce Silver Ghosts extant. Commissioned on February 7, 1913, and completed on May 8th, it is a standard production 40/50 HP model fitted with elegant Thrupp & Maberly Limousine coachwork. Finished in striking cobalt blue with black top and wings, the car was delivered new to N. A. Stevens of London, and subsequently passed to Mrs. J. McDonald of New York by 1915.

Following Mrs. McDonald's widowhood in 1915, the Silver Ghost remained in

New York until 1922, when she married the Marquis of Huntly. The car was then shipped to England and modernized by Rolls-Royce Works at Derby, receiving a London-to-Edinburgh-type bonnet, revised instruments and dashboard, and a new universal radiator. For the next 17 years, it served the Marquis and Marchioness faithfully. After the Marquis's death in 1935 and the Marchioness' passing in 1939, the car was inherited by her son, Arthur Bradley Campbell, who traded it for a new Rolls-Royce Wraith. This exchange was famously chronicled in *The Autocar* in June 1939, which estimated that chassis 2420E had covered at least 300,000 miles in service across Europe and the US.

During WWII, the car was owned by H.R. Owen before passing in 1946 to S.A.

HIGHLIGHTS

Wears Original 1913 Thrupp & Maberly Coachwork
Richly Documented Provenance Including Marchioness of Huntly Ownership
Lovingly Cared For by Legendary Collector Rick Brown
Extensive History, Documentation, and Global Touring Pedigree
Retains Original Chassis, Engine, and Gearbox

SPECIFICATIONS

7,428 CC L-Head Inline 6-Cylinder Engine
Single Updraft Carburetor
50 HP at 1,500 RPM
3-Speed Manual Gearbox
Rear-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live-Axle Suspension with Cantilever Semi-Elliptical Leaf Springs



PROVENANCE

N.A. Stevens and Mrs. J. McDonald, New York, New York (acquired new in 1913)
Marquis and Marchioness of Huntly, Peterborough, UK (acquired in 1922)
Arthur Bradley Campbell, UK (inherited in 1939)
H. R. Owen, London, UK (acquired in 1939)
S. A. Tippette, Hampton-in-Arden, UK (acquired in 1946)
H. R. Wilkins, UK (acquired circa 1950)
Oswald Westley, UK (acquired circa 1960)
Robert Taylor, Stourbridge, UK (acquired in 1982)
Rick Brown, US (acquired post-2002)



EXHIBITION HIGHLIGHTS

Rolls-Royce Enthusiasts' Club, 1994 (Conservation Class Award)
Alpine Rally, 2013
The Amelia Concours, 2024

Tippette. Subsequent custodians included H.R. Wilkins, Oswald Westley, and Robert Taylor, whose long stewardship from 1982 to 2002 saw the car used extensively on tours with the Veteran Car Club and Rolls-Royce Enthusiasts' Club. In 1994, it received the prestigious RREC Conservation Class Award, recognizing its exceptional originality and preservation.

Most recently, the car was lovingly cared for by the late Rick Brown, a revered figure within the Silver Ghost community. Celebrated for his passion for driving Rolls-Royce as intended, Brown took Silver Ghosts across nearly 100 countries and over some of the world's most challenging terrain. Under his stewardship, 2420E benefited from sympathetic conservation and careful preparation, including an engine rebuild by noted specialist Alan Glew, for a successful completion of the Alpine Rally in 2013 and subsequent display at the Amelia Island Concours in 2024.

The Ghost retains its original Thrupp & Maberly coachwork and even the Huntly family crests applied in 1922 remain on the rear doors. With aristocratic provenance, exceptional originality, and stewardship by some of the most dedicated custodians in the Silver Ghost world, chassis 2420E stands as a singularly rare and authentic survivor.



1913 ROLLS-ROYCE 40/50 HP SILVER GHOST OPEN-DRIVE LIMOUSINE

LOT 50



1934 PACKARD SUPER EIGHT 1104 SEVEN-PASSENGER TOURING

PACKARD VEHICLE NO. 750-11

ENGINE NO. 752026

\$140,000-\$180,000 without reserve

Most any classic car authority will agree that 1934 represented the pinnacle year for the prestigious Packard marque. Steeped in quality, elegance, and tradition, the 11th Series Packards are among the greatest automobiles of the Classic Era.

This Packard Super Eight Seven-Passenger Touring was constructed early in the 11th Series production run and, according to one account, had been acquired by 1940 by Michael Salvato, proprietor of a Philadelphia-based automobile livery service. Mr. Salvato is believed to have supplied the Packard for numerous parade events, carrying such luminaries as General Dwight D. Eisenhower, General Wainright, Admiral Nimitz, Admiral Halsey, Admiral Blandy, Governor Dewey, Governor Bricker, Wendell Wilkie, General Spaatz, King George II of

Greece, and General Marshall. Following its parade service, the Super Eight was owned in the late 1940s by Percy Lanning of Chalfont, Pennsylvania for 10 years, during which time it showed approximately 66,000 miles.

The respected Packard enthusiast Donald Herrington assumed ownership in 1959, and in 1984 he entrusted the car to famed restorer Ralph Buckley for an extensive recommissioning that spanned four years. Continually cherished in the decades since by subsequent custodians, including a period of museum display, this Super Eight presents today in an elegant combination of maroon and black over a brown leather interior. Turning 92 years old this year, this regal and storied Packard stands as a monument to its era.

HIGHLIGHTS

Fascinating Verbal History Tracing to the 1940s

Believed to Have Been Used as a Parade Car for Several Noted Military Figures in Period

Recommissioned in the 1980s by Famed Restorer Ralph Buckley

A Well-Equipped Example in an Era-Correct Color Combination

CCCA Full Classic, Perfect for Shows and Tours

SPECIFICATIONS

385 CID L-Head Inline 8-Cylinder Engine

145 BHP at 3,200 RPM

Stromberg Downdraft Carburetor

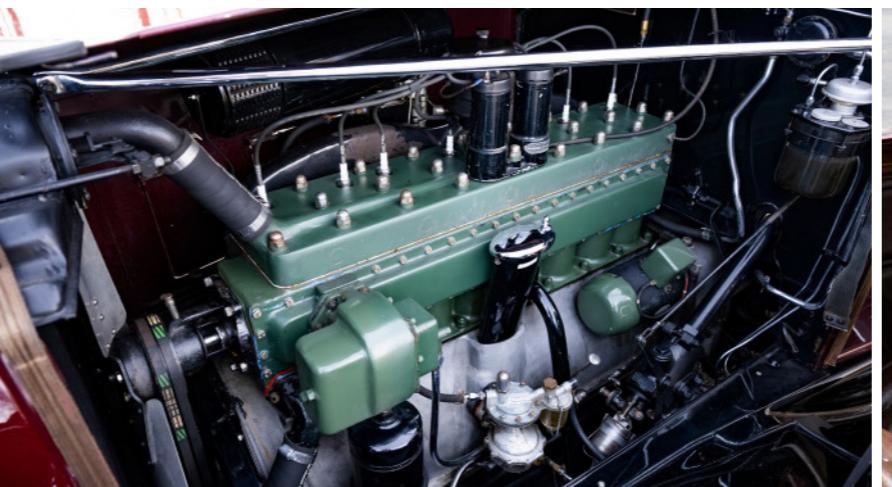
3-Speed Manual Gearbox

4-Wheel Vacuum-Assisted Mechanical Drum Brakes

Front Solid Axle with Semi-Elliptical Leaf Springs

Rear Live Axle with Semi-Elliptical Leaf Springs

*Please note that this vehicle is titled by its engine number. Please also note that this vehicle has been in long-term static storage and may require mechanical attention prior to any regular road use.





1931 CADILLAC SERIES 370A V-12 CONVERTIBLE COUPE

FROM THE THOMAS YOUNG COLLECTION
COACHWORK BY FLEETWOOD
ENGINE NO. 1001544
\$140,000-\$180,000 without reserve

Introduced in October 1930, Cadillac's 370 model was powered by a new 12-cylinder engine and positioned just beneath the firm's flagship V-16. Cadillac General Manager Lawrence P. Fisher remarked that "the V-12 engine is of the same type and built to exactly the same standards as the V-16." While most chassis were equipped with production bodies, this model 370A is identified as body no. 89 with body style no. 4735: a rumble seat Convertible Coupe by Fleetwood.

According to a copy of its factory build record on file, this car was delivered to prominent Los Angeles Cadillac dealer Don Lee in November 1930. The document also lists black exterior paint complemented by Carmine Red trim and Burbank cloth for the convertible top. Extra equipment specified on the

HIGHLIGHTS

Delivered New to Los Angeles per Copy of Its Factory Build Record
One of Just Nine 1931 Convertible Coupes Known to the Cadillac & LaSalle Club
A V-12 Classic from the Leader in Multi-Cylinder Automobiles
Features Dual Side-Mounted Spares, Luggage Rack, and Goddess Hood Ornament
CCCA Full Classic; Eligible for Cadillac & LaSalle Club Events

*Please note that this vehicle is titled by its engine number. Please also note that this vehicle has been in long-term static storage and may require mechanical attention prior to any regular road use.

build sheet includes a goddess hood ornament and metal spare tire covers, both of which this car retains today.

Though its earliest provenance remains unknown, this Convertible Coupe was acquired by Thomas Young in April 2009. A restoration was completed by October 2013, with the only deviations from the car's original specification being the refinishing of the upper body panels in an era-appropriate light blue and the retrimming of the top in black cloth. Just nine of these Convertible Coupes are known to the CCCA and Cadillac & LaSalle Club today, making this Series 370A V-12 a rare, open example of the golden age of Cadillac motoring.

SPECIFICATIONS

368 CID OHV V-12 Engine
Twin Updraft Single-Throat Carburetors
135 BHP at 3,400 RPM
3-Speed Manual Gearbox
4-Wheel Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs





1930 CADILLAC SERIES 452 V-16 SEVEN-PASSENGER SEDAN

FROM THE THOMAS YOUNG COLLECTION
COACHWORK BY FLEETWOOD
ENGINE NO. 702488
\$90,000-\$120,000 without reserve

Introduced at the New York International Auto Show on January 4, 1930, the new Cadillac V-16 stunned the world and placed the GM marque at the forefront of America's luxury car market. Cadillac's ultra-smooth and quiet V-16 featured modern overhead-valve architecture and was the first automobile engine ever to have been intentionally "styled."

This Seven-Passenger Sedan was originally shipped to the Royston Cadillac-LaSalle Corporation in Pittsburgh, Pennsylvania, on July 26, 1930. The limousine's first owner was US Secretary of Treasury, financier, and connoisseur art collector Andrew W. Mellon, also of Pittsburgh. Mr. Mellon's name is written on a copy of the car's original build record, suggesting that he may have been involved

in its specification. Additionally, this grand imperial limousine was originally finished in black with black wire wheels, Cromwell Blue lower panels, and Gold Bronze striping, according to the build record on file.

After more than five decades of ownership by Rick Le Forge of Palo Alto, California, this Series 452 was acquired by Thomas Young in 2013. Over a four-year period, Mr. Young oversaw an extensive restoration of the car to its original colors of black and Cromwell Blue, as documented in photographs on file. For the Classic Era enthusiast seeking a storied example of one of the era's foremost models, the search ends here.

HIGHLIGHTS

Delivered New to US Secretary of Treasury Andrew W. Mellon
Accompanied by a Copy of Cadillac Factory Build Record
Exceptional Provenance with Just Two California-Based Owners Since the 1950s
Restored over a Multiyear Period in Current Ownership
Mighty CCCA Full Classic with Prodigious Touring Capability

SPECIFICATIONS

452 CID OHV V-16 Engine
Twin Updraft Single-Throat Carburetors
175 BHP at 3,400 RPM
3-Speed Manual Gearbox
4-Wheel Vacuum-Assisted Mechanical Drum Brakes
Front Solid Axle with Semi-Elliptical Leaf Springs
Rear Live Axle with Semi-Elliptical Leaf Springs

*Please note that this vehicle is titled by its engine number. Please also note that this vehicle has been in long-term static storage and may require mechanical attention prior to any regular road use.





1930 CADILLAC SERIES 452 V-16 CONVERTIBLE SEDAN

FROM THE THOMAS YOUNG COLLECTION

ENGINE NO. 701630

\$125,000-\$175,000 without reserve

The Cadillac V-16 stunned the world and placed the GM marque at the forefront of America's luxury car market upon its introduction at the New York International Auto Show on January 4, 1930. Cadillac offered the smooth and powerful new V-16 in a variety of different body styles, from sporting offerings like the roadster and sport phaeton to more practical options such as the imperial limousine and convertible sedan.

This 1930 Cadillac V-16 was sold new via famed dealer Don Lee Cadillac of San Francisco on April 10 of that year as an enclosed Seven-Passenger Imperial Sedan, originally finished in black with Japan Blue lower panels. The car's subsequent early provenance is not known.

HIGHLIGHTS

The Pinnacle of Cadillac Engineering Excellence

Appropriate Convertible Sedan Coachwork Sourced from an Eight-Cylinder Chassis

Attractive Color Combination with Numerous Accessories

Eligible for CCCA and Cadillac & LaSalle Club Touring Opportunities

An Exciting Entry Point into Open Cadillac V-16 Motoring

When Cadillac collector and restorer Thomas Young acquired this V-16 in April 2001, the original limousine body was reportedly too corroded to be restored, leading Mr. Young to acquire an appropriate convertible sedan body, Fleetwood style no. 3980, which had originated on an eight-cylinder chassis. After preparing the body in primer, Mr. Young finished the car in medium and light red livery with a contrasting caramel-colored leather interior and a tan cloth soft top. Accessories applied to the car during the restoration included a folding luggage rack and centrally mounted Pilot-Ray driving light. This Convertible Sedan offers Classic Era enthusiasts the opportunity to enter the exciting world of open Cadillac V-16 motoring.

SPECIFICATIONS

452 CID OHV V-16 Engine

Twin Updraft Single-Throat Carburetors

175 BHP at 3,400 RPM

3-Speed Manual Gearbox

4-Wheel Vacuum-Assisted Mechanical Drum Brakes

Front Solid Axle with Semi-Elliptical Leaf Springs

Rear Live Axle with Semi-Elliptical Leaf Springs



LOT 54



1932 CADILLAC SERIES 370B V-12 CONVERTIBLE COUPE

FROM THE THOMAS YOUNG COLLECTION

COACHWORK BY FISHER

ENGINE NO. 1301667

\$140,000–\$180,000 without reserve

Introduced in 1932, the Cadillac Series 370B replaced the highly successful 370A, the firm's first 12-cylinder model. The 370B styling included a new grille design, with a vertical dividing line and crested surround as well as streamlined headlights and two additional vents on each hood side. Mechanically, the 370B featured a more rigid chassis frame and improved fuel delivery through new Detroit Lubricator carburetors.

According to a copy of its factory build record on file, this Fisher-bodied Convertible Coupe was delivered new to Cadillac Auto Company of Boston, Massachusetts, in March 1932. The document also lists black exterior paint complemented by Vincennes Red trim and body striping. Extra equipment

specified on the build sheet includes door upholstery in the same vivid red shade. "Sold Rush" is noted under the shipping instructions, reflecting strong early interest in this desirable model.

Though its early provenance remains unknown, this Convertible Coupe was acquired by Thomas Young in June 2007. A restoration, which required acquiring a second 370B for parts, was completed by May 2010, with the only deviation from the car's original specification being the retrimming of the interior in black. Praised for being built to the same standards as the legendary V-16 model, this V-12 Convertible Coupe offers a chance to experience one of the all-time great classics in one of its most sporting forms.

HIGHLIGHTS

A V-12 Classic from the Leader in Multi-Cylinder Automobiles

Delivered New to Boston, Massachusetts per Copy of Its Factory Build Record

One of Just 1,709 12-Cylinder Cadillacs Built in 1932

Features Dual Side-Mounted Spares and Luggage Rack

CCCA Full Classic; Eligible for Cadillac & LaSalle Club Events

SPECIFICATIONS

368 CID OHV V-12 Engine

Twin Updraft Single-Throat Carburetors

135 BHP at 3,400 RPM

3-Speed Manual Gearbox

4-Wheel Vacuum-Assisted Drum Brakes

Front Solid Axle with Semi-Elliptical Leaf Springs

Rear Live Axle with Semi-Elliptical Leaf Springs

*Please note that this vehicle is titled by its engine number. Please also note that this vehicle has been in long-term static storage and may require mechanical attention prior to any regular road use.



LOT 55



LOT 38 | 1924 BENTLEY 3 LITRE SPEED MODEL SPORTS TOURER

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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.

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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.

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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 (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 NEGLECTFUL.

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,

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