

GOODING CHRISTIE'S



Amelia Island Auctions

FRIDAY MARCH 6 AT 11AM



LOT 141 | 1969 LAMBORGHINI MIURA P400 S

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.



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Telephone: 310.899.1960
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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

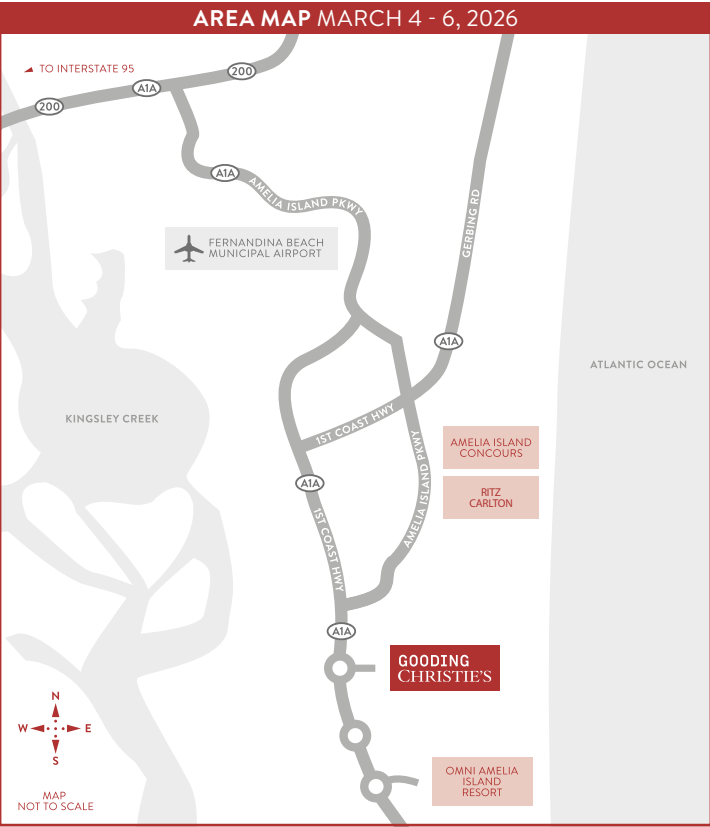
Shuttles will run round-trip from the auction site to The Ritz-Carlton resort entrance on Amelia Island Parkway, 8:30am to 6:30pm on Thursday, March 5th and Friday, March 6th.

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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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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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.

NO PHOTOGRAPHY

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



LOT 117 | 1974 FERRARI DINO 246 GTS



LOT 134 | 1963 FERRARI 250 GT LUSSO

SPECIALISTS AND SERVICES

310.899.1960

SPECIALISTS

David Gooding
President
david@goodingco.com

Rupert Banner
929.709.1959
rupert@goodingco.com

David Brynan
310.701.4323
dbrynan@goodingco.com

Oliver Camelin
+41.79.801.80.23
oliver@goodingco.com

James Knight
+44.7778.003.299
james@goodingco.com

Lance Butler
310.384.8015
lance@goodingco.com

Angus Dykman
310.266.0699
angus@goodingco.com

Justin Gosaynie
310.699.7796
justin@goodingco.com

Garth Hammers
310.266.0065
garth@goodingco.com

Mathieu Heurtault
+33.665.350.240
mathieu@goodingco.com

Cameron Luther
571.438.5662
cameron@goodingco.com

Ben Willis
+44.750.652.6075
ben@goodingco.com

Anna Meldau
Specialist Manager
310.699.9030
anna@goodingco.com

Casey Ley
Executive Assistant
to David Gooding
310.795.3069
casey@goodingco.com

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

CLIENT SERVICES
clientservices@goodingco.com

MARKETING
marketing@goodingco.com

MEDIA
Pauline Pechakjian
310.383.7437
pauline@goodingco.com

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

CAR LOGISTICS
Nathan McNeil
805.407.2428

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1951 FERRARI 212 EXPORT SPIDER



2007 CHEVROLET CORVETTE PRATT & MILLER C6RS

VIN. 1G1YY26E575125916

\$175,000–\$225,000 without reserve

In 2006, Chevrolet approached its longtime racing partner, engineering firm Pratt & Miller, to create a road-going version of its highly successful Corvette C6.R race car, which had recently secured a class win at the 24 Hours of Le Mans. The result was the C6RS. Although a run of 25 cars was initially envisioned, just seven examples were ultimately completed. The example offered here was the last of this exclusive group. With performance besting nearly every competing supercar of its day, each bespoke Corvette was built with hand-laid widebody carbon fiber coachwork, BBS center-lock wheels, six-piston Brembo brakes, an active rear spoiler, air-ride suspension, and an incredible 202 mph stated top speed.

HIGHLIGHTS

The Last of Just Seven C6RS Examples Constructed

The Sole C6RS Finished in Red

Displayed Just over 14,000 Miles when Catalogued

Features Hand-Laid Carbon Fiber Body Panels and Incredible Performance Figures

A Rare Opportunity to Acquire One of the Most Brilliantly Engineered Corvettes Ever Built

This C6RS is the sole example of the seven to be finished in red, complemented by a red and black leather and Alcantara interior. The consignor purchased this C6RS from its original, San Diego-based owner in 2012, at which time it showed 12,000 miles, and has enjoyed it sparingly in the years since. Recently serviced and showing just over 14,000 miles, this rare C6RS has received the care it deserves, maintained within a climate-controlled collection space.

The partnership between General Motors and Pratt & Miller is a shining example of what can be achieved when funding, enthusiasm, and design genius combine to create a spectacular result. With so few road-going examples completed, this unique, bright red C6RS represents an opportunity to be seized.

SPECIFICATIONS

500 CID Katech Performance OHV V-8 Engine

Electronic Fuel Injection

600+ BHP at 5,800 RPM

6-Speed Tremec T56 Manual Gearbox

4-Wheel Brembo Ventilated Disc Brakes

4-Wheel Adjustable Air-Ride Suspension





2001 MERCEDES-BENZ SL600

VIN. WDBFA76F11F199911

\$125,000–\$150,000 without reserve

Built during the final years of R129 production, the Mercedes-Benz SL600 represented the pinnacle of the marque's open grand-touring lineup. As the range-topping model, it was powered by the formidable M120 V-12, whose architecture later formed the basis of the AMG-built engines used in the Pagani Zonda. Producing nearly 390 hp, the SL600 offered effortless performance that set it apart among luxury convertibles of its era.

This 2001 Mercedes-Benz SL600 is a spectacular, time capsule example, displaying approximately 1,100 miles at the time of cataloguing. Notably, it is reported to have been retained by Mercedes-Benz for approximately 20 years prior to its first registration – an unusual custodial history that explains its exceptional

preservation. Finished in Black (040) over a matching black Nappa leather interior, the car is equipped with a factory-removable hardtop and a power soft top in black. The consignor notes replacement of the soft-top hydraulic cylinders and the application of clear paint-protection film. Additional features include xenon headlights, fog lights, and 18" five-spoke AMG wheels fitted with Michelin Pilot Sport 4S tires.

Offered without reserve, with its owner's manual and a CARFAX Vehicle History Report, this SL600 represents a rare opportunity to acquire a near-time capsule example of Mercedes-Benz's first naturally aspirated V-12 SL model.

HIGHLIGHTS

Exceptionally Low-Mileage R129 SL600, Showing Approximately 1,100 Miles
Owned by Mercedes-Benz Until 2021 Before Being Sold to a Significant Collector

Well-Preserved Condition Throughout with Removable Hardtop
Accompanied by Manuals, Service Receipts, and Bill of Sale from Mercedes-Benz Corporate

Recent Service by Mercedes-Benz Dealer in November 2024 at 1,032 Miles

SPECIFICATIONS

5,987 CC SOHC V-12 Engine

Electronic Fuel Injection

389 BHP at 5,200 RPM

5-Speed Automatic Transmission

4-Wheel Ventilated Disc Brakes

Front and Rear Independent Suspension with Coil Springs





1965 PORSCHE 356 C COUPE

COACHWORK BY KARMANN

CHASSIS NO. 221242

ENGINE NO. 716545

\$120,000–\$140,000 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, featuring standard four-wheel ATE disc brakes, markedly improving stopping power and fade resistance.

This 1965 Porsche 356 C Coupe is one of approximately 1,101 examples built for 1965. Finished in black over a black leatherette interior, additional equipment specified included a tinted windshield, chrome-plated wheels, turn-signal indicators, a driver-side mirror, ventilated windows, and aluminum side-trim strips.

HIGHLIGHTS

Finished in Black over Black Leatherette

One of Approximately 1,101 Examples Built for Final Production Year in 1965

Matching-Numbers Engine per Porsche Kardex

Long-Term Single Ownership from the 1970s Until Recently

Offered with Tools, Spare, Jack, Kardex, and Other Historical Records

Sold new to Wayne Culp of Sacramento, California, on April 3, 1965, the car's Kardex records its return to the selling dealer, P.C. Pacific of nearby Burlingame, for warranty service just three days later. While other early ownership details are limited, the car remained in single California ownership from the 1970s until quite recently. Evidently well cared for, it retains its matching-numbers engine and is accompanied by extensive documentation from long-term ownership.

Presenting well, this car is believed to have benefited from an earlier repaint, along with a partially retrimmed interior. This well-documented, final-year Porsche 356 C is offered with tools, a spare, jack, California black plate, Kardex, and other historical documents.

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





1962 CHEVROLET IMPALA 409 CONVERTIBLE

CHASSIS NO. 21867S141755
\$80,000–\$100,000 without reserve

As American manufacturers competed in the marketplace with ever-larger engines in the early 1960s, Chevrolet revised its 348 cid V-8 to 409 cid; with the optional dual-quad induction, the 409 hp milestone was achieved. Many of the 409 hp Impala coupes, and even a few convertibles, quickly proved to be competitive in drag racing and were conscripted into service at quarter-mile tracks across the country.

According to the Impala's restorer, the renowned Nicks Old Car Specialty of Redlands, California, this 409 Convertible showed signs of a prior motorsport life, yet remained a prime candidate for a top-level restoration. Following disassembly, its components were mechanically and cosmetically restored, or

replaced where necessary, without regard to expense. The body was hand-fitted before being refinished in its original Ermine White using period-appropriate materials. Close inspection reveals superb attention to detail throughout, with numerous NOS parts used. As the project came together, new glass, moldings, wiring loom, upholstery, top, carpet, chrome, and polished trim were artfully assembled and installed. The engine bay displays proper finishes and components, including a pair of ultra-rare stock 409 exhaust manifolds.

With very few miles covered since completion, this is likely one of the finest stock Impala 409 Convertibles ever finished to concours standards.

HIGHLIGHTS

One of the Most Sought-After GM High-Performance Cars of Its Day
Concours Ground-Up Restoration by the Renowned Nicks Old Car Specialty
Highly Detailed Presentation Utilizing Numerous Rare NOS Parts
Retains Rare 409 HP Dual-Quad Induction Setup
Incredible Condition Throughout in Original Ermine White Paint Scheme

SPECIFICATIONS

409 CID OHV V-8 Engine
Twin 4-Barrel Downdraft Carburetors
409 BHP at 5,800 RPM
3-Speed Manual Gearbox
4-Wheel Hydraulic Drum Brakes
Front Independent Suspension with Coil Springs
Rear Live Axle with Semi-Elliptical Leaf Springs





1989 BENTLEY CONTINENTAL CONVERTIBLE

COACHWORK BY MULLINER PARK WARD

VIN. SCBZD02A7KCX29120

\$120,000–\$150,000 without reserve

Finished in the stunning and timeless livery of Magnolia over Beige, this 1989 Bentley Continental Convertible represents one of the most elegant expressions of late-20th-century British luxury motoring. Hand-built in the traditional Bentley manner, the Continental Convertible combined imposing presence with exceptional comfort, offering open-air motoring without compromise.

At the time of cataloguing, this example displayed less than 20,500 miles, a remarkably low figure that speaks to its careful stewardship. Further enhancing its provenance, the car was formerly owned by noted Texas-based collector John Kotts, underscoring its place among discerning enthusiasts who value quality, originality, and presentation.

HIGHLIGHTS

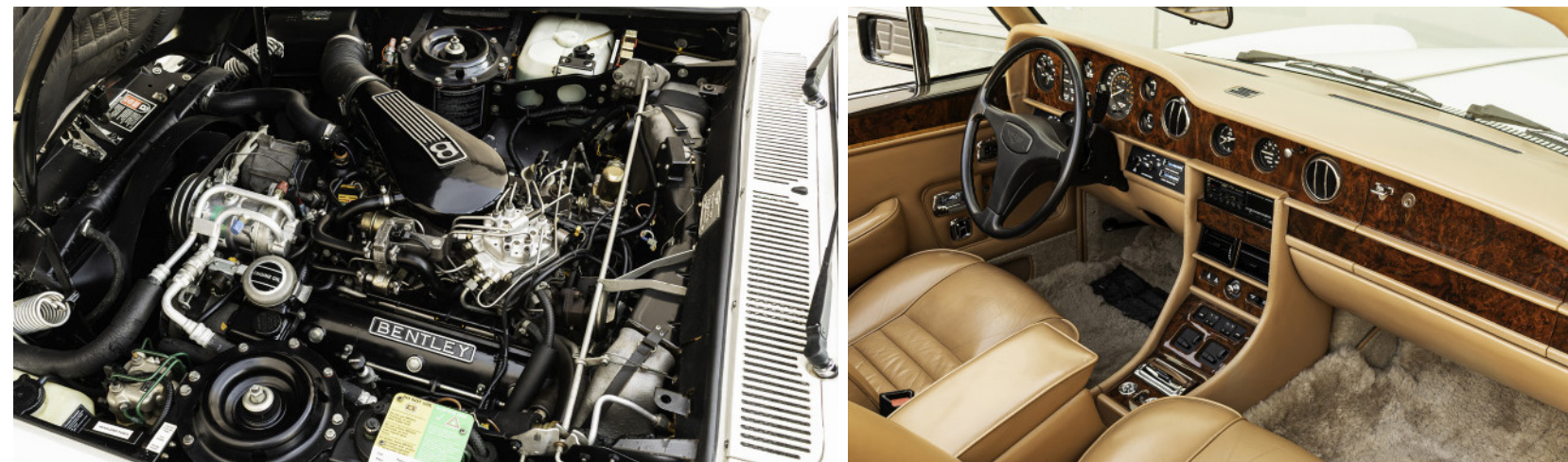
Finished in the Stunning Colors of Magnolia over Beige
Displayed Less than 20,500 Miles when Catalogued
Formerly Owned by Noted Collector John Kotts
One of Approximately 200 Examples Built in 1989
An Elegant Modern Classic Offering Timeless Luxury and Style

Powered by Bentley's legendary 6 ¾-liter V-8 and paired with a smooth automatic transmission, the Continental was designed to deliver effortless performance, abundant torque, and a serene driving experience befitting the marque. Inside, the cabin is richly appointed with supple leather upholstery, deep carpeting, and finely finished wood veneers, creating an atmosphere of understated opulence.

Production of the Continental Convertible remained highly limited, with approximately 200 examples built for the 1989 model year, ensuring exclusivity and long-term desirability. Elegant, rare, and beautifully presented, this Bentley Continental Convertible offers a compelling opportunity to acquire a refined open grand tourer of exceptional character and distinction.

SPECIFICATIONS

6,750 CC OHV V-8 Engine
Bosch MK-Motronic Fuel Injection
Estimated 220 BHP at 4,100 RPM
3-Speed Automatic Transmission
4-Wheel Hydraulic Disc Brakes
4-Wheel Independent Suspension





2017 ASTON MARTIN V12 VANTAGE S ROADSTER

VIN. SCFESBFR2HGS22786

\$250,000–\$300,000

Aston Martin has long been renowned for its ability to combine outstanding performance with bespoke craftsmanship. Released for the 2009 model year, the V12 Vantage was no exception, as it raised the bar for performance compared to the already popular V-8-powered model. Powered by Aston Martin's iconic 5.9-liter V-12 – found in the likes of the Vanquish and DB9 – it delivered an even more thrilling driving experience.

By 2013, Aston Martin introduced the V12 Vantage S, which produced an astounding 565 hp, making it the fastest road-going Aston Martin offered at the time. For the first four years of production, the only way to enjoy it was with an automated manual gearbox. Then, in 2017, Aston Martin decided to

build 100 of the seven-speed transaxle V12 Vantage S models, including both coupe and roadster, for the US.

Finished in Jet Black, this Vantage S Roadster displayed less than 9,500 miles at the time of cataloguing and was specified from new with extensive carbon fiber options, including a Satin Cuprum carbon fascia, carbon hood louvers, and side strakes. The Obsidian Black interior is enhanced by orange contrast stitching, carbon trim, and Alcantara surfaces. Rare, collectible, exciting, and presented in an elegant color combination, this Vantage S Roadster is sure to appeal to discerning modern sports car collectors.

HIGHLIGHTS

One of Just 36 US Examples Built with the Seven-Speed Gearbox for 2017
Sparingly Used, Displaying Less than 9,500 Miles when Catalogued
Specified from New with Extensive Carbon Fiber Options
Finished in Jet Black over an Obsidian Black Interior
A Collectible Modern Aston Martin in a Rare and Exciting Specification

SPECIFICATIONS

5,935 CC DOHC V-12 Engine
Multi-Point Sequential Fuel Injection
565 BHP at 6,750 RPM
7-Speed Manual Transaxle
4-Wheel Ventilated Carbon Ceramic Disc Brakes
4-Wheel Independent Coil-Over Suspension with Anti-Roll Bars





2005 ACURA NSX-T

VIN. JH4NA21605S000057

\$130,000–\$160,000 without reserve

Introduced in 1990, the Acura NSX combined lightweight aluminum construction, Honda's engineering precision and Formula 1-inspired development, guided by none other than Ayrton Senna. The result was a mid-engine sports car of extraordinary balance and usability. A significant update arrived for 2002, introducing fixed xenon headlights, larger 17" forged alloy wheels, revised suspension tuning, and aerodynamic refinements that further sharpened the NSX's renowned precision.

One of just 249 examples built for North America in 2005 – the final model year of NSX production – this NA2-generation NSX-T is finished in Rio Yellow Pearl with a body-color removable roof panel over an onyx leather interior.

HIGHLIGHTS

Well-Preserved, Low-Mileage Example of Honda's Landmark Supercar
One of Just 249 Final-Year Examples Built for North America
Finished in the Rarely Seen Rio Yellow Pearl over Onyx Color Scheme
Displaying Less than 32,000 Miles when Catalogued
Offered with Books, Spare Tire, Records, and Original Window Sticker

Power is provided by a 3.2-liter C32B V-6 featuring dual overhead camshafts and Honda's variable valve timing system, producing 290 hp. Output is delivered to the rear wheels through a close-ratio, six-speed manual transaxle.

Delivered new to Acura of Glendale, California, this NSX-T shows less than 32,000 miles at the time of cataloguing and presents beautifully throughout. Fastidiously maintained and offered with its books, spare tire, records, and original window sticker, it stands as an exceptional example of Honda's landmark supercar. Resplendent in its rarely seen color scheme, this final-year NSX-T represents the ultimate evolution of the original concept, an exquisitely engineered driver's car that remains as captivating today as when new.

SPECIFICATIONS

3,179 CC DOHC VTEC V-6 Engine
Electronic Multi-Point Fuel Injection
290 BHP at 7,100 RPM
6-Speed Manual Transaxle with Limited-Slip Differential
4-Wheel Ventilated Disc Brakes with ABS
Front and Rear Independent Double-Wishbone Suspension with Coil Springs and Stabilizer Bars





1967 FERRARI 330 GT 2+2 SERIES II

COACHWORK BY PININFARINA
CHASSIS NO. 8679
ENGINE NO. 8679
\$300,000–\$350,000

Combining Pininfarina styling with outstanding V-12 performance, Ferrari's 330 GT 2+2 debuted in 1963 as the refined successor to the 250 GTE, setting new standards for comfortable, high-speed motoring for four. The Series II cars – distinguished by their elegant single-headlight front treatment – represent the most resolved expression of the model, and just 463 examples were built between 1964 and 1967.

This European-specification example, chassis 8679, is powered by its matching-numbers, 4.0-liter V-12, an engine revered for its flexibility, sonorous character, and effortless performance. Indeed, the 330's V-12 endowed the model with genuine grand-touring capability, with period top-speed claims exceeding

150 mph – an achievement said to have made the 330 GT one of Enzo Ferrari's personal favorites.

Finished today in black, this Ferrari was originally delivered new in France in *Grigio* (Gray), and the consignor reports that it resided in a period of long-term California ownership beginning in the mid-1980s. This 2+2 benefits from recent mechanical service, including work to its braking, fuel, cooling, and ignition systems.

Elegant yet purposeful, the 330 GT 2+2 blends understated luxury with unmistakable Ferrari performance, offering a rare combination of practicality and pedigree.

HIGHLIGHTS

Desirable Series II Example with Single Headlights
Originally Delivered in France Finished in *Grigio*
Benefits from Recent Mechanical Work in Current Ownership
Retains Matching Chassis and Engine Numbers
Striking Example of One of Ferrari's Great Grand Tourers

SPECIFICATIONS

3,967 CC SOHC V-12 Engine
Three Weber 40 DCZ6 Carburetors
300 BHP at 6,600 RPM
5-Speed Manual Gearbox
4-Wheel Disc Brakes
Front Independent Suspension with Coil Springs and
Rear Live Axle with Parallel Trailing Arms and Coil Springs





1966 SUNBEAM TIGER MK I

CHASSIS NO. B9473369

ENGINE NO. 5423 F21KA

\$75,000–\$100,000 without reserve

Seeking a more powerful evolution of its successful Alpine, the Rootes Group turned to Carroll Shelby for inspiration and the Sunbeam Tiger was born. It delivered a thrilling blend of classic English design with unmistakable American V-8 muscle. The result was a compact, immensely charismatic performance car that offered Cobra-like acceleration in a more refined and practical package, quickly earning a devoted following among enthusiasts.

This beautifully presented 1966 Sunbeam Tiger Mk I is an exceptional example of the breed. Finished in its original Mediterranean Blue (code 100), it features a matching factory hardtop and a black vinyl interior, creating a striking and highly desirable specification. The car was sourced from a Texas-based collector

HIGHLIGHTS

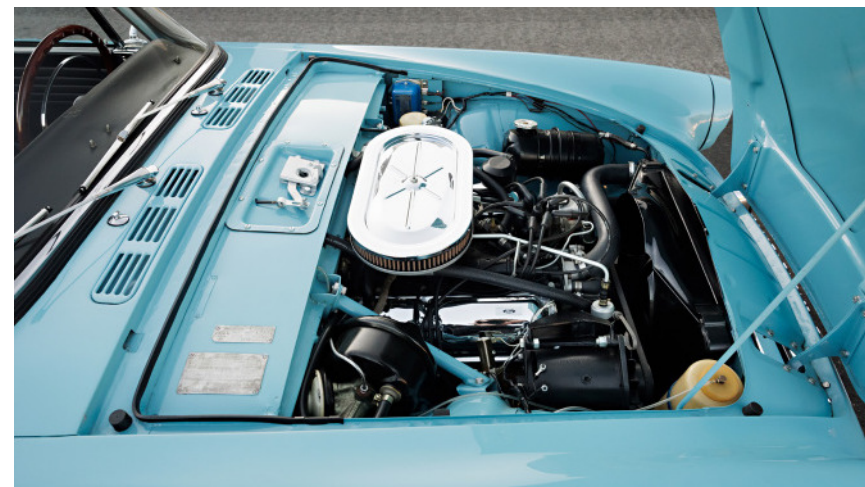
Sympathetically Restored in Its Original Color of Mediterranean Blue
Retains Numerous Original Interior Components and Factory Undercoating
Offered with Factory Hardtop and STOA Certificate of Authenticity No. 1277
Long-Term Single-Collector Ownership Spanning Approximately 25 Years
A Beautifully Presented Transitional Mk I/A Example

who reportedly owned the Tiger for approximately 25 years, during which time it remained particularly well preserved.

A subsequent refurbishment was carried out by respected marque specialist David Crouch, with a focus on conservation. As a result, the car retains its original dash top, door panels, and factory undercoating. The wood-rimmed steering wheel, original wheel covers, and excellent hardtop further underscore its authenticity and appeal, making this Tiger a compelling example. Produced in limited numbers with just 6,498 Tigers built between 1965 and 1966, the Tiger is one of the most exciting sports cars of its era.

SPECIFICATIONS

260 CID OHV V-8 Engine
Single Downdraft Carburetor
164 BHP at 4,400 RPM
4-Speed Manual Gearbox
Front Disc, Rear Drum Hydraulic Brakes
Front Independent-Wishbone Suspension with Coil Springs
Rear Live-Axle Suspension with Semi-Elliptical Leaf Springs





1996 PORSCHE 993 CARRERA

VIN. WP0AA2995TS322866
\$275,000–\$325,000

This stunning paint-to-sample *Rivierablau* (Riviera Blue) 993 Carrera is an exceptionally distinctive example of the final air-cooled 911. The Porsche’s jewel-like hue is complemented by the rarely specified Aerokit I option, lending the car a purposeful stance that recalls the firm’s successful 993 GT racing program. Inside, the Porsche’s Classic Gray leather interior provides an elegant contrast, creating a refined cabin environment.

For the 1996 model year, 2,109 Carrera Coupes were delivered to the US, but few were configured with this level of individuality. Clearly ordered by a discerning Porsche enthusiast, the 911 was not only optioned in its stunning exterior color but equipped with the optional M030 Sport Chassis, limited-slip

differential, and electrically adjustable factory sport seats.

Used sparingly, as one might expect of a 993 in such a collector-grade specification, the Carrera displayed just over 19,000 miles at the time of cataloguing, making it even more desirable as an extremely low-mileage example.

Representing the final evolution of Porsche’s hand-built, air-cooled 911, the 993 is revered for its analog purity, exceptional feedback, and unmistakable flat-six soundtrack. Beautifully configured, low-mileage, and visually arresting, this Riviera Blue Carrera exemplifies the enduring appeal and rising significance of one of Porsche’s most celebrated models.

HIGHLIGHTS

Finished in One of Porsche’s Most Exceptional Colors, *Rivierablau*
Factory-Specified with Sport Seats, Sport Chassis, Limited-Slip Differential, and Aerokit
Desirable 1996 Model Benefiting from Mechanical Updates, Including Varioram
Sparingly Used, Showing Just over 19,000 Miles when Catalogued
An Uncommonly Optioned, Paint-to-Sample Example of Porsche’s Final Air-Cooled 911

SPECIFICATIONS

3,600 CC SOHC Flat 6-Cylinder Engine
Bosch Multi-Port Fuel Injection
285 BHP at 6,300 RPM
6-Speed Manual Transaxle
4-Wheel Ventilated Disc Brakes
Front and Rear Independent Suspension with Coil Springs





1969 MERCEDES-BENZ 280 SL

CHASSIS NO. 113.044.10.011065

\$150,000–\$180,000 without reserve

Nicknamed “Pagoda” for its distinct, concave, removable hardtop, the Mercedes-Benz 280 SL was the final and most refined evolution of the W113. Introduced in December 1967, it built upon the 230 SL and 250 SL with greater power and drivability. The 2.8-liter M130 inline-six produced 170 hp and 180 lbs./ft. of torque, delivering smoother performance and stronger response. Revised suspension and upgraded four-wheel, power-assisted disc brakes improved handling, while subtle interior updates enhanced comfort.

This 1969 Mercedes-Benz 280 SL is finished in Black (DB 040), with matching hardtop and a Cognac MB-Tex interior – a classic and sophisticated combination well suited to the model’s elegant lines. Notably, this car is equipped with the

comparatively rare four-speed manual gearbox, a specification favored by enthusiasts for the added engagement it brings to the driving experience. Interior details include a Becker Europa radio and a period Nardi steering wheel, while Bundt aluminum wheels complete the car’s period-correct presentation.

While its early history is limited, this 280 SL is known to have been restored at some point and today presents as a carefully maintained example. As the most powerful variant of the Pagoda series, the 280 SL remains highly desirable for its combination of timeless design, robust engineering, and genuine usability, offering an enduring expression of Mercedes-Benz’s golden era.

HIGHLIGHTS

Finished in Black over a Cognac MB-Tex Interior
Well-Presented, Restored Example
Equipped with Rare Four-Speed Manual Gearbox
Accompanied by Hardtop, Books, and Spare Tire
Final-Series Mercedes-Benz W113 “Pagoda”

SPECIFICATIONS

2,778 CC SOHC 6-Cylinder Engine
Bosch Mechanical Fuel Injection
170 BHP at 5,750 RPM
4-Speed Manual Gearbox
4-Wheel Disc Brakes
Front Independent Suspension with Wishbones and Coil Springs
Rear Swing-Axle Suspension with Coil Springs





1956 TALBOT-LAGO T14LS SPORT COUPE

CHASSIS NO. 140029

\$250,000–\$280,000

The T14LS was a beautiful swan song for Talbot-Lago, displaying all the hallmarks of design and engineering that the company had been built on – from the graceful Teardrops of the 1930s to the Grand Prix winners of the 1940s and early 1950s. Estimates of T14LS production vary, though it is believed that no more than 55 examples were built, making their production exclusive and survivors rare.

According to research undertaken by this example's former owner, along with historians Nico Maier and Marc Rabineau, this T14LS was purchased new in the mid-1950s by José Simó, a Spaniard by birth living in Paris. Mr. Simó's ownership lasted four years before he sold the car via Roger Loyer's garage to Pierre Damiron, who served as custodian for the next 15 years. It then arrived

in the US and passed through a series of Midwestern owners before settling with Henry Adamson of Lake Forest, Illinois, in 1981.

In 2015, the Talbot-Lago was acquired from Mr. Adamson by noted enthusiast Tedd Zamjahn, who oversaw a restoration. During this time, it was disassembled and painstakingly restored with a careful eye to its detailed features. Tastefully refinished in its striking original color of *Metalloise Bleu Competition* (Metallic Competition Blue) with a light tan interior, the car's restoration culminated in display at the Pebble Beach Concours d'Elegance® in 2023. Shortly thereafter, it passed to the current owner and now sits ready for its next discerning caretaker.

HIGHLIGHTS

Rare, Late-Production Talbot-Lago Model
Well-Documented with Research by Noted Expert Nico Maier
Detailed Five-Year Restoration Completed in 2023
Shown at the 2023 Pebble Beach Concours d'Elegance®
Perfect for Further Exhibition and Vintage Tours

SPECIFICATIONS

2,491 CC OHV Inline 4-Cylinder Engine
Twin Zenith Carburetors
120 BHP at 5,000 RPM
4-Speed Pont-à-Mousson Manual Gearbox
4-Wheel Hydraulic Drum Brakes
Front Independent Suspension with Upper and Lower A-Arms
Rear Live Axle with Torsion Bars



LOT 112



2009 PORSCHE 997 GT2

VIN. WPOAD29939S778090
\$400,000-\$500,000

Unveiled in 2007, the Porsche 997 GT2 derived its name from the Fédération Internationale de l'Automobile (FIA) racing class for which it was built. Based on the 997 Turbo, the GT2 was revised to make it even more capable and was just the third production Porsche to break the 200 mph barrier.

Courtesy of modified variable-vane turbochargers, a new intake manifold, and a titanium exhaust system, the GT2's 3.6-liter flat-six developed 530 hp at 6,500 rpm and 502 lbs./ft. of torque at just 2,200 rpm. Rear-wheel drive only, weight-saving measures included the removal of the rear seat and strategic use of lightweight materials. Combining uncompromising performance with understated visual aggression, the GT2 distilled Porsche's motorsport

expertise into a limited-production, rear-wheel-drive supercar built expressly for experienced drivers.

The GT2 featured a six-speed manual gearbox and various carbon fiber components helped reduce mass and sharpen responses, while Porsche Active Suspension Management and massive carbon ceramic brakes ensured control commensurate with its prodigious output.

One of only 194 exported to the US by Porsche, and one of just 20 US examples for the final 2009 model year, this 2009 GT2 is finished in Black over a Black full leather interior and is particularly well specified.

HIGHLIGHTS

- One of Only 20 Examples Built for the US in 2009
- Ordered New with Various Carbon Fiber and Exclusive Options
- Showed Approximately 17,800 Miles when Catalogued; Documented with CARFAX Vehicle History Report
- Finished in Elegant Black over Black Color Combination
- Benefits from Service Work Performed at Porsche of Naples in 2025

SPECIFICATIONS

- 3,600 CC DOHC Flat 6-Cylinder Engine
- Bosch Electronic Fuel Injection
- Twin KKK Turbochargers
- 530 BHP at 6,500 RPM
- 6-Speed Manual Transaxle
- 4-Wheel Ventilated Carbon Ceramic Disc Brakes
- Front Independent MacPherson-Strut Suspension
- Rear Independent Multi-Link Suspension





In addition to standard GT2 specification, this example was ordered with the Carbon Interior Package and Carbon Package Switch Panel, reinforcing the car's purposeful, motorsport-derived character. Comfort and convenience options include adaptive, heated Sport Seats, the Sport Chrono Package, PCM with navigation module, a Bose surround sound system, Bluetooth phone interface, and universal audio interface.

Notably, the GT2 was specified with several Porsche Exclusive options, including a painted front spoiler lip, painted front air intakes, a color-matched leather key pouch, illuminated carbon fiber door-entry guards, red taillights, and an aluminum footrest – subtle details that distinguish this GT2 from more sparsely specified examples. Wheel caps with colored Porsche crests further underscore the attention to detail.

With a total original MSRP of \$210,915, this GT2 stands as a thoughtfully optioned, highly collectible example of one of Porsche's most extreme manual gearbox, rear-wheel-drive 911s of the modern era. Offered from the collection of a meticulous Porsche enthusiast, performance-minded aficionados are encouraged to closely inspect this rare turbocharged masterpiece.



2009 PORSCHE 997 GT2

LOT 113



2023 CHEVROLET CORVETTE Z06 CONVERTIBLE 3LZ

VIN. 1G1YF3D36P5600969

\$140,000–\$180,000 without reserve

The C8 represents the eighth generation of the Corvette and is the first mid-engine Corvette since the model's introduction in 1953. Debuting for the 2023 model year, the Corvette Z06 adopted a new, naturally aspirated flat-plane-crank V-8 engine. Producing 670 hp at 8,400 rpm, the Z06 delivers a claimed 0–60 mph time of 2.9 seconds and a top speed of 195 mph, and it is regarded as the most powerful naturally aspirated V-8 ever fitted to a production road car.

Combined with the immediacy of its eight-speed dual-clutch transmission and sophisticated chassis setup, the Z06 offers performance on par with contemporary European exotics – at a fraction of the price.

HIGHLIGHTS

One-Owner Example Showing Just 478 Break-In Miles when Catalogued
Finished in Striking Silver Flare Metallic over Adrenaline Red Interior
Range-Topping 3LZ Specification with Carbon Fiber Accents and Premium Trim
Equipped with Desirable Front-Lift Adjustable Height System
Offered with Original Window Sticker and CARFAX Vehicle History Report

The example offered here is the range-topping 3LZ model with convertible hard top, finished in desirable Silver Flare Metallic over Adrenaline Red leather and specified with factory options totaling \$7,680. Highlights include the practical Front Lift Adjustable Height system and Carbon Flash painted nacelles, complemented by a body-color roof panel. Delivered new to Florida, this Z06 has remained with its original owner and presents in essentially as-delivered condition, showing just 478 miles at the time of cataloguing. Accompanied by its original window sticker and CARFAX Vehicle History Report, this Z06 represents a compelling opportunity to acquire a virtually new, ideally optioned example of Chevrolet's most accomplished performance car.

SPECIFICATIONS

5,463 CC DOHC Flat-Plane-Crank V-8 Engine
Direct Fuel Injection
670 BHP at 8,400 RPM
8-Speed Paddle-Operated Dual-Clutch Automatic Transmission
4-Wheel Carbon Ceramic Disc Brakes
4-Wheel Independent Suspension with Magnetic Ride Control





2022 FERRARI F8 SPIDER

VIN. ZFF93LMA0N0270177
\$450,000-\$550,000

Debuting at the 2019 Geneva Motor Show, the Ferrari F8 was the latest chapter in the brand’s long line of mid-engine sports cars. With a shape that can trace its lineage back to the stunning 458 Italia of 2010, the F8 – known as the F8 Tributo in closed form and F8 Spider in open form – was ultimately the end of the mid-mounted V-8 era for Ferrari, replaced by the hybrid, V-6-powered 296.

Utilizing the same V-8 engine as the 488 Pista, the F8’s output was identical to the previous generation’s track-focused variant, while benefiting from improved turbo response characteristics and revised ratios in the car’s seven-speed, dual-clutch gearbox. As such, the F8 has earned its place in Ferrari history as the final non-hybrid, V-8-powered, mid-engine car from the hallowed brand.

HIGHLIGHTS

Desirable *Blu Tour de France* 70 over Cuoio Leather with Blue Stripe
Well-Optioned Example Including Carbon Fiber Driver Zone
Showing Just 691 Miles at Time of Cataloguing
Offered with Tool Kit, Tire Inflator, and Purchase Documents
The Final Non-Hybrid Mid-Engine V-8 from Ferrari

With limited production over a four-year span, approximately 2,000 Spiders are estimated to have been built.

While *Rosso Corsa* (Racing Red) may be Ferrari’s most iconic color, the marque has always offered a wide palette, and many buyers select a shade to suit the lines of a particular model. Among the most appealing is *Blu Tour De France* 70 – a hue named with a nod to the 1950s Tour de France 250 GT models and reintroduced in 2017 as a rich metallic navy to commemorate Ferrari’s 70th anniversary.

The discerning first owner selected the attractive hue for this F8 Spider, pairing

SPECIFICATIONS

3,902 CC Twin-Turbocharged DOHC V-8 Engine
Direct Fuel Injection
710 BHP at 8,000 RPM
7-Speed F1 Dual-Clutch Transaxle
4-Wheel Carbon Ceramic Disc Brakes
Front Wishbone Suspension with Coil-Over Shock Absorbers
Rear Multi-Link Suspension with Coil-Over Shock Absorbers



PROVENANCE

David Pleasance, Georgia (acquired new)

Current Owner (acquired from the above)



it with a *Cuoio* (Tan Leather) interior accented by central blue seat stripes for a harmonious and tailored finish. Additional options on this example included a host of carbon fiber features: air splitter, rear boot trim, B-post trim, driver zone with LEDs, central bridge, and dashboard inserts. Among the aesthetic details selected were Scuderia Ferrari shields, red brake calipers, colored mats with logo, and headrests bearing *Cavallino Rampante* logos. The AFS (Advanced Frontlighting System) headlights and suspension lifter were also specified, along with a host of other options that boosted the F8's original sticker price to \$380,457.

Acquired by the consignor in 2023 as part of a diverse collection of Ferraris and other world-class exotics, this F8 has only been occasionally driven, accruing a modest 691 miles at the time of cataloguing. Whether its next custodian intends to enjoy this open Ferrari legend and add thrilling, adrenaline-pumped miles to the odometer, or simply continue careful light use and preservation, this is a stunning example specified in outstanding colors, enhanced by an enviable list of factory options that will be appreciated for years to come.



2022 FERRARI F8 SPIDER

LOT 115



2001 RUF RGT

VIN. W09CB036Z1PR06009

ENGINE NO. RGT36002

\$275,000–\$325,000 without reserve

Introduced in 2000, the RUF RGT was based on the 996.1 Carrera, and was a major stepping stone as RUF’s first model based on the water-cooled 996 chassis. The RGT featured a 3.6-liter flat-six engine, tuned by RUF to produce 385 hp at 7,700 rpm. Meanwhile, Porsche’s 996.1 GT3 only produced 360 hp, and was over 40 pounds heavier. The RGT was eventually replaced by the 996.2-based RGT RS in 2004.

This RGT was produced for the 2001 model year and ordered in Midnight Blue with a Grey Alcantara interior. Additional exterior options included silver wheels, black brake calipers, and an aero kit which featured a bespoke rear spoiler, bumpers, and side skirts. Interior options included an Integrated Roll

Cage (IRC), Recaro clubsport seats in Grey Alcantara with body-colored shells, and a body-colored center console. The car was originally delivered to Japan, imported into Canada in 2022, and into the US in 2024.

Service work performed under prior ownership in 2024 included installation of new Michelin Pilot Sport Cup 2 tires and refinishing the bumper and side skirts. Under current ownership, the RGT received clear paint protection film. Showing just 31,592 km at the time of cataloguing, this 996-based RGT presents an opportunity to enter the RUF community at an appealing entry point.

HIGHLIGHTS

- One of Just 17 W09 RGT Examples Built
- Finished in Midnight Blue Paint over Grey Alcantara
- Showing Just 31,592 Km at Time of Cataloguing
- Offered with RUF Zertifikat and Documentation
- Porsche 996-Based RUF-Built Supercar

SPECIFICATIONS

- 3,600 CC DOHC Flat 6-Cylinder Engine
- Bosch Motronic Fuel Management
- 385 BHP at 7,700 RPM
- 6-Speed Manual Transaxle
- 4-Wheel Disc Brakes
- 4-Wheel Independent Suspension with Coil Springs and Shock Absorbers





1974 FERRARI DINO 246 GTS

COACHWORK BY SCAGLIETTI

CHASSIS NO. 08062

ENGINE NO. 135 CS 000 0011979

\$900,000–\$1,100,000

Produced from 1967 to 1974, the Ferrari Dino has come to be recognized as one of the most desirable sports cars of its era – a Pininfarina-styled masterpiece powered by a mid-mounted, four-cam V-6 whose lineage traces directly to Ferrari’s Formula 1 and sports prototype racing programs. As with most great collectibles, the earliest and latest examples are the most coveted. While the alloy-bodied 206 GT and early L-Series 246 GTs represent the purest expression of the design, the late-production E-Series cars mark the Dino’s ultimate evolution. Among them, the so-called “Chairs and Flares” examples are the most prized.

Never an official factory designation, “Chairs and Flares” refers to late E-Series Dinos specified with Daytona-style seats, flared wheel arches, and Campagnolo

cast alloy wheels. These features were available only at the end of Dino production, and most examples so equipped were open-top 246 GTS models built for the North American market. It is believed that fewer than 150 such cars were built, making them exceptionally scarce – particularly when paired with significant provenance, as with the remarkable example presented here.

According to research by model historian Matthias Bartz, chassis 08062 was completed in April 1974, and is the only Dino ever finished in Signal Orange, a vivid period color selected from Porsche’s palette. A US-specification car, it was generously optioned with Borletti air-conditioning, electric windows, radio, and black Connolly leather upholstery. Though ordered through official Ferrari

HIGHLIGHTS

A Singular Example of the Ultra-Desirable “Chairs and Flares” 246 GTS
The Only Ferrari Dino Originally Delivered in Porsche Signal Orange
Originally Owned by Acclaimed California Modern Architect Craig Ellwood
Beautifully Presented and Collector-Owned for the Past 25 Years
Offered with Books, Tools, Accessories, and Massini and Bartz Reports
A Unique Opportunity for Discerning Ferrari Collectors

SPECIFICATIONS

2,418 CC DOHC 65° V-6 Engine
Three Weber 40 DCNF/19 Carburetors
175 BHP at 7,800 RPM
5-Speed Manual Transaxle
4-Wheel Servo-Assisted Hydraulic Disc Brakes
4-Wheel Independent-Wishbone Suspension with Coil Springs and Shock Absorbers



PROVENANCE

Craig Ellwood, Los Angeles, California (acquired new via Francisco Mir in 1974)

Symbolic Motor Car Co., La Jolla, California (acquired circa 1996)

Private Collection, Florida (acquired from the above in 1999)

Dott. Antonio Curreri, New York City, New York (acquired from the above in 2000)

Private Collection, Florida (acquired from the above in 2025)

Current Owner (acquired from the above)

dealer Francisco Mir of Santa Monica, California, this Dino was clearly built to special order for a client with a specific vision and close ties to the marque: celebrated California architect Craig Ellwood.

Craig Ellwood (1922–1992) occupies a distinctive place in postwar American modernism. Self-taught yet informed by the International Style and the work of Mies van der Rohe, Ellwood’s architecture was defined by structural precision, disciplined minimalism, and an almost automotive sensitivity to proportion and line. His buildings – often composed of exposed steel and glass – balanced intellectual rigor with visual lightness, rewarding close inspection through carefully resolved details. Today, they stand as enduring expressions of Southern California mid-century modernism at its most refined.

Ellwood’s appreciation for purposeful form and mechanical elegance naturally extended to Italian sports cars. His ownership of a Lamborghini Miura P400 speaks to an attraction to radical engineering, while his Ferraris – a 365 GTB/4 Daytona and this Dino 246 GTS, both finished in orange – reflect his appreciation for line, balance, and performance. These were cars chosen not for excess, but for the coherence of their design language, mirroring Ellwood’s own architectural ideals.

Ellwood collected his Dino directly from the Ferrari factory in Maranello, where it was first registered on Italian tourist plates, “EE 60557.” Early in his ownership, he personalized the car with Perspex headlamp covers, a fender-mounted mirror, black-painted wheel centers, and a custom, full-width rear bumper, later registering it in California on vanity plates reading “VROOOM.” A period photograph shows the Dino posed alongside Ellwood’s celebrated “inhabited bridge” at the ArtCenter College of Design in Pasadena – an elegant International Style structure later profiled in *Domus*, forever linking Ellwood’s architectural legacy with this singular Ferrari.

It is believed Ellwood retained the Dino for decades, bringing it with him to Tuscany, Italy, upon retirement, before it eventually returned to the US. In the late 1990s, Ferrari specialist Elliot Grossman acquired the car via a government auction near San Diego on behalf of Symbolic Motor Car Company, which restored it in its original colors.

Around 2000, it was purchased by noted Ferrari collector Dott. Antonio Curreri of New York City, who commissioned an extensive mechanical rebuild – including engine, gearbox, and suspension – by Vincenzo Latino of Auto Elite in Tenafly, New Jersey. Dott. Curreri retained the Dino for over 20 years, driving and occasionally exhibiting it, including a recent appearance at The Bridge.



LOT 117

FEATURED MEDIA

Domus, No. 588, November 1978, “Un Ponte Abitato”

Dino Compendium: 206gt, 246gt, 246gts, by Matthias Bartz



Craig Ellwood's “Chairs and Flares” Dino, pictured in period, has always garnered interest from enthusiasts. Photo courtesy of C. Mark Jordan.

Recently acquired by the consignor and still presenting in superb condition, this unique Chairs and Flares 246 GTS is offered with tool kit, jack, owner's manual, and reports by marque historians Marcel Massini and Matthias Bartz. Quite simply, this is one of the most fascinating and significant Dino 246 GTS examples ever built – an irreplaceable union of rarity, bespoke specification, and mid-century design at its very best.



1974 FERRARI DINO 246 GTS

LOT 117



1959 MERCEDES-BENZ 300 SL ROADSTER

CHASSIS NO. 198.042.10.9500036
ENGINE NO. 198.980.8500332 (SEE TEXT)
\$1,000,000–\$1,300,000

Among the most iconic sports cars ever constructed, the Mercedes-Benz 300 SL Roadster represents the ultimate evolution of one of the marque's most important postwar achievements. Rooted in the competition-bred 300 SL racers of 1952, the production 300 SL quickly became a symbol of technical excellence. While the dramatic Gullwing Coupe captured the world's imagination upon its debut at the 1954 New York International Auto Show, it was the Roadster, introduced in 1957, that refined the concept into a more sophisticated, usable, and thoroughly resolved grand touring sports car.

Constructed largely by hand and produced in limited numbers with just 1,858 examples built through 1963, the 300 SL Roadster was far more than a simple

open variant of the Gullwing. Extensive re-engineering was required to transform the coupe's tubular spaceframe into an open configuration while simultaneously improving ride quality and handling. A revised rear suspension geometry significantly tamed the swing-axle behavior of earlier cars, while Michelin X radial tires became standard. To maintain performance despite the Roadster's added weight, Mercedes-Benz further optimized the legendary 3.0-liter inline six with a competition camshaft and available higher compression, preserving the car's exhilarating character.

Completed in early 1959, this 300 SL Roadster was delivered new in April of that year to the Karl Kunze Company of Berlin, Germany, as documented by

HIGHLIGHTS

Beautifully Finished in Its Factory-Original Color of *Weissgrau*
Presented with Rudge-Style Wheels, Tools, and Fitted Luggage
Successfully Completed the Copperstate 1000 and Colorado Grand Rallies
Documented European Delivery with German, Canadian, and US Ownership
One of the Finest Sports Cars of Its Time

SPECIFICATIONS

2,996 CC SOHC Inline 6-Cylinder Engine
Bosch Mechanical Fuel Injection
250 BHP at 6,200 RPM
4-Speed Manual Gearbox
4-Wheel Hydraulic Drum Brakes
Front Independent Double-Wishbone Suspension
Rear Independent Swing-Axle Suspension



PROVENANCE

Karl Kunze Company, Berlin, Germany (acquired new in 1959)
Walter Kupka, Vancouver, Canada (acquired circa 1974)
Bud Kanke, West Vancouver, Canada (acquired in 1979)
Paul Herbesmann, British Columbia, Canada
Bruce Stevenson, Portland, Oregon (acquired in 1996)
Seth Gersch, Hillsborough, California (acquired from the above in 1998)
Anthony Podell, Rolling Hills, California (acquired from the above circa 2002)
Current Owner (acquired in 2015)

its original *Wagenkarte*. European delivery features, including kilometer-based instrumentation and amber rear lenses, confirm its early life abroad. The Roadster remained in Europe for its formative years before being imported to western Canada in the early 1970s.

At that time, the car entered the ownership of Walter Kupka, a proprietor of a repair garage specializing in fine European automobiles, an ideal early custodian for the car. In 1979, it was acquired by noted Vancouver restaurateur and longtime automotive enthusiast Bud Kanke, who preserved the car within his collection for several years. One additional Canadian owner followed before the 300 SL transitioned to the US, joining the collection of Portland hotelier Bruce Stevenson.

Subsequent ownership took the Roadster to California, where it passed through the hands of Seth Gersch of Hillsborough before being acquired by prominent Southern California collector Tony Podell. During Mr. Podell's 13-year tenure, the car benefited from extensive mechanical attention, with numerous receipts documenting work to major systems including brakes, fuel delivery, suspension, cooling, and related components. This conscientious mechanical stewardship enabled the Roadster to be driven as intended, culminating in successful participation in two of North America's most respected vintage driving events:

the Copperstate 1000 and the Colorado Grand.

Finished in its factory correct *Weissgrau* (White Gray, DB 158), this Roadster presents with a timeless and elegant demeanor. The red leather interior displays an appealing, gently worn patina that speaks to careful use rather than over-restoration, enhancing the car's authenticity and charm. While no longer retaining its originally installed engine, this 300 SL is fitted with a correct and period appropriate 3.0-liter inline six-cylinder powerplant that has been stamped with the original engine number. The Gull Wing Group registry notes the original engine for this car was replaced sometime around 1979. Chromed Rudge-style wheels lend a purposeful, competition-inspired stance, while wide lap belts reinforce its sporting character. The folding soft top stows cleanly beneath the hinged tonneau, preserving the Roadster's graceful lines when lowered. The car is accompanied by a tool kit, as well as a desirable two-piece set of color-matched, fitted luggage.

Acquired by the current collection in 2015, the Roadster has been well cared for over the past decade, with an emphasis on continual improvement rather than static preservation. Nearly \$60,000 in documented service and maintenance has been invested during this period, with work performed by leading specialists including Hjeltness Restoration, the Mercedes-Benz Classic Center, and Intrepid



LOT 118



Motorcar. Today, the 300 SL Roadster stands as one of the most rewarding classic sports cars to own and drive, combining legendary performance with comfort, refinement, and enduring style. This example, distinguished by its sympathetic long-term stewardship, offers an exceptional opportunity to acquire a Roadster that is not only historically significant but genuinely usable.



1959 MERCEDES-BENZ 300 SL ROADSTER

|| LOT 118



1996 PORSCHE 993 CARRERA CABRIOLET

VIN. WPOCA2991TS341813

\$150,000–\$180,000 without reserve

This 1996 Carrera Cabriolet is a handsome example of the coveted 993-generation 911, the final air-cooled 911 model and a high-water mark for Porsche's iconic sports car lineage. Several updates were introduced for the 1996 model year 993, including Porsche's now-famous Varioram induction system, which varies the effective length of the intake manifold, optimizing engine performance at both low and high rpms.

Completed in March 1996, the Carrera Cabriolet offered here was sold new in Ohio and came well equipped with features that included the Motor Sound Package, a limited-slip differential, the Advanced Technic Package, and heated front seats. Finished in black with a matching black soft top, this Carrera was

optioned with a rare and sought-after, special-order Flamenco Red interior and equipped with a manual gearbox.

By 2006, this 911 resided in Arizona, and in 2022 it received maintenance work by respected Porsche workshop Patrick Motorsports of Phoenix, which included new Michelin Pilot Sport PS2 tires.

This 993 is accompanied at auction by manuals, a jack, and a tire compressor. Specified with a rare and striking color combination and generously optioned with desirable features, this Carrera Cabriolet is sure to intrigue discerning enthusiasts of unique modern Porsches.

HIGHLIGHTS

Displayed Less than 7,800 Miles when Catalogued

Finished in Desirable Black over Flamenco Red Color Scheme

Highly Optioned with Motor Sound Package, Limited-Slip Differential, and Advanced Technic Package

Documented with Records, Porsche Production Specifications Certificate, and CARFAX Vehicle History Report

Accompanied by Manuals, Jack, and Tire Compressor

SPECIFICATIONS

3,600 CC SOHC Flat 6-Cylinder Engine

Bosch Multi-Port Fuel Injection

285 BHP at 6,300 RPM

6-Speed Manual Transaxle

4-Wheel Ventilated Disc Brakes

Front and Rear Independent Suspension with Coil Springs





2016 LAMBORGHINI AVENTADOR SUPERVELOCE LP 750-4

VIN. ZHWUF3ZD1GLA04956

\$675,000–\$725,000

The Lamborghini Aventador Superveloce LP 750-4 represents one of the most focused and visceral expressions of the Sant'Agata Bolognese naturally aspirated V-12 lineage. Conceived as a lighter, more aggressive evolution of the Aventador platform, the Superveloce (SV) sharpened every aspect of the model's performance while retaining the unmistakable drama and presence that define Lamborghini's flagship cars. With its extreme styling, purposeful aerodynamics, and uncompromising mechanical character, the SV stands today as a benchmark modern supercar and a future classic.

This SV coupe was sold new by O'Gara Coach Company in La Jolla, California, as documented by a copy of its original window sticker on file. The Lamborghini

was exceptionally well equipped and its high original sticker price included a wide array of desirable options. The Aventador is finished in the fantastic special-order color of *Bianco Opalis* (Opalescent White), a triple-layer hue with a unique shimmering quality which was specified through Lamborghini's Ad Personam customization program. The car's additional exterior options include a painted SV logo above the rear wheel arches, red calipers for its carbon ceramic brakes, and Dianthus forged wheels.

Inside, the SV is fitted with a *Nero Cosmus* (Cosmos Black) interior with red seat belts and red stitching, and equipped with the special SV interior package, consisting of extensive use of carbon fiber and Alcantara, along with carbon

HIGHLIGHTS

One of Just 600 Aventador SV Coupes Built in Total
Finished in the Remarkable, Special-Order Color of *Bianco Opalis*
Sparingly-Used Example with Less than 1,850 Miles when Catalogued
Highly Optioned with Extensive Carbon Fiber and Alcantara
Accompanied by Books, Tool Kit, Roadside Gloves, and Air Compressor

SPECIFICATIONS

6,498 CC V-12 Engine
Multi-Point Fuel Injection
750 BHP at 8,400 RPM
7-Speed Automated Manual Transaxle
4-Wheel Carbon Ceramic Disc Brakes
4-Wheel Independent Suspension with Coil-Over Shock Absorbers



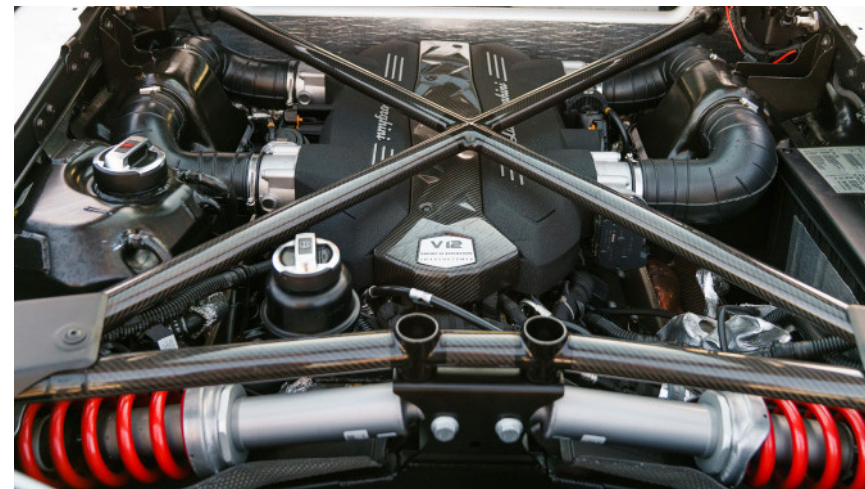


fiber footplates. These options together create dramatic visual contrast and an exciting, driver-focused cockpit.

Power is provided by Lamborghini's legendary 6.5-liter, naturally aspirated V-12, producing approximately 740 hp, paired with a lightning-fast, seven-speed, automated manual transaxle and all-wheel drive. In SV specification, the Aventador benefits from reduced weight, increased downforce, and recalibrated suspension, resulting in sharper turn-in, greater stability at speed, and a more immersive driving experience. The SV's optional transparent engine cover offers a dramatic view of the car's glorious V-12, and the engine bay features an optional carbon fiber X-frame brace and carbon fiber T-shaped engine shield.

This SV was also specified with the Magneto-Rheological Suspension and Lifting System, allowing for magnetically adjustable stiffness levels and the ability to raise the front (or whole car) for clearing obstacles. At the time of cataloguing, the odometer displayed less than 1,850 miles, a remarkably low figure reflecting its limited use since new.

Produced in limited numbers, the Aventador Superveloce LP 750-4 is one of the most raw and engaging road-going V-12 cars ever offered by Lamborghini.



2016 LAMBORGHINI AVENTADOR SUPERVELOCE LP 750-4

LOT 120



1986 FERRARI 412

COACHWORK BY PININFARINA

VIN. ZFFYD24B000059327

\$100,000–\$125,000 without reserve

A powerful and refined grand tourer, the Ferrari 412 represents the final evolution of Maranello's long-running four-seat flagship lineage. Produced in limited numbers – a total of just 576 examples were built – the 412 combined understated Pininfarina styling with effortless performance and genuine long-distance comfort.

Powered by Ferrari's fuel-injected 4.9-liter Colombo V-12 and paired with a smooth automatic transmission, the 412 delivered abundant torque, refined road manners, and the unmistakable character of a naturally aspirated 12-cylinder Ferrari. Designed as a true GT, it offered exceptional ride quality, stability at speed, and comfortable accommodation for four adults.

HIGHLIGHTS

Powerful Grand Tourer and One of Only 576 Examples Built
Presented in *Grigio Metallizzato* over a Red Leather Interior
Displayed Approximately 17,500 Miles when Catalogued
Benefits from Recent Service and Detailing
Opportunity to Acquire a Modern Classic in Rare Colors

This example is attractively presented in *Grigio Metallizzato* (Metallic Gray) over a red leather interior – a rare and elegant color combination that highlights the car's crisp lines while lending the cabin a distinctly sporting character. At the time of cataloguing, the odometer displayed approximately 17,500 miles, and in current ownership recent servicing included work to the car's suspension and fuel systems.

Benefiting from a recent detailing, this 412 is an attractive example of a model increasingly appreciated for its rarity, usability, and discreet elegance, making it an appealing modern classic.

SPECIFICATIONS

4,943 CC DOHC V-12 Engine
Bosch K-Jetronic Fuel Injection
340 BHP at 6,000 RPM
3-Speed Automatic Transmission
4-Wheel Ventilated Disc Brakes
Front and Rear Independent Suspension with Coil Springs



1967 FERRARI 275 GTB/4

COACHWORK BY SCAGLIETTI
CHASSIS NO. 10387
ENGINE NO. 10387
\$2,900,000–\$3,300,000

Introduced at the October 1966 Paris Motor Show, Ferrari's 275 GTB/4 built upon the foundation laid down by the 275 GTB, and was the first of Ferrari's road cars to be equipped with all-independent suspension and a five-speed rear transaxle. The stunning, Pininfarina-designed, Scaglietti-built body of the 275 GTB/4 remains a benchmark of sports car design today, and its hand-built construction rendered each car a uniquely crafted masterpiece in its own right – a characteristic discussed in depth in an October 1967 *Car and Driver* review and road test.

Underneath the sleek, long bonnet, the V-12 engine of the 275 GTB/4 was fitted with four overhead camshafts – two per cylinder bank. Designated tipo 226,

this powerplant developed a factory-rated 300 bhp at a screaming 8,000 rpm, as much power as Ferrari's prior two-cam racing engines. In addition, the tipo 226 V-12 featured other race-proven upgrades, including competition-type dry sump lubrication and a new intake system mounting six twin-choke Weber carburetors. All told, this formidable powerplant was capable of propelling the new 275 GTB/4 to a top speed of over 160 mph.

The engine, driveshaft, and rear-mounted transaxle of the 275 GTB/4 were combined into one subassembly mounted to the chassis at four points, producing a rigid car with excellent weight distribution and superb, neutral handling characteristics. Over-the-road performance of the 275 GTB/4 was,

HIGHLIGHTS

One of Just 330 Examples of the Immortal 275 GTB/4
Finished in Its Sporting Original Color Combination of *Grigio Argento* over Black
Ferrari Classiche-Certified Example Retaining Factory-Original Components
Accompanied by Books, Tools, Classiche Red Book, and Documentation File
Among the Most Revered Automotive Designs of All Time

SPECIFICATIONS

3,285 CC DOHC Tipo 226 V-12 Engine
Six Weber Twin-Choke Carburetors
300 BHP at 8,000 RPM
5-Speed Manual Transaxle
4-Wheel Vacuum-Assisted Hydraulic Disc Brakes
4-Wheel Independent Suspension with Coil Springs



PROVENANCE

Roberto Bertuzzi, Piacenza, Italy (acquired new via M. Gastone Crepaldi S.a.s. in 1967)

Andrea Tugnoli, Bologna, Italy (acquired from the above in 1968)

Giorgio Zanetti, Padova, Italy (acquired from the above via Achilli Motors S.a.s. in 1970)

Aldo Caretti, Napoli, Italy (acquired from the above in 1973)

Michael Greenblat, Muttontown, New York (acquired circa 1989)

Ryuzo Kuroki, Tokyo, Japan (acquired circa 1991)

Enrique Landa, San Diego, California (acquired via Symbolic Motor Car Co. circa 2006)

Hines Marshall, Houston, Texas (acquired from the above in 2010)

Current Owner (acquired from the above in 2015)

and remains, incomparable. Writing in *L'Auto-Journal*, former Grand Prix driver Jean-Pierre Beltoise commented, “I covered in complete safety and the greatest comfort...and while carrying on a normal conversation with my passenger, the 46 miles which separate the Pont d’Orléans from Nemours in a little less than 23 minutes...at an average speed of more than 121 miles per hour – which is remarkable enough without noting that I had to stop for the toll gates.”

While the 275 GTB/4 was certainly a leading-edge sports car in so many respects when new, it also made history by marking the end of a glorious era as the last truly coachbuilt, road-and-race V-12 berlinetta built by Ferrari.

The 275 GTB/4 presented here, chassis 10387, was completed at the Ferrari factory on September 17, 1967, finished as it is presented today in *Grigio Argento* (Silver Gray) with black leather upholstery. Two days later, the new Ferrari was sold through the factory’s official Milanese agent M. Gastone Crepaldi S.a.s., to its first owner, Roberto Bertuzzi, a 25-year-old sports car enthusiast living in Piacenza.

By the time he took delivery of the 275 GTB/4, Sig. Bertuzzi had earned a reputation as a successful gentleman driver, campaigning Abarth-Simca 1300 and 200 GTs in important Italian events such as the Coppa Inter-Europa at

EXHIBITION HIGHLIGHTS

FCA National Meet, Tysons Corner, Virginia, 1991

10th Annual Reading Ferrari Concours d’Elegance, Pennsylvania, 1994

Ferrari Club Japan Concours, Suzuka, Japan, 1995 (First in Class)

Monza and the Grand Prix of Imola.

Registration records indicate that Sig. Bertuzzi retained the 275 GTB/4 for just over a year, during which time it accrued approximately 18,000 km (11,000 miles) and made regular visits to Ferrari’s Assistenza Clienti in Modena for service and maintenance. In 1968, chassis 10387 was sold to its second owner and, from there, passed through the ownership of two subsequent collectors in Italy before being exported to the US in 1973. In July 1975, the 275 GTB/4 was advertised in the *New York Times*, where it was described as “red with black interior, new paint, new engine, extras.”

Evidently, 10387 remained in the New York area, and in 1989 this GTB/4 was advertised for sale in the *Ferrari Market Letter* on behalf of its then-owner Michael Greenblat of Long Island. By this time, the Ferrari had been treated to a comprehensive restoration, with an engine rebuild performed by FAF Motorcars in Atlanta, and significant cosmetic detailing by Berlinetta Motorcars Ltd. in Huntington Station, New York.

Ferrari enthusiast Ryuzo Kuroki of Tokyo, acquired 10387 via dealer Wayne Carini by 1991; however, the car remained in the US for several years, making appearances at two major East Coast concours events. After making its way



LOT 122



LOT 122

FEATURED MEDIA

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

to Tokyo, the 275 GTB/4 took part in the 1995 Ferrari Club Japan Concours at Suzuka Circuit, where it received a First in Class award. The Ferrari remained in Japan until circa 2006, when it was sold to San Diego collector Enrique Landa via Symbolic Motor Car Co. in La Jolla, California.

In 2010, this Ferrari was acquired by the noted enthusiast Hines Marshall of Houston, where it benefited from dedicated professional maintenance. During this time, still finished in red, 10387 was inspected for classiche certification. The department concluded that this 275 GTB/4 is a correct and authentic example, retaining its original chassis, coachwork, engine, and transaxle, as well as its braking and suspension systems. In addition to its Ferrari Classiche documents, the sale of 10387 is accompanied by a tool kit, handbooks, and an impressive file of documentation that includes Automobile Club d'Italia registration records as well as a report compiled by marque historian Marcel Massini.

In 2015, chassis 10387 was acquired by the consignor, a respected collector of low-production mid-century and modern sports cars. Following mechanical work by the renowned Ferrari expert Greg Jones, this 275 GTB/4 was sent to noted specialist European Collectibles in California for a professional refinish in its original color of *Grigio Argento*. In total, invoices for nearly \$400,000 are on file for restorative work before the Ferrari assumed pride of place in the

owner's collection. It has taken part in rallies as well as fair-weather weekend outings over the past decade.

With just 330 examples built, the 275 GTB/4 stands proudly as one of the most iconic and brilliantly wrought products ever built at the storied Maranello works. A brilliant performer that remains electrifying today, the 275 GTB/4 marked the end of an era as the last true dual-purpose, road-and-race V-12 grand touring car offered by Ferrari – one capable of winning races or swiftly whisking its occupants across the continent to exotic destinations, with equal aplomb. Certified by Ferrari's Classiche Department and finished in its captivating original colors, 10387 is poised for its next custodian to add to its rich history with new adventures.



1967 FERRARI 275 GTB/4

LOT 122



1997 RUF BTR II

VIN. W09TB0362VPR06001
\$850,000–\$1,200,000

The first RUF model to use the now famous W09 serial number was the 1983 BTR. Standing for Gruppe B Turbo RUF, the G-series-based BTR was made available in a variety of body configurations. Powered by a 3.4-liter turbocharged flat-six engine mated to a five-speed gearbox – when Porsche’s own 930 Turbo sported a four-speed – the BTR developed 374 hp at 6,000 rpm. Achieving 0–60 mph in 4.7 seconds with a 190 mph top speed, a BTR was named “World’s Fastest Car” by *Road & Track* magazine in 1984 and put the supercar world on notice.

RUF introduced a spiritual successor to its first production car in 1994. Based on the 993-generation Porsche 911, each RUF-built BTR II started as a narrow-body 911 Carrera 2 body-in-white supplied by Porsche. Subtly embellished in the style

of its predecessor, the BTR II was set apart by a reworked front bumper with larger air inlets and a pair of horizontal vent slits, a “whale tail” rear spoiler, sport mirrors, and 18” RUF five-spoke alloy wheels. On the inside, more supportive bucket seats and an integrated full roll cage were listed as optional extras.

RUF revised the gear ratios of the standard six-speed manual gearbox and added a limited-slip differential with a 60% lockup. The suspension was lowered, stiffer anti-roll bars were installed, and braking was improved.

The 3.6-liter naturally aspirated, air-cooled engine from the standard 993 Carrera 2 was retained but significantly upgraded. Topped by a large KKK K27

HIGHLIGHTS

The First of Approximately 10 Factory-Built BTR II Models
Based on a Narrow-Body 993 with Single Turbocharger and Rear-Wheel Drive
Finished in Vibrant Speed Yellow with a Black Interior and Yellow Accents
Presented in Outstanding Condition and Showing Less than 26,000 Miles when Catalogued
Accompanied by Books, Tools, Jack, Accessories, and RUF Zertifikat

SPECIFICATIONS

3,600 CC SOHC Flat 6-Cylinder Engine
Bosch DME Motronic Fuel Injection
BorgWarner KKK K27 Turbocharger
420 BHP at 6,000 RPM
6-Speed Manual Transaxle with Limited-Slip Differential
4-Wheel Ventilated Disc Brakes
Front and Rear Independent Suspension with Coil Springs and Shock Absorbers



PROVENANCE

Ishida Engineering Inc., Kyoto, Japan (acquired new in 1998)

Private Collection, UK (acquired in 2015)

Andy Cohen, Beverly Hills, California (acquired circa 2017)

Private Collection, Los Angeles, California (acquired from the above)

Private Collection (acquired from the above)

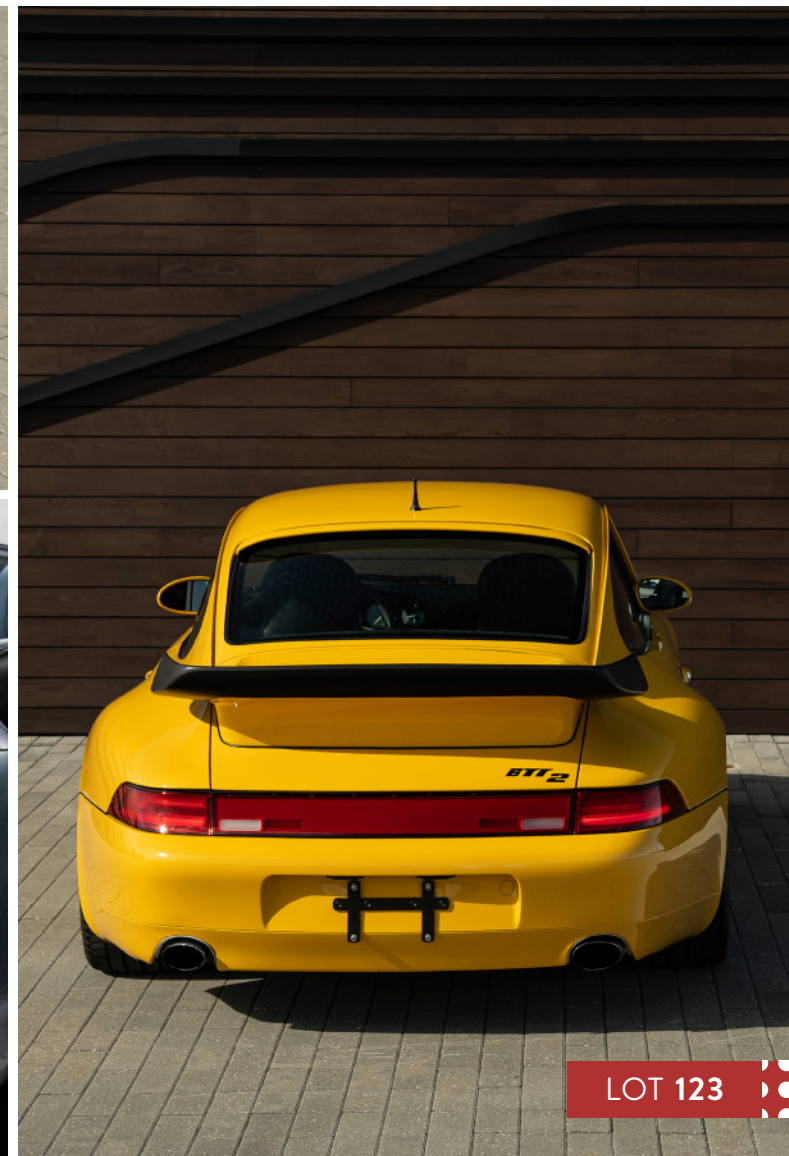
Current Owner (acquired from the above)



turbocharger, other modifications included an intercooler, sharper camshafts, new pistons, an auxiliary oil cooler, an optimized exhaust system, lowered compression ratio (from 11.3:1 to 8.4:1), and a reprogrammed Bosch DME Motronic engine management system. Delivering its power to the rear wheels only, the new engine developed 420 hp at a low 6,000 rpm and 435 lbs./ft. of torque at 4,800 rpm. Accelerating from 0–60 mph in a blistering 4.1 seconds with a 191 mph top speed, the BTR II eclipsed the performance of Porsche's own four-wheel-drive, twin-turbocharged 993 Turbo.

Available as a coupe or cabriolet, approximately 10 BTR II examples are believed to have been constructed by the RUF factory, along with several conversions of existing Porsche cars.

Finished in the striking combination of Speed Yellow over a black leather interior with contrasting yellow stitching, this factory-built BTR II was the first production example completed on a 993 chassis, according to the accompanying RUF Zertifikat. Delivered new to a VIP customer in Japan in 1998 and specified with bucket seats and a lightweight interior package – in addition to signature components such as a RUF shifter, steering wheel, pedals, and green-hued instrumentation – this BTR II later made a stopover in the UK before being purchased circa 2017 by Andy Cohen of Beverly Hills, California.



LOT 123



The founder of the well-known Beverly Hills Motoring Accessories company, Mr. Cohen returned the BTR II to RUF's workshop in Pfaffenhausen, Germany, for attention before exporting it to the US. According to an invoice on file stating a cost of €23,849, work performed by RUF in mid-2017 included converting the BTR II to US specification and an engine service. The BTR II would pass through one private California-based collection before being acquired by its previous owner, a prominent RUF collector.

Acquired by the consignor in 2023 and showing less than 26,000 miles at the time of cataloguing, this BTR II presents in outstanding condition. In current ownership, the car's RUF wheels have been refinished in their proper silver hue and the interior has been fitted with two new "lollipop" bucket seats from RUF, as it originally was from the factory. Additionally upgraded with improved 993 taillights from RUF, the BTR II is accompanied at auction by books, tools, jack, air compressor, original delivery accessories, service invoices, RUF Zertifikat, and additional documentation.

Although the silhouette is a familiar one, this highly collectible and truly uncommon RUF offers thrilling, old-school turbo performance that will put many more recently produced supercars to shame.



1997 RUF BTR II || LOT 123



1950 JAGUAR XK120 ALLOY ROADSTER

CHASSIS NO. 670087

ENGINE NO. W5538-8

\$200,000–\$240,000 without reserve

This fascinating, early-production, alloy-bodied XK120 was constructed in January 1950 and delivered through Charles Hornburg in Los Angeles, finished in Gunmetal Grey over a Blue interior. Notes on file purport that its first owner was the legendary collector William F. Harrah. According to a copy of a newspaper clipping, after extensive racing modifications, Harrah entered the car in the Reno Sports Car Races with driver Max Malachowski, who finished 2nd. In 1972, the XK120 was imported to the UK by John Pearson and John Harper, who campaigned it extensively in the ensuing years. It was road registered as “PGY 198L,” earning it the affectionate nickname “Piggy.” In 1974, Jaguar works named Pearson “Driver of the Year” for his competitive efforts in the XK120, making him the first recipient of the newly established

award. The Jaguar’s history file also cites numerous vintage races with noted French driver Philippe Renault at the wheel in the mid-1970s.

The file further documents extensive restorative work commissioned by its owner M.J. Ridley in the 1990s. Stuart Jackson, who acquired it in 2017, reimported it to the US in 2019. Today, this exciting and pedigreed XK120 continues to proudly display its competitive past, but with a clear refinement underscored by its gleaming dark green finish and beautifully trimmed tan leather bucket seats. It stands as a perfect event entry sure to provide its next custodian with yet unwritten adventures.

HIGHLIGHTS

One of Only 184 Left-Hand-Drive, Alloy-Bodied XK120 Roadsters Built
Reportedly Owned by Automotive Legend William F. Harrah
Accompanied by Extensive History File and Period Photographs
Equipped with Numerous Competition-Focused Modifications
An Iconic Postwar Jaguar, Highly Eligible and Usable for Numerous Events Worldwide

SPECIFICATIONS

3,442 CC DOHC Inline 6-Cylinder Engine
Twin SU H8 Sandcast Carburetors
Estimated 170 BHP at 5,000 RPM
4-Speed Manual Gearbox
4-Wheel Hydraulic Drum Brakes
Front Independent Suspension with Torsion Bars
Rear Live Axle with Semi-Elliptical Leaf Springs





1965 SHELBY 289 COBRA

CHASSIS NO. CSX2327

ENGINE NO. 3816

\$900,000–\$1,100,000

Few postwar sports cars deliver such an immediate and enduring sense of occasion as the Shelby Cobra. Brutally fast yet remarkably communicative, the Cobra distilled Carroll Shelby's vision of combining American V-8 muscle with European chassis finesse into a sports car that forever altered the competitive landscape of the 1960s. Conceived with racing foremost in mind, the Cobra became the spearhead of Ford Motor Company's "Total Performance" era, laying the groundwork for international success that would culminate in the FIA GT Championship and, ultimately, Ford's legendary Le Mans victories. Within this storied lineage, the small-block 289 Cobra has come to be regarded as the most balanced and rewarding expression of the concept, blending explosive performance with agility, responsiveness, and genuine drivability.

HIGHLIGHTS

Fully Documented History from New in the SAAC Registry
Retains Original Aluminum Bodywork and Matching-Numbers Engine
Multiple SAAC National Class Wins and Regional Best of Show Honors
Long-Term Ownership by Noted Shelby Cobra Specialist
Late-Production 289 Cobra with Well-Documented Service History

According to the Shelby American Automobile Club (SAAC) World Registry, chassis CSX2327 was billed to Shelby American on January 31, 1964, and shipped to Los Angeles aboard the SS *Loch Loyal* in February of that year. It was invoiced on May 18, 1964, to Loh Ford of Bridgeport, Connecticut, finished in its original Silver over Black leather. Factory-supplied "Class A" options included whitewall tires, five chrome wire wheels, radio and antenna, antifreeze, and freight, bringing the total purchase price to \$5,929.55.

Chassis CSX2327 is a late-production Cobra, benefiting from the significant technical refinements introduced from early 1963 onward. These included rack and pinion steering in place of the earlier worm-and-sector system, revised

SPECIFICATIONS

289 CID Ford V-8 Engine
Single Holley 4-Barrel Carburetor
271 BHP at 6,000 RPM
4-Speed Manual Gearbox
4-Wheel Hydraulic Disc Brakes
4-Wheel Independent Suspension

**Please note that this vehicle is titled a Ford.*



LOT 125

PROVENANCE

Michael J. Celentano, New Haven, Connecticut (acquired new in 1964)

Private Collection, Massachusetts (acquired in 1987)

Colin Comer, Wisconsin (acquired in 2003)

Current Owner



front suspension geometry, improved braking, and numerous detail upgrades that transformed the Cobra into a more precise, predictable, and confidence-inspiring machine. These developments sharpened the car's already formidable performance while enhancing stability and control.

Later in 1964, CSX2327 was transferred to M&E Ford of Meriden, Connecticut, which sold it new in December to its first private owner, Michael J. Celentano of New Haven. Period service records trace the car's early life in reassuring detail. Celentano returned the Cobra for its 500-mile service check in January 1965, and warranty work addressing the speedometer, tachometer, and antenna was completed the following month. By that time, approximately 1,500 miles had been recorded.

By the 1970s, CSX2327 remained firmly in enthusiast hands. Repainted red during that decade, it emerged as a standout within the growing Shelby community. In 1977, the Cobra was presented at the Shelby American Automobile Club's second national convention in Hershey, Pennsylvania, where it captured First Place in the 289 Cobra popular vote class. This achievement was repeated at SAAC-6 in Monterey, California, in 1981, and the car also earned Best of Show honors at the SAAC Pine Mountain Lakes regional meet.



LOT 125

EXHIBITION HIGHLIGHTS

SAAC-2 National Convention, Hershey, Pennsylvania, 1977 (First in Class)

SAAC-6 National Convention, Monterey, California, 1981 (First in Class)

SAAC Pine Mountain Lakes Regional Meet (Best of Show)



In 1987, a Massachusetts collector acquired CSX2327 and the car would remain in his care until 2003, when it was purchased by noted Shelby specialist Colin Comer. Under his stewardship, the Cobra was refinished in 2004 in the black exterior it wears today, and its matching-numbers original engine was rebuilt. Throughout this long period of care, CSX2327 was driven as intended, participating in multiple Copperstate 1000 rallies and numerous SAAC events.

Today, CSX2327 presents beautifully, finished in black over a black interior and benefiting from the regular use and care of a prominent Chicago-based collection over the last several years. The car is equipped with period-appropriate features including competition seat belts, roll bar, and side exhaust. Remarkably, details down to the factory-supplied grease gun remain intact.

More than a car, the Shelby Cobra represents a moment when ingenuity, ambition, and raw performance converged to redefine what a sports car could be. The Cobra remains a benchmark against which all sports cars are measured. CSX2327 is a car with a compelling specification, well-documented history, and the right reputation – one that delivers the visceral thrill promised by its legend, whether carving mountain roads, crossing a continent at speed, or standing as a benchmark example of Carroll Shelby's most enduring creation.



1965 SHELBY 289 COBRA

LOT 125



1961 OSCA 1600 GT COUPE

COACHWORK BY TOURING

CHASSIS NO. 0019

\$425,000–\$525,000

In 1947, the Maserati brothers left the company that bore their surname to begin a new venture – Officine Specializzate Costruzione Automobili, or “OSCA” – with the sole intent to build competition cars. After a few years, the company also began constructing small-displacement road cars in a limited quantity – known then and now for their jewel-like precision and performance. Of the believed 128 total OSCA 1600 GTs built, chassis 0019 is one of just two known examples bodied by Carrozzeria Touring of Milan. Notably, the 1600 GT was OSCA’s final model, as the small sports car manufacturer closed its doors forever in 1967.

Touring’s famed *Superleggera* (Super Light) coachwork construction – an aluminum skin over a skeleton of thin-diameter steel tubing – was combined

with OSCA’s potent 1,568 cc twin-cam, five-main-bearing engine. The car’s low weight and ample power resulted in agile handling and performance capabilities on par with much more powerful and expensive contemporaries.

According to a report from Maserati historian Dott. Adolfo Orsi, this example, chassis 0019, was initially exhibited at the 1961 Torino Motor Show on the Carrozzeria Touring stand, sold new to an Italian owner, and subsequently featured in magazines and at concours events. Later, the car received a restoration overseen by Carlo Anderloni, the son of Carrozzeria Touring’s founder, who was able to rely upon Touring’s original renderings, copies of which accompany the sale. The OSCA was later re-trimmed and repainted in period-correct *Celeste*

HIGHLIGHTS

One of Only Two Known Examples with Coachwork by Carrozzeria Touring
Exhibited at the 1961 Torino Motor Show

Restoration Work Performed by the World-Renowned Quality Cars S.r.l.

Believed to Be One of Only 128 OSCA 1600 GTs Built; Includes History Report by Dott. Adolfo Orsi

Accompanied by Original Registration, Copies of Design Renderings, and Historical Photographs

SPECIFICATIONS

1,568 CC DOHC Inline 4-Cylinder Engine

Two Twin-Choke Weber 40 DCOE Carburetors

Estimated 123 BHP at 6,800 RPM

4-Speed Manual Gearbox

4-Wheel Hydraulic Disc Brakes

4-Wheel Independent-Wishbone Suspension with Coil Springs



EXHIBITION HIGHLIGHTS

Torino Motor Show, 1961



Chiaro (Light Sky Blue) by a specialist in Belgium.

The consignor, who has owned some of the most important OSCAs in the world, acquired the 1600 GT in 2017 and entrusted it to the renowned Quality Cars S.r.l. near Venice, Italy, with the intent of returning it as close as possible to its Torino Motor Show appearance. The 1600 GT was taken down to bare metal, repainted in gray, and treated to new upholstery and carpets, along with attention to other interior details. Mechanical work was performed by one of the world's foremost OSCA specialists, the multiple Pebble Beach award-winning firm Autofficina Aldo. The consignor's fastidious nature and passion for correctness meant he conducted an arduous search for a set of the proper and extremely rare Amadori magnesium wheels, which were purchased at a substantial cost and fitted to the car.

Today, this rare OSCA presents in fantastic condition and makes a striking impression in its understated color scheme. As one of Italy's finest small sports cars, stylishly wrapped in handsome and exclusive Touring coachwork, it would be a prized addition to any discerning collection.



1961 OSCA 1600 GT COUPE

LOT 126



1963 CHEVROLET CORVETTE 327/340 SPLIT-WINDOW COUPE

CHASSIS NO. 30837S113761

ENGINE NO. 3113761 F0411RE

\$175,000–\$225,000 without reserve

Chevrolet's long-running Corvette enjoyed a banner year in 1963, with the introduction of the all-new C2 under the leadership of Zora Arkus-Duntov. Larry Shinoda and lead designer Bill Mitchell translated the open-cockpit Stingray Special from a roadster into a streamlined fastback coupe and introduced mechanical innovations such as independent rear suspension and pop-up headlamps. The 1963 coupe also featured the striking "Split-Window" design, with a central spine running down the roofline that separated the rear window into left and right panes. After just one year of production, the rear window reverted to a one-piece unit, making these Split-Window cars truly iconic.

According to the Corvette's data plate, this example was built in the fourth

week of April 1963 and finished in Sebring Silver (941) with standard trim. This model had long been on the current owner's bucket list as a car he wanted to restore, and he selected this example for its matching chassis and engine numbers, acquiring it from long-term Massachusetts ownership in 2013.

The restoration process kept Prueitt Automotive Restoration of Glen Rock, Pennsylvania, engaged for the next few years, during which the car's cosmetics and details were refurbished and its mechanical aspects rebuilt. The result of this work was exceptional, and the car was subsequently shown at many of the popular East Coast concours events. This sleek Split-Window Coupe is sure to spark admiration and would stand out in any collection.

HIGHLIGHTS

Iconic, One-Year-Only Split-Window Design

Presented in Its Original Silver over Black Color Scheme

Received a Sensitive Cosmetic and Mechanical Restoration in 2013

High-Performance 327/340 HP Engine and Desirable Four-Speed Manual Gearbox

Shown at Numerous Concours Events

SPECIFICATIONS

327 CID OHV V-8 Engine

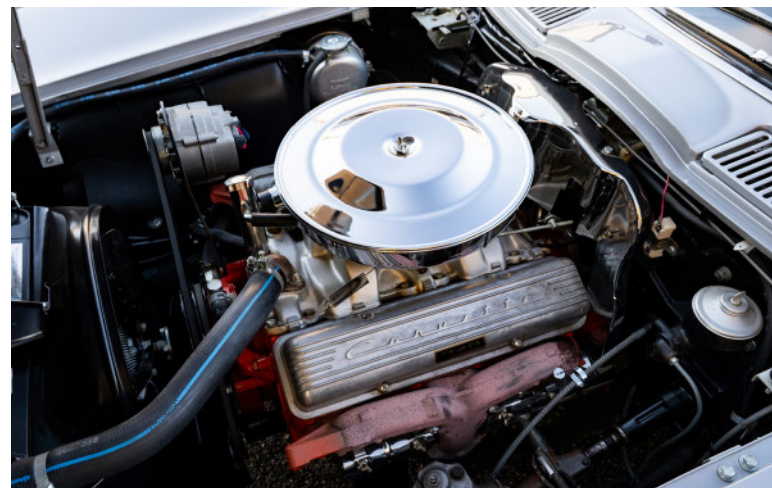
Single Carter 4-Barrel Carburetor

340 BHP at 6,000 RPM

4-Speed Manual Gearbox

4-Wheel Hydraulic Drum Brakes

4-Wheel Independent Suspension



1951 FERRARI 212 EXPORT SPIDER

COACHWORK BY VIGNALE

CHASSIS NO. 0076E

ENGINE NO. 0076E

\$2,000,000–\$3,000,000

One of the most significant aspects of early Ferrari production was the factory's chassis-numbering convention – odd serial numbers for road cars and even numbers for competition machines. While Enzo Ferrari never formally codified this practice, its roots can be traced to the marque's earliest days, when the distinction between racing car and road car was both philosophical and material.

This precedent was established with Ferrari's first production model, the Tipo 166. Beginning in late 1947, Ferrari produced the road-going 166 Inter and, for competition, the 166 Spider Corsa. These cycle-fendered racing machines, powered by Gioacchino Colombo's two-liter V-12, began with chassis numbers 002C and 004C and continued in even-numbered sequence as production

expanded to include the now iconic 166 Mille Miglia model.

As Ferrari's original sports car grew in displacement and ambition, the lineage progressed from the 166 to the 195 and ultimately to the 212 series. With the 212, Ferrari formally adopted the Export designation for its competition-oriented sports cars, signaling the company's increasing focus on overseas markets, particularly the US. The Inter name, by contrast, remained reserved for road-oriented models.

Introduced early in 1951, the 212 Export represented the ultimate evolution of Ferrari's early Colombo V-12 sports cars. Equipped with three Weber carburetors,

HIGHLIGHTS

An Important, Early, Even-Serial-Numbered Ferrari Competition Car
Exquisite Michelotti-Styled Spider Coachwork by Carrozzeria Vignale
Debuted at the Geneva and Torino Motor Shows in Spring 1951

The First Ferrari Owned by Legendary Italian Director Roberto Rossellini
Offered for the First Time Following Four Decades in a Prominent US Collection

A Worthy Restoration Candidate with Potential for Top Honors at Concours d'Elegance

SPECIFICATIONS

2,562 CC SOHC Alloy V-12 Engine

Three Weber 36 DCF Carburetors

150 BHP at 6,500 RPM

5-Speed Manual Gearbox

4-Wheel Hydraulic Drum Brakes

Front Double-Wishbone Suspension with Transverse Leaf Spring

Rear Live Axle with Semi-Elliptical Leaf Springs



PROVENANCE

Roberto Rossellini, Rome, Italy (acquired new via Mambretti Sonzogni in April 1951)

Aniesse Film S.r.l., Rome, Italy (acquired from the above in 1951)

Francesco Marsili Feliciangeli, Rome, Italy (acquired from the above in 1953)

Trasporti Aerei Mediterranei S.p.A., Rome, Italy (acquired from the above in 1954)

Luigi Chinetti Motors, New York City, New York (acquired circa early 1960s)

E.P. “Tex” Downs, Salt Point, New York (acquired by 1965)

Mike Blue, US (acquired circa late-1965)

Webster B. Todd, Princeton, New Jersey (acquired in 1966)

Luigi Chinetti Motors, New York City, New York (acquired from the above in 1967)

Norman H. Silver, High Point, North Carolina (acquired from the above in 1967)

George L. Henderson, Wilmington, Delaware (acquired in the early 1970s)

John Cawthorne, Pennsylvania (acquired by 1973)

Mark J. Smith, Philadelphia, Pennsylvania (acquired circa 1982)

Current Owner (acquired from the above in the mid-1980s)

its 2.6-liter engine produced approximately 150 hp at 6,500 rpm. Fewer than 30 examples of the 212 Export were built, all clothed by leading Italian coachbuilders including Touring and Vignale, in both open and closed forms.

The car presented here, chassis 0076E, is among the most significant of these rare, foundational machines. Completed by Ferrari in January 1951, it is an exceptionally early, even-numbered 212 Export chassis, entrusted new to Carrozzeria Vignale for bespoke coachwork.

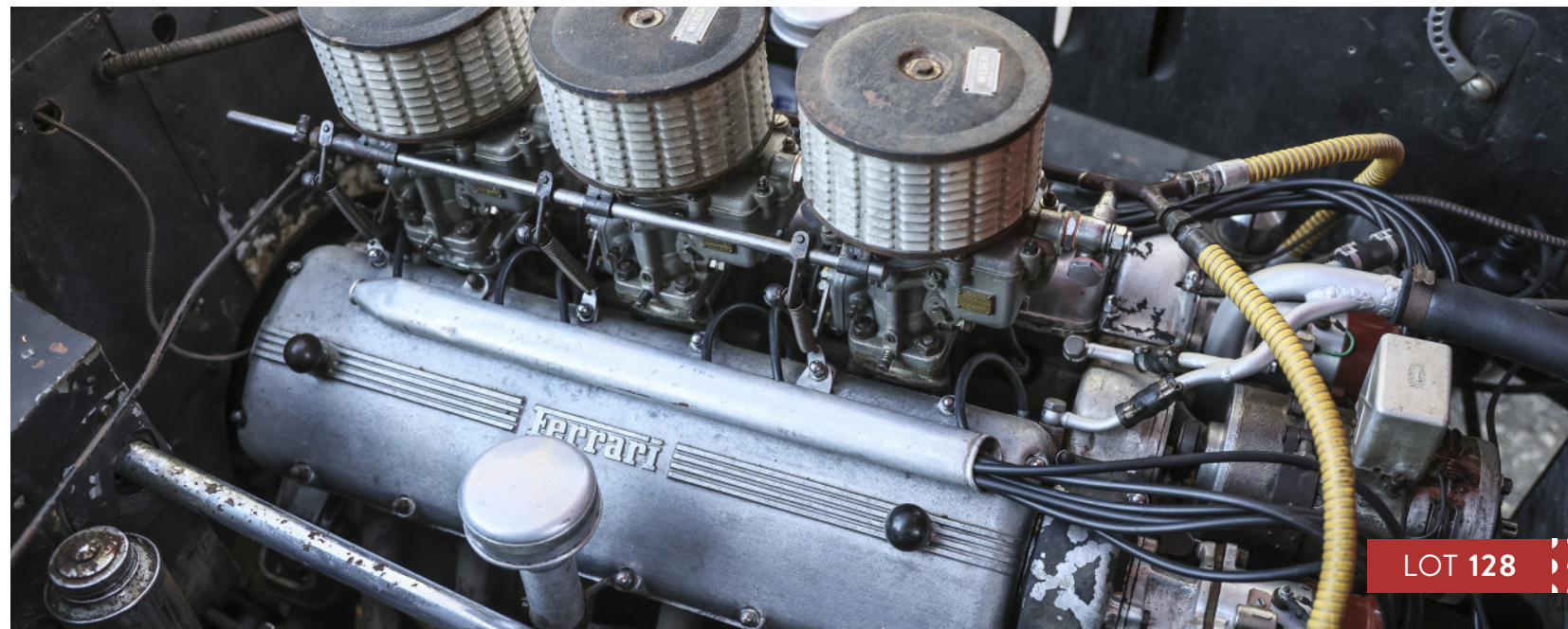
That Carrozzeria Vignale succeeded in producing cars equally celebrated on the racetrack and at Europe’s most prestigious concours events is a testament to the singular partnership between company founder Alfredo Vignale and designer Giovanni Michelotti.

Vignale famously likened himself to an artist working in metal. In an era dependent upon wooden bucks, hand-formed aluminum panels, and the intuition of master craftsmen, he approached each commission as a sculptural exercise, responding to Michelotti’s designs with remarkable fidelity and sensitivity. Once Michelotti arrived with a rendering, Vignale’s artisans translated line and proportion into metal, resulting in some of the most memorable Ferraris of the early 1950s.

The coachwork fashioned for 0076E was the first of two closely related spiders based on a Michelotti design that he referred to as a “Spyder Super Sport.” The result is an exceptionally compact, beautifully balanced form, remarkable for its restraint. Exterior ornamentation is limited to a large, convex, eggcrate grille, chrome trim surrounding the cockpit and rear deck, a prominent Italian “I” on the boot lid, and “DeLuxe T51 Vignale” script.

The defining feature of the design was its extraordinarily low windscreen – so abbreviated that the folding soft top required a small window panel above the screen to maintain forward visibility when raised. The cockpit is equally purposeful, featuring deeply bolstered bucket seats, a simple dashboard with two jewel-like primary instruments, and a passenger grab handle. Although no period color photographs survive, the Spider appears to have been finished in a subtle, dark, two-tone livery, complemented by lighter upholstery.

Ferrari issued the Certificate of Origin for 0076E on February 12, 1951. The completed Vignale Spider made its public debut shortly thereafter at the Geneva Motor Show, held at the Plainpalais from March 8 to 18. After Geneva, the car returned to Italy to be prepared for exhibition at the nation’s most important automotive showcase – and Vignale’s home stage – the Torino Motor Show, held at Parco del Valentino from April 4 to 15, 1951.



LOT 128



Chassis 0076E pictured as new in March 1951. Photo courtesy of Marcel Massini.

It was there, amid Italy's most advanced expressions of postwar automotive design, that 0076E caught the attention of its first owner: one of the towering cultural figures of the twentieth century.

By the early 1950s, Roberto Rossellini stood among the most influential filmmakers in the world. Born in Rome in 1906 and raised literally within the cinema business – his father had built Rome's first permanent movie theater – Rossellini possessed an instinctive understanding of modern visual storytelling. In the years following WWII, he reshaped international cinema with *Roma città aperta* (1945), *Paisà* (1946), and *Germania anno zero* (1948), foundational works of Italian Neorealism that established Rossellini as its leading auteur.

It was during this period of artistic ascendancy, and amid intense public scrutiny surrounding his collaboration and relationship with actor Ingrid Bergman, that Rossellini first encountered Ferrari. In April 1951, Rossellini and Bergman attended the Torino Motor Show, where Ferrari's new 212 models were on display. Among them was this striking Vignale Spider, chassis 0076E.

Captivated by its purposeful elegance, Rossellini purchased the Spider new through Roman agent Ponti & Mambretti, marking his first Ferrari acquisition. On April 17, 1951, 0076E was test driven by factory engineer D'Angelo and

registered that same day in Rossellini's name in Rome, bearing license plates "Roma 147114."

At the time, Rossellini was entering a new creative phase. His collaboration with Bergman had begun with *Stromboli* (1950) and would continue with *Europa '51* (1952), culminating in *Viaggio in Italia* (1954), films characterized by a more introspective, modern language. The Ferrari 212 Export Spider accompanied Rossellini through this period, serving as both transportation and symbol of a cosmopolitan life lived between Rome, film sets, and the European Riviera.

On June 1, 1951, Rossellini transferred ownership of 0076E to his production company, Aniesse Film S.r.l., headquartered on Via Lazzaro Spallanzani. In 1952, Rossellini famously drove the Spider – by then fitted with a taller, more practical windscreen – to Monaco, where it was captured by celebrated photographer Edward Quinn, firmly situating the Ferrari Spider within the era's emerging jet-set society.

Most significantly, 0076E proved to be the catalyst for everything that followed: Rossellini's enthusiasm led directly to the purchase of a Ferrari 212 Inter Coupe for Ingrid Bergman, inspired his own participation in the 1000 Miglia, and culminated in his acquisition of the legendary one-off 375 MM Pinin Farina



Roberto Rossellini in his Ferrari 212 Export Vignale Spider during a trip to Monaco. Note the car's Rome registration and Italian "I" on the boot lid. Photo courtesy of Edward Quinn, @edwardquinn.com.

LOT 128

FEATURED MEDIA

Ferrari by Vignale, by Marcel Massini

Ferrari: Salute to the Spyder, by Henry Rasmussen

Ferrari Tipo 166, by Angelo Tito Anselmi

Making a Difference: Coachbuilt Road-going Ferraris of the Fifties and Sixties, by Angelo Tito Anselmi and Marcel Massini

Stars and Cars of the '50s, by Edward Quinn

Coupe, among the most celebrated Ferraris ever built.

As his first Ferrari, however, 0076E occupies a uniquely important status: the origin of one of Ferrari history's most romantic, culturally significant, and well-documented associations – where Italian cinema, international celebrity, and the Prancing Horse first converged.

The Ferrari remained with Rossellini until July 1953, when it was sold by Aniesse Film administrator Alberto Sacconti to Francesco Marsili Feliciangeli. The Spider remained in Rome through the mid-1950s, and in September 1954 was acquired by Trasporti Aerei Mediterranei S.p.A., an airline company based on Via Vittorio Veneto.

In the early 1960s, chassis 0076E was purchased by Luigi Chinetti Motors of New York and exported to the US. By 1965, it had been sold to E.P. “Tex” Downs of Salt Point, New York, who advertised the car for sale in *Road & Track* and *The New York Times* for \$4,500.

Ownership subsequently passed to Mike Blue, then to Webster B. Todd of Princeton, New Jersey, who drove the car in a Ferrari demonstration held at Bridgehampton Raceway in September 1966. The following year, the Ferrari

was sold back to Chinetti Motors and then acquired by pioneering collector Norman H. Silver of High Point, North Carolina, whose collection included many of the most important coachbuilt Ferraris of the 1950s and 1960s.

After Silver, the car passed through a small number of East Coast custodians before being acquired in the 1980s by the current owner, one of the world's most respected Ferrari collectors. It has remained in his care for more than four decades and has rarely, if ever, been publicly exhibited.

As presented today, chassis 0076E remains in remarkably honest, largely unrestored condition, wearing older red paint and what may well be its original upholstery and painted dashboard. The car appears substantially as it did in the 1960s, even retaining traces of a 1966 New York registration sticker on the windscreen.

Importantly, the Ferrari retains engine no. 0076E, complete with proper Weber 36 DCF carburetors, Magneti Marelli ignition components, and a correct FIM radiator. The chassis frame bears proper factory stampings, and the bonnet hinge is stamped with the Vignale body number – 15.

An important even-numbered Ferrari – among the first 100 cars built in



LOT 128

EXHIBITION HIGHLIGHTS

Geneva Motor Show, Switzerland, March 1951

Torino Motor Show, Italy, April 1951

Ferrari Demonstration at Bridgehampton, New York, 1966



Maranello – this is a full competition-specification Export chassis clothed in exquisite Michelotti-designed Vignale Spider coachwork. Following its debut at the Geneva and Torino Motor Shows, it was sold new to Roberto Rossellini, marking his introduction to Ferrari and the origin of one of the marque's most celebrated associations.

Although hidden from public view for decades, this important Ferrari has been documented in several authoritative books, including *Ferrari by Vignale*, *Making a Difference*, and *Ferrari Tipo 166* by noted historians Marcel Massini and Angelo Tito Anselmi. Its history is further supported by a detailed report from Mr. Massini, which includes copies of the factory build sheets, Automobile Club d'Italia registration records, and period photographs.

Presented today in unrestored condition, chassis 0076E represents an exceptional opportunity: a glamorous, historically important Ferrari of extraordinary provenance, offering the potential – once sympathetically restored – to compete for top prizes at the highest levels of the concours circuit, including Pebble Beach and Villa d'Este. For the discerning connoisseur, it is a singular chance to acquire one of the most fascinating and culturally significant Ferraris in existence.



1951 FERRARI 212 EXPORT SPIDER

LOT 128

1955 FERRARI 750 MONZA

COACHWORK BY SCAGLIETTI

CHASSIS NO. 0522 M

ENGINE NO. 0522 M

\$3,500,000–\$4,500,000

Ferrari's four-cylinder sports racing cars of the mid-1950s were a direct and deliberate extension of the company's contemporary Grand Prix program, representing a parallel path of technical development that proved highly successful in international sports car competition. In 1954, Ferrari introduced its first four-cylinder production sports racing model, the 500 Mondial, named to honor Alberto Ascari's consecutive Formula One World Championships. Power was supplied by the two-liter tipo 110 engine, a close descendant of the unit that propelled Ferrari's championship-winning 500 F2 Grand Prix cars. Designed by Aurelio Lampredi, this advanced four-cylinder featured twin overhead camshafts, hemispherical combustion chambers, gear-driven cams, dry sump lubrication, and screw-in cylinder liners.

HIGHLIGHTS

Ferrari's First Big-Bore, Four-Cylinder Lampredi Sports Racer
Delivered New to Italian Racer Franco Cornacchia of Scuderia Guastalla
Driven by Brazilian Ace Chico Landi in the 1955 Gran Premio di Bari
Raced in California During 1956–1957 Under Owners Alan Le May and Jack Bates
Provenance Includes Noted Collectors Otto Zipper, Briggs Cunningham, and Augie Pabst
Among Few 750 Monzas Remaining in Largely Unrestored Condition

The 500 Mondial proved immediately competitive, and Ferrari refined the concept for 1955 with the introduction of the Series II Mondial. This updated variant employed the more robust Tipo 510 chassis, incorporating numerous mechanical improvements, including oval-section frame tubing, increased fuel capacity, revised coil-spring front suspension, and a five-speed transaxle. The Series II Mondial was powered by the tipo 111 engine, derived from the 553 F2 car, featuring a wide-angle cylinder head and producing approximately 170 hp.

Introduced alongside the Series II Mondial, the 750 Monza represented the first application of the Lampredi four-cylinder architecture in large-displacement sports racing form. Effectively a Series II Mondial fitted with a three-liter

SPECIFICATIONS

2,999 CC Tipo 119 DOHC Alloy Inline 4-Cylinder Engine
Two Weber 58 DCOA/3 Carburetors
255 BHP at 7,200 RPM
5-Speed Manual Transaxle
4-Wheel Hydraulic Drum Brakes
Front Independent-Wishbone Suspension with Coil Springs and Shock Absorbers
Rear De Dion Axle with Radius Arms, Semi-Elliptical Leaf Springs, and Shock Absorbers



PROVENANCE

Franco Cornacchia, Milano, Italy (acquired new in 1955)

Ernie McAfee, Los Angeles, California (acquired from the above by late 1955)

Alan Brown Le May, Pacific Palisades, California (acquired from the above by 1956)

Jack Bates, Pasadena, California (acquired from the above in 1957)

Dr. R.P. McGuire, Fort Worth, Texas (acquired by 1958)

Otto Zipper, Los Angeles, California (acquired in the late 1950s)

Briggs S. Cunningham, Costa Mesa, California (acquired from the above circa 1963)

Augie Pabst, Milwaukee, Wisconsin (acquired from the above in 1985)

Bill Schley, Waukesha, Wisconsin (acquired from the above in 1985)

Mark J. Smith, Philadelphia, Pennsylvania (acquired from the above in 1986)

Current Owner (acquired from the above in 1987)

tipo 119 engine producing approximately 255 hp, the Monza retained the same fundamental engineering philosophy while delivering a dramatic increase in torque and power, without the penalty of added weight. The result was a formidable sports racer capable of challenging – and often defeating – larger multi-cylinder rivals.

The model's name commemorated Scuderia Ferrari's victory in the 1954 Supercortemaggiore race at the Autodromo Nazionale di Monza – a result that firmly established the competitiveness of Ferrari's three-liter, four-cylinder sports cars on the international stage. In competition, the 750 Monza laid the foundation for a new generation of big-bore, four-cylinder Ferraris, leading directly to the factory-run 857 Sport and 860 Monza, while parallel development of the two-liter, four-cylinder line continued with the 500 TR and TRC. Together, these models illustrate the breadth, flexibility, and effectiveness of Ferrari's Lampredi four-cylinder sports car program during a formative period in the company's history.

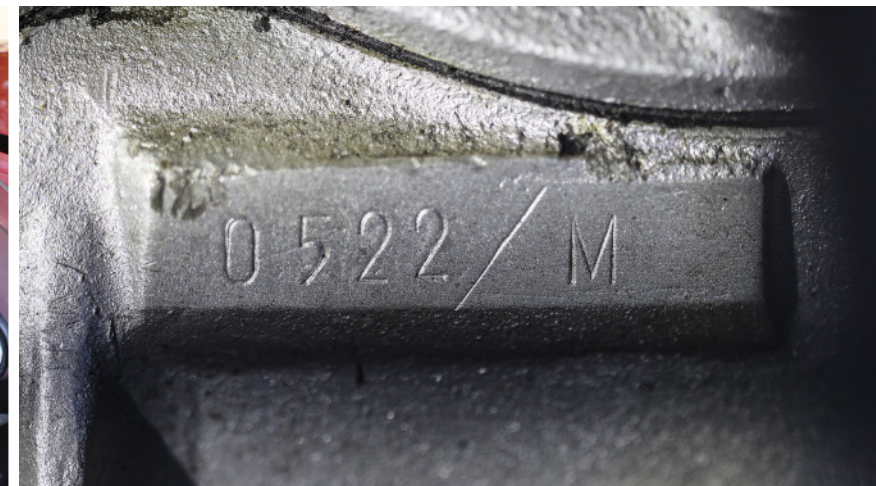
In total, Ferrari built approximately 35 examples of the 750 Monza, nearly all bodied as open Spiders by Carrozzeria Scaglietti, with styling attributed to Enzo Ferrari's son, Alfredo "Dino" Ferrari. Light, purposeful, and unmistakably aggressive in appearance, these cars epitomize Ferrari's mid-1950s sports

racing ethos.

The 750 Monza offered here, chassis 0522 M, is an exceptional example of this rare and important model.

As documented by Ferrari historian Marcel Massini, chassis 0522 M was completed in early 1955 and delivered new in March of that year to one of the most influential figures in early Ferrari history: Franco Cornacchia. Born in Brescia in 1907, Cornacchia was among Ferrari's most important early customers, combining the roles of dealer, team owner, and accomplished driver in the immediate postwar years. He founded Milan's first official Ferrari dealership and established Scuderia Guastalla, through which he campaigned Ferraris with notable success across Europe and the Americas.

Cornacchia entered Ferraris in many of the most demanding competitions of the era, including multiple editions of the 1000 Miglia, the 24 Hours of Le Mans, the Carrera Panamericana, and countless hill climbs, where his skill and bravery as a driver were particularly evident. With 0522 M, Cornacchia entered two Italian hill climbs in 1955 – Corsa Sulle Torricelle in March and Parma-Poggio di Berceto in June – as well as the Gran Premio di Bari, where it was driven by Brazilian ace Chico Landi to a 9th place finish.



LOT 129

RACE HIGHLIGHTS

Corsa Sulle Torricelle Hillclimb, March 1955, Cornacchia, No. 242

VIII Gran Premio di Bari, May 1955, Landi, No. 4 (9th Overall)

Parma-Poggio di Berceto Hillclimb, June 1955, Cornacchia, No. 208 (7th Overall, 3rd in Class)

CSCC Pomona B-E Modified, October 1956, Path, No. 179 (9th Overall)

CSCC Pomona Sports Over 1500, October 1956, Path, No. 179 (DNF)

SCCA National Palm Springs B-E Modified, November 1956, Path, No. 79 (14th Overall, 4th in Class)

CSCC Santa Barbara B-E Modified, May 1957, Path, No. 179 (16th Overall)

CSCC Santa Barbara Sports Over 1500, May 1957, Path, No. 179 (8th Overall)

CSCC Pomona Preliminary, July 1957, Bates, No. 38 (10th Place)

CSCC Pomona B-E Modified, July 1957, Bates, No. 38 (5th Place)

CSCC Santa Barbara Preliminary, August 1957, Bates, No. 38 (8th Place)

CSCC Santa Barbara B-E Modified, September 1957, Bates, No. 38 (DNF)

CSCC Riverside Preliminary, September 1957, Bates, No. 38 (8th Overall, 1st in Class)

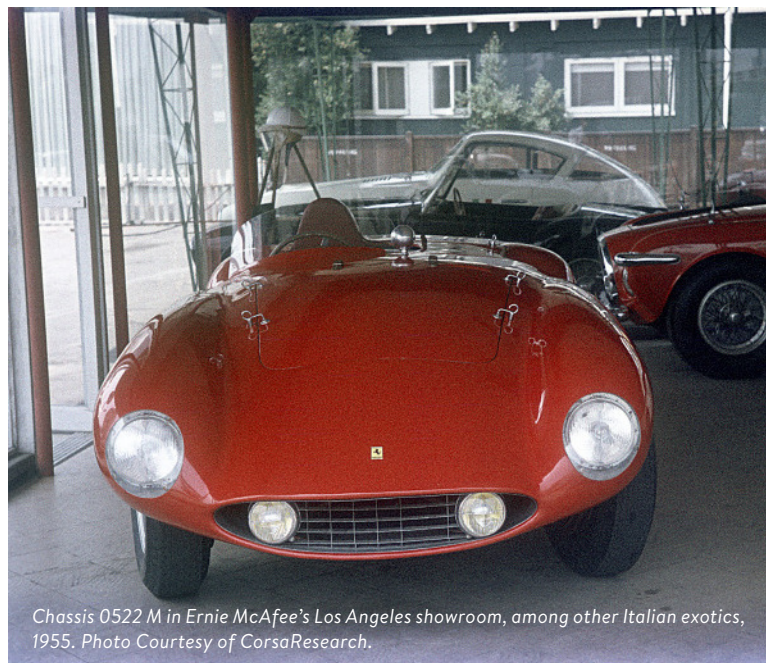
CSCC Riverside Sports Over 1500, September 1957, Bates, No. 38 (5th Overall)

SCCA Frost Bite Races at Eagle Mountain, January 1958, Hall, No. 91

Following these appearances, Cornacchia sold 0522 M, and the Monza was exported to the US, where it soon entered the glamorous Southern California sports car scene. The Ferrari passed into the hands of Los Angeles car dealer and racer Ernie McAfee, one of the central figures of West Coast sports car racing in the 1950s. An early hot-rodder turned importer and dealer, McAfee operated a prominent showroom on Sunset Boulevard and became the go-to source for affluent Angelenos seeking the latest Italian exotica. His dealership represented marques including Alfa Romeo, Siata, Moretti, OSCA, and Ferrari, and McAfee himself was among the leading drivers until his tragic death at the 1956 Del Monte Trophy at Pebble Beach.

Like many Ferraris sold through McAfee, 0522 M enjoyed an active competition career in Southern California. Between October 1956 and May 1957, the Monza was campaigned as a D-Modified entry in SCCA National events at Palm Springs and in California Sports Car Club (CSCC) races at Pomona and Santa Barbara. During this period, it was driven by Robert Path of Santa Monica for its owner, the successful novelist and screenwriter Alan Brown Le May, best known for his classic Western novels *The Searchers* (1954) and *The Unforgiven* (1957).

As noted in Tony Adriaensens's book *Weekend Heroes*, Le May "loved the tremendous power and acceleration, but never felt that he mastered the Italian



Chassis 0522 M in Ernie McAfee's Los Angeles showroom, among other Italian exotics, 1955. Photo Courtesy of CorsaResearch.



The Ferrari 750 Monza during Alan Brown Le May's ownership, being driven by Robert Path at the Palm Springs Road Races, November 1956. Photo courtesy of Marcel Massini.

LOT 129

FEATURED MEDIA

Ferrari I Quattro Cilindri, by Francesco Scaletti

Ferrari: Sport E Prototipi, Antoine Prunet

Ferrari: The Early Spyders & Competition Roadsters, by Dean Batchelor

Weekend Heroes, by Tony Adriaenssens

thoroughbred; Alan had never driven a race car before he was 50, and was the oldest driver by a large margin in any race he entered. Luckily, Alan came to the conclusion that he was not ready for this level of car and entered it with other drivers in a number of races... Le May got rid of the Ferrari before anyone got hurt and the car ended up in Ernie McAfee's showroom, where a young man from Pasadena picked it up: Jack Bates."

Jack Bates, best known for campaigning a Mercedes-Benz 300 SL Gullwing, was President of Frank Monise's foreign car dealership in Pasadena and an enthusiastic competitor in local sports car races. Bates refinished 0522 M in a striking metallic silver-blue with white stripes to match his Gullwing, and entered the Ferrari in CSCC events at Pomona, Santa Barbara, and Riverside between July and September 1957. His best result came at Riverside, where he placed 5th Overall in the main race.

At the conclusion of the 1957 season, the Monza was sold to Dr. R.P. McGuire of Fort Worth, Texas. During his brief ownership, the car was repainted dark blue and entered in a single event: the SCCA Frost Bite races held at Eagle Mountain National Guard Base in January 1958, where it was reportedly driven by a young Jim Hall.

Following its active racing career, 0522 M was eventually acquired by Otto Zipper and returned to Los Angeles. In the 1960s, Zipper sold the Ferrari to his friend and fellow racer, the legendary American sportsman and collector Briggs S. Cunningham. Registered in California as "NSV 919," the Monza was displayed in the renowned Cunningham Automotive Museum in Costa Mesa and appeared in the museum's series of postcards.

The Ferrari remained with Cunningham until 1985, when it was sold to another towering figure in American motorsport history: Augie Pabst of Milwaukee, Wisconsin, heir to the Pabst brewing fortune. Pabst raced the Monza once, at the Chicago International Historic Races at Road America in July 1985, before selling it to fellow Wisconsin-based collector Bill Schley. From Schley, the Ferrari passed to Mark J. Smith of Pennsylvania, from whom the current owner acquired it in 1987.

Largely unseen for nearly four decades, 0522 M appears today much as it did during its time on display in the Cunningham Automotive Museum. A remarkable survivor, it stands out as one of the only 750 Monzas known to remain in largely unrestored condition and is believed to retain its original chassis, Scaglietti coachwork, engine (internal no. 8 MZ), and transaxle (internal no. S 23). The car presents with decades-old paint and wonderfully patinated red vinyl upholstery,



0522 M during Jack Bates's ownership with his matching 300 SL Gullwing, summer 1957. Photo courtesy of CorsaResearch.

LOT 129

EXHIBITION HIGHLIGHTS

Cunningham Automotive Museum, Costa Mesa, California

Chicago International Historic Races, Elkhart Lake, Wisconsin, 1985



which may well be original.

Particularly appealing is the Monza's former metallic blue livery from Jack Bates' ownership, which endowed the car with a distinctive, period-correct appearance. Should its next caretaker wish, chassis 0522 M would be an ideal candidate for a concours-quality restoration to this striking and historically appropriate color scheme.

Between 1954 and 1957, Ferrari built an extraordinary array of four-cylinder sports racing cars, including the 500 Mondial, 750 Monza, 857 Sport, and 500 TRC – machines that achieved remarkable success in period through a combination of exotic engineering and robust construction. Following their racing careers, many suffered heavy attrition, modification, or loss. As such, a well-preserved, unrestored example like 0522 M is all the more extraordinary.

Successfully raced in period in both Europe and the US, and owned by some of the most famous names in car collecting – Otto Zipper, Briggs Cunningham, and Augie Pabst – this magnificent Ferrari has been preserved for nearly 40 years in one of the most significant private collections in the US. Offered publicly for the first time in a generation, its appearance at auction represents a rare and compelling opportunity that should not be overlooked.





2018 PORSCHE 911 TURBO S EXCLUSIVE SERIES COUPE

VIN. WP0AD2A99JS157002

\$250,000–\$325,000 without reserve

Debuting in June 2017 at Porsche's Exclusive Manufaktur facility in Stuttgart-Zuffenhausen, the 911 Turbo S Exclusive Series represented the most powerful 911 Turbo S produced. A specially developed power kit increased output by 27 hp over the standard Turbo S, producing 607 hp and 553 lbs./ft. of torque, enabling 0–60 mph in 2.8 seconds and a 205 mph top speed.

Numbered 390 of 500 examples built worldwide, this example was delivered new through Champion Porsche in Florida. Finished in signature Golden Yellow Metallic, it features exposed carbon-weave accents on the hood, roof, and side skirts complementing a black leather interior accented by Golden Yellow stitching, copper-thread carbon fiber inlays, and a striped Alcantara headliner.

HIGHLIGHTS

One of Only 500 911 Turbo S Exclusive Series Examples Built Worldwide
Finished in Signature Golden Yellow Metallic over Black Leather
Showing Only 1,145 Miles when Catalogued
Optioned with Burmester Audio, Front Axle-Lift System, and Carbon Fiber Wheels
Offered with Original Window Sticker, CARFAX Vehicle History Report, and Documentation

Standard equipment includes Porsche Active Suspension Management, Sport Chrono, rear-axle steering, carbon ceramic disc brakes, and Porsche Dynamic Chassis Control, while options include Burmester audio, front axle lift, and 20" carbon fiber center-lock wheels – an approximately \$15,000 option – 20% lighter and 28% stronger than forged aluminum. Despite limited use, the car has been serviced regularly, as corroborated by the accompanying CARFAX Vehicle History Report, most recently in October 2025. Showing only 1,145 miles at cataloguing and protected by paint-protection film, this Turbo S Exclusive Series is offered in near as-delivered condition and represents one of the most limited and highly specified 991-generation 911 Turbo S examples.

SPECIFICATIONS

3,800 CC DOHC Flat 6-Cylinder Engine
Electronic Direct Fuel Injection
Twin Turbochargers with Variable Turbine Geometry
607 BHP at 6,750 RPM
7-Speed PDK Dual-Clutch Transaxle with AWD and Limited-Slip Differential
4-Wheel Ventilated Carbon Ceramic Disc Brakes
4-Wheel Independent Suspension with Adaptive PASM Dampers and Porsche Dynamic Chassis Control





1968 FIAT DINO BERLINETTA SPECIALE

COACHWORK BY PININFARINA
CHASSIS NO. 135AS0001141
ENGINE NO. 135B000 0003900
\$575,000–\$775,000

Conceived during a pivotal moment in Ferrari's competition history, this Fiat Dino Berlinetta Speciale is one of the most fascinating Italian concept cars of the 1960s. Its origins lie in Ferrari's need to homologate the new 2-liter Dino V-6 for Formula 2 competition, following FIA regulation changes for the 1967 season that required a production-based engine with a minimum annual output of 500 units. As Ferrari's own production volumes fell well short of this threshold, manufacturing of the V-6 was entrusted to Fiat, which installed the engine in its own Dino Spider and Coupe models. This engine was also used in the fantastic Ferrari Dino 206 GT that debuted in 1968.

Against this technical backdrop, Pininfarina tasked designer Paolo Martin to

explore the aerodynamic possibilities of the Dino platform. Born in Torino in 1943, Martin began working in 1960 for Giovanni Michelotti's Studio Tecnico and in 1967 he was hired by Bertone. One year later, he became Chief of the Styling Department at Carrozzeria Pininfarina. Martin is most well-known today for his outrageous, groundbreaking Ferrari Modulo Concept of 1970.

Unveiled at the 1967 Paris Motor Show and displayed by Pininfarina, the Dino Berlinetta Speciale was clearly influenced by the work of German aerodynamicist Wunibald Kamm, featuring a long sloping shape that ended in a sharply truncated "Kamm tail." Finished in white, the car's low-slung profile and sculpted bodywork emphasized its aerodynamic ambitions, and, it was a futuristic vision and looked

HIGHLIGHTS

Displayed by Pininfarina at the 1967 Paris and 1968 Geneva Motor Shows
An Influential Prototype Design Study Penned by the Famed Paolo Martin
Remarkably Preserved, Showing Less than 6,000 Km when Catalogued
Remained in Pininfarina's Own Collection Until 1991
Award Winner at Villa d'Este and Shown at the Pebble Beach Concours d'Elegance®

SPECIFICATIONS

1,987 CC DOHC Alloy V-6 Engine
Three Weber Twin-Choke Carburetors
160 BHP at 7,200 RPM
5-Speed ZF Manual Gearbox
4-Wheel Hydraulic Disc Brakes
Front Independent Suspension with Coil Springs
Rear Live Axle with Semi-Elliptical Leaf Springs



PROVENANCE

Pininfarina S.p.A., Torino, Italy

Private Collection, Italy (acquired from the above in 1991)

Private Collection, France (acquired from the above circa 2000)

Current Owner (acquired from the above)



The Berlinetta Speciale, resplendent in Rosso Dino, displayed by Pininfarina at the 1968 Geneva Motor Show. Photo courtesy of Revs institute; Eric della Faille Photograph Collection.

like nothing that had come before it.

For the 1968 Geneva Motor Show, the concept was refined, featuring a less dramatic rear treatment and appearing much closer to a production car. The Speciale's front-end treatment, with its flat, low nose, clearly influenced Martin's design for the Ferrari Modulo that debuted two years later. For the Geneva show, the Fiat had been refinished in one of the greatest of all 1960s automotive colors, *Rosso Dino* (Dino Red), a vibrant hue more orange than red, and a highly desirable Ferrari color then and today. Featuring dramatically styled seats and a handsome perforated dashboard, the Fiat's interior was replete with numerous unique details. The distinctive shape of its body created an inviting, spacious, and light-filled cabin.

After the Geneva show, Pininfarina retained the Speciale at their Torino headquarters for 23 years, until 1991, when it was sold to an Italian collector. In 2000, it was purchased by a private French collection and in 2022, the consignor acquired the Dino, bringing it to the US and fulfilling a dream to own a true 1960s concept car. He was delighted to find the Fiat in a remarkable state of preservation, displaying beautiful, lightly patinated exterior and interior finishes, with the odometer showing under 6,000 km, or around 3,700 miles.



LOT 131

EXHIBITION HIGHLIGHTS

Paris Motor Show, 1967

Geneva Motor Show, 1968

The Bridge VI, New York, 2022

The Quail, A Motorsports Gathering, 2023

Concorso d'Eleganza Villa d'Este, 2024 (Trofeo ASI Award)

Pebble Beach Concours d'Elegance®, 2025



The consignor had the Speciale returned to running and driving condition and debuted it later that year at The Bridge VI in Bridgehampton, New York to great acclaim, as many in attendance did not know the car ever existed, having led such a sequestered life. The Dino was next displayed in 2023 at The Quail, A Motorsports Gathering, and in 2024 it was shown at the prestigious Concorso d'Eleganza Villa d'Este, where it received the Trofeo ASI Award for the Best Preserved Postwar car. In 2025, the Fiat was shown in the Postwar Preservation class at the Pebble Beach Concours d'Elegance®.

A testament to the consignor's dedication and meticulous nature, he was able to purchase an original set of Pininfarina photographs of the car, along with design sketches, advertisements and articles, which accompany the sale. Wonderfully preserved, the Dino survives today very much the way it was presented at Geneva in 1968. This is an exceptional opportunity, offering a rare, unfiltered glimpse into Pininfarina's design experimentation at the beginning of the Dino era. As both an aerodynamic study and a fully realized automobile, it stands among the most significant and collectible Italian design prototypes of the postwar period.



1968 FIAT DINO BERLINETTA SPECIALE

LOT 131



1972 FERRARI 365 GTB/4 DAYTONA

COACHWORK BY SCAGLIETTI
CHASSIS NO. 14867
ENGINE NO. B950
\$750,000–\$850,000

Unveiled in Paris in 1968, the new 365 GTB/4 gained its unofficial name while still a prototype, when Ferrari’s legendary “P-cars” swept the podium at the 24 Hours of Daytona in 1967. Today, the 365 GTB/4 remains the ultimate expression of the classic front-engine Ferrari GT concept, with its lean and aggressive styling universally acknowledged as one of Pininfarina’s finest designs.

The Daytona was hailed at introduction as the world’s fastest production sports car, courtesy of its aerodynamic design and magnificent 352 bhp, four-cam, 4.4-liter V-12 engine. The new 365 GTB/4 was also remarkable for its race-derived dry sump lubrication system, six twin-choke Weber carburetors, and five-speed rear-mounted transaxle.

HIGHLIGHTS

Desirable European-Specification 365 GTB/4 Presented in Original *Blu Dino Metallizzato* Livery
Restored by Gary Bobileff, Maintained by Motion Products Inc. and Continental AutoSports
FCA Coppa GT, Coppa Bella Macchina, and Platinum Award Winner
Ferrari Classiche Certified; Retains Matching-Numbers Engine and Transaxle
Offered with Manuals, Tool Roll, Massini Report, Red Book, and Service Records

**Please note that this vehicle is titled 1971.*

Road & Track’s Dean Batchelor photographed an indicated 180 mph at 7,000 rpm while testing the new Ferrari – and even when the speed was calculated and corrected, it still worked out to 173 mph. One of the first reports on the Daytona came from Le Mans-winning driver Paul Frère, who hit a reported 176 mph during a 1969 road test. He extolled the Daytona’s impressive total experience, characterizing it as a “Grand Touring car par excellence.” Ferrari built just 1,284 Daytona berlinettas between 1969 and 1973, and in the decades since, the Daytona has become an undisputed automotive legend, not just for its extraordinary performance on the open road, but also for its distinguished racing record.

SPECIFICATIONS

4,390 CC Tipo 251 DOHC Alloy V-12 Engine
Six Weber 40 DCN21 Carburetors
352 BHP at 7,500 RPM
5-Speed Manual Transaxle
4-Wheel Ventilated Disc Brakes
4-Wheel Independent-Wishbone Suspension with Coil Springs and Telescopic Dampers



PROVENANCE

First Owner (acquired via Motor S.a.s. di Carla Allegretti e C. of Bologna in 1972)

Dino Armando Genghini, Milan, Italy (acquired by 1977)

Private Collection, US (acquired in 2010)

Chad Monnin, New Albany, Ohio (acquired from the above in 2011)

Private Collection, US (acquired from the above in 2013)

Current Owner (acquired from the above in 2018)

The 365 GTB/4 presented here, chassis 14867, is an original European-specification model completed by Ferrari on December 22, 1971. According to factory records, this Daytona was originally finished in the rare and attractive color scheme of *Blu Dino Metallizzato* (Metallic Dino Blue, code 106-A-72) with the interior trimmed in black Connolly leather.

In January 1972, the Ferrari was delivered to the official dealer in Bologna, Motor S.a.s. di Carla Allegretti e C., and sold to its first owner. According to the research of Ferrari historian Marcel Massini, 14867 remained in northern Italy until 1977, when Milanese dealer Dino Armando Genghini sold the Ferrari to a customer on the East Coast of the US.

The Daytona was later repainted red, and during the 1990s and early 2000s was parked in static storage awaiting mechanical work. Well-known Italian car specialist Gary Bobileff of San Diego, discovered the Ferrari in 2010, acquired it on behalf of a client, and then performed a nut-and-bolt restoration. During this process, the Daytona was returned to a version of its elegant original *Blu Dino Metallizzato* livery, while the interior was re-trimmed in tan with black inserts.

In 2011, the beautifully restored Ferrari was sold to Chad Monnin, a collector living in New Albany, Ohio. During his ownership, the Daytona was exhibited

EXHIBITION HIGHLIGHTS

Cavallino Classic, Florida, 2012

Cavallino Classic, Florida, January 2013 (Silver Award, HMY Yacht Award)

FCA Annual Meet and Concours, Wisconsin, July 2013 (Coppa GT, Coppa Bella Macchina, Platinum Award)

Cavallino Classic, Florida, 2014 (Platinum Award)

Amelia Island Concours d'Elegance, 2020

Cavallino Classic, Florida, 2021 (The People's Choice Award)

Cavallino Classic, Florida, January 2023

Amelia Island Concours d'Elegance, March 2023

at the prestigious Cavallino Classic in Palm Beach, Florida, in 2012 and again in 2013, when it received a Silver Award and the HMY Yacht Award.

Later that year, the Daytona was sold to a private US-based collector. Early in his ownership, the 365 GTB/4 was inspected and certified by the Ferrari Classiche department. The Red Book issued in November 2013 confirms that 14867 retains its original chassis, body, engine (internal no. B950), and transaxle (internal no. 698). Marque specialists Continental AutoSports of Hinsdale, Illinois, and Motion Products Inc. of Neenah, Wisconsin, were retained for any necessary service and maintenance.

In 2018, the Daytona was acquired by the consignor, an avid Ferrari enthusiast, in whose care it has been professionally maintained and driven sparingly. It has benefited from the non-invasive installation of an electric power steering unit by noted specialist Greg Jones, and restoration and refinishing of numerous underhood components. In 2021, chassis 14867 earned the coveted People's Choice award at Cavallino. Beautifully presented throughout, and showing less than 62,000 km (38,500 miles) when catalogued, this Daytona is accompanied by a proper tool roll and handbooks, the Ferrari Classiche Red Book, and service records.



LOT 132

FEATURED MEDIA

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

The Ferrari 365 GTB/4 Daytona, by Pat Braden and Gerald Roush



Although the 365 GTB/4 Daytona remains one of the most important and sought-after Enzo-era Ferraris, high-quality examples rarely appear on the open market. This classic-certified, award-winning, European-specification Daytona – maintained by leading marque specialists in a no-expense-spared fashion – presents a rare opportunity to acquire one of the all-time great Italian GTs.





1979 PORSCHE 930

CHASSIS NO. 9309801157

\$200,000–\$250,000 without reserve

Following its Can-Am success, Porsche introduced the turbocharged 930 at the 1974 Paris Motor Show. A 1978 update increased displacement to 3.3 liters, added an intercooler, and raised output to 265 hp, while also delivering a revised whale tail, larger four-piston brakes, and suspension upgrades.

This 1979 Porsche 930 is among the final 50 delivered before the Turbo's temporary withdrawal from the US market. It is believed to be the sole 1979 example finished in Gulf Blue, and it was specified with a black leather interior, sport seats, sunroof, and a limited-slip differential.

Delivered to Pioneer Porsche Audi of Denver in December 1979, this 930 is

reported to be one of several purchased new by Houston oilman Jim Allison, who believed US imports had ceased. The strategy unraveled when the 930 model returned in 1986, with the cars reportedly sold at prevailing prices. Purchased in May 1991 by the consignor, a respected automotive historian and author, this 930 has been driven and enjoyed while earning multiple awards, including recognition at the 2010 Porsche Parade, 2017 Werks Reunion Amelia Island, and 2019 Werks Reunion, among others. Fastidiously maintained, it is accompanied by maintenance receipts and a detailed log book.

Presenting in largely original condition, this Gulf Blue 930 represents a distinctive example from the closing chapter of the model's first US run.

HIGHLIGHTS

One of 806 US-Specification Models Built in 1979
Believed to Be the Only 1979 Porsche 930 Finished in Gulf Blue
Long-Term Collector Ownership Since 1991
Equipped with Desirable Sport Seats and Sunroof
Accompanied by Books, Tools, Jack, Spare, Tire Inflator, and Documentation

SPECIFICATIONS

3,299 CC SOHC 6-Cylinder Engine
Bosch K-Jetronic Fuel Injection
Single KKK Turbocharger
265 BHP at 5,500 RPM
4-Speed Manual Transaxle
4-Wheel Ventilated Disc Brakes
4-Wheel Independent Suspension with Torsion Bars



1963 FERRARI 250 GT LUSO

COACHWORK BY SCAGLIETTI
CHASSIS NO. 5127 GT
ENGINE NO. 5127
\$1,600,000–\$1,800,000

An Italian *gran turismo* of exceptional elegance and enduring appeal, the 250 GT Lusso stands among the most celebrated road-going Ferraris of the marque's golden era. Introduced in 1963 as the ultimate development of Ferrari's long-running 250 GT series, the Lusso benefited from a decade of continuous refinement. Its tubular steel chassis featured independent front suspension, a well-located live rear axle, and four-wheel Dunlop disc brakes, while power was provided by Colombo's magnificent three-liter V-12, breathing through three Weber carburetors. Though conceived primarily as a civilized road car, the Lusso retained unmistakable competition pedigree, with examples successfully contesting events such as the Targa Florio, and the Tour de France.

HIGHLIGHTS

The Final Ferrari 250 GT Model; One of Only 350 Lussos Built
Delivered New to Milano Finished in Elegant *Grigio Fumo* (Smoke Gray)
Yet to Be Exhibited Since Undergoing a Three-Year, Show-Quality Restoration
Offered from a Private Collection of Significant Italian Sports Cars
Documented by Ferrari Historian Marcel Massini

The Lusso's enduring reputation, however, rests largely on its sublime coachwork. Designed by Battista "Pinin" Farina and constructed by Carrozzeria Scaglietti, the design has been widely hailed as one of the most beautiful ever applied to a Ferrari road car. Just 350 examples were built between 1963 and 1964 and from the outset, the Lusso was regarded as a connoisseur's Ferrari.

Chassis 5127 GT was completed in October 1963 and was the 128th Lusso built. According to research compiled by Ferrari historian Marcel Massini, it was originally finished in the rare and particularly attractive shade of *Grigio Fumo* (Smoke Gray, Italver 18944) over black Connolly leather upholstery. Delivered new to M. Gastone Crepaldi S.a.s., Ferrari's official dealer in Milano, the car

SPECIFICATIONS

2,953 CC SOHC Tipo 168U V-12 Engine
Three Weber 36 DCS Carburetors
240 BHP at 7,000 RPM
4-Speed Manual Gearbox
4-Wheel Dunlop Disc Brakes
Front Independent A-Arm Suspension with Coil-Over Shock Absorbers
Rear Live Axle with Semi-Elliptical Leaf Springs and Coil-Over Shock Absorbers



PROVENANCE

M. Gastone Crepaldi S.a.s., Milano, Italy (acquired new in 1963)
Bill Ziegenbein, Madison Heights, Michigan (acquired by 1989)
Charles Zwolsman, Netherlands (acquired circa 1991)
Fritz Kroymans, Hilversum, Netherlands (acquired in 2001)
Tom Price, Larkspur, California (acquired from the above in 2010)
Private Collection, Connecticut (acquired from the above)
Current Owner (acquired from the above)



EXHIBITION HIGHLIGHTS

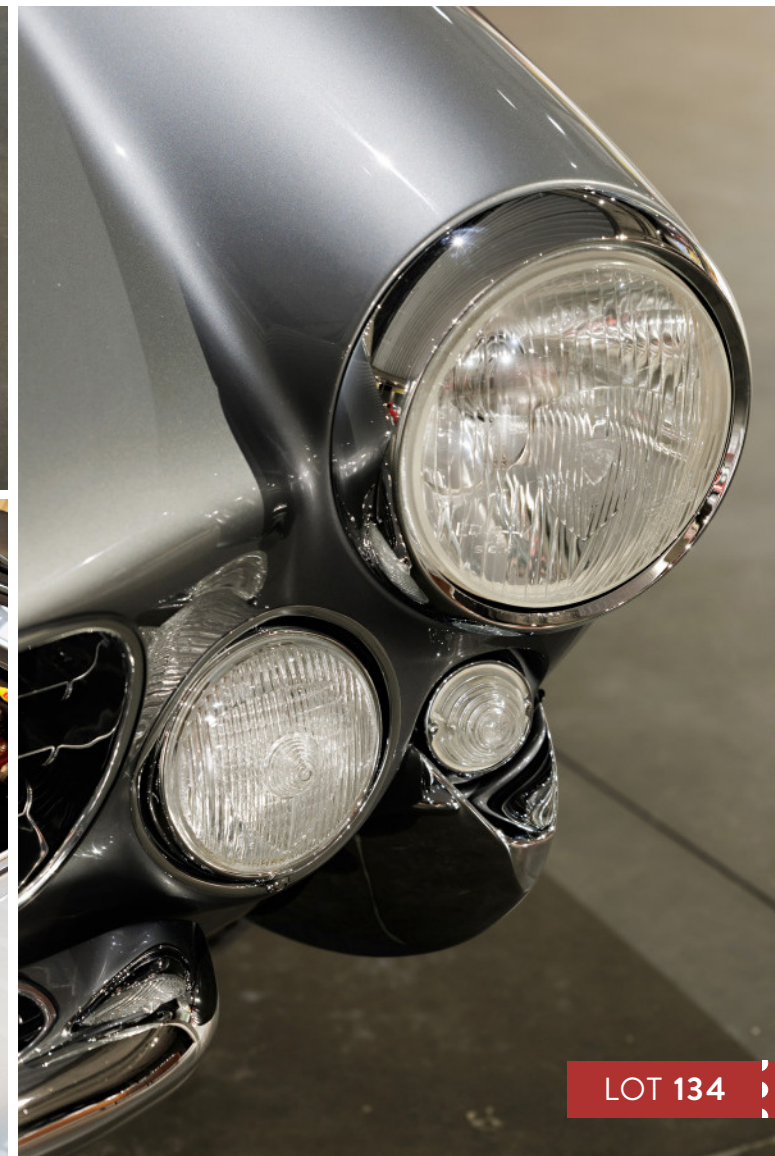
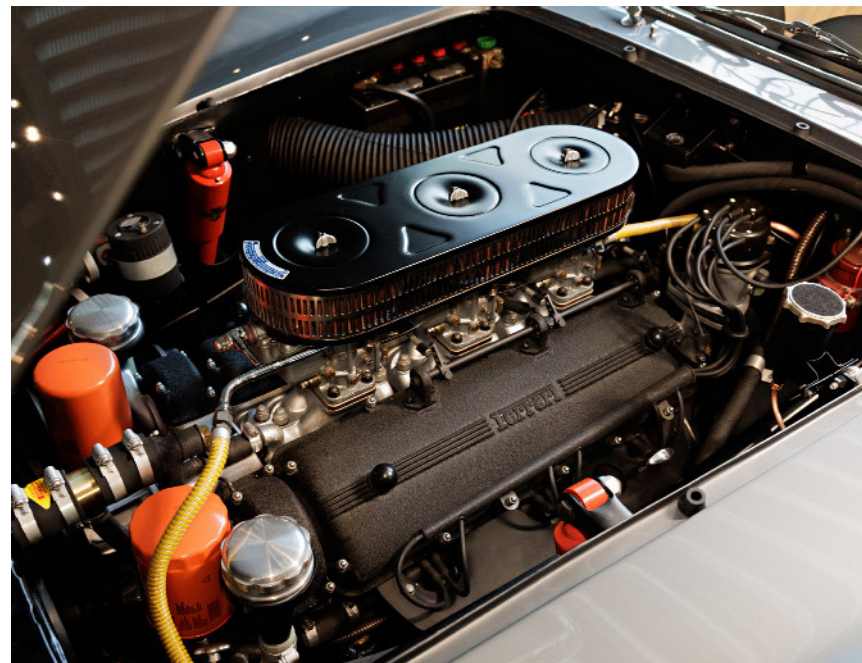
Amsterdam International Motor Show (AutoRAI), 2009

is believed to have remained in Italy for several years before being exported to the US.

While details of its earliest ownership remain limited, by 1989 the Lusso was owned by Bill Ziegenbein of Prestige Motors in Michigan. It subsequently appeared at auction in London in 1990 and was offered for sale in California the following year. In 2001, the car was sold at the Domeinen Auction, Netherlands, and acquired by well-known Ferrari collector Fritz Kroymans. During his ownership, the Lusso was displayed at the 2009 Amsterdam International Motor Show (AutoRAI), before returning once again to the US and passing through the hands of two more collectors.

In 2019, chassis 5127 GT was acquired by the current owner, a respected Southern California collector known for his exceptional stable of Italian sports cars from the 1950s and 1960s. A previous Lusso owner who has long admired the model, he selected this example specifically for its attractive original livery and honest character, with the intention of undertaking a comprehensive restoration.

Over the past three years, this Ferrari has been meticulously restored to show-quality condition by trusted Southern California specialists, including the consignor's in-house mechanic and marque experts responsible for preparing



LOT 134

FEATURED MEDIA

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

The Berlinetta Lusso: A Ferrari of Unusual Elegance, by Kurt H. Miska



his multiple Pebble Beach concours-winning automobiles. The body was stripped to bare metal, carefully prepared, and refinished in its correct *Grigio Fumo*, a color that perfectly complements the Lusso's sculptural lines. The interior was retrimmed in elegant *avorio* (ivory) leather, providing a tasteful and visually striking contrast while remaining sympathetic to period presentation. Chrome trim was refinished by renowned specialists Brightworks Restoration, while close attention was paid to correct finishes throughout the engine bay, lighting, and detailing.

With the driveline found to be in good mechanical order, major components were sympathetically refreshed and cosmetically restored, while ancillary systems – including brakes, suspension, and electricals – were extensively renewed with exceptional attention to detail. Completed in early 2026, the restoration has not yet been shown or judged, presenting its next caretaker with the opportunity to debut a fresh and exquisitely prepared Lusso at leading concours d'elegance and Ferrari Club events.

Offered with a proper tool roll and a report by Marcel Massini, this beautifully presented 250 GT Lusso offers a rare opportunity to acquire one of Ferrari's most admired designs, finished in its seldom-seen original color and emerging from the stewardship of a discerning, award-winning collector.



1963 FERRARI 250 GT LUSSO

LOT 134



1980 BMW M1

VIN. WBS59910004301273
\$500,000–\$600,000

The M1 was conceived as a way for BMW to compete in FIA Group 4 sports car racing, which was then dominated by Porsche’s turbocharged 911. With 400 homologation units necessary, the M1 was designed by Giorgetto Giugiaro and his team at Italdesign, with a mid-engine, tube-frame chassis developed by Lamborghini. Inspired by the 1972 BMW Turbo concept, the M1’s fiberglass aerodynamic wedge shape was more Italian than Teutonic, but it retained BMW’s iconic “twin-kidney” grilles. The car featured a driver-focused interior, unique Campagnolo wheels, and was powered by a sublime 3.5-liter engine derived from the legendary 3.0 CSL. With a 24-valve cylinder head and Bosch Kugelfischer mechanical fuel injection, the engine made a substantial 277 hp and was mated to a fantastic five-speed ZF transaxle, propelling the M1 to a

top speed of 162 mph. In total, just 399 road cars were built in approximately two years, with a further 53 produced as M1 Procar racers for a single-model series run in conjunction with F1 Grand Prix races.

This fantastic 1980 M1 is finished in the vibrant and era-evoking shade of Inka Orange, one of the most famous of all BMW colors, and features a black interior. Rare in this condition, the M1 appears to never have received a comprehensive restoration, retaining a lovely and inviting patina. In 2012, the BMW was acquired by a discerning New York-based collector of sports cars, who had purchased it from an enthusiast in Georgia. At the time of cataloguing, the M1 displayed approximately 34,500 km on its odometer, or about 21,500 miles. The car is

HIGHLIGHTS

The Ultimate BMW of Its Era; One of Only 399 Built
Finished in the Vibrant and Desirable Shade of Inka Orange
Displayed Approximately 34,500 Km when Catalogued
Lovely and Charismatic Unrestored Example
Accompanied by Tool Roll, Medical Kit, and Roadside Safety Equipment

SPECIFICATIONS

3,453 CC Type M88/1 DOHC Inline 6-Cylinder Engine
Bosch Kugelfischer Mechanical Fuel Injection
277 BHP at 6,500 RPM
5-Speed ZF Manual Transaxle
4-Wheel Ventilated Disc Brakes
4-Wheel Independent Coil-Spring Suspension

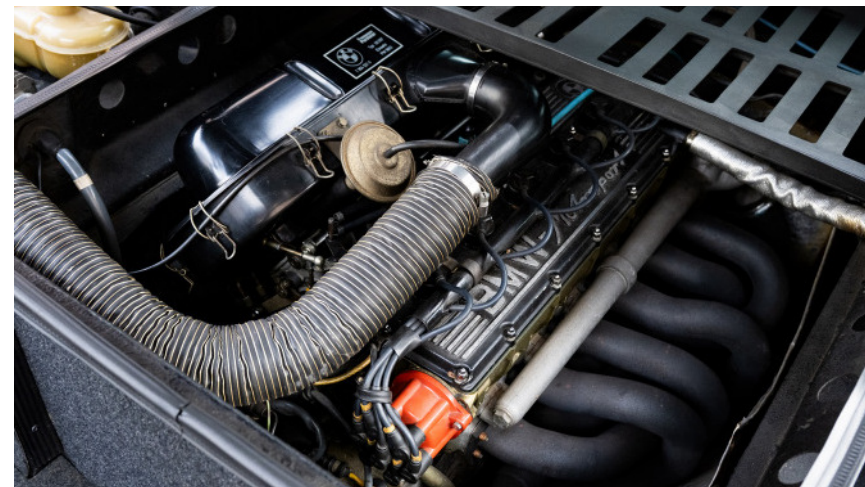




accompanied at auction by a tool roll, medical kit, roadside safety equipment, and spare tire, and its interior features an original Becker Mexico cassette radio. The M1's front trunk contains its fuse box – branded with BMW's signature roundel logo – along with a red factory safety sticker. As many M1s have been restored over the years, finding another example with such a charming and authentic character would be quite difficult, especially in such an iconic color.

The M1's pioneering combination of Italian design and German engineering makes it one of the rarest and most desirable road cars from BMW's storied past, celebrated for its performance, handling, and motorsport heritage. As these cars have seen a resurgence of popularity in the last decade, most examples have found themselves in prominent collections.

Rarely seen in such charismatic unrestored condition, this M1 represents a remarkable opportunity for the discerning collector seeking one of BMW's most significant and collectible models. This limited-production BMW invites your closest inspection and deserves consideration from any fan of landmark 1980s supercars.



1980 BMW M1 || LOT 135



1992 MERCEDES-BENZ 500E

VIN. WDBEA36E5NB713509
\$180,000–\$240,000 without reserve

Developed as a no-compromise expression of Mercedes-Benz engineering philosophy, the 500E stands as one of the great performance sedans of the 1990s, styled under the direction of the late Bruno Sacco.

Production of the 500E was famously complex. The bodies were partially assembled by Mercedes-Benz before being transported to Porsche's Zuffenhausen facility, where the drivetrain and suspension components were installed. Finally, each car returned to Sindelfingen to be finished. This multi-stage process limited output and contributed to the model's reputation for exceptional build quality.

Externally, the 500E is distinguished by a subtly widened front and rear track,

flared wheel arches, and a lower stance. At its heart lies the naturally aspirated M119 V-8, delivering seamless power and exceptional durability, paired with a four-speed automatic transmission. Equipment includes deeply bolstered Recaro seats, a self-leveling hydropneumatic rear suspension for high-speed stability, and Mercedes' distinctive single-arm articulating windscreen wiper.

Delivered new to noted car collector and enthusiast Jerry Seinfeld, this example has been preserved with extraordinary care. Showing just 2,335 miles at the time of cataloguing, it remains remarkably close to its original delivery condition some 34 years ago.

HIGHLIGHTS

Sold New to Noted Enthusiast and Collector Jerry Seinfeld
Remarkable Time Capsule Example Showing Just 2,335 Miles at Cataloguing
Iconic Bruno Sacco-Era Super Saloon Developed and Assembled in Collaboration with Porsche
Accompanied by Owner's Manual, Maintenance Booklet, Warranty Booklet, and Two Keys
Among the Most Celebrated High-Performance Sedans of the Modern Era

SPECIFICATIONS

4,973 CC DOHC M119 V-8 Engine
322 BHP at 5,700 RPM
4-Speed Automatic Transmission
4-Wheel Ventilated Disc Brakes
Front Independent Suspension
Rear Self-Leveling Hydropneumatic Suspension





2001 LAMBORGHINI DIABLO 6.0 VT COUPE

VIN. ZA9DU01B61LA12667

\$550,000–\$650,000

When Lamborghini introduced the Diablo in 1990, it succeeded the Countach as Sant'Agata's ultimate expression of speed and drama. Retaining Marcello Gandini's unmistakable design DNA, the new model blended aerodynamic modernity with raw V-12 power, immediately earning its place among the world's fastest production cars. The final, most refined evolution of the Diablo arrived in 2000 with the 6.0 VT – the first Lamborghini shaped under Audi's newly-established ownership. While the silhouette remained familiar, nearly every component was revised to meet Audi's higher standards of precision, quality, and durability.

Visually, the 6.0 introduced integrated bumpers, fixed headlamps, and extensive

carbon fiber bodywork, giving the car a cleaner, more modern presence. The cabin saw similar attention, with improved ergonomics and higher-quality materials. A modern climate-control system was introduced, addressing a long-standing shortcoming of earlier models.

An enlarged 6.0-liter V-12 produced 550 hp at 7,100 rpm and 457 lbs./ft. of torque at 5,500 rpm, sending power to all four wheels through a viscous-coupled all-wheel-drive system. A five-speed manual gearbox remained standard, preserving the Diablo's unmistakably analog driving experience. The result was a far more responsive and cohesive machine, capable of 0–60 mph in under four seconds with a claimed top speed of 208 mph. It is believed that fewer than

HIGHLIGHTS

Displays Approximately 7,000-Miles; Collector-Grade Example of the Definitive Diablo

Elegantly Configured 6.0 Finished in *Grigio Antares*, without Wing

Accompanied by Books, Tools, Spare Bulb Holder, and Service Records

Many Upgrades Unique to the Diablo 6.0 Model, Including Composite Bodywork, Enlarged Brakes, and Significant Engine Enhancements

Offered from a Highly Respected Collection of Sports and Racing Cars

SPECIFICATIONS

5,992 CC DOHC V-12 Engine

Electronic Fuel Injection with Variable Intake Valve Timing

550 BHP at 7,100 RPM

5-Speed Manual Transaxle with All-Wheel Drive

4-Wheel Ventilated Disc Brakes

4-Wheel Double-Wishbone Suspension with Coil Springs





120 examples of the Diablo 6.0 were delivered new to the US, underscoring the rarity of this model.

Built to US specification, this example was elegantly finished in *Grigio Antares* (Antares Gray) over a *Nero Perseus* (Perseus Black) leather interior with *Grigio* inserts. The car was manufactured in November 2000 and delivered to its first owner on January 6, 2001. Since then, this Diablo has been used sparingly and retained within prominent collections, and it is offered today from a significant stable of modern performance icons.

Showing just over 7,000 miles at the time of cataloguing, it remains in superb condition and represents a collector-grade example of the ultimate Diablo variant, combining notable mechanical and cosmetic upgrades with genuine rarity and an exclusive production run. Exceptionally well preserved throughout, this Diablo 6.0 VT is accompanied by a CARFAX Vehicle History Report documenting its low mileage and service history. Offered with a tool roll, spare bulb pack, tire inflation bottle, and an extensive service and history file, it represents a particularly compelling offering.



2001 LAMBORGHINI DIABLO 6.0 VT COUPE

LOT 137



2016 RUF TURBO FLORIO

VIN. W09BD138XGPR06196

\$650,000–\$750,000 without reserve

Founded in 1939 and recognized by the German government as an official automobile manufacturer in 1981, RUF Automobile GmbH operates on the frontier between engineering and imagination. Guided by Alois Ruf Jr., the company has become synonymous with advanced engineering, bespoke craftsmanship, and a distinctly independent philosophy.

Introduced in 2016, the RUF Turbo Florio represented the marque’s boldest interpretation of the 991-generation 911 platform. Named in recognition of the legendary Sicilian road race, it combined the open-air character of a Targa with the power and precision of a modern supercar. Signature RUF alloy wheels filled the fenders, while an elongated front splitter and fixed ducktail

rear spoiler were incorporated to enhance aerodynamic stability. Integrated intake tunnels positioned atop the rear fenders directed airflow to the engine, working in conjunction with a carbon fiber diffuser and bespoke RUF-designed front and rear fascias. Beneath the reworked bodywork was a 3.8-liter, twin-turbocharged flat-six producing 645 hp and 615 lbs./ft. of torque, providing a claimed top speed of 210 mph. The model was offered with a choice of rear- or all-wheel drive and could be specified with either a six-speed manual gearbox or a RUF-tuned, seven-speed dual-clutch transmission.

This 2016 RUF Turbo Florio is finished in distinctive Sicilian Blue over Dark Grey leather with blue contrast stitching. Like most RUF automobiles, it was

HIGHLIGHTS

- Finished in Sicilian Blue over Dark Grey Leather
- Showing Just 10,570 Miles when Catalogued
- Believed Fewer than a Dozen Built Worldwide
- Offered with Car Cover and Additional Floor Mat Set
- Unites Open-Air Targa Character with Supercar-Level Performance

SPECIFICATIONS

- 3,802 CC DOHC Flat 6-Cylinder Engine
- Bosch Electronic Fuel Management
- Twin KKK Turbochargers
- 645 BHP at 6,500 RPM
- 7-Speed PDK Dual-Clutch Transaxle with AWD and Limited-Slip Differential
- 4-Wheel Ventilated Carbon Ceramic Disc Brakes
- Front Independent Suspension with MacPherson Struts
- Rear Multi-Link Suspension with Adjustable Coil-Over Dampers



PROVENANCE

Private Collection (acquired new via RUF)

Current Owner (acquired in 2022)

EXHIBITION HIGHLIGHTS

The Quail, A Motorsports Gathering, California, 2018



individually commissioned, with the original US-based owner specifying nearly €28,000 in additional options. According to its original RUF build sheet, these included a hydraulic front-axle lift system, Turbo S-style power seats, a full leather interior, and a Bose sound system.

Following its importation into the US, the Turbo Florio was maintained by RUF specialists Rstrada Limited of Torrance, California. Documented warranty work includes repairs to a turbocharger and suspension, while an alignment was performed. Subsequent servicing by Rstrada also includes installation of new brakes and tires. While under its original ownership, this example was displayed at the 2018 Alois Ruf Reunion at Quail Lodge during Monterey Car Week.

Acquired by the current owner in August 2022 and showing 10,570 miles at the time of cataloguing, the RUF has benefited from subsequent servicing and presents as a carefully maintained and sparingly used example. While exact production figures remain unconfirmed, it is believed that fewer than a dozen Turbo Florios were built, with only a handful produced for the North American market. With its combination of bespoke engineering, extreme performance, and open-air configuration, the Turbo Florio stands as a compelling modern RUF, underscoring the marque's enduring commitment to innovation, individuality, and driver-focused design.



2016 RUF TURBO FLORIO

LOT 138



1961 FIAT-ABARTH 1000 GT BIALBERO

COACHWORK BY BECCARIS
CHASSIS NO. 1128948
ENGINE NO. 229/089
\$350,000–\$425,000

Established in Torino in 1947, Abarth & C. first gained recognition for its high-quality exhaust systems and speed equipment, yet Carlo Abarth’s greatest genius lay in transforming modest Fiat production cars into giant-killing racers. Nowhere was this alchemy more apparent than in his series of rear-engine GT cars derived from the Fiat 600. Beginning in 1956, Abarth’s Zagato-bodied 750 GTs and Record Monzas dominated small-displacement GT racing, a lineage that reached its zenith with the introduction of the 1000 GT Bialbero.

Unveiled in 1960, the jewel-like 1000 GT Bialbero was a thoroughbred competition car. It earned Abarth the prestigious *Compasso d’Oro* industrial design award and, in 1962, contributed to the marque’s first FIA GT Championship win – one of eight

such titles. At its heart was the tipo 229 engine, designed by Gioacchino Colombo, architect of Ferrari’s iconic V-12. This 982 cc unit featured a twin-cam alloy head, Weber 40 DCOE carburetors, Bosch ignition, and tubular headers. Producing an astounding 95 hp at 7,000 rpm, its advanced specification was enhanced by a five-speed transaxle, four-wheel disc brakes, and Campagnolo cast-alloy wheels.

The lightweight aluminum coachwork followed earlier Zagato forms but was constructed by the Torino-based firm Beccaris, wearing the simple badge of “Carrozzeria Abarth.” With covered headlamps, sliding Perspex windows, and elegant Jaeger instruments, the Bialbero weighed just 1,250 pounds. In period,

HIGHLIGHTS

Significant Example of Abarth’s FIA GT Championship-Winning 1000 GT Bialbero
Delivered New to Famed American Sportsman Briggs Cunningham
3 Hours of Sebring Winner with Bruce McLaren; 2nd in Class at the Bridgehampton 400 with Walt Hansgen
Superb Epifani Restoration; First in Class at the 2002 Pebble Beach Concours
Exceptional Documentation with Records and Correspondence Dating to 1962
Offered with Owner’s Manual, Tool Kit, Jack, Roll Bar, and Campagnolo Wheels

SPECIFICATIONS

982 CC Tipo 229 DOHC Inline 4-Cylinder Engine
Twin Weber 40 DCOE 2 Carburetors
95 BHP at 7,000 RPM
5-Speed Manual Transaxle
4-Wheel Hydraulic Disc Brakes
Front Independent Suspension with Transverse Leaf Spring and Shock Absorbers
Rear Independent Suspension with Coil Spring, Trailing Arms, and Shock Absorbers



PROVENANCE

Briggs S. Cunningham, Greens Farms, Connecticut (acquired new in 1961)
Donald P. Rosendale, Huntington Station, New York (acquired via Automobile Distributors of New York Inc. in November 1962)
Robert Ennis, West Roxbury, Massachusetts (acquired from the above in December 1962)
David Fenton, Newport, Rhode Island (acquired from the above in 1965)
Robert A. Christiansen, Huntsville, Alabama (acquired from the above in 1966)
Ralph Bracken, Portland, Oregon (acquired from the above in 1969)
William L. Sloan, Portland, Oregon (acquired from the above in 1975)
W. Gregory Paris, Newberg, Oregon (acquired from the above in 1987)
Mark Gessler, Potomac, Maryland (acquired from the above in 2000)
Henry Camisasca, Irvine, California (acquired from the above circa 2005)
Private Collection, Florida (acquired from the above in 2010)
Current Owner (acquired from the above in 2013)

Sports Car Graphic deemed its performance “staggering,” recording 0–60 mph in 7.4 seconds and a 131 mph top speed – “a fantastic figure for a 1-liter machine.”

The example offered here, chassis 1128948, is among the most celebrated 1000 GT Bialberos extant. Completed in late 1961, it was one of three new Bialberos purchased by Briggs Cunningham for the 1962 season. Finished in Cunningham racing colors and prepared by team manager Alfred Momo, the trio debuted at the 3 Hours of Sebring on March 23, 1962. The race, held ahead of the 12-hour event, drew works entries from Abarth and BMC as well as an extraordinary roster of drivers, including Stirling Moss, Innes Ireland, Pedro Rodríguez, and Steve McQueen. Cunningham entrusted his Abarths to Roger Penske, Walt Hansgen, and Bruce McLaren.

McLaren drove chassis 1128948 – wearing race no. 8 – to victory after a fierce battle with Moss in a lightweight Austin-Healey Sprite, giving the car one of the most famous wins in Abarth GT history.

Cunningham next entered his Sebring winner in the Double 400 at Long Island’s Bridgehampton circuit on September 15, 1962. Hansgen drove it to an impressive 4th Overall and 2nd in Class result behind two Porsche Carreras and Bob Grossman’s ex-works Bialbero. These two American rounds opened

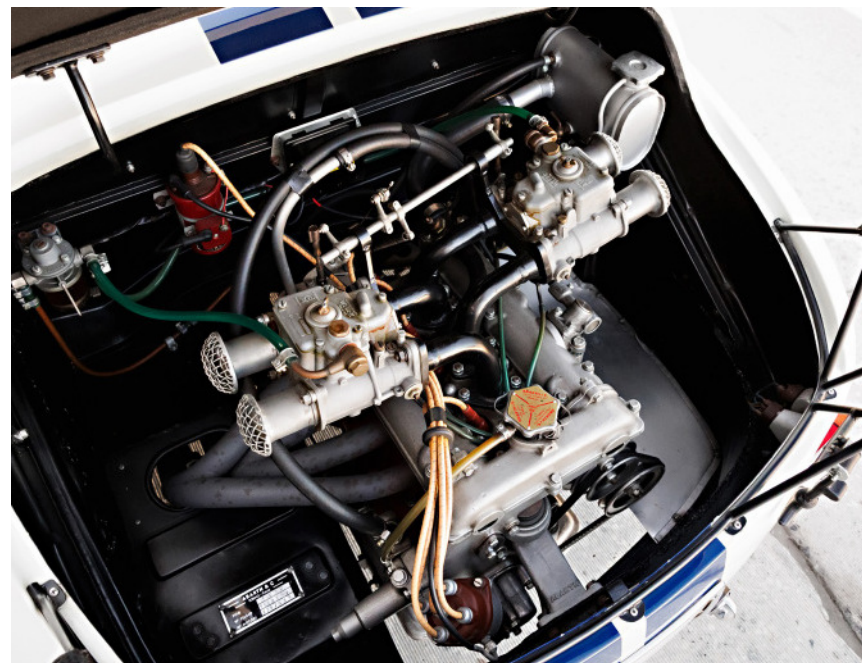
RACE HIGHLIGHTS

FIA 3 Hours of Sebring, March 1962, McLaren, No. 8 (1st Overall)
FIA Bridgehampton Double 400, September 1962, Hansgen, No. 60 (4th Overall, 2nd in Class)
SCCA National Lime Rock, June 1963, Ennis, No. 14 (5th Overall, 3rd in Class)
SCCA Divisional Thompson, July 1963, Ennis
SCCA Regional Thompson, September 1963, Ennis
SCCA Regional Lime Rock, September 1963, Ennis
SCCA Divisional Lime Rock, September 1963, Ennis
SCCA Regional Lime Rock, April 1964, Ennis
SCCA Regional Thompson, April 1964, Ennis
SCCA Regional Thompson, September 1964, Ennis
SCCA Divisional Lime Rock, September 1964, Ennis

and closed the FIA’s 1962 Division I World GT Championship; the superb results achieved by this car contributed directly to Abarth securing the title of *Campione del Mondo*.

After the season, the car was sold through Momo and Abarth dealer Don Rosendale to Massachusetts racer Bob Ennis, best known for campaigning a white Ferrari 250 LM and Abarth-Simca 2Mila. Ennis raced the Bialbero in several SCCA events at Lime Rock and Thompson through 1965. The car then passed through several documented owners before resurfacing in Oregon, unrestored, in the hands of Abarth historian Greg Paris. After sourcing a correct tipo 229 engine (no. 089), Mr. Paris sold the car to noted collector Mark Gessler, who commissioned a no-expense-spared restoration at the renowned Epifani Restorations in Berkeley, California. Both cosmetic and mechanical elements were addressed, including an engine rebuild by Abarth guru Les Burd. Presented in its Sebring livery, the historic Bialbero debuted at the 2002 Pebble Beach Concours d’Elegance®, earning First in Class honors.

For the past 12 years, the Abarth has resided in a private California collection comprised of Italian sports and racing cars. Aside from a return appearance at Pebble Beach in 2015, it has been selectively displayed at local events and enjoyed on weekend drives, where it offers the rare thrill of piloting a



LOT 139

EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, 2002 (First in Class)

Pebble Beach Concours d'Elegance®, 2015

FEATURED MEDIA

Abarth Catalogue Raisonné 1949–1986, by Carlo Felice Zampini Salazar

Abarth Guide, by Alfred S. Cosentino

Abarth: The Man, the Machines, by Luciano Greggio

Abarth: The Scorpion Wins (1949–1972), by Sergio Seccatore

Bridgehampton Racing: From the Streets to the Bridge, by Joel E. Finn

Bruce McLaren: From the Cockpit, by Bruce McLaren

Carlo Abarth, by Gianfranco Fagioli and Guido Gerosa

Cunningham: The Passion, The Cars, The Legacy, by Richard Harman

L'Annata Automobilistica 62/63, by Giovanni Lurani and Gianni Marin

championship-winning FIA GT race car on public roads.

Presented today in outstanding condition, this Bialbero is offered with its proper owner's manual, tool kit, jack, original roll bar, and Campagnolo wheels. Not only is this Abarth featured in numerous books, its remarkable provenance and history are supported by an extensive documentation file dating from 1962 onward, including the Manufacturer's Statement of Origin and Bill of Sale signed by Momo, period SCCA plaques, correspondence, homologation papers, technical literature, magazine features, race reports, and period photographs.

A superb and historically significant example of the ultimate Fiat-Abarth GT, this 1000 Bialbero stands as a lasting testament to the vision of Carlo Abarth and the enduring allure of the Scorpion marque.



Bruce McLaren drives Briggs Cunningham's Fiat-Abarth 1000 GT Bialbero to victory at the 3 Hours of Sebring, March 1962. Photo courtesy of Revs Institute.



1961 FIAT-ABARTH 1000 GT BIALBERO

LOT 139



2001 FERRARI 550 MARANELLO

COACHWORK BY PININFARINA

VIN. ZFFZS49A910123562

\$275,000–\$325,000 without reserve

Introduced in 1996, the 550 Maranello was a contemporary homage to the 365 GTB/4 “Daytona.” Powered by a 5.5-liter V-12 and paired with a gated six-speed manual, it produced 478 hp at 7,000 rpm and reached 60 mph in 4.4 seconds, with a 199 mph top speed. In January 1997, *Motor Sport* magazine observed, “the talents of this car are extraordinary by any automotive standards, but unlike its predecessors...anyone with a small amount of skill can climb into a 550 and, almost immediately, get a lot out of it.”

This 2001 Ferrari 550 Maranello is finished in *Nero Daytona* (Daytona Black) over a *Cuoio* (Tan) interior, complemented by a black upper dashboard and beige carpeting. Factory appointments include Daytona-style seats, a quilted package

shelf, yellow-painted brake calipers, and a Becker radio with CD changer, while a Tubi exhaust and 575-model wheels were fitted by a prior owner.

Sold new by Ferrari of Atlanta in May 2001, this car appears to have been conscientiously maintained by just a few owners, with a CARFAX Vehicle History Report and documentation on file illustrating regular maintenance and judicious use. Judged at the January 2012 Palm Beach Cavallino Classic, it achieved a Platinum Award, attesting to its originality and condition. Showing just 17,562 miles at the time of cataloguing, this 550 Maranello is a well-presented example from the final year of production.

HIGHLIGHTS

Finished in *Nero Daytona* over *Cuoio* Leather

Final-Year 2001 Ferrari 550 Maranello, US-Specification Example

Showing 17,562 Miles from New at Time of Cataloguing

Awarded Platinum at the 2012 Palm Beach Cavallino Classic

Accompanied by Books, Tools, CARFAX Vehicle History Report, and Documentation

SPECIFICATIONS

5,474 CC Tipo F133 DOHC V-12 Engine

Bosch Motronic 5.2 Fuel Injection

478 BHP at 7,000 RPM

6-Speed Manual Transaxle

4-Wheel Ventilated Disc Brakes

4-Wheel Independent Suspension with Coil Springs



1969 LAMBORGHINI MIURA P400 S

COACHWORK BY BERTONE
CHASSIS NO. 4248
ENGINE NO. 30424
\$2,100,000–\$2,400,000

Automobili Lamborghini’s origin story is the stuff of legend. Successful Italian tractor manufacturer Ferruccio Lamborghini, dissatisfied with his Ferrari after a contentious meeting with Enzo Ferrari, resolved to build “a perfect car.” Adopting the emblem of a raging bull, the spurned industrialist set out to challenge Italy’s most storied automaker head-on.

Barely three years later, Lamborghini not only matched but arguably surpassed Ferrari with the 1966 introduction of the Miura. Widely regarded as the world’s first true supercar, it redefined the performance car paradigm with its radical mid-engine layout, breathtaking Bertone styling, and unprecedented performance. Named for Spanish cattle breeder Don Eduardo Miura and his

ferocious fighting bulls, the Miura P400 instantly established Lamborghini as a builder of uncompromising, visceral sports cars.

At the 1968 Torino Motor Show, Lamborghini unveiled an updated version of its groundbreaking flagship: the Miura P400 S. The “S,” denoting *spinto*, or tuned, signaled a series of mechanical and cosmetic refinements that addressed early shortcomings and transformed the Miura into a more complete and usable grand touring machine. Capable of a top speed of 168 mph, the P400 S was the fastest road car ever tested by *Road & Track* magazine in 1970, which memorably described it as “an exercise in automotive art for a particularly rapturous kind of driving.” In total, just 338 examples of the P400 S were built between late

HIGHLIGHTS

Outstanding Example of the Definitive Lamborghini Supercar
Original P400 S in *Arancio Miura* Delivered New to Milano
Multiple Best of Class-Winning Restoration Overseen by Quality Automotive
Featured in *Comedians in Cars Getting Coffee* with Jerry Seinfeld and Chris Rock
Retains Matching-Numbers Engine per Factory Records

SPECIFICATIONS

3,929 CC DOHC Alloy V-12 Engine
Four Weber 40 IDL 3C Carburetors
370 BHP at 7,700 RPM
5-Speed Manual Transaxle
4-Wheel Girling Ventilated Disc Brakes
4-Wheel Independent Double-Wishbone Suspension with Coil Springs and Shock Absorbers

**Please note that this vehicle is titled 1970.*



PROVENANCE

Autoelite, Milano, Italy (acquired new in 1969)
Elite Sport, Tokyo, Japan (acquired by 1973)
Tomita Auto, Kyoto, Japan (acquired circa 1975)
Checker Motors, Tokyo, Japan (acquired by 1976)
Private Collection, California (acquired in the early 1980s)
Tim Mathile, Cincinnati, Ohio (acquired in 2002)
Current Owner (acquired from the above)

1968 and early 1971, when it was superseded by the SV.

According to factory records, this Miura P400 S, chassis 4248, was completed in October 1969. Assigned Bertone production no. 417 with corresponding body no. 517, it was originally finished in the fashionable and highly desirable combination of *Arancio Miura* (Miura Orange) over black vinyl upholstery with beige cloth seat inserts.

Consistent with its autumn 1969 build date, chassis 4248 benefits from the full suite of technical improvements introduced at the onset of P400 S production. These include the strengthened chassis frame, upgraded driveshafts, adjustable KONI shock absorbers, thicker anti-roll bars, and the latest generation of Pirelli Cinturato tires, all of which contributed to improved handling, durability, and refinement.

Upon completion, 4248 was delivered new to official Lamborghini dealer Autoelite on Milan's Viale Cenisio. While its earliest ownership history remains undocumented, by 1973 the Miura had relocated to Japan, where it was offered for sale by prominent exotic car dealer Elite Sport of Tokyo. In the mid-1970s, the car was featured in a Japanese automotive magazine and subsequently offered by Tomita Auto of Kyoto and Checker Motors of Tokyo.

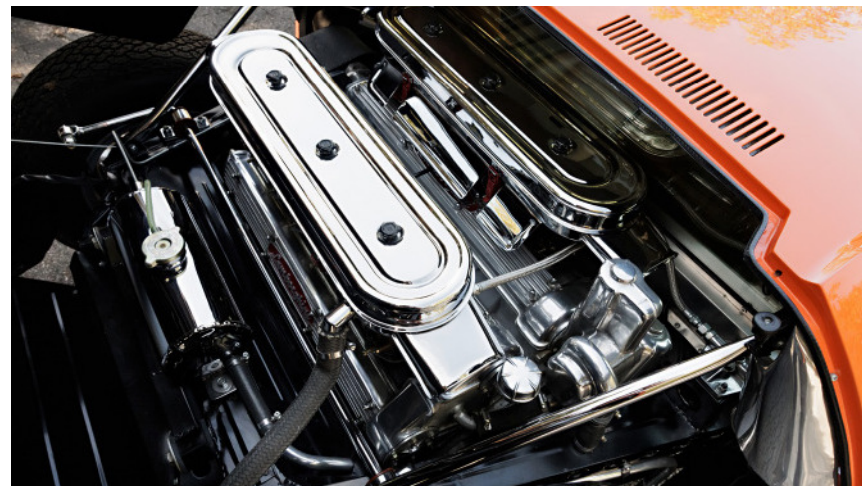
EXHIBITION HIGHLIGHTS

Ault Park Concours d'Elegance, Ohio, 2006 (Best in Class)
Louisville Concours d'Elegance, Kentucky, 2009 (Best in Class)
Keeneland Concours d'Elegance, Kentucky, 2014 (Children's Choice Award)
Amelia Island Concours d'Elegance, 2016
Cincinnati Concours d'Elegance, Ohio, 2022 (Best in Class)

In the early 1980s, the Miura was exported to the US, settling in California, where it was refinished in red and registered on period blue-and-yellow plates bearing the number "1ASE345." The Miura later migrated to the Midwest and, in 2002, was acquired by dedicated Lamborghini enthusiast Tim Mathile of Cincinnati, Ohio.

Shortly thereafter, Mr. Mathile commissioned local specialist Quality Automotive to perform an extensive restoration. Conducted over a three-year period, the work included stripping the car to bare metal and refinishing in its original *Arancio Miura* livery, complemented by a beige leather interior. As the cosmetic elements were being addressed, mechanical work – including engine and gearbox rebuilds – was entrusted to Evans Automotive Repair Inc. of Columbus, Ohio, and NJB Automotive of Westerville, Ohio. The restoration is documented by an impressive file accompanying the car, which contains invoices, photographs, and correspondence.

The completed Miura made its concours debut at the 2006 Ault Park Concours d'Elegance, earning Best in Class honors. Additional accolades include Best in Class at the 2009 Louisville Concours d'Elegance and the 2022 Cincinnati Concours d'Elegance, as well as a Children's Choice Award at the 2014 Keeneland Concours. The car was also displayed at the 2016 Amelia Island Concours d'Elegance,



LOT 141

FEATURED MEDIA

Comedians in Cars Getting Coffee, Crackle, July 2013

Lamborghini Miura, by Peter Coltrin and Jean-Francois Marchet

Lamborghini Miura, by Stefano Pasini

The Lamborghini Miura Bible, by Joe Sackey

The Lamborghini Miura Book, by Kidston SA



in a class commemorating the Miura's 50th anniversary, and achieved broader recognition through its appearance on *Comedians in Cars Getting Coffee*, hosted by Jerry Seinfeld with guest Chris Rock.

Significantly, the engine, no. 30424, is the original, matching-numbers unit per factory records. The original Bertone body number, 517, is present in multiple locations, including the front bulkhead, both doors, as well as the front and tail sections.

An ideally specified and professionally restored Miura P400 S, chassis 4248 represents one of the most compelling examples of Lamborghini's seminal supercar. Delivered new to Italy, later residing in Japan and the US, and benefiting from a proven concours history, it now presents a rare opportunity to acquire a truly iconic supercar of exceptional quality and presence.



1969 LAMBORGHINI MIURA P400 S

|| LOT 141



1959 PORSCHE 356 A COUPE

COACHWORK BY REUTTER
CHASSIS NO. 104840
ENGINE NO. 71253 (SEE TEXT)
\$225,000–\$250,000 without reserve

The Porsche offered here is a magnificently restored example of one of the most beloved variants from the marque's early production: a 1959 356 A Sunroof Coupe. According to a copy of its Porsche Kardex, chassis 104840 was completed on October 1, 1958, finished in its highly desirable original color of Meissen Blue. Well optioned from new, it was specified with a sliding sunroof, fog lamps, seat belts, and chrome wheels with whitewall tires. Destined for the US market, the car was delivered through Hoffman Motors of New York and first sold to Mrs. M.V. Tatarsky of Denver, Colorado.

Approximately 25 years ago, this Sunroof Coupe was restored to factory specifications by respected 356 authority Alex Bivens, with engine work

performed by renowned Porsche specialist Jack Staggs. In 2005, it was acquired by the current owner, a noted San Diego-based collector, marking his first vintage Porsche and the beginning of a lasting passion for the marque. Over more than two decades of ownership, this 356 has been carefully maintained and regularly exercised in driving events, including three California Mille rallies. For touring purposes, a more powerful 356 engine is currently installed, while the original matching-numbers unit accompanies the car.

Offered with its Kardex, owner's and technical manuals, tool roll, spare tire, and jack, this 356 A Sunroof Coupe represents a rare opportunity to acquire one of the most desirable early Porsches.

HIGHLIGHTS

Rare and Collectible Factory-Equipped T2 Sunroof Coupe
Delivered New to Hoffman Motors, Finished in Elegant Meissen Blue
Restored by Noted 356 Specialist Alex Bivens to As-Delivered Specification
Completed Three California Mille Rallies in Present Two-Decade Ownership
Powered by Upgraded Engine; Accompanied by Matching-Numbers Unit

SPECIFICATIONS

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





2016 PORSCHE 911 R

VIN. WP0AF2A96GS195192

\$700,000–\$800,000

The 2016 Porsche 911 R represents one of the purest expressions of the modern 911, marrying uncompromised performance with the most engaging driver-focused experience delivered by Porsche in decades. Built as a limited edition of just 991 examples worldwide, the 911 R was a lightweight, naturally aspirated masterpiece engineered for enthusiasts seeking a visceral, precise, and thrilling performance car. At its heart lay a 4.0-liter naturally aspirated flat-six derived from the GT3 RS, producing approximately 500 hp at 8,250 rpm. Unlike more modern turbocharged siblings, this engine's high-revving character and race-bred nature resulted in incredibly sharp throttle response and linear power delivery. Capable of revving to a screaming 8,500 rpm, the R was able to hit 0–60 mph in 3.7 seconds on its way to a top speed of about 200 mph.

HIGHLIGHTS

Ordered New with Special Wishes Yellow Stripes

Showed Less than 1,450 Miles when Catalogued

One of Just 296 US-Delivery Examples and Only 991 Built Worldwide

Optioned with Tarpan Brown and Houndstooth Interior, Single-Mass Flywheel, and Front-Axle Lift

One of the Most Special and Highly Sought-After of All Modern Porsches

The 911 R's lightweight construction was achieved through a meticulous reduction of mass – including a magnesium roof, carbon fiber fenders, and the omission of non-essential creature comforts – resulting in a car that was both dynamic and extraordinarily well balanced. The R's six-speed manual transaxle was sensational, with tactile, precise gear changes – a rare attribute that only added to driver involvement.

Precision handling was further enhanced by rear-wheel steering, a limited-slip differential, and Porsche's ceramic composite brakes, allowing the 911 R to carry speed with confidence and decelerate with extreme control. The absence of a fixed rear wing and the pared-down aero package emphasized mechanical

SPECIFICATIONS

3,996 CC DOHC Flat 6-Cylinder Engine

500 BHP at 8,250 RPM

6-Speed Manual Transaxle

4-Wheel Carbon Ceramic Disc Brakes

Front Independent Suspension with MacPherson Struts

Rear Independent Multi-Link LSA Suspension





grip and feedback, creating a pure and unfiltered connection between driver, car, and pavement.

Sold new in Highland Park, Illinois, this particular 911 was thoughtfully specified with a balance of performance-focused equipment and comfort features. Its striking white exterior is complemented by a sophisticated black, Tarpan Brown, and Pepita houndstooth interior. Showing less than 1,450 miles when catalogued, this example's sparing use speaks to its care over the years and contributes to its eminently collectible nature.

Exterior options included black side stripes with Porsche script, black LED headlights with Porsche Dynamic Light System Plus (PDLS Plus), and SportDesign exterior mirrors with carbon fiber upper trim. Perhaps most significantly, this example was specified from new with CXX option-code, Special Wishes yellow stripes. Driver-oriented options included the desirable single-mass flywheel with reinforced clutch, front-axle lift system, Sport Chrono Package, and the extended-range 23.9-gallon fuel tank. A Bose sound system and fire extinguisher were also specified.

Well preserved and exceptionally specified, this 911 R offers a rare opportunity to acquire one of Porsche's most engaging modern sports cars, combining low mileage, thoughtful options, and enduring enthusiast appeal.



2016 PORSCHE 911 R

LOT 143



1959 MGA TWIN-CAM ROADSTER

CHASSIS NO. YD3/2202

ENGINE NO. 16GB/DA/1867

\$120,000–\$160,000 without reserve

Introduced in 1958, the MGA Twin-Cam represented MG's most ambitious production sports car of the period. Distinguished by its advanced DOHC engine, four-wheel disc brakes, and Dunlop knock-off wheels, the Twin-Cam offered a substantial performance advantage over pushrod MGAs. However, high production costs and mechanical complexity limited manufacture to just 2,111 examples before the model was discontinued in 1960.

The Twin-Cam offered here, chassis YD3/2202, is among the finest examples known. A British Motor Industry Heritage Trust certificate confirms it as an original left-hand-drive, North American-market Roadster dispatched on June 9, 1959. Particularly noteworthy is its attractive and seldom-seen factory

color scheme of Alamo Beige over red upholstery. The car was also specified with an exceptional array of factory competition equipment, including a competition windscreen, oil cooler, close-ratio gearbox, and 4.55:1 rear axle, along with DeLuxe seats and a light alloy steering wheel.

Restored to exacting show standards between 1989 and 1994 by Classic Carriage Auto Restorations of South Carolina for noted collector Federico Della Noce, this Twin-Cam has since resided in respected collections and benefits from recent servicing and detailing. With its ultra-rare specification, outstanding restoration, and broad event eligibility, this Twin-Cam represents a superlative example of one of Britain's most sophisticated 1950s sports cars.

HIGHLIGHTS

Among the Finest MGA Twin-Cams Known; One of Just 2,111 Built
Original LHD Roadster Delivered in Rare Alamo Beige over Red
Factory Equipped with Competition Windscreen, Close-Ratio Gearbox,
Oil Cooler, and 4.55:1 Rear Axle

Restored to Show Standards by Classic Carriage Auto Restoration of
South Carolina

Offered with BMIHT Certificate, Extensive Restoration Records, and
Owner's Manual

SPECIFICATIONS

1,588 CC DOHC Inline 4-Cylinder Engine

Twin SU Carburetors

108 BHP at 6,700 RPM

4-Speed Manual Close-Ratio Gearbox

4-Wheel Dunlop Disc Brakes

Front Independent Suspension with Torsion Bars and Wishbones

Rear Live Axle with Semi-Elliptical Leaf Springs



1960 FERRARI 250 GT SWB CALIFORNIA SPIDER

COACHWORK BY SCAGLIETTI
CHASSIS NO. 1963 GT
ENGINE NO. 1963 GT
\$16,000,000–\$18,000,000

By the end of the 1950s, Ferrari had come to understand something fundamental about its American clientele. Ferrari customers – particularly those on the West Coast – were not merely seeking thinly disguised racing machines, but cars that combined competition-bred performance with elegance, usability, and presence. Encouraged by Ferrari’s influential US distributors, Luigi Chinetti and John von Neumann, the factory set out to create an open 250 GT that could be driven daily, raced on the weekend, and admired everywhere in between. The result was the California Spider, one of the most charismatic and iconic models in Ferrari history.

Clothed by Carrozzeria Scaglietti, the California Spider distilled Ferrari’s sporting

pedigree into an open two-seater of exceptional beauty and versatility. Its long bonnet, compact cabin, and purposeful stance gave visual expression to its dynamic abilities, while its lightweight construction and competition-proven chassis ensured that performance remained central to the driving experience. From the outset, the California Spider was a driver’s Ferrari, a true dual-purpose sports car equally adept on road or track.

Early California Spiders were built on Ferrari’s long-wheelbase (LWB) 250 GT chassis, shared with the Tour de France Berlinetta and Series I Cabriolet. True to the model’s original brief, several LWB examples were used in competition, equipped with factory options such as aluminum bodies, high-lift camshafts,

HIGHLIGHTS

Exceptional Covered-Headlight Example with Rare Factory Hardtop
Delivered New to German Ferrari Distributor Auto Becker of Düsseldorf
A Fixture in Just Two West Coast Collections Since 1976
Exquisite Restoration to Pebble Beach Standards by Dennison International
Ferrari Classiche Red Book Certified; Retains Original Chassis, Body, Engine, Gearbox, and Rear Axle
Presented in Show-Quality Condition, with Tool Kit, Books, and Records

SPECIFICATIONS

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



PROVENANCE

Auto Becker, Düsseldorf, Germany (acquired new in 1960)

Private Collection, Ticino, Switzerland (acquired from the above in 1962)

Bob Jeffries, Joplin, Missouri (acquired in 1964)

Don Levin, St. Louis, Missouri (acquired from the above in 1970)

Jim Southard, Smyrna, Georgia (acquired from the above in 1974)

Ronald Van Kregten, Scotts Valley, California (acquired via Ferrari of Los Gatos in 1976)

Current Owner (acquired from the estate of the above in 2009)

and long-range fuel tanks with external fillers. In this form, California Spiders enjoyed remarkable success, capturing a 5th Overall finish at Le Mans, a class victory at Sebring, and numerous wins in SCCA B-Production events.

The model reached its full expression in 1960 with the introduction of the short-wheelbase (SWB) 250 GT platform. The SWB California Spider benefited from a more advanced chassis featuring four-wheel Dunlop disc brakes, modern tubular shock absorbers, and the latest outside-plug V-12 engine. Scaglietti reworked the coachwork to suit the updated underpinnings, creating a more athletic and muscular form defined by subtly flared fenders and powerful rear haunches.

While more refined than its predecessor, the SWB California Spider remained a true thoroughbred. Ferrari also elevated the interior, blending luxury with functionality: stitched leather replaced wrinkle-finish paint on the dashboard, wool carpeting supplanted rubber mats, and redesigned seats improved long-distance comfort. The result was a sports car that was capable and elegant, yet still deeply engaging.

Between 1957 and 1963, Ferrari built just 106 California Spiders, of which 56 were SWB variants. Among them, chassis 1963 GT stands as one of the most

desirable of all. It is a short-wheelbase California Spider fitted with the coveted covered-headlight treatment – applied by Scaglietti to just 39 examples – and further distinguished by its ultra-rare factory hardtop. These hardtops were not merely interchangeable accessories, but custom-tailored to individual cars, and very few survive today.

According to Ferrari factory records, 1963 GT was delivered new in October 1960 to Auto Becker of Düsseldorf, the official distributor for Germany. The car was originally finished in *Argento* (Silver) with gray leather upholstery and equipped with features typical of early SWB Californias, including Weber 40 DCL6 carburetors with open velocity stacks, KONI shock absorbers, Borrani RW 3598 wire wheels, an Abarth exhaust system, and an 8x32 rear axle.

While little is known of the car's earliest history in Germany, its presence in period advertisements provides valuable insight. From January through September 1962, the Ferrari was offered for sale by Auto Becker in *Auto Motor und Sport*, described as a one-owner car with just 12,900 km. By the end of that year, the Ferrari was exported from Germany and sold to a resident of Lugano, Switzerland.

Ferrari Assistenza Clienti service records indicate that by 1964, 1963 GT had





FEATURED MEDIA

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

Ferrari Spyder California, by Stanley Nowak

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

covered 27,290 km and was registered on Ticino-canton Swiss license plates “TI 11078.” Just two months later, the car appeared in the US, advertised by Bob Jeffries of Joplin, Missouri, in *Road & Track* magazine with an asking price of \$10,500.

By 1970, the California Spider had made its way to St. Louis, Missouri, where it was owned by Don Levin before being acquired in 1974 by noted collector and dealer Jim Southard of Classic Car Investments in Smyrna, Georgia. Southard advertised the car in 1976 as being in “beautiful condition,” specifically noting its original hardtop, with a firm asking price of \$16,750.

Later that same year, 1963 GT was purchased from Ferrari of Los Gatos, California, by Ronald Van Kregten – a transaction that would mark the beginning of the most significant long-term ownership in the car’s history. Van Kregten, a resident of Scotts Valley, California, was a knowledgeable enthusiast with a lifelong fascination for mechanical objects. His interests spanned automobiles, motorcycles, and aircraft, and he approached collecting with discernment and a strong preference for originality.

Over decades, Van Kregten quietly assembled an exceptional collection at his family compound, affectionately known as “La Cuesta Encantada.” The group

included a Mercedes-Benz 300 SL Gullwing and Roadster, a Shelby 289 Cobra, an Allard J2X, and a Ferrari 250 GT Pinin Farina Cabriolet. Among these, the SWB California Spider stood apart as the crown jewel and its whereabouts remained a closely guarded secret for decades. Van Kregten valued authenticity above all else and resisted unnecessary restoration, choosing instead to preserve his cars in honest, unrestored condition.

As a result, when Gooding & Company discovered 1963 GT in Van Kregten’s garage following his passing, the Ferrari emerged as a remarkable survivor – untouched for decades, complete, and possessing a clear and compelling provenance. Its presentation at the 2009 Gooding & Company Scottsdale Auctions marked the first public appearance of the car in more than 30 years and represented one of the most exciting Ferrari finds in a generation.

The California Spider was acquired at auction by the present owner, who immediately commissioned Dennison International of Puyallup, Washington, to undertake a restoration to concours standards. Universally respected for their high-level race preparation and award-winning restorations – including Best of Show honors at Pebble Beach – Dennison International approached the project with a level of care and scholarship commensurate with the car’s stature.



LOT 145



Before restoration commenced, extensive research was undertaken to ensure accuracy in every detail. Other SWB California Spiders were studied, finishes were carefully researched, and period references consulted. The restoration itself was a comprehensive, nut-and-bolt effort. Mechanical systems were restored to exacting specifications, including the matching-numbers engine, which was rebuilt and dyno-tested before installation.

Simultaneously, the Scaglietti coachwork was meticulously restored and refinished in an elegant, period-correct, non-metallic dark blue selected from original Scaglietti color swatches for its understated sophistication. The interior was retrimmed in rich tan leather, complemented by restored Veglia instrumentation, correct materials, and precise detailing throughout.

From the finely detailed undercarriage to the immaculate engine bay, the quality of the restoration is evident in every aspect. An extensive file of invoices and photographs documents the work in full, leaving no question as to the depth or caliber of the restoration.

In August 2010, chassis 1963 GT made its post-restoration debut at the Pebble Beach Concours d'Elegance®, completing the Tour d'Elegance and appearing in Class M-1 for Ferrari Grand Touring cars. Notably, the car has not been

exhibited publicly since, remaining carefully maintained in concours-ready condition within one of North America's most significant private collections.

During the restoration process, 1963 GT was inspected by Ferrari Classiche and awarded Red Book certification in June 2011. The accompanying documentation confirms that the car retains its original chassis, body, engine (internal no. 548 F), gearbox (internal no. 50), and rear axle (internal no. 275), along with other ancillary components.

For enhanced drivability, a 330 GT five-speed gearbox has since been installed without compromising the car's originality, while the factory-supplied gearbox accompanies the car and may be refitted at the discretion of the next owner. The consignor reports that this Ferrari drives particularly well, with more power and a more aggressive sound than a standard California Spider.

For the past 17 years, this exceptional California Spider has been the centerpiece of a carefully curated private collection, maintained by in-house specialists in a no-expense-spared manner. Consistent with the standard of its presentation, it is offered today complete with its Ferrari Classiche Red Book, a correct tool roll, owner's manual, spare parts catalog, original sales brochure, extensive documentation file, and a report by Ferrari historian Marcel Massini.



LOT 145

EXHIBITION HIGHLIGHTS

Pebble Beach Concours d'Elegance®, 2010



What distinguishes 1963 GT is not simply its rarity or specification, but its inherent quality, exceptional provenance, and fitness for purpose. The discovery has been made. The research has been done. The restoration has been executed to the highest possible standard. It is a Ferrari that can be confidently driven, shown, and enjoyed immediately – without the time, uncertainty, or expense of undertaking such a restoration oneself.

Few automobiles better capture the essence of Ferrari at the height of its powers than the 250 GT SWB California Spider. Beautiful yet purposeful, refined yet thrilling, it remains one of the most coveted sports cars of all time. A Ferrari Classiche-certified, covered-headlight example with a factory hardtop sits at the top of this hierarchy, and 1963 GT is widely regarded among the best of them.

Having been intimately involved with this car since its discovery in Ron Van Kregten's garage and its sale to the present owner in 2009, we are honored to present 1963 GT once again. Gooding Christie's is proud to have been entrusted in making the connection to its next thoughtful caretaker – one who will appreciate not only what this remarkable Ferrari is, but how rarely an opportunity such as this presents itself.



1960 FERRARI 250 GT SWB CALIFORNIA SPIDER

LOT 145



1972 PORSCHE 911 2.4 S

CHASSIS NO. 9112300075

ENGINE NO. 6320072

\$225,000–\$275,000 without reserve

For 1972, Porsche introduced a significantly revised Porsche 911, commonly known as the E-series. Key updates included an enlarged 2.4-liter flat-six and the new type 915 five-speed transaxle with a conventional H-pattern. To improve weight distribution, the oil tank was relocated ahead of the rear wheel on all models, resulting in the distinctive one-year-only external oil filler, or Ölklappe. The range-topping 911 S added a front chin spoiler and, with Bosch mechanical fuel injection, produced 190 hp.

According to its Porsche Technical Certificate, this 2.4 S was completed in September 1971, finished in Silver Metallic over a Black leatherette interior with US equipment, tinted glass, trim strips, a Blaupunkt Frankfurt radio, and

air-conditioning listed as optional equipment. One of 1,750 S Coupes built for 1972, this 911 S, retaining its matching-numbers engine, was reportedly sourced by noted restorer Bob Diers of Omaha, Nebraska via respected collector and vintage racer Jerry Peters. It was subsequently disassembled and refinished with a bare-metal repaint in its original hue, while mechanical, braking, suspension, and interior components were restored or renewed as needed. Additionally, desirable Recaro sport seats were sourced and fitted.

Offered today with its books, partial tool kit, and spare, restored by a marque expert and showing minimal use since completion, this carefully prepared 911 S represents a compelling opportunity for the discerning collector.

HIGHLIGHTS

Desirable and High-Performance “S” Model
Finished in Silver Metallic over Black Leatherette
Restored by Marque Specialist Bob Diers
Accompanied by Books, Partial Tool Kit, Spare, and Porsche Technical Certificate
One of 1,750 “S” Coupes Built with an External Oil Filler

SPECIFICATIONS

2,341 CC Air-Cooled SOHC Flat-6 Cylinder Engine
Bosch Mechanical Fuel Injection
190 BHP at 6,500 RPM
5-Speed Manual Transaxle
4-Wheel Hydraulic Disc Brakes
4-Wheel Independent Suspension with Torsion Bars





1972 FERRARI DINO 246 GT

COACHWORK BY SCAGLIETTI

CHASSIS NO. 04860

ENGINE NO. 135 CS 000 0010140

\$475,000–\$550,000

Consistently ranked among the most beautiful and engaging automobiles ever conceived, the Dino was an inspired product of Ferrari's highly successful V-6 engine development program of the 1950s and 1960s. The two-liter 206 GT and 2.4-liter 246 GT/GTS road cars, together with their Fiat Coupe and Spider counterparts, enabled Scuderia Ferrari to meet the FISA-mandated 500-car production requirement to homologate the Dino V-6 engine for Formula 2 competition beginning in 1967.

Introduced at the 1969 Torino Motor Show, the 246 GT followed the earlier 206 GT and benefited from a slightly extended wheelbase for improved passenger space, along with a switch from aluminum to cast iron for the engine block.

HIGHLIGHTS

Desirable European-Specification Dino 246 GT

One of Just 52 Examples Finished in Striking *Blu Chiaro Metallizzato*

Retains Matching-Numbers Engine per Report by Dino Expert Matthias Bartz

Benefits from over \$50,000 in Recent Work by Ferrari Specialists

Accompanied by Copy of Ferrari Classiche Vehicle Production Data Report, Restoration Records, Service Invoices, Manuals, Tool Kit, and Jack

Main body panels were now formed in steel, and the enlarged 2,418 cc engine produced 35 additional horsepower. With its superb balance, responsiveness, and handling, the 246 GT was, and remains, an electrifying performer.

This original European-specification 1972 Ferrari Dino 246 GT, chassis 04860, possesses a particularly interesting history and notable rarity, being one of only 52 examples factory-finished in striking *Blu Chiaro Metallizzato* (Light Blue Metallic). Upon completion, the Dino was delivered new to Ferrari dealer Elie Ayache in Beirut, Lebanon. In 1977, it was imported to the US by Werner Schoch, proprietor of W. Schoch Porsche Sales Inc. of Rancho Palos Verdes, California. By 1982, the car was acquired by a resident of Huntington Beach,

SPECIFICATIONS

2,418 CC DOHC Alloy V-6 Engine

Three Weber 40 DCNF 19 Carburetors

195 BHP at 7,600 RPM

5-Speed Manual Transaxle

4-Wheel Hydraulic Disc Brakes

4-Wheel Independent Suspension with Coil Springs and Shock Absorbers



PROVENANCE

Original Owner, Beirut, Lebanon (acquired new via Elie Ayache in 1972)
Werner Schoch, Rancho Palos Verdes, California (acquired circa 1977)
Private Collection, Huntington Beach, California (acquired by 1982)
Chris Salay, Sherman Oaks, California (acquired from the above in 2015)
Thomas Larsen, Boston, Massachusetts (acquired from the above in 2019)
Current Owner (acquired from the estate of the above in 2024)

EXHIBITION HIGHLIGHTS

Misselwood Concours d'Elegance, 2022 (Class Award)

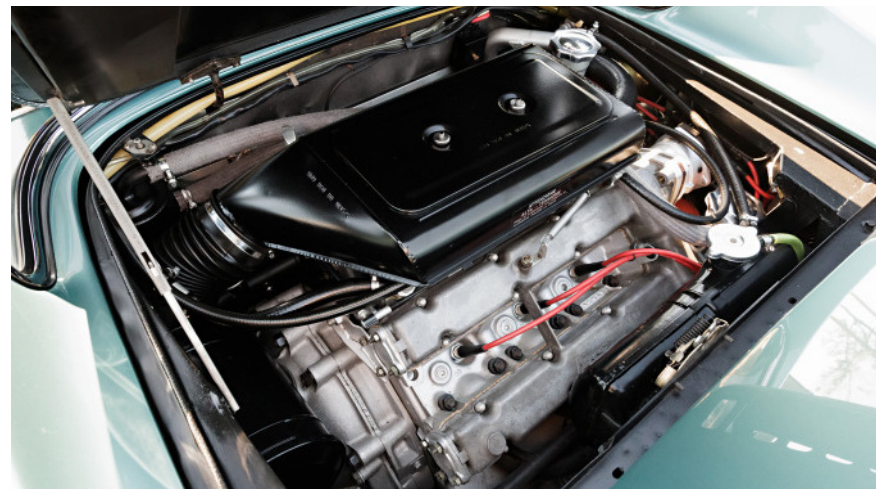
FEATURED MEDIA

Dino Compendium: 206gt, 246gt, 246gts, by Matthias Bartz



California, who retained ownership for more than three decades until 2015, when it was purchased by fellow Californian Chris Salay of Sherman Oaks. Mr. Salay commissioned restoration work beginning in 2018, including a repaint, interior refurbishment, and mechanical attention, all documented in detailed invoices on file. Upon completion in 2019, the Dino was acquired by Boston-based collector Tom Larsen, who retained it until his passing. Since joining the current owner's collection in 2024, the 246 GT has benefited from over \$50,000 in mechanical sorting, service work, and concours-level detailing overseen by respected Southern California Ferrari specialists Bill Attaway and Dugan Enterprises. The result is a Dino that not only presents beautifully but is reported by the consignor to be an excellent driver.

With its rare color combination, extensive documentation, and timeless Pininfarina styling, this is a particularly appealing Dino that would impress even the most seasoned Ferrari collector. Accompanying the car at auction are the owner's manuals, jack, and tool roll, along with extensive documentation that includes a report by model expert Matthias Bartz, correspondence, articles, detailed invoices, and a copy of the Ferrari Classiche Vehicle Production Data Report. Showcasing the pure, original form of Pininfarina's landmark design, this European-specification 246 GT is among the most beautiful of all postwar sports cars and stands as a superb example of this iconic model.



1972 FERRARI DINO 246 GT

LOT 147



1993 PORSCHE 968 TURBO S

VIN. WP0ZZZ96ZPS890068

\$900,000–\$1,200,000

Among Porsche's modern-era rarities, the 968 Turbo S stands apart. Built in extremely limited numbers and conceived with competition as its primary purpose, it marked the final and most concentrated expression of Porsche's front-engine, transaxle lineage before the company turned its full attention back to the 911.

The Turbo S was intended to give the 968 a clear purpose. Developed under the direction of Porsche motorsport veterans Jürgen Barth and Gerd Schmid as a homologation model for international GT competition, it employed a heavily revised version of the 3.0-liter inline-four with a KKK turbocharger, air-to-air intercooler, and revised engine management. Output was officially quoted

at 305 hp at 5,400 rpm, with 369 lbs./ft. of torque peaking near 3,000 rpm, underscoring its fundamentally different character from the standard 968.

Power was delivered via a close-ratio six-speed manual transaxle with a reinforced clutch and 75% locking limited-slip differential. Chassis revisions included a 0.8" lower ride height, firmer springs and dampers, and 911 Turbo 3.6-sourced brakes with aluminum calipers and cross-drilled discs. Weight-saving measures deleted undercoating, power windows and seats, and rear seating, yielding a quoted (wet) weight of 2,867 pounds. Kevlar Clubsport bucket seats were specified, with ABS and power steering retained.

HIGHLIGHTS

Finished in Paint-to-Sample Zermatt Silver over Black Leatherette and Corduroy

One of Only 14 Examples Built Including One Prototype

Ordered New by Tennis Champion Helena Suková

Homologation Model Developed by Porsche Motorsport

Showing Only 30,367 Km (18,872 Miles) when Catalogued

Accompanied by Books, Tools, Spare Tire, First Aid Kit, Porsche COA, and Documentation

SPECIFICATIONS

2,990 CC SOHC Inline 4-Cylinder Engine

Single KKK Turbocharger

305 BHP at 5,400 RPM

6-Speed Getrag Manual Transaxle with Limited-Slip Differential

4-Wheel Ventilated Disc Brakes with ABS

Front Independent Suspension with Lower Wishbones and Coil Springs

Rear Independent Suspension with Semi-Trailing Arms and Transverse Torsion Bars



PROVENANCE

Helena Suková, Monaco (acquired new in 1993)

Andreas Knapp-Voith, Düsseldorf, Germany (acquired circa 2014)

Michael Kelter, Birmingham, Michigan (acquired circa 2021)

Current Owner

External identifiers included a flat front splitter, NACA ducts integrated into the engine lid, and a larger, adjustable rear wing. Boxed rear arches from the Turbo RS accommodated wider 18" three-piece Speedline wheels.

Period evaluations left little doubt as to the car's extraordinary capability. Writing for *Performance Car* magazine in June 1993, Daniel Borg described the Turbo S as "seriously quick, just as you'd expect of a car hand-made in Porsche's racing department. For the few people rich enough and keen enough not to worry whether they're getting good value for their money, it is the ultimate 968 and that means one of the world's great drives."

Despite plans for 100 examples, the Turbo S and its competition counterpart, the Turbo RS faced a challenging market position. In the end, just 14 examples, including a single prototype, were completed between early 1993 and spring 1994.

This 1993 Porsche 968 Turbo S was ordered directly from the Porsche Racing Department by Helena Suková, the celebrated Czech tennis star. Among the most accomplished players of her generation, Suková captured multiple Grand Slam titles and a silver medal at the 1988 Seoul Olympics – and was also a noted Porsche enthusiast.

Completed on July 19, 1993, this 968 Turbo S was specified in paint-to-sample Zermatt Silver Metallic over a black leatherette interior with corduroy inserts. Factory equipment included German-market specification, a higher-capacity battery, protective side moldings, central locking, rear fog lamp, green graduated tinted windshield, alarm system, and air-conditioning.

Suková is believed to have retained ownership until circa 2014, supported by Monaco-based inspection and insurance records. In December 2014, the car was purchased with 29,600 km via Porsche Dresden by Andreas Knapp-Voith of Düsseldorf, Germany, a German racing driver and Porsche enthusiast from a long-established industrial family. Subsequent German records include a 2017 HU/AU inspection and a Porsche Center service in 2018 at approximately 29,690 km, supporting very low accumulated use.

Circa 2021, the 968 Turbo S was purchased by noted Porsche collector Michael Kelter of Birmingham, Michigan, following his developing interest in the model and a subsequent search for multiple examples. The cars were reported to be addressed sequentially by Kelter and his team, allowing insights gained from each project to inform the next. This car was prepared last and retained the longest in Kelter's personal collection, benefiting from the cumulative experience developed throughout the process.



LOT 148



Sold into current ownership in early 2024, this Turbo S showed just 30,367 km (18,872 miles) at the time of cataloguing. Presenting extremely well throughout, it is accompanied by books, tools, spare tire, factory spare drive axles, first aid kit, and documentation dating to its original factory order. Additionally, Motive Archive in Chicago has managed any minor services needed.

With just 14 examples completed, the 968 Turbo S occupies a singular position within Porsche's modern history. Long overshadowed in period, its engineering ambition, competition-driven development, and extreme rarity have since elevated its standing. In this instance, a well-documented provenance and exceptionally low accumulated mileage further reinforce this example's significance as one of the most compelling and consequential transaxle models ever built.



1993 PORSCHE 968 TURBO S

LOT 148



2025 BMW ALPINA B8 GRAN COUPE

VIN. WBAGX0C0XSCU46791
\$150,000–\$175,000 without reserve

The BMW Alpina B8 Gran Coupe represents the pinnacle of discreet, high-performance luxury in BMW's modern lineup. Hand-finished by Alpina in Buchloe, Germany, the B8 elevates the already impressive BMW 8 Series Gran Coupe into a rarefied class of its own, blending immense power, bespoke craftsmanship, and exceptional everyday usability. Under the bonnet lies Alpina's extensively reworked 4.4-liter twin-turbocharged V-8, delivering a formidable 612 hp and seamless acceleration across the rev range. Paired with an eight-speed automatic transmission and intelligent all-wheel drive, the B8 offers remarkable composure and stability, whether cruising at speed or carving through sweeping roads. Alpina's suspension tuning strikes a masterful balance between comfort and control, making the B8 equally suited to grand touring or spirited driving.

HIGHLIGHTS

Effectively As-New Example Showing Just 240 Miles at the Time of Cataloguing
Flagship Alpina Gran Coupe Combining Supercar Performance with Long-Distance Refinement
Finished in Elegant Alpina Green Metallic over a Richly Appointed Leather Interior
Powered by an Alpina-Tuned Twin-Turbocharged V-8 Delivering Effortless Performance
Offered with Original Window Sticker Still Affixed to the Windshield

The example offered here is effectively a new car, showing just 240 miles at the time of cataloguing. Its original window sticker reveals a highly desirable specification in Alpina Green Metallic with Tartufo/Black full Merino interior (\$2,000). Options include the M-Carbon roof (\$2,800), Bowers & Wilkins Diamond Surround Sound System (\$3,400), and Driving Assistance Professional package (\$1,800) – underscoring the B8's status as a bespoke alternative to mainstream high-performance saloons. With its combination of rarity, refinement, and effortless performance, this Alpina B8 Gran Coupe stands as one of the most compelling modern luxury performance cars available today.

SPECIFICATIONS

4,395 CC DOHC Twin-Turbocharged V-8 Engine
Direct Fuel Injection
612 BHP at 5,500 RPM
8-Speed Automatic Transmission with All-Wheel Drive
4-Wheel Disc Brakes
Fully Independent, Alpina-Tuned Adaptive Suspension



1957 MERCEDES-BENZ 300 SL GULLWING

CHASSIS NO. 198.040.7500075

ENGINE NO. 198.980.7500031

\$2,000,000–\$2,400,000

Universally recognized as a design and engineering masterpiece, the Mercedes-Benz 300 SL Gullwing Coupe firmly ranks among the finest postwar European sports cars and was based upon the W194 competition coupes which convincingly returned Mercedes-Benz to racing and dominated the 1952 international racing season. In 1954, when New York-based importer Max Hoffman announced the refined version of the 300 SL race car that would soon be available to the public, orders flooded in. The interest was not only from sportsmen with an eye toward a serious competitive edge on local racetracks, but in large part from well-heeled members of society looking for something sophisticated and completely new to stand apart.

HIGHLIGHTS

Extremely Late-Production Gullwing; The 1,396th of 1,400 Built
Stunningly Finished in *Dunkelblau* (Dark Blue, DB 904) over Red Leather
Show-Quality Restoration Performed by Legendary Motorcar Company
Retains Matching-Numbers Engine per Factory Build Record
A Particularly Elegant and Sporting Presentation

This Gullwing, chassis 7500075, the fifth from the last to be built, was originally finished in *Weissgrau* (White-Gray, DB 158) over a red leather interior. The car's first recorded owner was Priscilla Jackson of Texas, but its next owner, Richard Wibbelsman, believes that she was likely widowed and assumed ownership following the passing of her husband. Mr. Wibblesman recently fondly recalled his time with 7500075, having nicknamed the Gullwing "The Thunderbus" – a humorous reference to the car's tendency to come alive above 3,000 rpm. In 1973, the Delaware resident discovered a classified advertisement for this Gullwing for sale in Colorado. Securing the potential deal with a \$1,000 deposit, he excitedly made the trip to the Rocky Mountains. Smitten with the car as expected, which had been repainted in a forest green metallic, but still

SPECIFICATIONS

2,996 CC SOHC Inline 6-Cylinder Engine
Bosch Mechanical Fuel Injection
220 BHP at 5,800 RPM
4-Speed Manual Gearbox
4-Wheel Servo-Assisted Hydraulic Drum Brakes
Front Independent Suspension with Coil Springs
Rear Independent Swing-Axle Suspension with Coil Springs



PROVENANCE

Priscilla Jackson, Texas (acquired by the early 1970s)

Richard Wibbelsman, Delaware (acquired from the above via dealer in 1973)

Michael Wallace, Hollywood, California (acquired circa 1978)

Herb and Marty Wiener, Encino, California (acquired from the above in 1979)

Horst Osterkamp, Beverly Hills, California (acquired from the above in 1983)

Private Collection (acquired in 1999)

Current Owner (acquired from the above)



with its *Weissgrau* dash, he completed the purchase. With a friend along, they spent the next 27 hours driving – at speeds often topping 110 mph – back to Delaware, with six cases of Coors beer on the parcel shelf. In those days, the now ubiquitous brew was not yet available east of the Mississippi River. Mr. Wibbelsman and his wife kept the Gullwing until 1978, when it was sold for \$15,000, nearly doubling its purchase price.

The Gullwing soon made its way to Southern California, where it was enjoyed by three enthusiasts; first, Michael Wallace of Hollywood refinished the car in red and had the interior retrimmed in black. It was then enjoyed for four years by Herb Wiener and his son Marty, who sold it to Horst Osterkamp of Beverly Hills in the early 1980s. In his care, Osterkamp added a set of fitted luggage, and entrusted the car to the respected 300 SL specialist Scott Grundfor for several months-worth of restorative work. Mr. Osterkamp recently relayed his enjoyment of driving the car around Los Angeles, as well as regret over having sold the Gullwing in 1988.

Sports Car Market records its sale at auction in April 1999, still finished in red over black, to its next private owner, with whom it would remain for more than a quarter century. In 2008, the Gullwing was sent to Legendary Motorcar Company of Ontario, Canada for an extensive, body-off restoration including an



LOT 150



engine rebuild and a retrim of the interior, returning it to its originally specified red leather. Following the work, the 300 SL was occasionally displayed by the owner, before a long period of private display and storage.

A recent review of the Gullwing's stampings indicates that it retains its matching-numbers engine as well as its numbered rear end and front axle carriers, as they match its factory build record, though the gearbox was replaced with another 1957 unit at some point in the car's life. In the hands of the current owner, the Gullwing has been substantially refurbished, again by the experienced specialists at Legendary Motorcar Company, which included a color change to *Dunkelblau* (Dark Blue, DB 904), which perfectly accents the red leather interior. The work has addressed most every cosmetic aspect of the car, including a thorough refresh of the engine bay, suspension, brightwork, and the underside, which is fitted with a beautifully finished set of belly pans. The wheels are finished in body color to the outer lip and shod with Michelin XWX tires, giving the Gullwing the perfect sporting stance. Superbly presented and sparkling throughout, this extremely late-production 300 SL Gullwing is a true standout, available publicly for the first time in 27 years.



1957 MERCEDES-BENZ 300 SL GULLWING

LOT 150



1964 FERRARI 275/330 GTC PROTOTIPO

COACHWORK BY PININFARINA
CHASSIS NO. 06431
ENGINE NO. 06431
\$650,000–\$800,000

Debuted at the March 1966 Geneva Motor Show, Ferrari’s 330 GTC represented a pivotal moment in the evolution of the company’s V-12 GT cars. Elegant, refined, and exceptionally usable, it marked Ferrari’s transition from the dual-purpose, competition-derived road cars of the early 1960s to a new generation of sophisticated, high-speed grand touring coupes. Designed and built by Pininfarina, the 330 GTC featured sublime coachwork, combining the visual lightness of the 275 GTS with cues drawn from the flagship 500 Superfast. The result was a triumph, offering outstanding visibility and a remarkably spacious interior for a two-seat Ferrari.

Mechanically, the 330 GTC shared much with the contemporary 275 series,

including a tubular steel chassis with four-wheel independent suspension, four-wheel disc brakes, and a rear-mounted five-speed transaxle. Power came from the four-liter Tipo 209 SOHC V-12 engine, producing 300 bhp and abundant torque. Approximately 600 examples of the 330 GTC were built, and the model has since come to be regarded as one of the most successful and beloved Enzo-era Ferrari road cars.

According to the research of noted marque historian Marcel Massini, chassis 06431 occupies a historic place in this lineage as the pre-production prototype of the 330 GTC. The provenance of this remarkable automobile begins in December 1964, when it was initially developed under the designation

HIGHLIGHTS

- The Original Prototype of One of Ferrari’s Most Beloved Grand Touring Models
- Retained by Ferrari for Testing and Development Through 1966
- Referenced in Several Authoritative Books on the Marque and Model
- Possesses Numerous Distinctive Pre-Production and Prototype Features
- Documented by Ferrari Historian Marcel Massini and Build Sheet Copies

SPECIFICATIONS

- 3,967 CC Tipo 209 SOHC V-12 Engine
- Three Weber 40 DCZ6 Twin-Choke Carburetors
- 300 BHP at 7,000 RPM
- 5-Speed Manual Transaxle
- 4-Wheel Hydraulic Disc Brakes
- 4-Wheel Independent Suspension with Wishbones and Coil Springs



PROVENANCE

Ferrari S.p.A., Maranello, Italy (retained for internal testing through 1966)

Carlo Bombieri, Milan, Italy (acquired from the above in 1966)

Francesco Santovetti, Rome, Italy (acquired from the above in 1982)

Italian Motors Ltd., Hong Kong (acquired from the above in 1993)

Danny Chow, Kowloon, Hong Kong (acquired from the above in 1993)

Private Collection, US (acquired from the above circa 1994)

Current Owner (acquired from the above)



275 GTC – a closed companion to the contemporary 275 GTS Spider that ultimately never entered production. In effect, 06431 served as the developmental bridge between Ferrari’s 275 series and the fully realized 330 GTC.

Ferrari build sheets document that the chassis frame was shipped to Carrozzeria Pininfarina on July 25, 1965. Once completed, the car was retained by Ferrari in Maranello, where, according to Massini, it underwent extensive factory testing, reportedly including evaluation by Enzo Ferrari himself. The prototype is distinguished by its assembly sequence number (no. 1) and Pininfarina body number (99607), and it is referenced in several authoritative works on the marque and model, including Angelo Tito Anselmi’s *Le Ferrari di Pininfarina*, Jess Pourret’s *Ferrari 275 GTB – 275 GTS – 275 GTB-4A*, and Maurice Khawam’s *Ferrari 330 GTC: Elegance and Pedigree*.

Following its testing and development duties, 06431 was comprehensively rebuilt by Ferrari to align with production 330 GTC specifications. Upon completion in December 1966, Ferrari issued the official Certificate of Origin and sold the car to its first private owner, Carlo Bombieri of Milan.

As delivered, the GTC was finished in *Rosso Cina* (China Red) over black leather upholstery and equipped with Borletti air-conditioning, Campagnolo cast alloy



LOT 151

FEATURED MEDIA

Ferrari 275 GTB - 275 GTS - 275 GTB-4A, by Jess G. Pourret

Ferrari 330 GTC: Elegance and Pedigree, by Maurice Khawam

Ferrari Serial Numbers, Part 1, by Hilary A. Raab Jr.

Le Ferrari di Pininfarina, by Angelo Tito Anselmi



wheels, and metric instrumentation. Despite its extensive refurbishment prior to sale, the car retained numerous telltale features of its prototype origins, many of which remain evident today. Most notable among these features are its 275 GTS-style hood and a range of distinctive interior elements, including the dashboard layout, instrumentation, switchgear, luggage shelf, and handbrake release mechanism, all of which differ from the equipment found on production 330 GTCs.

Registered in January 1967 as “MI D28441,” chassis 06431 was maintained by Ferrari’s Assistenza Clienti department in Modena through May 1971, by which time it had accumulated approximately 32,000 km. Sig. Bombieri retained ownership until June 1982, when he sold the car to Francesco Santovetti of Rome. The Ferrari remained in Italy until 1993, when it was sold to Italian Motors Ltd. of Hong Kong and exported. After a brief period with Kowloon-based collector Danny Chow, the car entered a prominent private collection specializing in one-off, custom-bodied, and special-series Ferraris of the 1950s and 1960s, where it remained for nearly three decades.

Presented today as a well-kept, older restoration, chassis 06431 offers a rare opportunity to acquire a historically significant prototype that played a direct role in shaping one of Ferrari’s most admired grand touring models.



1964 FERRARI 275/330 GTC PROTOTIPO

LOT 151

FROM THE CURTIS LEAVERTON COLLECTION



Academically trained as an industrial engineer, the late Curtis Leaverton entered the motorcycle industry professionally with his Hot Rods brand, established in 1993 to meet demands for aftermarket parts sourcing. Fueled by his deep personal

passion and proclivity for all things motorsport, Mr. Leaverton's business went on to incorporate a family of brands, including Pivot Works, Hot Cams, Cylinder Works, Wrench Rabbit, Vertex Pistons North America, and eventually, VintCo in 2016 – focused on vintage motorcycle parts and restoration.

An avid motorcycle rider and accomplished competitor in both vintage and modern racing, Mr. Leaverton spent years amassing a collection of exceptional vintage and modern sports cars, racing marvels, and contemporary supercars.

Included in this collection are a Zagato-bodied Alfa Romeo 6C 1750 Series V Gran Sport, formerly owned by noted automotive author Ralph Stein; a well-maintained Alfa Romeo Tipo 33/3 with period race history, including

a 2nd Overall finish at the 1971 Targa Florio; a Porsche Carrera GT showing less than 2,000 miles; a sleek Jaguar XJR-15 showing just over 200 miles; an Austin-Healey 100S, which was campaigned at the 12 Hours of Sebring twice in period; and an Abarth 1300 OT Periscopio, which was formerly a part of the famed Rosso Bianco Collection. Track-focused machines in the collection include a Lola T294 and a Porsche 991 GT3 Cup. Motorcycles offered from Mr. Leaverton's collection include a highly original Vincent Series C Black Shadow and an MV Agusta 750 S America.

In keeping with Mr. Leaverton's wishes, the trust administering his estate plans to use the proceeds from the sale of the vehicle collection to support organizations assisting children with cancer and other serious illnesses, reflecting causes that were meaningful to him.

Gooding Christie's is deeply honored to have the privilege and responsibility of bringing his exceptional collection to auction. We look forward to presenting the next generation of *Alfistis*, vintage racing drivers, and enthusiasts alike with the opportunity to acquire some of these automotive treasures.





1967 AUSTIN MINI COOPER 1275 S

FROM THE CURTIS LEAVERTON COLLECTION
CHASSIS NO. C-A2S7L-892650
ENGINE NO. 9F-SA-Y42602
\$40,000–\$50,000 without reserve

Curtis Leaverton’s Austin Mini Cooper 1275 S was dispatched from the factory on September 9, 1966, according to its BMIHT Certificate on file and was finished in Almond Green with an Old English White roof over a Porcelain Green and Dove Grey interior.

Remarkably, a copy of its Bill of Sale and its original service booklet still accompany the car and confirm it was sold new through Kittery Auto Sales of Kittery, Maine, to Lt. Robert J. Carolan, stationed at Pease Air National Guard Base in New Hampshire – where it must have been a fun sight. Lt. Carolan would retain the Mini Cooper for the next 29 years, until it was acquired in 1995 by Paul Streiby of Ohio as a very original garage find, albeit in need of restoration.

HIGHLIGHTS

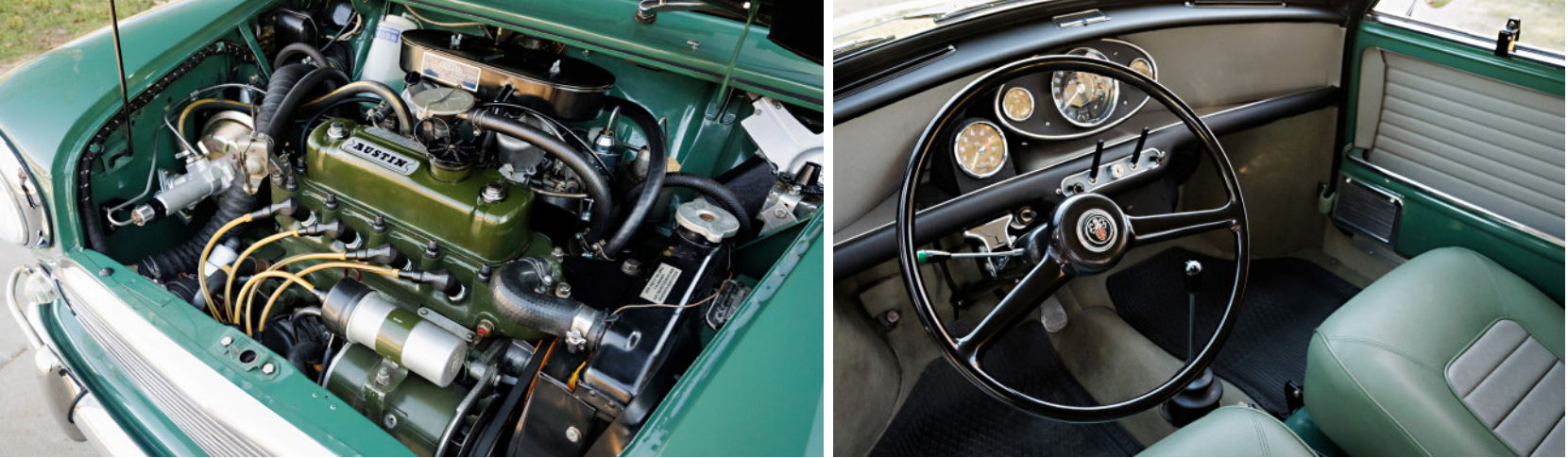
Extremely Rare Left-Hand-Drive 1275 S Model
Finished in Factory Colors of Almond Green over Porcelain Green Interior
Held in Original American Ownership for Nearly Three Decades
Restored over a 12-Month Period, Documented in Summary on File
Retains Matching-Numbers Engine per BMIHT Certificate

Mr. Streiby oversaw a restoration in the car’s factory colors over a 12-month period, finally exhibiting the 1275 S at the Hunt Country Classic in The Plains, Virginia in January 1996, where it was awarded First in the Mini class.

Following a succession of California-based owners, the Mini was acquired by famed racing driver Bobby Rahal in 2021, and subsequently by Mr. Leaverton. This beautifully presented 1275 S is equipped with period Britax seat belts and accompanied by a driver’s handbook and jack. Rarely found in such fine condition, this matching-numbers 1275 S is sure to impress even the most discerning collector.

SPECIFICATIONS

1,275 CC OHV Inline 4-Cylinder Engine
Twin SU Carburetors
76 BHP at 5,800 RPM
4-Speed Manual Gearbox
Front Disc, Rear Drum Brakes
4-Wheel Rubber-Cone Suspension





1952 VINCENT SERIES C BLACK SHADOW

FROM THE CURTIS LEAVERTON COLLECTION
FRAME NO. RC 9708B/C
ENGINE NO. F10AB/1B/7808
\$80,000–\$120,000 without reserve

When HRD, an Isle of Man-winning manufacturer, went bankrupt, Phillip Vincent, then just 19 years old, purchased it and went on to create some of history’s most revered motorcycles. The Black Shadow was the company’s most iconic design and a technical tour de force. Capable of an incredible 125 mph, it eschewed a traditional frame, instead using its engine as a stressed member.

Manufactured on October 24, 1951, this lovely, highly original Black Shadow was dispatched new to the successful Vincent distributor Conway Motors of London and first registered as “MXV 262” on May 19, 1952.

In 1994, the Vincent was acquired by UK-based enthusiast Matthew Whiteman,

and a document on file from him details the bike’s originality, as well as mechanical work performed during his ownership, which included a rebuild of the engine and the front forks.

Today, the Vincent still displays many of the fantastic and rarely seen original details and fittings that make these bikes so special. These include the original six-volt Miller lights, Amal levers, Birmabright aluminum fenders, and even its original 1952 UK tax disc. With a charming patina highlighting its originality, this Black Shadow offers collectors a rare opportunity to acquire a charismatic example of one of the world’s most iconic and influential motorcycles.

HIGHLIGHTS

- Highly Original and Sought-After Series C Example
- Retains Matching-Numbers Engine per the Vincent H.R.D. Owners Club
- Fitted with Rare Feridax Aero Windscreen
- Displays Numerous Seldom-Seen and Correct Original Details
- A Charming Example of One of the World’s Most Collectible Motorcycles

SPECIFICATIONS

- 998 CC OHV 50° V-Twin Engine
- Twin AMAL Carburetors
- 55 BHP at 5,500 RPM
- 4-Speed Manual Gearbox
- Front and Rear Drum Brakes
- Front Vincent Girdraulic Forks and Rear Cantilever Suspension





1955 AUSTIN-HEALEY 100S

FROM THE CURTIS LEAVERTON COLLECTION

CHASSIS NO. AHS 3506

ENGINE NO. 1B222706

\$450,000–\$600,000 without reserve

The Austin-Healey 100S evolved from the 100-4 Special Test Car program into bespoke factory and customer competition motorcars – equally at home on the grueling 1000 Miglia or at Le Mans. They were distinguished from standard production 100-4s by aluminum body panels, four-wheel Dunlop disc brakes, Perspex windscreen, and an advanced Weslake aluminum cylinder head which, along with other modifications, added 40 hp to the output of the 2,660 cc inline four. Hand built in a separate workshop, just 50 100S chassis were constructed, and they have remained among the most competitive and desirable British roadsters of the era.

This 100S, chassis AHS 3506, was shipped to the US as a new customer race

HIGHLIGHTS

The Sixth of Just 50 100S Competition Models Built by Donald Healey Motor Company

Campaigned from 1955 to 1957 at Sebring, Watkins Glen, and Bridgehampton Faithfully Restored in Its 1955 12 Hours of Sebring Livery by Marque Specialist Steve Pike

Retains Matching-Numbers Engine Block per Firewall-Mounted Data Tag

A Rare Opportunity to Acquire an Authentic 100S with Period American Racing History

car on February 7, 1955, according to documents on file. The Healey's first owner was William Brewster of Connecticut. Together with SCCA veteran racer Bill Rutan, Brewster entered the 100S in competitions throughout the eastern states during the 1955 and 1956 seasons, including the 12 Hours of Sebring on two occasions and the Watkins Glen Grand Prix. At Sebring in March 1955, the car was entered alongside two works 100S entries, and Brewster and Rutan finished an impressive 6th in Class and 15th Overall. Brewster entered the 100S in the Watkins Glen Grand Prix in October 1955, where he finished 7th in Class and 13th Overall. The Brewster-Rutan pair returned to Sebring in 1956, but suffered clutch troubles, leading them to retire after 39 laps. For the 1957 season, Brewster entrusted driving duties to David Symes of Orange, Connecticut.

SPECIFICATIONS

2,660 CC OHV Inline 4-Cylinder Engine

Twin SU Sidedraft Carburetors

132 BHP at 4,750 RPM

4-Speed Manual Gearbox

4-Wheel Dunlop Disc Brakes

Front Independent Suspension with Coil Springs

Rear Live Axle with Semi-Elliptical Leaf Springs



PROVENANCE

William Brewster, Connecticut (acquired new in 1955)

Dr. Alan Smith, Tortola, British Virgin Islands (acquired by 1977)

Bill Mood, Massachusetts (acquired from the above in 1981)

Scott Aurandt, Decatur, Texas (acquired from the above in 1983)

Jonathan Savage, Pawtucket, Rhode Island (acquired from the above in 2002)

Curtis Leaverton (acquired in 2016)

RACE HIGHLIGHTS

12 Hours of Sebring, March 1955, Brewster/Rutan, No. 45 (15th Overall, 6th in Class)

SCCA Regional Thompson, Ohio, May 1955, Brewster, No. 45 (8th Overall, 5th in Class)

SCCA National Thompson, Ohio, September 1955, Brewster, No. 45 (11th Overall, 6th in Class)

Watkins Glen Grand Prix, New York, September 1955, Brewster, No. 45 (13th Overall, 7th in Class)

12 Hours of Sebring, March 1956, Brewster/Rutan, No. 64 (DNF)

SCCA National Beverly, Massachusetts, July 1956, Symes, No. 124 (22nd Overall, 5th in Class)

SCCA Regional Montgomery, Alabama, August 1956, Symes, No. 101 (5th Overall, 3rd in Class)

SCCA Regional Thompson, Ohio, October 1956, Symes, No. 105 (11th Overall, 3rd in Class)

SCCA Regional Thompson, Ohio, May 1957, Symes, No. 199 (8th Overall, 2nd in Class)

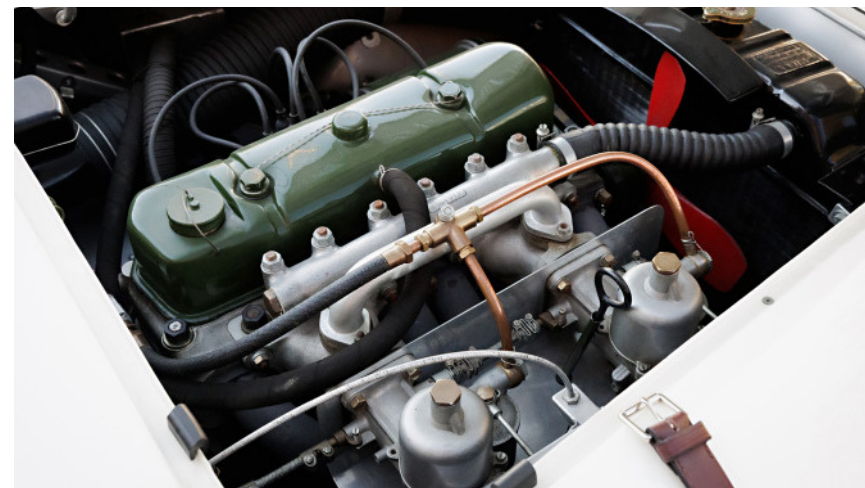
SCCA National Lime Rock, Connecticut, June 1957, Symes, No. 199 (10th Overall, 3rd in Class)

SCCA National Bridgehampton, New York, September 1957, Symes, No. 69 (14th Overall, 4th in Class)

With Symes at the wheel, the 100S finished 2nd in Class at Thompson, 3rd in Class at Lime Rock, and 4th in Class at Bridgehampton, a triumphant end to the Healey's racing career.

Little is known of the Healey's subsequent provenance until 1977, when Dr. Alan Smith discovered the car sitting on a banana farm in Tortola. Ownership later transferred to Bill Mood of Massachusetts in 1981 and then to Scott Aurandt of Decatur, Texas, in 1983. East Coast collector Jonathan Savage of Pawtucket, Rhode Island, acquired the 100S in 2002. He immediately shipped the car to Healey specialist and famed 100S restorer Steve Pike of Marsh Classic Restorations in Victoria, Australia, who restored the 100S from 2002 to 2004. Pike refinished the car in its 1955 Sebring livery, which it wears today, and has confirmed with Gooding Christie's that, at this point, its original numbered engine block was restored and that, owing to its poor condition, a replacement cylinder head was sourced and fitted.

Curtis Leaverton acquired the 100S in 2016, and regularly entered the car in the Elkhart Lake Vintage Race Weekend events. Accompanied by a FIVA Identity Card from 2012 and equipped with its matching-numbers engine block per a firewall-mounted data tag, this 100S is surely one of the most storied and well-restored examples of its kind.



1955 AUSTIN-HEALEY 100S

LOT 154



William Brewster drives his Austin-Healey 100S to a 6th in Class finish at the 1955 12 Hours of Sebring. Photo courtesy of Ozzie Lyons photo, petelyons.com

2005 PORSCHE CARRERA GT

FROM THE CURTIS LEAVERTON COLLECTION
VIN. WP0CA29815L001307
\$1,500,000–\$1,800,000 without reserve

The Carrera GT was first shown to the world as a concept at the 2000 Paris Motor Show – a dramatic signal of Porsche’s intent to build something far more exotic than any previous road-going model. Enthusiasm from prospective buyers quickly transformed the concept into reality, and by 2003 Porsche committed to a limited-production run of what would become one of the most celebrated supercars of its era. When production concluded in May 2006, just 1,270 examples of the ultra-high-performance Carrera GT had been completed.

Erasing any association with the 911 lineage, the Carrera GT’s form was clean, taut, and unmistakably bespoke. Its sleek front fascia and radiused wheel arches framed a profile that balanced elegance with aggression, while the

rear deck exposed the monumental V-10 beneath a lattice of carbon fiber. Inside, a driver-focused cockpit made extensive use of magnesium, leather, and carbon fiber, with a rising central console containing the major controls. The Beachwood gearshift knob served as a tribute to Porsche’s iconic 917 race car, whose victories at the 24 Hours of Le Mans cemented the company’s reputation.

A production milestone and engineering masterpiece, the car employed a carbon fiber-reinforced plastic monocoque with underbody aerodynamics that generated significant downforce at speed. Its suspension featured spring and damper units, actuated by stainless-steel pushrods and pivot levers mounted within the structure for optimal rigidity and response.

HIGHLIGHTS

Only 1,270 Carrera GTs Built in Total; One of Just 644 US-Delivery Examples
Featuring a 605 HP V-10 and Six-Speed Manual Transaxle
Finished in GT Silver Metallic over Uncommon Ascot Brown Leather
Showing Just over 1,800 Miles at Time of Cataloguing
Accompanied by Books, CARFAX Vehicle History Report, Documentation, and Luggage Set

SPECIFICATIONS

5,733 CC DOHC V-10 Engine
Bosch Motronic Electronic Fuel Injection
605 BHP at 8,000 RPM
6-Speed Manual Transaxle
4-Wheel Carbon Ceramic Ventilated Disc Brakes
4-Wheel Independent Suspension with Pushrod Linkage



PROVENANCE

David W. Raisbeck, Florida (acquired new in 2005)

Curtis Leaverton (acquired from the above)



The mid-mounted 5.7-liter V-10 – originally engineered for Le Mans – produced 605 hp at 8,000 rpm and 435 lbs./ft. of torque at 5,750 rpm delivered to the rear wheels through a six-speed manual Transaxle and twin-plate ceramic clutch. Braking came from Porsche Ceramic Composite Brakes, selected for their fade resistance and reduced unsprung mass. In keeping with the car’s analog purity, Porsche omitted electronic stability control entirely, noting that “the driving behavior is very good, and there is, therefore, no need for it.” Porsche claimed that the Carrera GT could sprint from 0–60 mph in about 3.5 seconds with a top speed of 205 mph, although several period tests suggested these figures were conservative.

Finished in signature GT Silver Metallic over the rarely specified Ascot Brown and Black leather interior, this Carrera GT is one of only 644 examples exported to North America. In September 2005, it was supplied new via Reeves Import Motor Cars of Tampa, Florida, to noted car collector David W. Raisbeck. The Carrera remained in his long-term ownership until May 2022, when it was sold to Curtis Leaverton.

Showing 1,807 miles at the time of cataloguing, this Carrera GT presents in exceptionally original, well-preserved condition. Benefiting from careful use and consistent time-based servicing at authorized Porsche dealerships, it is



LOT 155



accompanied by a stamped service booklet and invoices documenting regular maintenance, factory inspections, and completed campaigns. In October 2025, Porsche Omaha completed a factory recall addressing flaws in the spherical joints of the wishbone suspension. Updated components were installed, and the car received a full inspection.

As part of the same campaign, a new set of Michelin Pilot Sport Cup 2 tires – developed specifically for the Carrera GT – was fitted. According to Porsche factory racing driver and development tester Jörg Bergmeister, “It’s very unusual for new tires to be developed for a 20-year-old vehicle,” underscoring the model’s continued importance. Featuring dual-compound technology to optimize both wet and dry grip, these modern tires meaningfully enhance the Carrera GT’s performance and safety more than two decades after its debut.

Offered with its books, factory roof-panel cover, center-lock wheel nut adapter, CARFAX Vehicle History Report, and the optional interior color-matching leather luggage set, this Carrera GT is a wonderfully well-kept example. Celebrated as one of the last truly analog supercars – demanding genuine driver engagement and rewarding skill at every turn – this remains among the most compelling modern Porsches to own. For the serious collector, opportunities to acquire a Carrera GT of this quality are increasingly rare.



2005 PORSCHE CARRERA GT

LOT 155



1964 ALFA ROMEO GIULIA TI SUPER BERLINA

FROM THE CURTIS LEAVERTON COLLECTION

CHASSIS NO. AR*595376*

ENGINE NO. AR00516*00034*

\$120,000–\$150,000 without reserve

Developed for the FIA European Touring Car Championship in 1963, the Giulia TI Super Berlina is considered by many to be Alfa Romeo's first homologation special. Based on the Tipo 105 Series Giulia TI, the competition-type Super was built for just two model years. Improvements over the standard model included select aluminum panels, cast magnesium wheels, Zagato-style front bucket seats, and a higher compression, twin-cam, 1570 cc inline four-cylinder engine equipped with Weber 45 DCOE 14 carburetors, capable of producing 112 hp.

This TI Super was built on June 3, 1964, and sold new to Albergo Michele in Bari, Italy. The Alfa Romeo was first registered on plates BA143298 on June 8th, according to copies of ACI records on file, and remained in Bari until 1982. In

2014, the Alfa was acquired by Autoclassiche S.r.l. of Rome, which quickly sold it to Paul Schouwenburg of Haarlem, Netherlands. A well-known specialist in the restoration of Italian automobiles, Schouwenburg restored the car through his firm, Strada e Corsa, which included the installation of many Alfaholics internal engine components, as documented in a restoration summary on file.

Curtis Leaverton purchased this TI Super in 2018. With just 501 examples built and many seeing immediate use in competition, the chance to acquire a well-documented, largely stock, and thoroughly restored example such as this should not be missed.

HIGHLIGHTS

An Exciting Homologation Special; One of Just 501 Examples Built
Sold New in Italy; Remained There Until 2014

Finished in *Bianco Spina* over Red Vinyl and Gray Wool Interior
Restored with Tasteful Mechanical Upgrades from Alfaholics
Accompanied by *Carta Di Circolazione* and Extensive Records

SPECIFICATIONS

1,570 CC DOHC Inline 4-Cylinder Engine
Two Weber 45 DCOE 14 Twin-Choke Carburetors
112 BHP at 6,000 RPM
5-Speed Manual Gearbox
4-Wheel Hydraulic Disc Brakes
Front Independent Coil-Spring Suspension
Rear Live Axle with Coil Springs and Shock Absorbers



1932 ALFA ROMEO 6C 1750 SERIES V GRAN SPORT

FROM THE CURTIS LEAVERTON COLLECTION
COACHWORK BY ZAGATO
CHASSIS NO. 10814391
ENGINE NO. 10814391
\$1,750,000–\$2,250,000 without reserve

Introduced in 1929 as the 6C 1750 Super Sport, Alfa Romeo’s supercharged six-cylinder sports model was renamed “Gran Sport” the following year. Conceived from the outset as a dual-purpose car, the 6C 1750 GS rapidly established itself as one of the dominant sporting machines of its era, achieving important victories and class honors across Europe and beyond. Today, it stands as one of the most revered Alfa Romeos of the prewar era and a lasting testament to Vittorio Jano’s engineering genius.

At its heart was Jano’s jewel-like, twin-cam inline six, displacing 1,752 cc and fitted with a Roots-type supercharger. Producing 85 hp in standard trim, the engine endowed the lightweight Gran Sport with impressive acceleration and a

top speed approaching 145 km/h, remarkable performance for the period. The Gran Sport featured a shortened 2,745 mm wheelbase, lending the car an agile, purposeful nature ideally suited to fast road and competition use. Exclusivity was assured by price: at approximately 60,000 lire, a new 6C 1750 GS cost more than six times the price of a contemporary Fiat 508 Balilla, underscoring its status as a machine for serious, well-heeled enthusiasts.

The fifth-series 6C 1750 Gran Sport, introduced in early 1931, represented the model at its most refined. Its arrival coincided with one of Alfa Romeo’s most celebrated performances, when Campari and Marinoni drove such a car to 2nd Overall at the 1000 Miglia, finishing behind the mighty Mercedes-Benz SSK of

HIGHLIGHTS

Among the Finest, Most Highly Regarded 6C 1750s in Existence
Well-Documented Provenance Dating Back to Original Owner Renato Lo Cascio
Later Owned by Automotive Author Ralph Stein and Collector David Tunick
Retains Matching-Numbers Engine and Original Zagato Coachwork
Displayed in the Preservation Class at the 2007 Pebble Beach
Concours d’Elegance®
An Ideal Event Entry Benefiting from Jim Stokes Workshops
Mechanical Upgrades

SPECIFICATIONS

1,752 CC DOHC Inline 6-Cylinder Engine
Roots-Type Supercharger
Single Memini Twin-Throat Carburetor
Estimated 135 BHP at 4,500 RPM
4-Speed Manual Gearbox
4-Wheel Mechanical Drum Brakes
Front and Rear Solid-Axle Suspension with Semi-Elliptical Leaf Springs and
Friction Shock Absorbers



PROVENANCE

Renato Lo Cascio, Inverigo, Italy (acquired new in 1932)
Ralph Stein, New York City, New York (acquired in 1949)
David H. Tunick, Greenwich, Connecticut (acquired from the above in 1966)
Paul-Emile Bessade, Paris, France (acquired in 2002)
Tony Schwartz, Calabasas, California (acquired from the above in 2007)
Larry Bowman, Redwood City, California (acquired from the above in 2010)
Curtis Leaverton (acquired from the above in 2016)

EXHIBITION HIGHLIGHTS

Concorso di Eleganza at Bormio, Italy, 1935
Beverly Hills Education Foundation (BHEF) Concours, June 2007 (Petersen Automotive Museum Prize)
Pebble Beach Concours d'Elegance®, August 2007
Monterey Historic Automobile Races, August 2007
Colorado Grand, September 2008
Alfa Romeo 8C Tour, November 2008

Rudolf Caracciola. Series V Gran Sport production continued through spring 1933, with just 106 examples completed.

Chassis 10814391, the 91st Series V Gran Sport built, was completed on August 3, 1932, and delivered new just nine days later through Alfa Romeo concessionaire Oreste Peverelli of Como, Italy. Sold for 60,000 lire, it was registered the same day as “CO 6852” to Renato Lo Cascio of Inverigo, a textile industrialist and devoted Alfista. Finished as a two-seat Zagato Spider – as were most Gran Sports – this Alfa would enjoy an unusually well-documented and fascinating early life.

Lo Cascio was no casual owner. As the the proprietor of SAPITI (Società Anonima per Industrie Tessili Inverigo), he possessed both the means and the passion to assemble a small but significant collection of Alfa Romeos. Records confirm that he owned at least two 6C 1750 Gran Sports, including a Series IV example acquired in 1931 (and sold in 1933) and this car, purchased new in August 1932.

Family recollections add vivid texture to the car’s early history. According to Lo Cascio’s son Giorgio, the Alfa was originally delivered in gold paint with green leather upholstery, a flamboyant specification by the standards of the day. The effect was apparently too successful: Lo Cascio’s wife was said to be

“ashamed” of the attention the car attracted and reportedly refused to ride in it after an evening at Teatro alla Scala, where the brightly colored Zagato Spider drew a crowd outside the famous Milan opera house.

Within months, the car was refinished in a more restrained silver, though the transformation went beyond paint alone. Period photographs show that the entire front end was subtly modernized, reflecting emerging styling trends of the mid-1930s. The updates included a new waterfall-style grille, the removal of the radiator cap, reshaped front fenders, metal spare tire covers, and delicate blade-type aluminum bumpers. Whether these changes were executed by Zagato or another Italian coachbuilder remains unknown, but the result was a cleaner, more contemporary appearance that aligned perfectly with the tastes of the period.

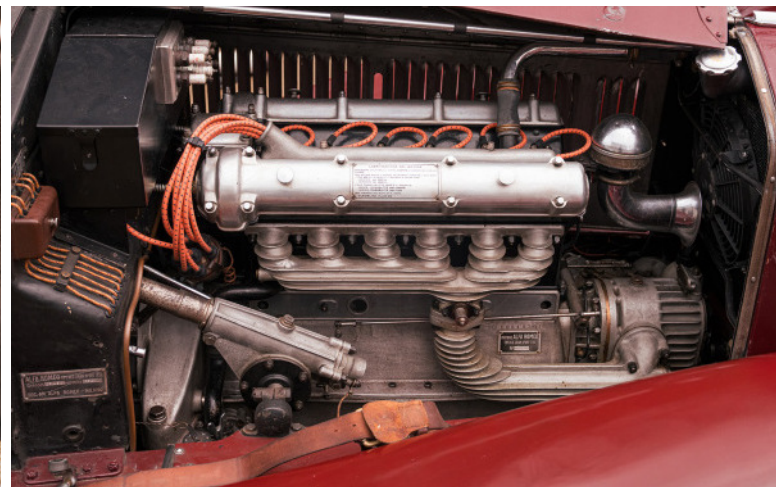
Lo Cascio actively used and displayed his Gran Sport, entering it in concours events and regularity competitions throughout the 1930s, including the Concorso di Eleganza at Bormio on August 15, 1935. After nearly two decades of ownership, he reluctantly parted with his cherished Alfa, with registration records declaring it “definitively exported” from Italy on September 6, 1949.

The buyer was Ralph Stein, one of the most influential early voices in the



Renato Lo Cascio poses in his new Alfa Romeo 6C 1750 Gran Sport Zagato Spider, circa 1932. Photo courtesy of Arch. Giorgio Lo Cascio.

LOT 157



FEATURED MEDIA

The 6C 1750 Alfa Romeo, by Luigi Fusi and Roy Slater

Alfa Romeo Tipo 6C: 1500, 1750, 1900, by Angela Cherrett

The Greatest Cars, by Ralph Stein

The Italian Car Registry, by John de Boer

Sport Cars and Hot Rods, Fawcett Book, No. 109

Sports Cars of the World, by Ralph Stein

collector-car movement and, to many, the poet laureate of the automobile. Stein owned and experienced a wide array of significant machines, yet he held a special reverence for Alfa Romeo's prewar sports cars, which he regarded as peerless in their balance of engineering sophistication and emotional appeal.

In his landmark book *The Greatest Cars*, Stein sings the praises of his 6C 1750 Gran Sport, describing it as the finest Alfa he had ever owned. Reflecting on the car's performance and character, he wrote:

"That first 1750 Super Sport (*senza compressore*) Alfa was, of course, superb. But some years later I became the joyful owner of an even better one. This was a 1750 supercharged Gran Sport. A late fifth-series Zagato-bodied model... This blown Alfa was, of course, faster than my old unblown Super Sport. Top speed was near 100 mph. Zero to 60 took about eleven seconds. The engine was even more willing."

Stein's affection extended beyond words. The Gran Sport was pictured in both *The Greatest Cars* and *Sports Cars of the World* and was also illustrated on the cover of *Sport Cars and Hot Rods*, a popular Fawcett Book publication from 1950. In 1966, Stein finally sold the Alfa to David H. Tunick of Greenwich, Connecticut, a discerning collector whose stable included a Bentley Speed Six team car, a

chain-drive Simplex, and a Mercedes-Benz 300 SL Gullwing.

Tunick chose preservation over restoration, storing the Alfa carefully for many years. This approach proved invaluable, allowing the car to survive in a remarkably original state. In 2001, following Tunick's passing, the Alfa was offered publicly for the first time in more than 30 years and was acquired by noted French collector Paul-Emile Bessade. At the time, the odometer showed just 13,654 km, a figure consistent with the car's undisturbed condition. During M. Bessade's ownership, the Alfa Romeo benefited from mechanical work overseen by renowned marque specialist Jim Stokes Workshops and successfully participated in several editions of the 1000 Miglia.

A few years later, the Gran Sport returned to the US when it was purchased by Tony Schwartz, becoming only the fifth private owner in over seven decades. Recognizing both the car's originality and its performance potential, Schwartz commissioned Jim Stokes Workshops to conduct an extensive mechanical rebuild at a cost of more than £200,000. During this process, the upper half of the engine was fitted with a new JSW block, camshafts, pistons, and ancillaries, while retaining the original matching-numbers crankcase. Dyno testing reportedly showed approximately 135 hp, a staggering increase over the original factory rating.



A beautiful photograph of the Lo Cascio Alfa Romeo in Italy, circa 1937. Note the car's updated bumpers, front wings, and metal spare covers. Photo courtesy of Arch. Giorgio Lo Cascio.

LOT 157



Other subtle upgrades, including revised blower drive ratios, increased compression, a modern racing clutch, hidden electronic ignition, and full-flow oil filtration, transformed the Gran Sport into a formidable yet reliable performer, ideally suited to demanding historic races and rallies.

In 2007, the Alfa was invited to the Pebble Beach Concours d'Elegance®, where it completed the Tour d'Elegance and was displayed in the prestigious Preservation Class. That same year, it captured the Petersen Automotive Museum Prize at the BHEF Concours and placed fourth in a highly competitive pre-1940 grid at the Monterey Historic Automobile Races at Laguna Seca.

Subsequent appearances have included the Colorado Grand and the exclusive 8C Tour, where it was notably the only 6C 1750 invited. With its Stokes-prepared engine, the lightweight Gran Sport reportedly had no difficulty keeping pace with the larger-displacement, eight-cylinder Alfas.

Acquired at the Gooding & Company Scottsdale Auction in 2010 by California collector Larry Bowman and later joining Curtis Leaverton's superb stable, the Alfa has since served as the centerpiece of a significant assemblage of the marque.

Few automobiles offer such a compelling blend of originality, performance, provenance, and character. As Stein himself once observed, "I never went to take mine out of the garage without a pleurably nervous feeling that I was embarking on an adventure." That sense of anticipation remains very much alive in this remarkable Gran Sport – an Alfa Romeo of uncommon presence, ready to inspire its next caretaker just as it has for nearly a century.



1932 ALFA ROMEO 6C 1750 SERIES V GRAN SPORT

LOT 157



1971 DUCATI 350 DESMO ‘SILVER SHOTGUN’

FROM THE CURTIS LEAVERTON COLLECTION
FRAME NO. DM350S*354923*
ENGINE NO. DM350.14462
\$18,000–\$24,000 without reserve

In 1971, Ducati introduced one of the most sought-after series of sporting single-cylinder motorcycles – the 250, 350, and 450 cc Desmos. Limited production versions of these bikes were painted in heavy metal flake silver and an Australian magazine nicknamed the model the “Silver Shotgun” – a moniker that has stuck to this day. Powering the Silver Shotgun was one of the most important engines in Ducati’s history. The bike’s single overhead camshaft engine was descended from the unit that formed the backbone of Ducati’s production lineup for more than 15 years and was the basis of all the successful road racers of the 1950s and 1960s.

This 350 Desmo is the preferred early version built in 1971 and 1972, before the

fiberglass tanks were replaced with steel units and bikes were restyled. Nearly unobtainable in the US when new, by 1974 this particular 350 was owned by Stephan Wilkinson, the New York-based editor of *Car and Driver* magazine. It then passed to Burge Hulett in Florida, before being acquired by collector Robert Westerkamp, under whose ownership restoration work was performed.

The metal flake finish on the Ducati’s tank and bodywork has been restored, and the bike displays the multitude of fine details that make this model so sought after. This 350 Desmo represents a rare opportunity to own an example of one of the most desirable and unique Ducati singles.

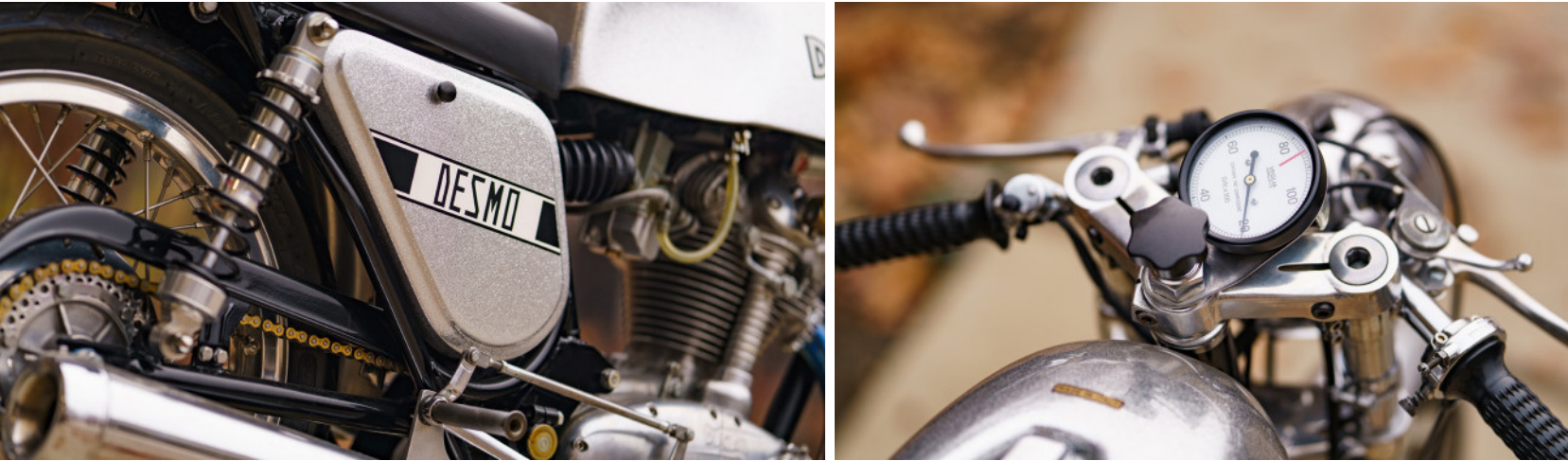
HIGHLIGHTS

- Desirable Early Version of the 350 Desmo Model
- Documented with Fascinating Period Correspondence
- Formerly Owned by *Car and Driver* Editor Stephan Wilkinson
- Benefits from a Restoration Under the Ownership of Robert Westerkamp
- One of the Ultimate Expressions of the Lightweight Sporting Motorcycle

SPECIFICATIONS

- 340 CC OHC Air-Cooled Single-Cylinder Engine
- Single Dell’Orto Square-Slide Carburetor
- 27 BHP at 6,700 RPM
- 5-Speed Manual Gearbox
- Front and Rear Drum Brakes
- Front Telescopic Fork Suspension
- Rear Swing-Arm Suspension with Twin Telescopic Shock Absorbers

**Please note that this vehicle is titled 1972.*





1974 LOLA T294

FROM THE CURTIS LEAVERTON COLLECTION
CHASSIS NO. HU68
\$90,000–\$120,000 without reserve

The T294 was Lola's evolution of the highly successful T292, designed to provide privateer teams with a competitive, versatile, and reliable 2-liter Group 6 racer. Its lightweight aluminum tub, advanced aerodynamic bodywork, and full-width rear wing made it a formidable contender in the Interserie, FIA's World Championship for Makes (2-liter class), and SCCA competition.

This 1974 Lola T294, chassis HU68, is a particularly well-documented example. Finished in striking black and red livery, this T294 represents the pinnacle of the T290-series evolution. With a curb weight of just 1,237 pounds and a 9,000 rpm redline, the T294 remains a formidable and exhilarating sports racer. Under the sleek fiberglass body sits a 2.0-liter Hart 420R four-cylinder engine, producing

280 hp, mated to a Hewland FG400 five-speed transaxle.

Originally sold through Carl Haas Racing, Lola's US distributor, the car was first raced in the hands of John Creen before passing to "Big" Jim Proffit, a West Coast professional racer who favored Road America and Riverside. Subsequent owners, including Roger Downer, Ernie Ienconetti, Jim Oppenheimer, and eventually Curtis Leaverton, ensured the car remained in expert care and always on track throughout its life, with most recent preparation being carried out by specialist Wolf Motorsports. Race-proven, HU68 is both historically significant and fully track capable making it a genuine Lola prototype in every sense.

HIGHLIGHTS

Iconic Lola Group 6 Sports 2000 Prototype
Originally Sold Through US Distributor Carl Haas Racing
Compelling West Coast SCCA Racing Pedigree
Prepared by Specialist Wolf Motorsports Under Current Ownership
Historically Significant Lola Sports Racer

SPECIFICATIONS

1,994 CC Hart 420R Inline 4-Cylinder Engine
Lucas Mechanical Fuel Injection
280 BHP at 9,000 RPM
5-Speed Hewland FG400 Manual Transaxle
4-Wheel Disc Brakes
Front Independent Double-Wishbone Suspension
Rear Independent Suspension with Coil-Over Shocks



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



1966 FORD MUSTANG BY REVOLGY

FROM THE CURTIS LEAVERTON COLLECTION

CHASSIS NO. 6T07T213294

\$175,000–\$250,000 without reserve

Revology Cars was founded on a simple yet powerful idea, to build the original Mustang as Ford might today, if it were brought back with modern technology. Conceived by a former Ford Motor Company engineer, Revology set out to create more than a typical restomod. Every system is engineered as a cohesive whole, ensuring modern levels of performance, reliability, and comfort without compromising the character that made the original Mustang an icon.

Finished in iconic Signal Flare Red, this 1966 Ford Mustang by Revology presents with unmistakable presence, its crisp lines and fastback profile evoking the golden era of American performance. Inside, the cabin is trimmed in Black Nappa leather, blending classic design cues with modern materials and craftsmanship.

HIGHLIGHTS

Showing Less than 650 Miles when Catalogued
Beautifully Presented in Signal Flare Red over Black Nappa Leather Interior
Classic Fastback Styling with Contemporary Driveability
Collectible Modern Reinterpretation of an American Icon
Designed for Reliability, Comfort, and Everyday Usability

Every surface reflects Revology's attention to detail.

Under the hood, a 5.0-liter Coyote DOHC V-8 produces a robust 460 hp, seamlessly paired with a Ford 10R80 10-speed automatic transmission. This advanced drivetrain provides exhilarating acceleration, refined shifting, and effortless cruising, delivering a driving experience that feels both visceral and composed.

Built on a newly manufactured steel unibody chassis, Revology Mustangs benefit from modern structural integrity while retaining authentic proportions. As Production No. 274, this car is part of a limited series, reflecting Revology's reputation for meticulous attention to detail and exceptional build quality.

SPECIFICATIONS

302 CID Ford Coyote DOHC V-8 Engine
Electronic Fuel Injection
460 BHP at 7,000 RPM
10-Speed Ford 10R80 Automatic Transmission
4-Wheel Power Disc Brakes
Front Independent Suspension with Coil Springs
Rear Live Axle with Multi-Link Rear Suspension





2017 PORSCHE 991 GT3 CUP

FROM THE CURTIS LEAVERTON COLLECTION

VIN. WP0ZZZ99ZHS198064

\$100,000–\$130,000 without reserve

Launched in 1986, Porsche's 911 Cup series created a one-make championship of identically prepared cars. The format carried through each 911 generation and led to the 991 GT3 Cup in 2013 and the updated 991.2 for 2017. The 991.2 GT3 Cup introduced a more durable 4.0-liter flat-six with rigid rocker arms, centralized oil feed, improved defoaming, and a strengthened crankshaft, rated at 485 hp and 354 lbs./ft. of torque. Its six-speed paddle-shift sequential gearbox was paired with longer service intervals, resulting in engines lasting 80 to 100 hours and gearboxes for 60 hours. Upgrades included a 380 mm slotted-steel braking system, lighter aluminum-steel composite construction, revised aerodynamics, FIA rain lights, and an enlarged roof rescue hatch.

HIGHLIGHTS

Factory-Built 2017 Porsche 991.2 GT3 Cup
Equipped with 4.0-Liter Flat-Six Engine and Six-Speed Sequential Gearbox
Eligible for Numerous Sanctioned Racing Events
Offered with a Substantial Spare-Parts Package
Ideal Candidate for Competitive Series and Track-Day Use

This 2017 GT3 Cup wears a Gulf Racing livery over white paint. A committed racer, Curtis Leaverton actively campaigned the motorcar in events such as the 2022 SVRA Sebring SpeedTour and the 2024 WeatherTech International Challenge at Road America, participating in multiple qualifying and feature sessions. Throughout his ownership, the car was supported by Wolf Motorsports of Elkhart Lake, Wisconsin, a respected preparation shop known for managing competitive Porsche race cars. Presenting much as it last appeared in competition, this GT3 Cup is offered with an extensive spare-parts cache consisting of bodywork, wheels, brake rotors, and additional components. Eligible for numerous competitive events and track days, it provides a compelling opportunity to acquire a Porsche factory-built race car.

SPECIFICATIONS

3,996 CC DOHC Flat 6-Cylinder Engine
Direct Fuel Injection
485 BHP at 7,500 RPM
6-Speed Sequential Gearbox with Limited-Slip Differential
4-Wheel Ventilated Disc Brakes
4-Wheel Independent and Adjustable Suspension with Coil Springs and Shock Absorbers



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



1966 ABARTH 1300 OT PERISCOPIO

FROM THE CURTIS LEAVERTON COLLECTION
COACHWORK BY SIBONA-BASANO
CHASSIS NO. 137C.044
ENGINE NO. 237.007
\$450,000–\$550,000 without reserve

Throughout his long and varied career, Carlo Abarth made an indelible mark on motorsport, transforming everyday Fiats into competitive GT racing machines and developing sports prototypes distinguished by innovative engineering, advanced construction methods, and avant-garde design. Few Abarth models embody this philosophy as completely as the 1300 OT, and this example – fitted with the rare “Periscopio” roof intake – stands as an ideal expression of Abarth’s singular vision.

The brainchild of Ing. Mario Colucci, the 1300 OT – OT denoting *Omologate Turismo* – was based on the pressed-steel platform of the new Fiat 850 and developed to compete in the FIA’s Group 4 Sports Prototype category. Power came from the tipo 237 engine, an evolution of the Abarth-designed twin-cam

inline four that had proven so successful in the earlier Abarth-Simca 1300. Featuring twin-spark ignition, dry sump lubrication, and large 45 mm Weber carburetors, the engine produced a remarkable 147 bhp from just 1,298 cc and revved to nearly 9,000 rpm. Mounted at the rear – a layout favored by Abarth – it was paired with a five-speed manual transaxle incorporating a self-locking differential. The advanced chassis employed fully independent coil-spring suspension, four-wheel disc brakes, and lightweight Campagnolo cast-alloy wheels.

The streamlined fiberglass coupe body, crafted by the Torinese coachbuilder Sibona-Basano, was distinguished by its three-piece, clamshell-style panels,

HIGHLIGHTS

A Significant Abarth Model; One of Approximately 50 Examples Built
Retains Correct Specification Tipo 237 Engine and Rare “Periscopio” Roof Inlet
Campaigned by Abarth Corse Deutschland Throughout the 1966 Season
Previously Part of the Esteemed Rosso Bianco and Gallery Abarth Collections
Well-Maintained Example Benefiting from Recent Mechanical Attention
Eligible for Historic Race and Rally Events Worldwide

SPECIFICATIONS

1,290 CC Tipo 237 DOHC Inline 4-Cylinder Engine
Two Weber 45 DCOE 9 Carburetors
Estimated 147 BHP at 8,800 RPM
5-Speed Manual Transaxle
4-Wheel Hydraulic Disc Brakes
Front and Rear Independent Suspension with Coil Springs and Anti-Roll Bars



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

PROVENANCE

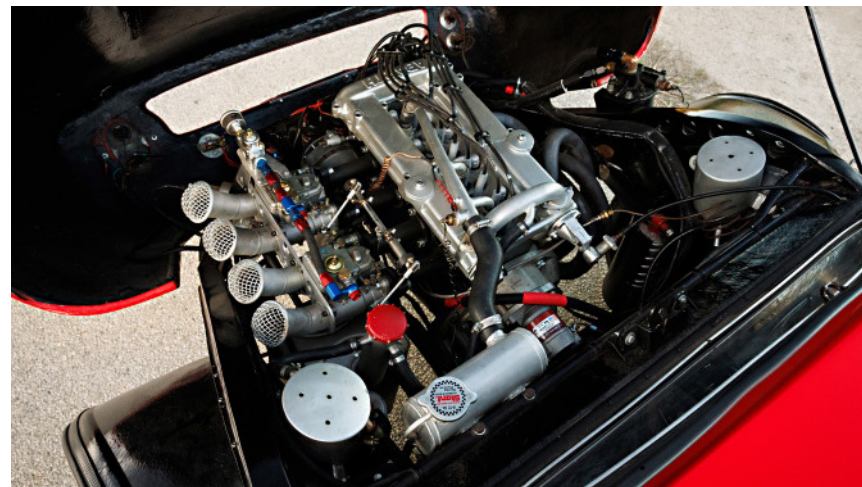
Abarth Corse Deutschland, Germany (acquired new in 1966)
Peter Kaus, Aschaffenburg, Germany (acquired from the above circa 1967)
Shiro Kosaka, Yamanakako, Japan (acquired from the above circa 1987)
Elad Shraga, Scarsdale, New York (acquired from the above in 2008)
Tom Stegman, Cincinnati, Ohio (acquired from the above in 2010)
Tom Shaughnessy, Oceanside, California (acquired from the above in 2015)
Curtis Leaverton (acquired from the above in 2016)

RACE HIGHLIGHTS

DARM GT 100 Meilen von Hockenheim, May 1966, Dau, No. 91 (4th Overall, 2nd in Class)
DARM Touring Car Grand Prix at Hockenheim, June 1966, Dau (1st in Class)
Rossfeld-Berchtesgaden Hillclimb, June 1966, Dau
DARM Mainz-Finthen, June 1966, Dau (1st Overall)
DARM Grosser Preis der Tourenwagen, Hockenheim, July 1966, Dau (1st Overall)
German Grand Prix, Nürburgring, August 1966, Dau, No. 18 (DNF)
Hockenheim Grand Prix, August 1966, Dau, No. 41 (DNF)
ADAC 500 Km Nürburgring, September 1966, Dau, No. 32 (5th Overall, 2nd in Class)

allowing swift and unobstructed access to the car's mechanical systems. Weighing just 655 kg, the 1300 OT was capable of speeds in excess of 240 km/h – an extraordinary achievement for a 1.3-liter sports prototype of the period. Approximately 50 examples were built between May 1965 and March 1966 to satisfy FIA Group 4 homologation requirements, with fewer than 15 fitted with the distinctive – and highly coveted – Periscopio-style roof scoop. The Periscopio intake was a practical solution to a common challenge in mid- and rear-engine racing cars: excessive cockpit heat. Initially tested as a side-window inlet, the design evolved into a roof-mounted scoop that channeled fresh air directly into the driver's compartment. Beyond its functional benefits, the intake became an iconic visual hallmark of the OT series, lending the model its enduring nickname and unmistakable identity.

This 1300 OT, chassis 137C.044, boasts an impressive competition pedigree. Delivered new to Abarth Corse Deutschland, it was campaigned by German driver Siegfried Dau during the 1966 season, achieving victories at the Mainz-Finthen Flugplatzrennen and the DARM Touring Car Grand Prix at Hockenheim. Additional 2nd in Class finishes at the Hockenheim 100-Mile race and the ADAC Nürburgring 500 Km further demonstrated the model's competitiveness in period. On the international stage, the 1300 OT contributed to Abarth's dominance in FIA Division 1, helping secure Manufacturer's Cup victories in



LOT 162

EXHIBITION HIGHLIGHTS

Lime Rock Vintage Festival, Connecticut, 2009

Ault Park Concours d'Elegance, Ohio, 2012 (Award of Distinction, Chairman's Choice)

FEATURED MEDIA

Abarth Catalogue Raisonné 1949–1986, by Carlo Felice Zampini Salazar

Abarth Guide, by Alfred S. Cosentino

Abarth: The Man, The Machines, by Luciano Greggio

Abarth: The Scorpion Wins (1949–1972), by Sergio Seccatore



1967 and 1968. These achievements firmly established the OT series as one of the most formidable small-displacement racing cars of the mid-1960s.

Following its brief but successful racing career, chassis 137C.044 entered Peter Kaus' famed Rosso Bianco Collection, where it underwent an extensive restoration by Auto Schiemenz of Bonn, Germany. In the late 1980s, it joined the esteemed collection of Shiro Kosaka, founder of the Gallery Abarth Museum in Japan, before being acquired in 2008 by noted Italian car collector Elad Shraga. During his stewardship, the car benefited from a mechanical recommissioning and was then shown and driven selectively. Subsequent ownership by respected collectors Tom Stegman and Tom Shaughnessy preceded its acquisition in 2016 by Curtis Leaverton, under whose care it has been meticulously maintained and sparingly exercised.

Retaining its correct tipo 237 Abarth engine and benefiting from a distinguished and well-documented ownership history, chassis 137C.044 represents a rare opportunity to acquire a well-prepared and historically significant example of one of Abarth's most celebrated small-displacement racing cars. Its compelling combination of rarity, period competition success, and innovative engineering ensures that the 1300 OT Periscopio remains a benchmark among Italian sports and racing cars – and a tangible link to the enduring legacy of Carlo Abarth.



1966 ABARTH 1300 OT PERISCOPIO

|| LOT 162



2020 FERRARI GTC4 LUSO

FROM THE CURTIS LEAVERTON COLLECTION

VIN. ZFF82WNA4L0252325

\$200,000–\$250,000 without reserve

Unveiled at the 2016 Geneva Motor Show, the Ferrari GTC4 Lusso took pride of place as Ferrari's new top-level grand touring model. As the successor to the beloved FF, the GTC4 retained the all-wheel-drive layout and front-mid-mounted 6.3-liter V-12 powerplant of the outgoing model, but produced 30 more horsepower for a total output of 681 hp, thanks to an increased compression ratio. This allowed the grand tourer to accelerate from 0 to 62 mph in an impressive 3.6 seconds and achieve a top speed of 208 mph.

This 2020 GTC4 Lusso was built for the final model year and has been in the singular ownership of Curtis Leaverton from new. It was purchased through authorized Chicago-area Ferrari dealer Continental AutoSports. The car was

specified in *Grigio Ferro* (Iron Grey) metallic paint with a contrasting semi-aniline tan leather interior. Additional options included front-suspension lift, Scuderia shield emblems, embroidered headrests, 20" forged wheels, aluminum tachometer face, silver stitching, and extended upper leather. All told, these options accounted for over \$60,000 of the car's original \$366,835 sticker price. The Ferrari is accompanied by books, a car cover, and its original window sticker.

Thoroughly enjoyed, and showing just under 8,000 miles when catalogued, this GTC4 Lusso would make a fine addition to any Ferrari or grand touring automobile collection.

HIGHLIGHTS

The Final Variant of Ferrari's Flagship V-12 Grand Tourer
Purchased New by Curtis Leaverton from Continental AutoSports
Less than 8,000 Miles Shown at the Time of Cataloguing
Finished in *Grigio Ferro* Metallic over a Semi-Aniline Tan Leather Interior
Over \$60,000 in Options Documented by Window Sticker

SPECIFICATIONS

3,855 CC DOHC V-12 Engine
Direct Fuel Injection
681 BHP at 8,000 RPM
7-Speed Dual-Clutch Gearbox
4-Wheel Carbon Ceramic Disc Brakes
4-Wheel Independent Suspension with Coil-Over Shock Absorbers





1977 MV AGUSTA 750 S AMERICA

FROM THE CURTIS LEAVERTON COLLECTION

FRAME NO. 2210412

ENGINE NO. 2210288

\$60,000–\$80,000 without reserve

The MV Agusta 750 S America was designed as an evolution of the company's iconic 750 Sport model, and essentially was a road-going version of the company's highly successful four-cylinder, 750 cc Grand Prix racer. The America was built to comply with stricter US DOT regulations, but still featured the company's iconic gear-driven camshafts and inline four-cylinder layout.

The result was one of the most exclusive and advanced motorcycles of the 1970s, and its \$6,250 price tag was equally remarkable, being about \$4,000 more expensive than the comparable BMW.

This striking example was delivered new to the US via official importer Commerce

HIGHLIGHTS

One of Approximately 200 Examples Imported into the US Between 1975 and 1977

Displayed Less than 6,500 Miles when Catalogued

Benefited from Service Work Performed in 2022

A Direct Descendent of MV Agusta's Dominant Grand Prix Machines

One of the World's Most Exotic and Desirable Four-Cylinder Performance Motorcycles

Overseas Corporation, which was run by Chris Garville and Jim Cotherman, the gentlemen who originally proposed the idea for the 750 S America to MV. By 2022, the bike was in Wisconsin, where it received service work at Throttlestop of Elkhart Lake. This included new Bridgestone tires, rebuilt forks, a front brake rebuild, work to the carburetors, and a replacement gas tank liner done by GTL of California.

Displaying less than 6,500 miles when catalogued, this 750 S America is a gorgeous example of one of the most exotic Italian machines of the 1970s.

SPECIFICATIONS

790 CC DOHC Inline 4-Cylinder Engine

Four Dell'Orto 26 MM Carburetors

86 BHP at 7,500 RPM

5-Speed Manual Gearbox

Front Scarab Twin Disc, Rear Drum Brakes

Front Telescopic Ceriani Fork Suspension

Rear Swing-Arm Suspension with Twin Sebac Shock Absorbers





1971 ALFA ROMEO TIPO 33/3

FROM THE CURTIS LEAVERTON COLLECTION
CHASSIS NO. AR75080*019*
ENGINE NO. 30*0069* (SEE TEXT)
\$1,000,000–\$1,400,000 without reserve

Alfa Romeo retired from Grand Prix racing after the 1951 season and then suddenly withdrew from sports car racing in 1953, putting an end to one of the most successful motorsport dynasties of all time. While customer GT, rally, and saloon racing kept Alfa Romeo’s name in the spotlight throughout the 1950s and 1960s, the nationalized Italian company did not return to a factory-supported racing program until 1964.

That year, Orazio Satta Puliga asked his experimental department to develop a special sports racing car. The project was identified by internal no. 105.33 – or Tipo 33. The project was later passed on to Autodelta, the Alfa Romeo competition subsidiary established by former Ferrari engineers Ludovico Chizzola and Carlo

Chiti. Under their leadership, Autodelta designed, built, and raced several distinct versions of the Tipo 33 between 1967 and 1977.

The first Tipo 33s featured a two-liter, fuel-injected V-8 engine. After a challenging debut, they proved their potential in 1968, particularly at the 24 Hours of Daytona, where Autodelta entries finished 5-6-7 overall. At least 30 examples of the original two-liter 33/2s were built. There was also a separate run of approximately 20 Tipo 33 Stradales – road-going versions of the 33/2 with exotic bodywork designed by Franco Scaglione.

In 1969, Autodelta introduced the improved three-liter Tipo 33/3. Development

HIGHLIGHTS

- One of the Most Important Works Tipo 33 Racing Cars
- An Integral Part of Alfa Romeo’s 1971 World Championship Season
- Driven by de Adamich and van Lennep to 2nd Overall at the 1971 Targa Florio
- Retained by Autodelta Until 1984; Class Winner at Le Mans Classic in 2002
- Maintained by Vintage Racing Specialist Wolf Motorsports in Current Ownership

SPECIFICATIONS

- 2,998 CC DOHC V-8 Engine
- Lucas Mechanical Fuel Injection
- 420 BHP at 9,000 RPM
- 5-Speed Manual Transaxle
- 4-Wheel Ventilated Disc Brakes, Rear Inboard
- Fully Independent Double-Wishbone Suspension with Coil-Over Shock Absorbers

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



PROVENANCE

Autodelta S.p.A., Udine, Italy (retained for the 1970 and 1971 racing seasons)
David Cohen, Johannesburg, South Africa (acquired from the above in 1984)
John Coombs, Guildford, England (acquired from the above in 1999)
Jon Shipman, Dursley, England (acquired from the above in 1999)
Gordon McCulloch, Gloucestershire, England (acquired from the above in 2009)
Steve Tandy, Birmingham, England (acquired from the above in 2010)
Curtis Leaverton (acquired from the above in 2014)

of the 33/3 continued until 1971 and approximately 20 examples were built. The Tipo 33/3 was the final development of the monocoque Tipo 33 chassis prior to the introduction of the tubular chassis-equipped Tipo 33/TT/3, which quickly became the Tipo 33/TT/12. The 33/3’s monocoque chassis was constructed of steel reinforced with titanium.

As Autodelta kept no written records of which Tipo 33 chassis were entered in specific racing events, a considerable effort had to be undertaken to establish an accurate racing record for each chassis. The collective research of Peter Collins and Ed McDonough in their book on the model, *Alfa Romeo Tipo 33*, has resulted in a relatively complete racing record for the example presented here.

This 1971 Tipo 33/3, chassis AR75080*019*, was built by Autodelta in summer 1970 and made its competition debut in October 1970 at that year’s Österreichring 1000 Km, along with three other Tipo 33/3s entered by Autodelta. These represented the final development of the Tipo 33/3 for the 1971 season, with improvements including new 13” wheels, redesigned brakes and front suspension, a lower, squarer nose design, and a new, lightweight five-speed gearbox. Chassis 019 was piloted by longtime Tipo 33 driver Andrea de Adamich and his new Autodelta teammate Henri Pescarolo, formerly of Matra.

RACE HIGHLIGHTS

Österreichring 1000 Km, Austria, October 1970, de Adamich/Pescarolo, No. 3 (2nd Overall, 1st in Class)
Targa Florio, May 1971, de Adamich/van Lennep, No. 2 (2nd Overall)
Interserie Zolder, Belgium, June 1971, Stommelen, No. 12 (6th Overall)

With Pescarolo at the wheel, the 33/3 gradually made its way closer to the leading Porsche 917K of Jo Siffert and Brian Redman with every passing lap. The 917 eventually suffered an engine failure and, with only two laps remaining, the 33/3 did as well, though Pescarolo managed to limp the car to the pits. The marshals ruled that the car had covered enough of the total 1000 km and it was awarded 2nd Overall and 1st in the Group 6 class.

Chassis 019 was returned to Autodelta, where it was rebuilt for the 1971 season with engine 080 and tested by Autodelta’s chief test driver, Teo Zeccoli, at the Balocco Proving Ground in Vercelli, Italy on May 9, 1971 – one week ahead of that year’s Targa Florio road race in Sicily. Earlier in the year, de Adamich and Pescarolo piloted another Tipo 33/3 to an overall win at Brands Hatch, which made the rest of the season look more promising.

The 1971 Targa Florio was a battle between Alfa Romeo and Porsche, as it was the first time in many years that Ferrari had no factory entries. Porsche showed full force with a total of four 908s between JW Automotive and Martini Racing entries, three of which were short wheelbase 908/03s. Luckily for Autodelta, all four Porsche entries either wrecked or suffered total engine failure. The race was so brutal that many drivers considered their cars 70% destroyed upon finishing. Nevertheless, the Tipo 33/3 of Nino Vaccarella and Toine Hezemans



Gijs van Lennep drives the Alfa Romeo Tipo 33/3, chassis 019, to a 2nd Place finish at the 1971 Targa Florio. Photo courtesy of Revs Institute; Eric della Faille Photography Collection.



FEATURED MEDIA

Alfa Romeo Tipo 33: The Development & Racing History, by Peter Collins and Ed McDonough

(chassis 020) placed 1st Overall, with chassis 019, piloted by Andrea de Adamich and Gijs van Lennep, coming in 2nd.

The final outing of chassis 019 was the Interserie Zolder in June, where it was piloted by Rolf Stommelen. Despite a minor collision on the opening lap, due to a McLaren braking too early while entering turn one, it continued the race and finished 6th Overall.

This Tipo 33 was then placed in storage at Autodelta’s workshop for the next 13 years, until December 1984, when it was inspected by Tony Merrick and purchased, along with two Tipo 33/TT/3s, by noted collector David Cohen. When Merrick reported his findings of the inspection to Cohen, he described chassis 019 as “an authentic, untouched car.” Cohen sold the other two cars and sent chassis 019 to England, where it was restored over a six-year period by Michael Caine of GTC Restorations and Bobby Bell of Bell & Colvill.

Cohen retained the 33/3 for 15 years before it was bought by John Coombs of Guildford, England in 1999. Coombs sold the car to vintage racing enthusiast Jon Shipman of Dursley within the same year. Shipman entered the car in the inaugural Le Mans Classic race in 2002, where it placed 1st in Class. Subsequent UK-based owners included Gordon McCulloch and Steve Tandy.

EXHIBITION HIGHLIGHTS

Le Mans Classic, France, 2002 (1st in Class)

Silverstone Classic, England, 2009

Masters Historic Festival at Brands Hatch, England, 2009

Historic Racing Meet at Donington, England, 2009

Phillip Island Classic, Australia, 2010

The Hawk at Road America, Wisconsin, 2016

WeatherTech International Challenge, Wisconsin, 2024

Curtis Leaverton acquired this Tipo 33/3 in 2014. During Mr. Leaverton’s ownership, the car was maintained and prepared for racing events by vintage racing specialist Wolf Motorsports of Elkhart Lake, Wisconsin. This work included commissioning the casting of a new engine block, currently installed in place of engine no. 30*0069*, which accompanies the car.

With its World Championship podium status, iconic 1971 Targa Florio livery, exceptional competition record, and unblemished history, this Tipo 33 is among the most significant Alfa Romeo racing cars of the postwar era.



1971 ALFA ROMEO TIPO 33/3

LOT 165



1968 ALFA ROMEO GIULIA SPRINT GTA 1300 JUNIOR STRADALE

FROM THE CURTIS LEAVERTON COLLECTION

COACHWORK BY BERTONE

CHASSIS NO. AR775946

ENGINE NO. AR00559.05187 (SEE TEXT)

\$175,000–\$225,000 without reserve

The 1960s marked a second golden age for Alfa Romeo in international competition. Alongside the SZ, TZ, and Tipo 33 prototypes, the 105-series Giulia Sprint GT formed the basis for one of the marque's most successful production racers: the GTA. The "A" denoted *alleggerita*, or "lightened," referencing its aluminum bodywork and rigorous weight reduction.

In 1968, Alfa Romeo introduced the GTA Junior to contest the competitive under-1300 cc class. Distinguished by bold exterior graphics, the Junior model featured a 1290 cc twin-plug engine, producing 96 hp and up to 150 hp in race tune. Approximately 450 examples were built through 1975, including just 193 road-going Stradale versions.

HIGHLIGHTS

Rare and Desirable Alloy-Bodied Homologation Special

One of Only 193 GTA 1300 Junior Stradales Built Between 1968 and 1975

Delivered New to Florence, Italy; Professionally Restored by Marque Specialists

Equipped with 1750 Engine; Accompanied by Original 1300 Unit

A Potent Alfa Romeo Eligible for Road or Track Events Worldwide

Chassis 775946 was completed in late 1968, originally finished in *Biancospino* (Hawthorn White), and delivered new to Florence, Italy. Retained by its first owner for over 25 years, the car was exported to Japan in the mid-1990s before arriving in the US in 2004. A sympathetic restoration followed, including mechanical work overseen by Alfa Performance Connection and a repaint in traditional *Rosso Alfa* (Alfa Red). Acquired by Curtis Leaverton in 2015, the Junior was fitted with a tuned 1750 cc engine for improved drivability, while retaining its original engine (AR00559.05187), which accompanies the car. Presented in fine condition, this rare GTA 1300 Junior Stradale is offered with manuals, a tool kit, and literature.

SPECIFICATIONS

1,290 CC DOHC Inline 4-Cylinder Engine

Twin Weber 45 DCOE Carburetors

96 BHP at 6,000 RPM

5-Speed Manual Gearbox

4-Wheel ATE Disc Brakes

Front Independent-Wishbone Suspension with Coil Springs

Rear Live Axle with Trailing Arms and Coil Springs





1991 JAGUAR XJR-15

FROM THE CURTIS LEAVERTON COLLECTION

CHASSIS NO. 028

\$900,000–\$1,200,000 without reserve

JaguarSport was formed in 1990 as a partnership between Jaguar and race car constructor and highly successful driver Tom Walkinshaw of Tom Walkinshaw Racing (TWR), following overall Le Mans victories in 1988 and 1990 with the mighty 12-cylinder XJR-9 and XJR-12. Walkinshaw, a man blessed with a keen motorsport brain and incredible vision, entrusted legendary designer Peter Stevens, alongside constructors Colin Jones of Dove Company and Jim Router, with a damaged XJR-8 monocoque, and tasked them with designing a road-going supercar around it.

Originally referred to by internal project code R9R, the JaguarSport XJR-15 was powered by the same 6.0-litre V-12 that led Jaguar and TWR to their

double Le Mans victories. Significantly, the XJR-15 allowed Peter Stevens to design something unconventional, both in its shape – which he said strayed from “folded paper” styling of the time – and in its construction, as the car was the first of its type with a monocoque and body panels made entirely of carbon Kevlar and carbon fiber. The XJR-15 also preceded what many consider Stevens’ greatest design achievement and one of the most sought-after cars of all time, the McLaren F1.

In 1991, a selection of 16 race-liveried XJR-15s were entered in the Intercontinental Challenge, which saw owners go head-to-head prior to Formula 1 races at Monaco, Silverstone, and Spa-Francorchamps throughout that year’s season.

HIGHLIGHTS

Supercar from the Two-Time Le Mans-Winning Tom Walkinshaw Racing Team
Exceedingly Rare as One of Just 27 Road-Going Examples of 53 Total Built
Imported into Japan when New; Remained on Museum Display until 2019
Recipient of Mechanical Service by Specialist Hudson Historics in 2021
Displayed Just 218 Miles at the Time of Cataloguing

SPECIFICATIONS

5,993 CC DOHC V-12 Engine
Zytek Sequential Fuel Injection
450 BHP at 6,250 RPM
5-Speed Manual Transaxle
4-Wheel Ventilated Disc Brakes
Front Independent Double-Wishbone Suspension with Pushrod-Actuated Coil-Over Dampers
Rear Independent Double-Wishbone Suspension with Coil-Over Dampers





PROVENANCE

Private Collection, Japan (acquired new in 1991)

Private Collection, US (acquired by 2019)

Curtis Leaverton (acquired from the above in 2021)



Of the 53 XJR-15 chassis built, chassis 028 is one of just 27 road-going examples. According to copies of documents on file, 028 was imported into Japan as a new car on December 6, 1991. The original owner placed it on static display within his private supercar collection until 2019.

The XJR-15 was subsequently imported into the US and, in 2021, vintage restoration and race preparation specialist Hudson Historics of Warwick, New York, was entrusted with returning the long-dormant XJR-15 to the road. This work – as evidenced with invoices on file totaling over \$23,000 – included installing a new fuel cell, removing and cleaning the radiator and reinstalling it with new hoses, replacing the spark plugs, changing fluids, replacing the tires, and upgrading the air-conditioning system.

Curtis Leaverton acquired this XJR-15 in 2021, at which time the odometer showed just 78 miles. Since then, the car has been enjoyed on occasional spirited weekend drives and, at the time of cataloguing, the odometer reads just 218 miles.

With only 27 road-going XJR-15s produced, they rarely come to market and, considering 028's low mileage, limited roster of owners, and documented service, this example represents a near-unrepeatable opportunity.



1991 JAGUAR XJR-15

LOT 167



1973 ALFA ROMEO MONTREAL

FROM THE CURTIS LEAVERTON COLLECTION

COACHWORK BY BERTONE

CHASSIS NO. AR1426328

ENGINE NO. AR00564.S0007

\$50,000–\$60,000 without reserve

Introduced at the 1970 Geneva Motor Show, the Alfa Romeo Montreal was a sleek 2+2 front-engine, rear-wheel-drive coupe designed by Marcello Gandini of Bertone. Derived from the exotic Tipo 33 Stradale, the Montreal's 2.6-liter, quad-cam V-8 with Spica mechanical fuel injection and dry sump lubrication was mated to a five-speed ZF manual gearbox.

Never officially sold in North America when new, this 1973 Montreal is one of 3,925 units built by Alfa Romeo from 1970 to 1977. Finished in *Rosso* (Red) over a *Nero* (Black) vinyl and cloth interior and fitted with desirable factory air-conditioning, it was sold new in Palermo, Italy, on September 19, 1973, according to its *Alfa Romeo Certificato di Origine* and copies of ACI documents

HIGHLIGHTS

Finished in Attractive Red over Black Color Scheme

Sold New in Italy; Formerly Part of the Leo Schigiel Collection

Benefits from Past Restoration Work

Accompanied by Alfa Romeo *Certificato di Origine* and Documentation

Equipped with Competition-Derived Four-Cam V-8 Engine

on file. After a succession of Italian owners, the Alfa Romeo was sold in 2016 by Aquarama Boats & Cars of Perugia, Italy, to Florida-based collector Leo Schigiel. A 2017 invoice on file details cosmetic attention the Montreal received from specialist Carrozzeria Rizza in Rome.

During Curtis Leaverton's ownership, suspension and braking components by Alfaholics were installed – a job that was never fully completed, meaning the Montreal will require further attention before road use. It was also noted at this time that the steering box will require mechanical attention. This attractive Alfa Romeo Montreal is accompanied by documentation, including historical registration and importation paperwork.

SPECIFICATIONS

2,593 CC DOHC V-8 Engine

Spica Mechanical Fuel Injection

200 BHP at 6,500 RPM

5-Speed ZF Manual Gearbox

4-Wheel Disc Brakes

Front Independent Suspension with Coil Springs

Rear Live Axle with Trailing Arms and Coil Springs





2004 CARBIR SPORTS 2000

FROM THE CURTIS LEAVERTON COLLECTION
CHASSIS NO. 028
\$40,000–\$60,000 without reserve

Carbir Race Cars, founded in 1995 by Brian Utt and Carl Seaberg, quickly established itself as a leader in Sports 2000 racing, producing chassis that combined affordability, durability, and exceptional handling. The CS2, Carbir’s signature model, earned multiple SCCA National Runoff victories, dominated regional championships, and competed successfully in the American Cities Racing League. Carbir’s design philosophy emphasized lightweight, strong chassis construction with carbon fiber bodywork, sophisticated suspension geometry, and driver-focused ergonomics.

This 2004 Sports 2000 reflects the culmination of that engineering expertise. Its aluminum monocoque chassis, carbon fiber body, and pushrod double-wishbone

suspension front and rear provide outstanding responsiveness and balance. Adjustable Öhlins and Penske dampers, Hyperco springs, and cockpit-adjustable anti-roll bars allow precision tuning for any track. Power comes from a 2.0-liter Ford-derived engine, coupled with a Hewland FTR six-speed gearbox.

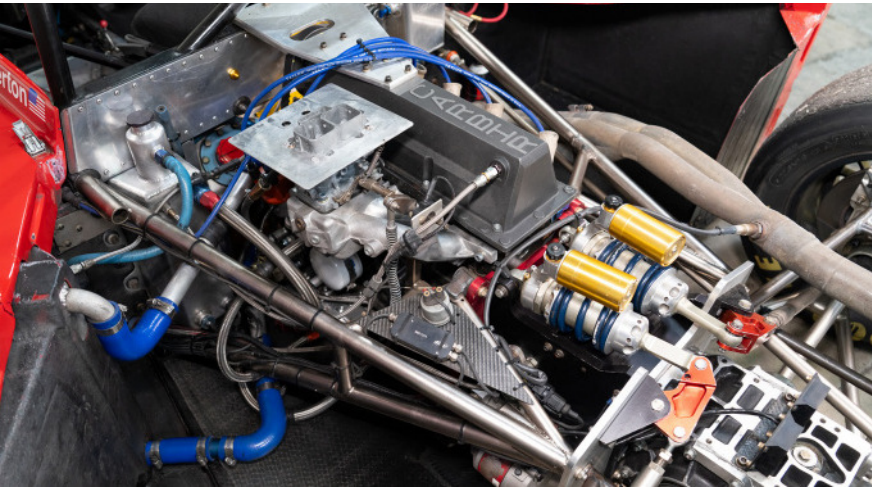
Finished in vibrant red livery, this example has been expertly maintained and prepared by Wolf Motorsports, ensuring the car was fully ready for track use. In recent years, it has been campaigned by Mr. Leaverton, benefiting from professional support, including suspension setup, engine servicing, and ongoing race preparation.

HIGHLIGHTS

- Professionally Maintained and Race Prepared by Wolf Motorsports
- Aluminum Monocoque with Carbon Fiber Composite Bodywork
- Modern American Sports 2000 Prototype Designed for Competitive Club Racing
- Campaigned by Curtis Leaverton in Vintage and Club Events
- Lightweight, Agile, and Track-Proven Prototype Racer

SPECIFICATIONS

- 2,000 CC Inline 4-Cylinder Engine
- Electronic Fuel Injection
- 220 BHP at 8,500 RPM
- 6-Speed Hewland Gearbox
- 4-Wheel Vented Disc Brakes
- Front and Rear Independent Double-Wishbone Pushrod Suspension



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



1956 AUSTIN-HEALEY 100M

FROM THE CURTIS LEAVERTON COLLECTION

CHASSIS NO. BN2-L/230432

ENGINE NO. 1B/230432-M

\$130,000–\$160,000 without reserve

This Austin-Healey 100M is one of just 640 factory-built, high-performance models and was sold new to Robert Eastman of Clay, New York. According to the car's British Motor Industry Heritage Trust Certificate on file, it was specified in Florida Green with lower panels finished in white, a black interior, and folding fabric top. This 100M was built on January 11, 1956, and optioned with a laminated windscreen, heater, and louvered bonnet. The BMIHT Certificate further specifies that the louvered bonnet, recorded as a factory option, makes this example a genuine 100M.

Mr. Eastman retained this 100M until 1963, when a colleague at General Electric's Syracuse office, Dean Jones of Minoa, New York, purchased the car. Mr. Jones

placed the car in storage in 1966 following crankshaft damage, and it remained there until a multiyear restoration was embarked upon in 1996. George Hargrave of Heath, Texas, purchased the 100M from Mr. Jones and submitted the car to a further restoration by Tom Kovacs' Fourintune of Cedarburg, Wisconsin – a photo-documented process that was completed in 2004. This work included returning the car to its factory-specified Florida Green and white finish, as well as a mechanical refresh.

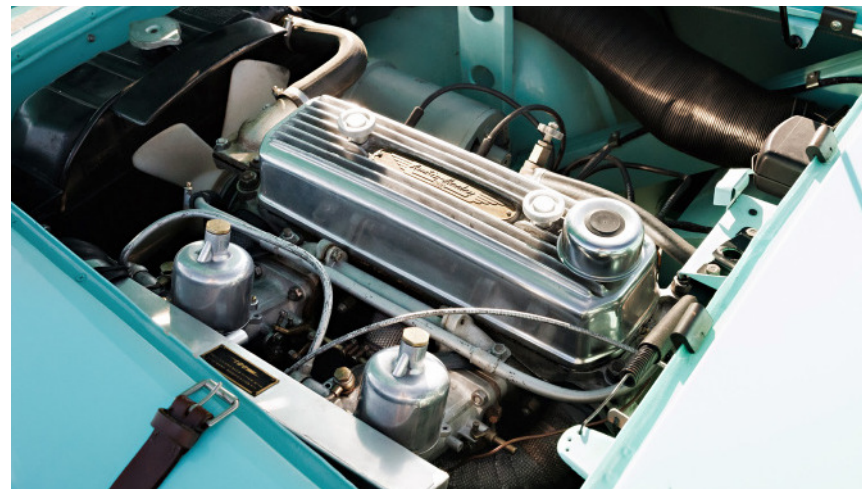
Equipped with its matching-numbers engine and tastefully upgraded with front disc brakes, this 100M would be a welcome entry at a number of prestigious motoring events.

HIGHLIGHTS

One of Only 640 Factory-Built, High-Performance 100M Models
Held in Single Ownership for 40 Years
Benefits from Photo-Documented Restoration by Specialist Fourintune
Matching-Numbers Example; Finished in Original Colors
Voluminous File Includes BMIHT and 100M Registry Certificates

SPECIFICATIONS

2,660 CC OHV Inline 4-Cylinder Engine
Twin SU H6 Carburetors
110 BHP at 4,500 RPM
4-Speed Manual Gearbox with Overdrive
Front Disc, Rear Drum Brakes
Front Independent Suspension with Double Wishbones and Coil Springs
Rear Live Axle with Semi-Elliptical Leaf Springs





1989 RUF 928R

VIN. W09ZZZ50ZKPR06001
\$400,000-\$500,000

Founded in 1939 and recognized as an independent automobile manufacturer in 1981, RUF evolved from a family-run service operation into one of the world’s most respected high-performance marques. While best known for its 911-based creations, RUF has long embraced unconventional projects, a philosophy that ultimately gave rise to the singular 928R offered here.

According to a RUF plaque inside its engine compartment, this 928R was originally commissioned by the late Lee Kun-Hee, the former chairman of Samsung Group. His renowned car collection focused on automobiles of technological significance and featured one-off, bespoke cars produced especially for him by the world’s greatest manufacturers.

HIGHLIGHTS

- The Only W09-Vin RUF 928 Ever Built
- Commissioned New by Former Samsung Group Chairman Lee Kun-Hee
- Showed Less than 1,600 Miles when Catalogued
- Features RUF-Tuned V-8 Engine with Increased Output
- Offered with Books, Tool Kit, Jack, Air Compressor, First Aid Kit, and RUF Zertifikat

The sole W09-VIN 928 manufactured by RUF, the 928R was completed at the firm’s Pfaffenhausen workshops in September 1989, having been constructed from a Porsche-supplied body-in-white. Finished in Black over a Wine Red leather interior with complementary stitching, the cabin features embossed headrests, a three-spoke sport steering wheel trimmed in Alcantara, and discreet RUF-specific details. Other appointments on the 928R include an electric sliding sunroof, automatic climate control, cruise control, a tinted windshield, rear wiper, and rear-seat air-conditioning.

Displacing 5.0 liters, the Porsche M28/42 V-8 engine features double-overhead camshafts and four valves per cylinder, and was further enhanced with

SPECIFICATIONS

- 4,957 CC M28/42 DOHC 32-Valve V-8 Engine
- Bosch Electronic Fuel Injection
- Estimated 360 BHP
- 4-Speed Automatic Transmission
- 4-Wheel RUF Carbon Ceramic Disc Brakes
- Front and Rear Independent Suspension with Coil Springs



PROVENANCE

Lee Kun-Hee, Seoul, South Korea (purchased new in 1989)
RUF Automobile GmbH, Pfaffenhausen, Germany
Current Owner



RUF-specific tuning to deliver increased performance. Output is quoted on the car’s RUF Zertifikat at 360 hp and approximately 354 lbs./ft. of torque, a meaningful increase over the standard 928 S4, which was rated at approximately 316 hp and 317 lbs./ft. of torque. Power is delivered to the rear wheels through a four-speed automatic transmission.

Retained within the Samsung Collection for many years, this 928R is believed to have been reacquired by RUF in Pfaffenhausen a number of years ago. Around 2021, the car is reported to have undergone a mechanical recommissioning, during which time it was fitted with 19” RUF five-spoke alloy wheels to accommodate a RUF carbon ceramic disc brake system. An updated exhaust system was also installed and the car received a RUF classic radio.

Offered with books, tool kit, jack, air compressor, first aid kit, and RUF Zertifikat, this 928R indicated a mere 1,568 miles at the time of cataloguing. Presenting in beautiful condition throughout, and developed for impressive, enhanced performance, the sale of this singular example offers a truly unrepeatable opportunity to acquire a rare and intriguing sports car: the only 928 ever manufactured by RUF.

Please note there is no Lot 172.





1954 ALFA ROMEO 1900C SS COUPE

COACHWORK BY TOURING
CHASSIS NO. AR1900*01678*
ENGINE NO. AR1308*00792*
\$250,000–\$300,000

In the mid-1950s, Alfa Romeo updated its successful 1900 model line with the dual overhead cam four-cylinder 1308-series engine that was rated at 115 hp. For the short-chassis 1900C, this upgrade resulted in the competition-worthy Super Sprint, which has evolved into one of the most collectible of the 1900 iterations, and a popular choice for top driving events.

This beautifully restored example of the Touring-bodied 1900C benefits from factory documentation and is presented in its original paint color of *Verde Ortico* (Nettle Green). Built in March 1954, it was sold to the Società per il Commercio dei Prodotti Alfa Romeo in Lugano, Switzerland. By 1990, the car was acquired by Swiss collector Carlo Vögele, who had the car restored

following 20 years of storage. Over the ensuing two decades, the 1900C was maintained in a number of distinguished European collections. In July 2017, the car was acquired by the respected Italian coachbuilt-car collector Stephen Bruno, who had Rizza Classic in Rome refinish the *Millenove* in its factory paint color, and the interior was beautifully retrimmed.

Recently acquired by the consignor, a noted enthusiast, the Coupe is accompanied by an owner's manual, jack, tool kit, registrations, restoration photos, and invoices. Eligible for major touring events and ideal for concours presentation, this elegant Alfa Romeo is poised for a host of new adventures.

HIGHLIGHTS

An Elegant, Refined, and Event-Eligible Postwar Alfa Romeo
Retains Rare and Desirable Tipo 1308 Engine
Presented in Its Original Paint Color of *Verde Ortico*
Former Ownership by Dedicated Collectors of European Rarities
Offered with Factory Build Records and Restoration Photos

SPECIFICATIONS

1,975 CC DOHC Inline 4-Cylinder Engine
Two Twin-Choke Solex Carburetors
115 BHP at 5,500 RPM
5-Speed Manual Gearbox
4-Wheel Hydraulic Drum Brakes
Front Independent Suspension with Coil Springs
Rear Live Axle with Trailing Arms and Coil Springs





1983 FERRARI 512 BBi

COACHWORK BY SCAGLIETTI
VIN. ZFFJA09B000046545
\$300,000–\$400,000

The Ferrari 512 BBi occupies a pivotal place in Ferrari history as the final and most refined iteration of the Berlinetta Boxer. Introduced in 1981, it retained the dramatic 5.0-liter mid-mounted flat-12 while adopting Bosch K-Jetronic fuel injection, improving drivability, reliability, and emissions compliance without diminishing the visceral character that defines the model. Built in limited numbers through 1984, the BBi served as the direct predecessor to the Testarossa and marked the conclusion of Ferrari’s first era of mid-engine flat-12 road cars.

Offered here is a late-production 1983 Ferrari 512 BBi, with exceptionally low mileage showing just 13,870 km (approximately 8,600 miles) when catalogued. Originally completed in 1983, this BBi was delivered new to the US through

Luigi Chinetti Motors on May 19, 1983, and originally supplied to Missouri.

Its early years included time in Florida, as reflected by a 1992 registration, before the car was exported to the Netherlands, where it was formally registered on August 11, 1992. During its time in Europe, the BBi was actively enjoyed by enthusiasts and participated in Ferrari Club Nederland events, including appearances at Circuit Zandvoort in 1997 – evidence of careful ownership and proper use rather than long-term static storage.

Upon its return to the US, the car was sold in New York to the late Mitchel Mitchels, who placed it with Autosport Designs in 2013 at just 12,626 km. Seeking a bold

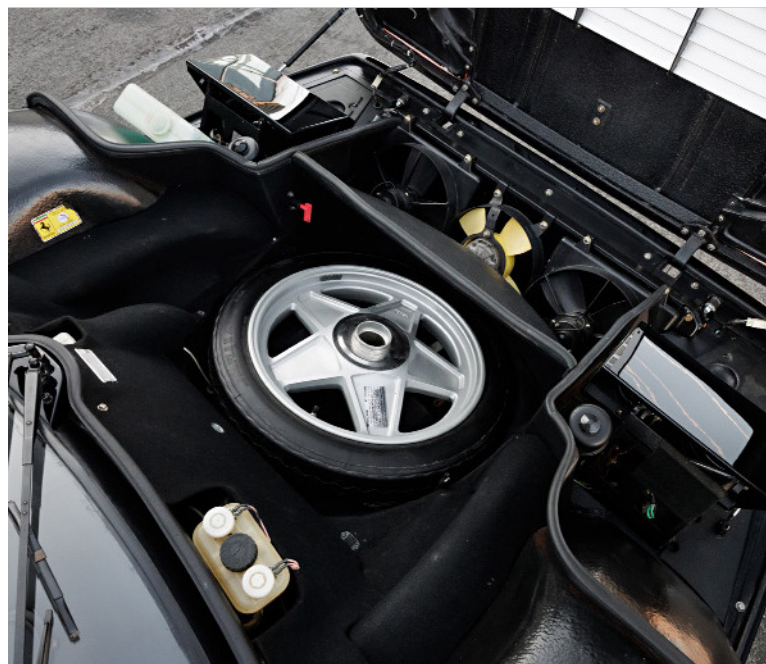
HIGHLIGHTS

- Exceptionally Low-Mileage Example Showing Just 13,870 Km when Catalogued
- International History with Ferrari Club Nederland and Circuit Zandvoort Participation
- Striking Color Combination of Black over Black Leather with Daytona Seats
- Final Evolution of Ferrari’s Iconic Mid-Engine Flat-12 Berlinetta Boxer
- Extensive Engine-Out Service by Intrepid Motorcar in 2025

SPECIFICATIONS

- 4,942 CC DOHC Flat 12-Cylinder Engine
- Bosch K-Jetronic Fuel Injection
- 335 BHP at 6,000 RPM
- 5-Speed Manual Transaxle
- 4-Wheel Disc Brakes
- 4-Wheel Double-Wishbone Suspension





and timeless presentation, Mitchels commissioned a full professional color change to black, accompanied by photographic records documenting the repaint. Autosport Designs continued to maintain and present the Ferrari, preparing it for respected concours venues including the Cavallino Classic and Greenwich Concours d'Elegance.

The current owner acquired this BBi in 2017 with just 13,700 km recorded and has exercised careful stewardship, adding fewer than 200 km since. In 2025, the car was entrusted to Intrepid Motorcar for an extensive engine-out service. The work included timing belts and valve adjustment, rebuilt water pump and radiator, refinished intake manifolds and ducting, ceramic-coated exhaust components, replacement of numerous seals, gaskets, and hoses, installation of four new Michelin TRX-B tires, and fully serviced air-conditioning.

With less than 1,000 miles since its major mechanical work, this Ferrari 512 BBi is offered today as an exceptionally well-presented example suited for concours display or the rewarding experience of driving one of Maranello's most iconic flat-12 road cars.



1983 FERRARI 512 BBi

LOT 174



2002 FERRARI 575M

COACHWORK BY PININFARINA

VIN. ZFFBV55A220129323

\$125,000–\$150,000 without reserve

The Ferrari 575M Maranello, built from 2002 to 2006, continued Ferrari's tradition of front-engine, two-seat V-12 grand tourers. Most 575Ms, including this example, were equipped with Ferrari's advanced paddle-operated F1 gearbox. Its 5.7-liter V-12 produces 508 hp delivering 0–60 mph in 4.2 seconds and a 202 mph top speed. Le Mans-winning driver Paul Frère praised the 575M's performance, handling, and F1 transaxle following a test drive in 2002.

This 575M was purchased new in July 2002 from The Auto Gallery of Woodland Hills by Southern California collector Ken Roath. Finished in rare *Rosso Barchetta* (Barchetta Red) with optional two-tone Daytona-style seats, Scuderia shields, and silver-painted brake calipers, it is a tastefully specified example. Mr. Roath

retained the car until 2006, during which it was driven approximately 9,000 miles and maintained by Ferrari of Newport Beach. It then passed to an owner in Georgia, with maintenance performed by Ferrari of Atlanta through 2007. Under recent owners, authorized Ferrari dealers and specialists in Florida have conducted several services. The accompanying CARFAX Vehicle History Report notes an accident in July 2021.

Showing 20,525 miles at the time of cataloguing, and benefiting from recent service and detailing, this handsome 575M is accompanied by its original manuals, warranty card, and tool kit. Altogether, it is a well-presented grand tourer offering V-12 Ferrari performance.

HIGHLIGHTS

A Tastefully Specified Montezemolo-Era Ferrari V-12 GT
Finished in *Rosso Barchetta* with Daytona-Style Seats and Scuderia Shields
Delivered New to Noted Southern California Collector Ken Roath
Displayed 20,525 Miles at the Time of Cataloguing
Offered with Handbooks, Tool Kit, Recent CARFAX Vehicle History Report, and Service Records

SPECIFICATIONS

5,748 CC DOHC Alloy V-12 Engine
Electronic Sequential Fuel Injection
508 BHP at 7,250 RPM
6-Speed Electro-Hydraulic F1 Transaxle
4-Wheel Disc Brakes
4-Wheel Independent-Wishbone Suspension with Coil Springs, Gas Dampers, and Anti-Roll Bars





2012 LAMBORGHINI GALLARDO LP 550-2

VIN. ZHWGU5BV4CLA11721
\$275,000–\$325,000

Sold new via Lamborghini Houston, this 2012 Gallardo LP 550-2 was ordered in an exceptionally rare specification. Only 59 manual-gearbox Gallardo LPs of all configurations were built for the US market, and of those, only 13 were rear-wheel-drive LP 550-2 models. The Lamborghini was ordered in *Bianco Monocerus* (Monocerus White) with a *Nero Perseus* (Perseus Black) interior and specified with heated seats, front-axle lift, transparent engine cover, and rearview camera.

In its distinctive color, this example’s clean lines, purposeful stance, and svelte proportions embody Lamborghini’s distinctive design language. Inside, the cabin features contrasting *Bianco Polar* (Polar White) stitching and ergonomic

driver-centric controls, balancing exotic flair with everyday usability. Rare among modern supercars for its purity of experience, the LP 550-2 eschews all-wheel drive in favor of a more visceral connection between driver and machine. Its lightweight chassis dynamics, rear-wheel-drive balance, and naturally aspirated V-10 soundtrack make it a favorite among enthusiasts seeking an unfiltered Lamborghini experience. This LP 550-2 offers a compelling opportunity to acquire an extremely rare modern classic and a highly engaging example of Lamborghini’s revered mid-engine V-10 platform.

HIGHLIGHTS

Exceedingly Rare as One of Just 13 Manual-Gearbox Examples Built for the US
Finished in *Bianco Monocerus* over *Nero Perseus*
Sparingly Used, Displaying Just over 18,600 Miles when Catalogued
Complete with Manuals, Tool Kit, and Roadside Gloves
A Manual-Gearbox, Rear-Wheel-Drive Gallardo – the Purest Expression of the Model

SPECIFICATIONS

5,204 CC DOHC V-10 Engine
Direct Fuel Injection
552 BHP at 8,000 RPM
6-Speed Manual Gearbox
4-Wheel Brembo Disc Brakes
4-Wheel Independent Double-Wishbone Suspension with Adjustable Dampers





1998 SUBARU IMPREZA 22B STi

CHASSIS NO. GC8-069788

\$250,000–\$300,000

Created to commemorate Subaru's 40th anniversary and its third consecutive World Rally Championship Constructors' title, the Subaru Impreza 22B STi stands today as one of the most revered JDM homologation specials, with just 400 examples built exclusively for the Japanese market. Developed by Subaru Tecnica International, the 22B was effectively a road-going interpretation of Subaru's dominant WRC machine. Power comes from the legendary turbocharged 2.2-liter flat-four, rated at 276 hp, paired with a close-ratio five-speed manual gearbox and Subaru's signature symmetrical all-wheel drive. Distinctive features include dramatically widened WRC-style bodywork, Bilstein suspension, gold BBS wheels, upgraded brakes, and an adjustable rear wing.

HIGHLIGHTS

Showing Less than 8,200 Km when Catalogued
One of Just 400 Subaru Impreza 22B STis Built for Japan
Built to Celebrate Subaru's 40th Anniversary and WRC Dominance
Maintained and Serviced by Vermont SportsCar in the US
Finished in Iconic Sonic Blue Mica over Gold BBS Wheels

This particular example spent the majority of its life in Japan before being acquired by Canadian collector Joel Lavec of Quebec in 2019. During his ownership, the car was periodically loaned to Vermont SportsCar (VSC), where it was displayed at the firm's motorsports facility, an extraordinary association given VSC's deep roots in Subaru's American rally legacy. In 2025, VSC acquired the vehicle outright. Today, this extraordinary 22B displays less than 8,200 km. Importantly, an extensive service, including a timing belt replacement, has been performed by Vermont SportsCar. With its authentic history and direct connection to one of Subaru's most celebrated partners, this 22B STi represents a rare opportunity to own a meaningful example of Subaru's rally-bred legend.

SPECIFICATIONS

2,212 CC Flat 4-Cylinder Engine
Electronic Fuel Injection
Single IHI VF23 Turbocharger
276 BHP at 6,000 RPM
5-Speed Manual Gearbox
4-Wheel Disc Brakes
4-Wheel Independent Suspension





1989 MERCEDES-BENZ 560 SL

VIN. WDBBA48DXKA097871
\$100,000–\$125,000 without reserve

Built between 1971 and 1989, the R107-generation SL series had a longer production run than any other Mercedes-Benz model. Introduced in North America beginning in 1986, the 560 SL offered more amenities than previous SL models, including a luxurious interior, redesigned seats, and automatic climate control.

Timelessly elegant – particularly in this rare color combination of Blue Green Metallic with Crème Beige interior – this example was built in April 1989 and delivered directly to the US market. According to the accompanying window sticker, it was supplied new via Ray Catena of Edison, New Jersey, to Frank Russo of Staten Island, with a sale date of May 23, 1989. Equipped with soft and hard

tops, and a “gas guzzler” tax on top, it carried a retail price of \$65,780.

History traced by the CARFAX Vehicle History Report records a first documented mileage of 5,789 on June 20, 1998, followed by modest annual accruals – at times amounting to only a handful of miles – resulting in an odometer reading at the time of cataloguing of a meager 6,533 miles. The car’s exemplary condition reflects this nominal figure and it is accompanied by original handbooks, service book, keys, and a tool roll with most tools still intact.

On all counts, from its rare colors to low mileage, this 560 SL is surely one of the best of its kind available.

HIGHLIGHTS

Presented in Rare Blue Green Metallic over Crème Beige Interior
Well-Preserved Condition; Displaying Just over 6,500 Miles
History Documented on CARFAX Vehicle History Report
Accompanied by Original Manuals, and Service Booklet
Offered with Hardtop and Soft Top

TECHNICAL SPECIFICATIONS

5,547 CC SOHC V-8 Engine
Bosch KE-Jetronic Fuel Injection
227 BHP at 4,750 RPM
4-Speed Automatic Transmission
4-Wheel Hydraulic Disc Brakes
4-Wheel Independent Suspension with Coil Springs





1960 CHEVROLET IMPALA CONVERTIBLE

CHASSIS NO. 01867A155463
\$80,000–\$100,000 without reserve

Chevrolet introduced the Impala in 1958, and it quickly became the top trim line for the division's full-size cars. Redesigned each year to keep pace with the changing style of mid-century American society, the Impala also featured a range of high-performance engines and superior handling, making them some of the best performers of their day.

This remarkable 1960 Impala Convertible has led a charmed existence. It was purchased in the mid-1990s by noted enthusiast Chuck Spielman – of the Only Yesterday Automotive Museum in San Diego, California – after pursuing it for 12 years. Finished in Roman Red over a red interior and ideally specified with a 348 cid V-8 with a three-speed manual gearbox, the Impala had previously

been used for special occasions and parades. While appearing at first glance as a restored example, the significance of the Impala's preservation is apparent upon closer inspection, and countless original details abound, including the rare optional tissue dispenser. Over the years, only the exhaust, soft top, tires, and a small number of service-related items have required replacement. In 1992, it rightly earned an AACA First Junior Award at Hershey.

Driven just over 200 miles since its acquisition by the consignor in 2014, this Impala has continued to be cherished as a precious and irreplaceable piece of automotive history. Today, it stands as one of the finest of its kind, ideal for those who understand the significance of rare, unrestored gems.

HIGHLIGHTS

A True Time Capsule, Concours Preservation-Level Example
Showing Just over 16,400 Miles when Catalogued
Well Kept and Formerly Museum Displayed
Finished in Roman Red over Red Vinyl and Houndstooth Interior
Among the Finest Unrestored Examples Extant

SPECIFICATIONS

348 CID OHV V-8 Engine
Single Four-Barrel Carburetor
320 BHP at 5,600 RPM
3-Speed Manual Gearbox
4-Wheel Hydraulic Drum Brakes
Front Independent Suspension with Coil Springs
Rear Live Axle with Semi-Elliptical Leaf Springs





1986 FERRARI 328 GTS

COACHWORK BY SCAGLIETTI

VIN. ZFFXA20A3G0065839

\$130,000–\$150,000 without reserve

Introduced at the 1985 Frankfurt Motor Show, the Ferrari 328 succeeded the long-running 308 series, representing the next evolution in the marque's celebrated line of mid-engine V-8 sports cars. The 328 adopted smoother, more unified bodywork with a reshaped front grille, body-colored bumpers and distinctive concave five-spoke alloy wheels. The proven 3.0-liter V-8 was enlarged to 3.2-liters, producing 260 hp in US specification. Capable of 0–60 mph in approximately 5.5 seconds and a top speed near 160 mph, the 328 delivered improved performance while preserving the mechanical connection prized by enthusiasts.

Finished in *Nero* (Black) over Black leather, this 328 GTS is a US-delivery car

HIGHLIGHTS

Sold New via Hollywood Sport Cars to Hollywood Executive Alan F. Horn
Finished in the Striking Combination of *Nero* over Black Leather
Displaying Just 18,107 Miles when Catalogued
Accompanied by Books, Tools, Spare, Jack, and CARFAX Vehicle History Report
Among the Most Refined and Usable Mid-Engine Ferraris of the Era

showing just 18,107 miles at the time of cataloguing. Equipped with Cromodora star alloy wheels and factory air-conditioning, this well-preserved example has been sparingly driven in recent years. A CARFAX Vehicle History Report records a service at Ferrari Maserati of West Palm Beach, Florida, in December 2014, and the battery was replaced in 2025.

Sold new via Hollywood Sport Cars to Hollywood executive Alan F. Horn and retained in subsequent long-term family ownership for more than a decade, it is offered with books, tools, jack, and spare. Elegant in presentation and authentic in character, this 328 GTS offers a rare opportunity to acquire an engaging representative of Ferrari's modern-classic era.

SPECIFICATIONS

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





LOT 125 | 1965 SHELBY 289 COBRA

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Gooding Christie’s Discretion. Gooding Christie’s is an equal opportunity company that does not discriminate on the basis of race, color, national origin, gender, religion, age or disability in the provision of services. Subject to the foregoing, Gooding Christie’s reserves the right, in its sole discretion, to refuse admission to the premises of an Auction or to register and/or issue a Paddle to any person or to revoke a Paddle granted to any bidder with or without cause.

BIDDER RESPONSIBILITIES

Principal/Agent. Unless Gooding Christie’s is notified in writing by the principal in advance of the Auction on a form and in a manner acceptable to Gooding Christie’s in its sole discretion that the bidder is acting as an agent for the principal (an “**Agent**”), and Gooding Christie’s in its sole discretion acknowledges in writing such agency and issues a Paddle to such agent as an agent for the designated principal, each bidder shall be deemed to be bidding as a principal for

its own account and shall be personally responsible for payment in full of the Purchase Price (as defined below) and other amounts due as Buyer and for fulfillment of all Buyer’s obligations and covenants under the General Conditions.

Each bidder is personally responsible for any use of its Paddle, and each bidder agrees that, except as otherwise provided above with respect to agents, it is personally liable under the General Conditions for the full Purchase Price (as defined below) and other amounts due if the Paddle is used in the winning of any Lot(s), whether by the respective bidder or by any other person.

Compliance with Law. By participating in the Auction and/or bidding, each bidder and Buyer is expressly representing and warranting to Gooding Christie’s that it is complying with and agrees to comply with all applicable laws, rules and regulations, and the General Conditions. Further, each bidder and Buyer expressly represents, warrants and covenants that: (i) they are not subject to any economic sanctions and export controls restrictions administered or enforced by any relevant sanctions authority (including U.S. Department of the Treasury’s Office of Foreign Assets Control (OFAC) and Department of Commerce’s Bureau of Industry and Security (BIS), the United Nations, the European Union and in the United Kingdom (UK), Her Majesty’s Treasury’s Office of Financial Sanctions Implementation (OFSI) or the UK Export Control Joint Unit (ECJU)) (“**Sanctions**”) or owned, partially owned or controlled by an individual or entity subject to Sanctions, and they have not been charged with or convicted of money laundering, terrorism or other crimes (whether in the United States or elsewhere); (ii) funds used for their purchase at the Auction are not connected with or derived from any criminal activity (whether in the United States or elsewhere); (iii) funds used for their purchase at the Auction will not be transferred from, or otherwise involved in any financial transaction related to the purchase, any financial institution subject to Sanctions or owned, partially owned or controlled by an individual or entity subject to Sanctions; and (iv) items purchased at the Auction are not being, and shall not be, transferred to or used in any jurisdiction in contravention of any Sanctions or purchased or to be used in any way connected to the facilitation of breaches of applicable tax, money-laundering or anti-terrorism laws and regulations.

Each Agent represents, warrants and covenants that: (i) they have conducted due diligence into their principal to (a) confirm whether the principal is subject to any Sanctions, or owned, partially owned or controlled by an individual or entity subject to Sanctions, and (b) verify the source of the principal’s funds, and they shall make due diligence records available for inspection on request from Gooding Christie’s; (ii) their principal is not subject to any Sanctions or owned, partially owned or controlled by an individual or entity subject to Sanctions, and they have no reason to suspect that their principal has been charged with or convicted of money laundering, terrorism or other crimes (whether in the United States or elsewhere); (iii) funds used for their purchase at the Auction are not connected with or derived from any criminal activity (whether in the United States or elsewhere); and (iv) items purchased by the Agent at the Auction are not being, and shall not be, transferred to or used in any jurisdiction in contravention of any

Sanctions or purchased or to be used in any way connected to the facilitation of breaches of applicable tax, money-laundering or anti-terrorism laws and regulations.

Compliance with Policies. Each bidder, Buyer, and other person attending or participating in an Auction further agrees to comply with all applicable policies and procedures Gooding Christie’s may communicate from time to time, including any posted signage.

No Photography. Without limiting the generality of the foregoing, each bidder, Buyer and attendee agrees that: (i) they shall not conduct any photography, audio, video, or other recording or broadcast of any kind inside any bidding tent without an official Gooding Christie’s-issued press pass and an executed photography and video agreement; and (ii) any photography, audio, video, or other recording they capture outside the bidding tent is solely for their own personal use and shall not be redistributed or rebroadcast in any medium, nor used for any commercial purpose.

GOODING CHRISTIE'S AS AGENT FOR SELLER

All Lots in the Auction are offered by Gooding Christie’s as agent for the seller of the Lot (the “**Seller**”) and not on behalf of Gooding Christie’s. Gooding Christie’s shall not have any liability or responsibility for any act, omission, default or failure by any Seller.

DESCRIPTIONS OF PROPERTY

Any written or oral descriptions of the Lots or related information, including any published catalogue, Lot description or other Auction-related materials, postings, announcements, press releases, advertisements, bill of sale or invoice, or statements or affirmations made by or on behalf of Gooding Christie’s prior to or at the Auction, including any reference to a Lot as being a particular model, make, or type or the rarity or uniqueness or provenance thereof, are only statements of opinion and not statements of fact and do not, and shall not under any circumstances be deemed to, create or constitute representations or warranties of any kind by Gooding Christie’s or the Seller. Each bidder and Buyer hereby acknowledges and agrees that they are not entitled to rely, and they each agree not to rely, upon any of such descriptions, statements, affirmations, information or materials for any purpose, and that none of the foregoing are a part of the basis of the bargain of the purchase and sale of any Lot, nor do or shall any of the foregoing supersede or modify any of the General Conditions.

INSPECTION OF LOTS

Viewing Hours and Appointments. During viewing hours or by appointment (as applicable), bidders are provided an opportunity to inspect the Lots prior to bidding and are invited and strongly encouraged to conduct, and must solely rely upon, their own independent inspection and examination of any Lot and all matters relating thereto before placing any bid. Refer to the published event information, including the “Event Information” page on the Site, for the viewing hours and information for scheduling appointments.

Buyer Responsibility. Gooding Christie's has no obligation or responsibility, and does not assume any obligation or responsibility, to undertake an inspection of any Lot prior to the Auction. Bidders are solely responsible for inspecting the Lots prior to bidding (regardless of whether Gooding Christie's conducts its own inspection of the Lot) and satisfying themselves as to the condition of the Lots and all other matters relating to the Lots, including condition, title, importance, value, quality, authenticity, description (including the published Lot description), provenance and whether or not any Lot complies with any applicable federal, state or other laws or regulations of any kind, and to identify any repairs, restoration or replacement parts and to ascertain completeness. As the condition and other potentially relevant matters related to a Lot are not necessarily easily determined, and Gooding Christie's does not claim or possess any peculiar knowledge or experience in determining such matters and does not have access to relevant information, Gooding Christie's does not, and does not assume any obligation or responsibility to, undertake a level of inspection necessary to obtain or verify such information, including any published Lot description or other description or announcement or affirmation, and Gooding Christie's relies upon information provided by the Seller.

No Warranty on Condition. Gooding Christie's does not assume any responsibility to determine the condition of any Lot, and any condition report (and/or any other description or information provided relating to the Lot, including in the published Lot description, in any statement by any employee, officer, agent, or representative of Gooding Christie's, or in any other Auction-related materials) is not intended to and does not negate or modify the paragraph labeled "As Is – No Warranty" or any other provisions of the General Conditions, contains only statements of opinion and not statements of fact, and shall not be deemed to create representations or warranties of any kind. In no event shall Gooding Christie's or any of its directors, employees, officers, agents or representatives have any liability or responsibility for any matters relating to or arising out of such report and/or the condition of any Lot, regardless of the content or omissions of, or any errors in, the report. The absence with regard to a Lot of any mention of repairs, damage, replacement parts or restoration in any condition report, published Lot description or statements by Gooding Christie's shall not be deemed to mean the Lot is free of the foregoing, nor shall reference to any of the foregoing be deemed to exclude any others.

CERTIFICATE OF TITLE; REGISTRATION

Gooding Christie's makes no representation or warranty with respect to any existing certificate of title or registration with regard to any Lot. It is each bidder's and Buyer's responsibility to make their own independent investigation with regard to the title, including examining any and all documentation pertaining to the title or registration provided by the Seller and made available by Gooding Christie's prior to the Auction, and determining whether a Lot is or can be registered. Gooding Christie's does not guarantee or make any representation or warranty that any or all title or registration documentation will satisfy the requirements of any state in the United States or of any foreign jurisdiction, and Gooding Christie's shall not be liable under any circumstances with regard to whether or not such documentation is acceptable, complete or adequate, or otherwise in connection therewith. All such title documentation is provided by the Seller, and Gooding Christie's does not assume any responsibility or liability with regard to such title documentation or the quality or marketability of title to any Lot.

The Buyer of a Lot is solely responsible for complying with all registration requirements as to such Lot. Subject to the foregoing, for Vehicles purchased at any Live Auction held in

California or Online-Only Auction, Gooding Christie's will manage the title transfer process on the Buyer's behalf, send the Buyer the title by courier after the Auction and assess a documentation fee in the amount of \$80.00 per Vehicle. Upon receipt of such title, the Buyer is responsible for registering the Vehicle at its final destination.

ABSENTEE, TELEPHONE, AND ONLINE BIDDING

Generally. Subject to availability during the Auction and prior approval in Gooding Christie's discretion, with respect to one or more Lots as determined in Gooding Christie's discretion, Gooding Christie's, only as an accommodation and convenience, may offer absentee, telephone and online bidding to bidders who cannot attend a Live Auction, as well as absentee and telephone bidding to bidders participating in an Online-Only Auction. Telephone bids and the bidder's telephone conversation with Gooding Christie's employee, officer, agent or representative may be recorded, and by participating or bidding at the Auction by phone the bidder expressly consents to all such recording.

Bidding Increments. Bidding will be opened at a level determined by Gooding Christie's (via the Online Bidding System) or the Auctioneer, as applicable ("**Auction Conductor**"), and will generally advance in increments of approximately 10% or as may be otherwise set forth in notices posted by Gooding Christie's on the "Important Notices" or "Event Information" pages of the Site. Absentee, telephone or online bids that do not conform to these increments may be lowered to the next bidding increment as determined by the Auction Conductor. Gooding Christie's will attempt to execute absentee bids and any emergency covering bids for telephone bidding and online bids at the lowest price, taking into account reserves and bids from all other parties and determining bid precedence in the event of simultaneous or near-simultaneous bids. Each bidder also authorizes Gooding Christie's to bid on the bidder's behalf on the Lots specified up to the amount specified by the bidder.

Countdown Clock. With respect to any Lot in an Online-Only Auction, at least three minutes must elapse between placement of the final bid and the close of bidding. In furtherance of the foregoing, with respect to any such Lot, if a bid is placed with fewer than three minutes remaining on the countdown clock for bidding ("**Countdown Clock**"), then the bidding period will be extended and the Countdown Clock will be reset at three minutes, and such extensions will continue indefinitely until there is no more bidding activity on the Lot for a period of three consecutive minutes. The extension of any one Lot's closing time will not affect other Lots' closing times; therefore, in any Online-Only Auction, Lots may close out of numerical Lot order.

CURRENCY CONVERTER

Gooding Christie's may provide a currency converter during the Auction as an accommodation to bidders who wish to follow the bidding in foreign currencies, and any rates quoted or displayed are only indications of the conversion amount and shall not be relied upon by any bidder or Buyer for any purpose, including bidding. Gooding Christie's shall not be liable or responsible for any errors or omissions in connection with such currency conversions or rates, and the bidder accepts and assumes all responsibility and liability for any errors or omissions relating thereto and for calculating any conversion rates. Currency conversion rates may change from the time of bidding to the time of payment. All bids are made in and must be paid in U.S. Dollars. With respect to Online-Only Auctions, bids will display in U.S. Dollars only.

ESTIMATES

Estimates for the Lots published in any Lot description do not include the Buyer's Premium (as defined below) or any taxes, are only opinions, are prepared well in advance of the Auction, are subject to change, and may be amended either orally or in writing prior to or at the Auction. Estimates should not be relied upon, and each bidder and Buyer hereby agrees not to rely upon any estimate, as fact or a guarantee or prediction of the actual selling price or value of a Lot, and Gooding Christie's shall not have any liability with regard to any estimates under any circumstances.

RESERVES

Unless otherwise specified in the published Lot description or announced at the Auction, the Lots will be offered subject to a reserve, which is the minimum amount that the Seller is willing to accept with regard to the respective Lot. Reserves are confidential and will not exceed the low presale estimate. Gooding Christie's may act to protect the reserve by bidding through the Auction Conductor, which may open bidding below the reserve by placing a bid on behalf of the Seller, place bids on behalf of the Seller up to the reserve amount, place bids in response to other bidders or elect to withdraw the Lot from bidding if the opening bid is below the reserve. The Auction Conductor shall not be obligated to specifically identify bids placed on behalf of the Seller to protect the reserve nor will the Auction Conductor place a bid on behalf of the Seller at or above the reserve. Sellers may not bid on Lots they have consigned to Gooding Christie's without prior announcement at the Auction.

AUCTION CONDUCTOR'S ROLE/BIDDING DISPUTES

Generally. The Auction Conductor has the absolute right and ability to refuse any bid or to split or advance bidding in any increments, regardless of any increment parameters set forth in the published Lot description or otherwise. The Auction Conductor makes the final determination about the validity of any bid, any error relating to bidding or any bid (including error by the Auction Conductor or Gooding Christie's), or any dispute between bidders, whether bids are made in person, through an agent or representative, by absentee bid, by telephone bid, by online bidding, or by otherwise attending or participating in the Auction. The Auction Conductor has the absolute right and ability to choose to continue bidding, refuse a bid, cancel a bid, determine the successful bidder (including in the event of simultaneous or near-simultaneous bids), withdraw a Lot, reoffer a Lot, reopen bidding or restart the bidding, as the case may be, including in the event of concern, error, dispute or doubt with regard to any bid or bidding. In any dispute, Gooding Christie's records (including the records of the Online Bidding System, as applicable), in each case whether audio, visual or written, are conclusive.

Buyer's Premium; Taxes. Bid amounts, including the amount of any winning bid or final bid price, do not include the Buyer's Premium (as defined below) or any taxes.

Bids Are Final. Each bid is final, binding, and irrevocable, and bidders may not change, retract or rescind any bid once made.

THE BUYER

Binding Contract. The buyer ("**Buyer**") is the highest bidder acknowledged by the Auction Conductor and accepted by Gooding Christie's, subject to the reserve, if any, and the terms of the General Conditions. The fall of the Auctioneer's hammer (with respect to Live Auctions)

or the moment when the Countdown Clock reaches zero (with respect to Online-Only Auctions), as applicable (the "**Fall of the Hammer**"), marks the acceptance of the Buyer's bid and a contract of purchase and sale is made between the Buyer and Seller. Gooding Christie's is not a party to the contract of purchase and sale and Gooding Christie's shall not be liable or responsible for any breach or default of such contract by either Buyer or Seller. All sales are final.

Risk of Loss. Upon the Fall of the Hammer, the Buyer is thereupon responsible for and assumes all risk of loss or damage to such Lot. Gooding Christie's, its employees, officers, directors, agents and representatives shall not be liable for any loss or damage to or any loss or damage caused by any Lot at any time.

Confirmation of Purchase. With respect to Live Auctions, immediately following the Fall of the Hammer, any Buyer that is physically present at the Auction shall be required to execute a Confirmation of Purchase, which confirms Buyer's purchase of the Lot as announced by the Auctioneer.

BUYER'S PREMIUM

In addition to the final bid price, the Buyer is required to pay Gooding Christie's a percentage of the final bid price, which Gooding Christie's retains (the "**Buyer's Premium**"). Gooding Christie's Live Auctions in the U.S. and Online-Only Auctions will have the following Buyer's Premiums:

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

PAYMENT

Purchase Price. The purchase price to be paid by the Buyer is, and the Buyer acknowledges it is responsible for and agrees to timely pay, the sum of the final bid price (the highest bid acknowledged and accepted by the Auction Conductor), plus (i) the Buyer's Premium and (ii) all applicable state and local sales and/or use taxes and license fees (such taxes and fees to be determined by Gooding Christie's in its sole discretion) (collectively, the "**Purchase Price**").

Payment Terms. Payment of the full Purchase Price is due to Gooding Christie's no later than the Wednesday following completion of the Auction by (x) 5:00 pm local time of the Auction location with respect to Live Auctions or (y) 5:00 pm Pacific Time with respect to Online-Only Auctions.

Late Payment Fees. Gooding Christie's and/or the Seller reserves the right to charge interest to the Buyer of up to a maximum of 18% per annum (or the maximum rate permitted by law if less than 18%) on any portion of the Purchase Price if the Buyer does not make timely payment of the Purchase Price when due under these Conditions of Sale. Such interest shall be calculated from when the Purchase Price (or any part thereof) became due, until it is paid.

Other Amounts. In addition, the Buyer acknowledges it is responsible for, and agrees to timely pay, (a) any and all costs and expenses incurred on behalf of the Buyer and/or as a result of

the Buyer's failure to timely and fully comply with the General Conditions, including removal, transport and storage costs for the Lot and taxes thereon and (b) all other amounts due and owing pursuant to the General Conditions.

Payment Method. All payments must be made by wire transfer, certified bank check, cashier's check or, with prior approval of Gooding Christie's finance department, personal or company check. Unless otherwise agreed to by Gooding Christie's in writing, Gooding Christie's will not accept payment of any portion of the Purchase Price from any party other than the Buyer.

Passage of Title. Title to a Lot does not pass to the Buyer until good and cleared funds in the amount of the full Purchase Price are received by Gooding Christie's.

PROMOTIONAL PRICING

Gooding Christie's may offer certain promotional pricing (including waiving certain fees) from time to time that differs from standard rates for registration and the like ("Promotional Pricing"), and may discontinue such Promotional Pricing at any time. Such Promotional Pricing is offered in Gooding Christie's sole discretion, and offering Promotional Pricing to one or more individuals on a particular occasion does not constitute a commitment to offer the same Promotional Pricing on any other occasion, or to any other individuals on any particular occasion.

COLLECTION, REMOVAL, AND STORAGE

Following the Auction, Buyer must remove all Lots from the Auction site, Gooding Christie's facility or other location as directed by Gooding Christie's (as applicable) at Buyer's risk and expense, no later than (x) 5:00 pm local time on the Wednesday following completion of the Auction with respect to Live Auctions or (y) 5:00 pm Pacific Time on the Friday following completion of the Auction with respect to Online-Only Auctions (or such other time communicated by Gooding Christie's to bidders and/or Buyers). If not removed timely by Buyer, in addition to any and all other remedies and rights Gooding Christie's may have, Gooding Christie's shall have the right (but not the obligation) to remove any Lot at Buyer's sole risk and expense and store it, at Buyer's expense, including removal, storage, transportation and handling expenses and costs and applicable taxes, at a third-party warehouse, and Buyer hereby grants Gooding Christie's an irrevocable power of attorney to remove and store such Lots at Buyer's expense. Except in Gooding Christie's sole discretion, no Lot shall be released to Buyer until Gooding Christie's has received payment in full, in good, cleared funds, of the Purchase Price for the Lot, and Buyer has fully complied with the General Conditions.

ROADWORTHINESS/COMPLIANCE

Notwithstanding any oral or written statement or description of any kind regarding any Vehicle, whether by or on behalf of Gooding Christie's or Seller, including in the published Lot description, all Vehicles are sold "as is" and only as collector's items and Vehicles may not be suitable for use on the road. The Buyer of any Vehicle who intends to use the Vehicle on the road is responsible for determining roadworthiness and for complying with all applicable regulations regarding title, registration, insurance, emission control and safety equipment and the Buyer assumes all risk of whether any such Vehicle will or does comply, and neither Gooding Christie's nor Seller shall have any liability or responsibility of any kind for failure to comply by or lack of roadworthiness of any Vehicle.

EXPORT PERMITS

The Buyer is responsible for determining whether or not an export permit is required to export a Lot and for obtaining and paying the costs of any permits or licenses necessary to export any Lot from the United States or any other country where it is registered and/or import it into any other country, and for the payment of any import duty that may be levied by the country of import. Gooding Christie's makes no representation or warranty of any kind with regard to whether or not any Lot can be exported or imported or the issuance of an export or import permit for any Lot.

DATA USE

Gooding Christie's will hold and process your personal information and may pass it to another "Christie's Group" company for use as described in, and in line with, our privacy notice at christies.com/about-us/contact/privacy (available also at goodingco.com/privacy) and if you are a resident of California you can see a copy of our California Consumer Privacy Act statement at www.christies.com/about-us/contact/ccpa (available also at goodingco.com/privacy). Christie's Group is Christie's International Plc, its subsidiaries and other companies within its corporate group, including but not limited to Gooding & Company, LLC.

COPYRIGHT

Gooding Christie's shall own the copyright in all photographs, videos, illustrations and written descriptions of the Lots created by or for Gooding Christie's. Without limiting the foregoing, Gooding Christie's shall have the right to use, publish, display and reproduce any and all of the foregoing for any purpose and in any media at its discretion at any time in any manner whether before and/or after the Auction, and no bidder or Buyer shall have any right, title or interest to any of the foregoing. Each bidder and Buyer agrees they will not use, reproduce or publish for any purpose any such photographs, videos, illustrations or written descriptions created by or for Gooding Christie's.

LIKENESS

Each bidder, Buyer, or other person attending or participating in an Auction or inspection grants all necessary rights to Gooding Christie's and agrees that Gooding Christie's has permission and license to use his or her likeness for television, video, online, social media, still photography and/or any other visual or audio recording, display, transmission, broadcast and/or publication for any and all purposes (including advertising and marketing), worldwide, at any time or times in perpetuity, including concurrent with and/or subsequent to the Auction or inspection, and waives all rights or claims (including residual rights and rights of privacy and publicity) that might arise from use of any attendee's image, voice, picture or likeness for any purpose, including at any future date, under all applicable laws, including common law or by statute.

GOODING CHRISTIE'S RIGHTS

Gooding Christie's reserves the right, in its sole discretion, to (a) withdraw any Lot at any time prior to or at the Auction, (b) postpone or cancel the Auction of any or all of the Lots for any reason, (c) reject or refuse any bid from any party before or during the Auction, (d) revoke any bidder's Paddle or otherwise withdraw Gooding Christie's permission for the bidder to participate in the Auction or use the Site or App, (e) terminate a registered bidder's bidding account, or (f) rescind or terminate any sale if Gooding Christie's determines in its sole discretion that it cannot complete the transaction for any reason, in which event Gooding

Christie's shall refund any payment by Buyer which has not yet been transferred to Seller, as well as any Buyer's Premium paid to Gooding Christie's, and Buyer shall have no further remedy of any kind against Gooding Christie's notwithstanding anything to the contrary in the General Conditions. Each bidder and/or Buyer agrees that Gooding Christie's shall not have any liability whatsoever to any bidder for exercise of any of the foregoing rights, or for any errors in execution or failure to execute any bid(s), regardless of circumstances or events of any kind.

NONCOMPLIANCE OF BUYER/REMEDIES

Remedies. If the Buyer or a bidder fails to comply with any of the General Conditions, including if a Buyer or bidder fails to timely pay the full Purchase Price and/or remove a Lot when and as required by these Conditions of Sale, the Buyer or bidder, as the case may be, shall be in breach and default of the General Conditions, and shall be liable to Gooding Christie's, and each bidder and Buyer agree that Gooding Christie's shall be entitled to recover from such Buyer or bidder, as the case may be, any and all damages, costs, expenses, fees (including attorneys' fees) and other amounts suffered and/or incurred by Gooding Christie's as a result of such failure to comply (including any such damages, costs, expenses, fees and other amounts suffered or incurred as a result of suit(s) by the Seller or other third parties). Further, in such event of a failure to comply, Gooding Christie's may, in its sole discretion, at any time and from time to time, in addition to all other available remedies under the General Conditions, at law and otherwise, and without any notice to such Buyer or bidder, take any one or more of the following actions to the fullest extent allowed by law: (a) hold the defaulting Buyer or bidder, as the case may be, liable for the Purchase Price, all other amounts due under the General Conditions, and all damages, costs and expenses suffered or incurred by Gooding Christie's and/or the Seller as a result of such default and failure to comply, including initiating legal action against the Buyer or bidder, including an action for specific performance; (b) cancel or rescind the sale; (c) resell the Lot(s) with or without reserve privately or at public auction, in which case the Buyer or bidder shall be liable for any deficiency between the Purchase Price and other amounts due under the General Conditions (plus all damages, costs, expenses, fees (including attorneys' fees) incurred by Gooding Christie's and/or the Seller as a result of noncompliance and all commissions, premiums and fees applicable to such resales) and the price received upon the resale; (d) remove or arrange for the removal and storage of the Lot at the sole risk and cost of such defaulting Buyer or bidder; (e) offset any sums due from Gooding Christie's to the Buyer or bidder against the Purchase Price and all other amounts due and owing by the Buyer or bidder under the General Conditions; (f) repossess the Lot(s) for which the Purchase Price or any portion thereof is unpaid, and resell such Lot(s) and apply the sale proceeds against amounts owed by such Buyer or bidder under the General Conditions; and/or (g) take any other action that Gooding Christie's in its sole discretion deems necessary or desirable, including any combination of the foregoing remedies.

Short Payments. If Buyer or bidder has purchased more than one Lot and Gooding Christie's receives less in payment than the total due for all Lots purchased, Gooding Christie's may apply the funds received toward payment of whichever Lot(s) it selects in its sole discretion, regardless of what the Buyer or bidder may or may not direct.

Security Interest. By registering to bid or by placing a bid at the Auction, each Buyer and bidder hereby agrees to grant Gooding Christie's, and Gooding Christie's shall be deemed to have, a first priority security interest in, and Gooding Christie's may retain as collateral security for

such Buyer's or bidder's obligations to Gooding Christie's, any Lot and any other property in Gooding Christie's possession owned by such Buyer or bidder and any and all proceeds (including proceeds as defined under the Uniform Commercial Code in effect in California), including insurance proceeds, of any of the foregoing. Gooding Christie's shall have all the rights and remedies provided to a secured party under the UCC and shall be entitled to file one or more financing statements as Gooding Christie's may desire, with regard to any and all such Lots and other personal property, and shall be entitled to sell any such property in Gooding Christie's possession and apply against the Purchase Price and other amounts due and owing by the Buyer or bidder the proceeds from such sale. If Buyer or bidder defaults and Gooding Christie's elects its discretion to pay the Seller a portion of the net proceeds due Seller with regard to the sale of the Lot, Gooding Christie's shall have all the rights and remedies of Seller against the Buyer or bidder, including the right to pursue the Buyer or bidder for all such amounts and any and all other amounts, damages, costs, fees and expenses as may be available under the General Conditions, at law, in equity or otherwise.

GOVERNING LAW; JURISDICTION

California Law. The Auction, the General Conditions and the relationship and rights and obligations of the parties shall be governed solely and exclusively by the laws of the state of California, without regard to such state's choice of law rules and regardless of where the bidder or Buyer is located or received any Auction materials.

Binding Arbitration. Each bidder and Buyer agree that any dispute (including any claim, counterclaim or other action) or controversy arising out of or relating to any of the General Conditions, the Auction or any Lot shall be brought and determined by arbitration in Los Angeles, California before one arbitrator. The arbitration shall be administered by JAMS pursuant to its Comprehensive Arbitration Rules and Procedures or pursuant to JAMS' Streamlined Arbitration Rules and Procedures. The determination of the scope or applicability of this Agreement to arbitrate shall be solely determined by JAMS. Judgment on an award may be entered in any court having jurisdiction. In the event that any party seeks relief under this Agreement in any venue other than through JAMS (including federal or state court), then the complaining party shall pay all of the costs, fees, including attorneys' fees, and expenses of the responding party. Each party shall pay its own proportionate share of arbitrator fees and expenses. The parties waive their right to a jury trial and the right of appeal. In the event that either files any claim against any shareholder, employee, officer, director, member, manager, representative, principal, or agent of the other party, then the parties hereby agree that any such claims shall also be subject to this dispute resolution section. Each bidder and Buyer, by registering to bid at or participating in the Auction (whether in person, through an agent or representative, by absentee bid, by telephone bid, by online bid, or by otherwise attending or participating in the Auction), and any person attending the Auction, hereby submits to the jurisdiction of state and federal courts in California.

Waiver of Service of Process. Each bidder and Buyer by registering to bid at or participating in the Auction (whether in person, through an agent or representative, by absentee bid, by telephone bid, by online bid, or by otherwise attending or participating in the Auction), and any person attending the Auction, hereby consents to waiver of service of process pursuant to California or federal rules of civil procedure, so long as notice is provided in English via Federal Express or similar courier, with copies via facsimile or e-mail.

BINDING ON SUCCESSORS

The General Conditions shall be binding on each attendee or participant, as the case may be, in the Auction, and each bidder and Buyer and Gooding Christie's, and their respective agents, heirs, executors, legal representatives, successors and assigns.

ATTORNEYS' FEES

If Gooding Christie's engages counsel to assist it to enforce any part of the General Conditions, with regard to any bidder, attendee, Buyer or other party, then such bidder, attendee, Buyer or other party, as the case may be, shall be responsible for all reasonable fees (including attorneys' fees), costs and all expenses incurred by Gooding Christie's (including costs and all expenses related to evaluating, analyzing, assessing, enforcing, preparing for and conducting litigation of any kind or nature), whether or not legal proceedings are commenced.

LIMITATION ON DAMAGES

Presentation of Claims; Exclusion of Certain Liabilities. BY ATTENDING OR PARTICIPATING IN THE AUCTION WHETHER IN PERSON, THROUGH AN AGENT OR REPRESENTATIVE, BY TELEPHONE BID, ONLINE BID OR ABSENTEE BID, EACH ATTENDEE AT THE AUCTION AND EACH BIDDER AND BUYER AGREES THAT (A) ANY CLAIMS RELATING TO THE AUCTION, SALE OF A LOT OR THE GENERAL CONDITIONS MUST BE FIRST PRESENTED DIRECTLY TO GOODING CHRISTIE'S BEFORE FILING A LEGAL ACTION AND (B) GOODING CHRISTIE'S SHALL NOT HAVE ANY LIABILITY TO ANY ATTENDEE, BIDDER, BUYER OR OTHER PARTY FOR INJURY OR DAMAGE OF ANY KIND RESULTING FROM OR RELATING TO THE NEGLIGENCE OF GOODING CHRISTIE'S OR ANY OF ITS DIRECTORS, OFFICERS, EMPLOYEES, AGENTS OR REPRESENTATIVES, ACTIVE OR OTHERWISE, OR RELATING IN ANY WAY TO ANY LOT(S) OR THE AUCTION OR ANY ACT OR OMISSION OF ANY OF THE FOREGOING, UNLESS GOODING CHRISTIE'S OR ITS EMPLOYEES, OFFICERS, DIRECTORS, AGENTS OR REPRESENTATIVES ARE GROSSLY NEGLIGENT.

Liability Cap. GOODING CHRISTIE'S SOLE LIABILITY AND DAMAGES, AND EACH ATTENDEE'S, BIDDER'S, BUYER'S AND OTHER PARTY'S SOLE AND EXCLUSIVE REMEDY, IF ANY, AT LAW, UNDER THE GENERAL CONDITIONS AND OTHERWISE AND ARISING OUT OF OR DIRECTLY OR INDIRECTLY RELATING IN ANY WAY TO THE AUCTION, ANY LOT(S) (INCLUDING ANY INABILITY TO DELIVER POSSESSION OF A LOT TO THE BUYER), THE GENERAL CONDITIONS OR OTHERWISE, ARE IN ALL EVENTS AND CIRCUMSTANCES LIMITED EXCLUSIVELY TO AND SHALL NOT EXCEED AN AMOUNT EQUAL TO THE BUYER'S PREMIUM PAID BY SUCH BUYER TO GOODING CHRISTIE'S WITH REGARD TO SUCH RESPECTIVE LOT, IF ANY, OR ADMITTANCE OR REGISTRATION FEES, IF ANY, PAID TO GOODING CHRISTIE'S BY THE RESPECTIVE BUYER, ATTENDEE OR BIDDER TO ATTEND AND/OR BID AT THE AUCTION, AS THE CASE MAY BE.

No Special, Indirect, Punitive, Consequential or Incidental Damages. THE AMOUNTS PAYABLE BY ANY ATTENDEE, BIDDER OR BUYER ARE NOT SUFFICIENT TO WARRANT GOODING CHRISTIE'S ASSUMING ANY RISK OF DAMAGES OF ANY KIND, INCLUDING CONSEQUENTIAL DAMAGES TO THE BIDDER, ATTENDEE OR BUYER AS A RESULT OF OR RELATING TO ANY NEGLIGENCE, BREACH OR FAILURE TO PERFORM BY GOODING CHRISTIE'S OR ANY OF ITS DIRECTORS, OFFICERS, EMPLOYEES, AGENTS OR REPRESENTATIVES. IN NO EVENT SHALL GOODING CHRISTIE'S OR ANY OF ITS DIRECTORS, OFFICERS, EMPLOYEES, AGENTS OR REPRESENTATIVES BE LIABLE FOR:

(I) ANY SPECIAL, INDIRECT, PUNITIVE, CONSEQUENTIAL OR INCIDENTAL LOSS, (II) ANY LOST PROFIT, (III) LOSS OF APPRECIATION, (IV) LOSS OF SALES OR BUSINESS, (V) LOSS OF OPPORTUNITY, (VI) LOSS OF OR DAMAGE TO GOODWILL, OR (VII) LOSS OF INVESTMENT, OF ANY KIND ARISING OUT OF OR DIRECTLY OR INDIRECTLY RELATING IN ANY WAY TO THE GENERAL CONDITIONS, THE AUCTION OR ANY LOT(S), REGARDLESS OF THE ACTS OR OMISSIONS OR FAULT OF GOODING CHRISTIE'S OR ANY OF ITS DIRECTORS, OFFICERS, EMPLOYEES, AGENTS, OR REPRESENTATIVES.

No Liability for Repairs, Restoration or Replacement. NEITHER GOODING CHRISTIE'S NOR THE SELLER SHALL BE RESPONSIBLE OR LIABLE FOR ANY REPAIRS, RESTORATION, REPLACEMENT OF PARTS OR ANY OTHER MATTER, COST OR EXPENSE RELATING TO ANY LOT, WHETHER BEFORE OR AFTER THE AUCTION, AND BY PARTICIPATING IN THE AUCTION EACH BIDDER AND BUYER EXPRESSLY WAIVES, AND AGREES THAT IT WILL NOT SEEK ANY RECOVERY FROM OR PURSUE ANY CLAIM AGAINST GOODING CHRISTIE'S OR THE SELLER, RELATING TO ANY OF THE FOREGOING, INCLUDING FOR REPAIRS, RESTORATION, OR REPLACEMENT OF PARTS. THIS NOTICE IS A PART OF THE GENERAL CONDITIONS AND IS NOT INTENDED TO LIMIT ANY OF THE OTHER TERMS OF SUCH GENERAL CONDITIONS.

“AS IS” – NO WARRANTY

“As Is – Where Is.” ALL SALES ARE “AS IS – WHERE IS” AND WITH ALL FAULTS. BIDDERS AND BUYERS ARE INVITED AND STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND EXAMINATION OF THE LOTS AND ARE SOLELY RESPONSIBLE FOR INSPECTING THE LOTS PRIOR TO BIDDING, AND SATISFYING THEMSELVES, AS TO THE CONDITION OF THE LOTS AND ALL OTHER MATTERS RELATING TO THE LOTS PRIOR TO BIDDING, INCLUDING ANY DESIRED OR NECESSARY REPAIRS, RESTORATION OR MISSING PARTS.

Disclaimer. NOTWITHSTANDING ANY LOT DESCRIPTION, AUCTION ANNOUNCEMENT, AFFIRMATION, ADVERTISEMENT, PRESS RELEASE, CONDITION REPORT, STATEMENT, ASSURANCE, OR PROMISE (VERBAL OR WRITTEN) BY OR ON BEHALF OF GOODING CHRISTIE'S OR ANY OF ITS EMPLOYEES, AGENTS OR REPRESENTATIVES, AND/OR SELLER, WHENEVER AND HOWEVER MADE, INCLUDING IN THE CATALOGUE, BILL OF SALE, TITLE DOCUMENTS, INVOICE OR OTHER WRITING, ALL SALES ARE MADE WITHOUT ANY REPRESENTATIONS OR WARRANTIES OF ANY KIND, AND NO LOT DESCRIPTION, AUCTION ANNOUNCEMENT, WRITTEN OR VERBAL INFORMATION, DESCRIPTION, POSTING, REFERENCE, ADVERTISEMENT, PRESS RELEASE, STATEMENT (VERBAL OR WRITTEN) BY OR ON BEHALF OF GOODING CHRISTIE'S AND/OR SELLER, WHENEVER AND HOWEVER MADE, IS INTENDED TO BE, OR SHALL BE DEEMED TO BE OR DEEMED TO CREATE, A REPRESENTATION OR WARRANTY OR ASSUMPTION OF ANY LIABILITY BY GOODING CHRISTIE'S OR SELLER. NEITHER GOODING CHRISTIE'S NOR THE SELLER MAKES ANY REPRESENTATION OR WARRANTY OF ANY KIND, EXPRESS, IMPLIED OR STATUTORY, AS TO TITLE WITH REGARD TO ANY LOT. FURTHER, REGARDLESS OF ANY ANNOUNCEMENT, STATEMENT, AFFIRMATION OR DESCRIPTION (WHETHER ORAL OR WRITTEN), NEITHER GOODING CHRISTIE'S NOR THE SELLER MAKES ANY REPRESENTATION OR WARRANTY OF ANY KIND, EXPRESS, IMPLIED OR STATUTORY, AS TO MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, CORRECTNESS, ACCURACY OR ADEQUACY OF ANY DESCRIPTION (INCLUDING THE LOT DESCRIPTION), PERFORMANCE, ROADWORTHINESS, CONDITION, AUTHENTICITY, QUALITY,

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Errors. NEITHER GOODING CHRISTIE'S NOR THE SELLER SHALL HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS, OMISSIONS AND/OR INACCURACIES IN ANY DESCRIPTION, ANNOUNCEMENT, POSTINGS, STATEMENTS, DOCUMENTS OR MATERIALS, INCLUDING IN ANY PUBLISHED MATERIALS, REGARDLESS OF WHEN MADE. EACH BIDDER AND BUYER ACKNOWLEDGES AND AGREES THAT THEY ARE NOT ENTITLED TO RELY AND THEY EACH AGREE NOT TO RELY, UPON ANY OF SUCH ORAL OR WRITTEN DESCRIPTIONS, STATEMENTS, ANNOUNCEMENTS, INFORMATION OR MATERIALS OF ANY KIND FOR ANY PURPOSE.

Absentee, Telephone and Online Bidding. WHILE GOODING CHRISTIE'S ENDEAVORS TO PROVIDE A SAFE, SECURE, AND FUNCTIONING AUCTION, THERE IS NO GUARANTEE OF THE CONTINUOUS OPERATION OF OR ACCESS TO THE AUCTION OR A BIDDER'S ABILITY TO CONNECT AND NAVIGATE THE AUCTION. BID UPDATE AND OTHER NOTIFICATION FUNCTIONALITY IS SUBJECT TO DELAYS BEYOND GOODING CHRISTIE'S CONTROL AND MAY NOT OCCUR IN REAL TIME. BIDDERS AGREE THAT THEY ARE MAKING USE OF ABSENTEE, TELEPHONE OR ONLINE BIDDING AT THEIR OWN RISK AND THAT SUCH FUNCTIONALITY IS BEING PROVIDED TO BIDDERS ON AN “AS AVAILABLE” AND “AS IS” BASIS WITHOUT ANY WARRANTY OR CONDITION, EXPRESS, IMPLIED OR STATUTORY. WITHOUT LIMITING THE FOREGOING, NEITHER GOODING CHRISTIE'S NOR ANY OF ITS EMPLOYEES, DIRECTORS, OFFICERS, AGENTS OR REPRESENTATIVES SHALL HAVE ANY LIABILITY OR RESPONSIBILITY OF ANY KIND IF GOODING CHRISTIE'S ELECTS OR IS UNABLE TO PROVIDE ABSENTEE, TELEPHONE OR ONLINE BIDDING, OR FOR ANY FAILURE TO RECEIVE OR EXECUTE SUCH BIDS FOR ANY REASON WHATSOEVER, INCLUDING ELECTRONIC, SOFTWARE, HARDWARE, TELECOMMUNICATION, INTERNET, CONNECTION, TRANSMISSION OR WI-FI FAILURES, DELAYS, DEFECTS, PROBLEMS OR ERRORS, OR FOR ANY ERRORS OR OMISSIONS IN CONNECTION THEREWITH, AND THE BIDDER ACCEPTS AND ASSUMES ALL RESPONSIBILITY AND LIABILITY FOR ANY ERRORS OR OMISSIONS RELATING THERETO OR FAILURE TO RECEIVE OR EXECUTE (INCLUDING TIMELY EXECUTION THEREOF) ANY BID REGARDLESS OF REASON, NEGLIGENCE OR FAULT. GOODING CHRISTIE'S DOES NOT REPRESENT OR WARRANT THAT ANY AUCTION PLATFORM, INCLUDING THE SITE, APP AND ONLINE BIDDING SYSTEM, WILL BE ERROR-FREE, FREE OF VIRUSES OR OTHER HARMFUL COMPONENTS, OR THAT ANY DEFECTS WILL BE CORRECTED. GOODING CHRISTIE'S RESERVES THE RIGHT TO SUSPEND OR TERMINATE ANY ASPECT OR FEATURE OF ONLINE BIDDING (INCLUDING ONLINE BIDDING IN ITS ENTIRETY) AT ANYTIME, WITH OR WITHOUT NOTICE. WITHOUT LIMITING THE FOREGOING, GOODING CHRISTIE'S MAY SUSPEND ACCESS TO ONLINE BIDDING TO CARRY OUT SCHEDULED OR UNSCHEDULED MAINTENANCE OR FOR ANY REASON OR FOR NO REASON AT ANY TIME.

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Bidders and Buyers agree to provide all information and assistance reasonably requested by Gooding Christie's to comply with Gooding Christie's Anti-Money Laundering processes and to comply with any and all Anti-Money Laundering laws and regulations.

MISCELLANEOUS

Headings are for ease of reference only and may not be used to interpret the substance of the section to which they apply. All uses of the word “including,” “include” and “includes” shall not be limiting, and shall be deemed to be followed by “without limitation.” If any term, provision, condition or covenant of the General Conditions or its application to any party or circumstance shall be held, to any extent, invalid or unenforceable, the remainder of the General Conditions, or the application of the term, provision, condition or covenant to persons or circumstances other than those as to whom or which it is held invalid or unenforceable, shall not be affected, and shall be deemed modified to the minimum extent to be valid and enforceable to the fullest extent permitted by law. In the event of a conflict between these Conditions of Sale and any other document constituting a part of the General Conditions, the Conditions of Sale shall prevail unless the other conflicting provision is more strict against the Buyer or bidder. Time is of the essence for bidders' and Buyer's performance under the General Conditions.

Except as otherwise expressly provided herein, no employee, officer, agent, representative or contractor of Gooding Christie's is authorized by Gooding Christie's to modify, waive or contradict any of the General Conditions. No act, omission, statement, promise, assurance or commitment of Gooding Christie's or any of its employees, officers, agents, representatives, or contractors shall be or be deemed to be, or operate as, a waiver or amendment of any of the General Conditions or of any of Gooding Christie's rights and remedies thereunder or constitute a representation or warranty of any kind and shall not have or be of any force or effect. Any statements, terms, conditions, representations or warranties relating to any Lot or the Auction not expressly set forth in the General Conditions shall not be, or be deemed to be, of any force or effect, regardless of how or when made.

FOR ONLINE-ONLY AUCTIONS: CONSUMER RIGHTS

If the Seller is a natural person or legal entity in the business of selling automobiles and acting for purposes related to such business (a “**Business**”) and the Buyer is a consumer that has a right of withdrawal against the Seller on the basis of EU consumer protection laws, then the Buyer may have an automatic statutory right to rescind the purchase of a Lot in an Online-Only Auction for 14 calendar days after the Buyer becomes responsible for taking possession of the Lot. Gooding Christie's reserves the right to make the reasonable determination as to whether a Seller meets the definition of “Business.” A Buyer who exercises the foregoing right to rescind is responsible for any and all expenses associated with the Lot, including transportation, duty, storage, insurance, and taxes. If the Buyer exercises this right, the Buyer bears all risk of loss, and is therefore advised to insure the Lot, until the Seller re-takes possession of the Lot.

FOR CALIFORNIA AUCTIONS: CALIFORNIA CAR BUYER'S BILL OF RIGHTS

Pursuant to California law, Gooding Christie's offers any Buyer who purchases a used Vehicle for less than \$40,000 at Auction the option to purchase a two-day cancellation option agreement, subject to statutory conditions. There is no cooling-off period unless the Buyer obtains a contract cancellation option agreement.

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Lots: 102, 136, 149, 150, 178

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Lots: 125, 148

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Lots: 32, 33, 34, 38, 40, 48, 103, 109, 117,
118, 119, 134, 139, 141, 142, 147, 152, 154, 157,
162, 166, 167, 168, 170, 174

MATHIEU HEURTAULT

Lots: 32, 33, 34, 39, 48, 116, 128, 129, 145

JOSH HWAY

Lots: 35, 36, 101, 104, 106, 110, 112, 113, 114,
115, 120, 122, 124, 132, 146, 153, 155, 157, 158,
164, 165, 166, 173, 176, 179

PETER KAPPEN

Lot: 125

MIKE MAEZ

Lots: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14,
15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26,
27, 28, 29, 52, 53, 54, 55, 137, 153, 155, 156,
158, 159, 160, 161, 163, 164, 165, 166, 169,
180

JUAN MARTINEZ

Lots: 105, 108, 121, 144, 175

ANNA MCGRATH

Lots: 30, 107, 111, 130, 138

TOM MCNULTY

Lot: 143

JOSH SIKORA

Lot: 49

PETER SINGHOF

Lot: 126

JOSHUA SWEENEY

Lots: 31, 37, 41, 42, 43, 44, 45, 46, 47, 50,
51, 127, 131, 133, 135, 140, 151, 177

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LOT 139 | 1961 FIAT-ABARTH 1000 GT BIALBERO

INDEX



YEAR	VEHICLE	LOT #	YEAR	VEHICLE	LOT #	YEAR	VEHICLE	LOT #	YEAR	VEHICLE	LOT #
1966	Abarth 1300 OT Periscopio	162	1951	Ferrari 212 Export Spider	128	1969	Lamborghini Miura P400 S	141	2009	Porsche 997 GT2	113
2005	Acura NSX-T	107	1955	Ferrari 750 Monza	129	2001	Lamborghini Diablo 6.0 VT Coupe	137	2016	Porsche 911 R	143
1932	Alfa Romeo 6C 1750 Series V Gran Sport	157	1960	Ferrari 250 GT SWB California Spider	145	2012	Lamborghini Gallardo LP 550-2	176	2017	Porsche 991 GT3 Cup	161
1954	Alfa Romeo 1900C SS Coupe	173	1963	Ferrari 250 GT Lusso	134	2016	Lamborghini Aventador Superveloce LP 750-4	120	2018	Porsche 911 Turbo S Exclusive Series Coupe	130
1964	Alfa Romeo Giulia TI Super Berlina	156	1964	Ferrari 275/330 GTC Prototipo	151	1974	Lola T294	159	1989	RUF 928R	171
1968	Alfa Romeo Giulia Sprint GTA 1300 Junior Stradale	166	1967	Ferrari 275 GTB/4	122	1957	Mercedes-Benz 300 SL Gullwing	150	1997	RUF BTR II	123
1971	Alfa Romeo Tipo 33/3	165	1967	Ferrari 330 GT 2+2 Series II	108	1959	Mercedes-Benz 300 SL Roadster	118	2001	RUF RGT	116
1973	Alfa Romeo Montreal	168	1972	Ferrari 365 GTB/4 Daytona	132	1969	Mercedes-Benz 280 SL	111	2016	RUF Turbo Florio	138
2017	Aston Martin V12 Vantage S Roadster	106	1972	Ferrari Dino 246 GT	147	1989	Mercedes-Benz 560 SL	178	1965	Shelby 289 Cobra	125
1967	Austin Mini Cooper 1275 S	152	1974	Ferrari Dino 246 GTS	117	1992	Mercedes-Benz 500E	136	1998	Subaru Impreza 22B STi	177
1955	Austin-Healey 100S	154	1983	Ferrari 512 BBi	174	2001	Mercedes-Benz SL600	102	1966	Sunbeam Tiger Mk I	109
1956	Austin-Healey 100M	170	1986	Ferrari 328 GTS	180	1959	MGA Twin-Cam Roadster	144	1956	Talbot-Lago T14LS Sport Coupe	112
1989	Bentley Continental Convertible	105	1986	Ferrari 412	121	1977	MV Agusta 750 S America	164	1952	Vincent Series C Black Shadow	153
1980	BMW M1	135	2001	Ferrari 550 Maranello	140	1961	OSCA 1600 GT Coupe	126			
2025	BMW Alpina B8 Gran Coupe	149	2002	Ferrari 575M	175	1959	Porsche 356 A Coupe	142			
2004	Carbir Sports 2000	169	2020	Ferrari GTC4 Lusso	163	1965	Porsche 356 C Coupe	103			
1960	Chevrolet Impala Convertible	179	2022	Ferrari F8 Spider	115	1972	Porsche 911 2.4 S	146			
1962	Chevrolet Impala 409 Convertible	104	1968	Fiat Dino Berlinetta Speciale	131	1979	Porsche 930	133			
1963	Chevrolet Corvette 327/340 Split-Window Coupe	127	1961	Fiat-Abarth 1000 GT Bialbero	139	1993	Porsche 968 Turbo S	148			
2007	Chevrolet Corvette Pratt & Miller C6RS	101	1966	Ford Mustang by Revology	160	1996	Porsche 993 Carrera	110			
2023	Chevrolet Corvette Z06 Convertible 3LZ	114	1950	Jaguar XK120 Alloy Roadster	124	1996	Porsche 993 Carrera Cabriolet	119			
1971	Ducati 350 Desmo 'Silver Shotgun'	158	1991	Jaguar XJR-15	167	2005	Porsche Carrera GT	155			



LOT 122 | 1967 FERRARI 275 GTB/4



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