

Greenwich Concours d'Elegance Auction

Sunday June 2,2013 at 9.30am & 12.30pm Roger Sherman Baldwin Park Greenwich, Connecticut

Greenwich Concours d'Elegance Auction

Sunday June 2, 2013 9.30am Automobilia 12.30pm Motorcars Roger Sherman Baldwin Park Greenwich, Connecticut

Preview & Auction Location Inquiries

Roger Sherman Baldwin Park 100 Arch Street Greenwich, Connecticut 06830

Saturday June 1, 10am to 5pm Sunday June 2, Motorcars only from 9.30am to 12.30pm

Sale times

Automobilia 9.30am Motorcars 12.30pm

Bids

+1 (212) 644 9001 +1 (212) 644 9007 fax

For inquiries and bids from 2pm Thursday May 30 to 11am Monday June 3 +1 (203) 717 0076 +1 (203) 717 0061 fax

Rupert Banner +1 (917) 340 9652 rupert.banner@bonhams.com

Evan Ide +1 (917) 340 4657 evan.ide@bonhams.com

Eric Minoff +1 (917) 206 1630 eric.minoff@bonhams.com

Mark Osborne +1 (415) 391 4000 mark.osborne@bonhams.com

Jakob Greisen +1 (415) 480 9028 jakob.greisen@bonhams.com

General Information

Samantha Hamill +1 (212) 461 6514 +1 (917) 206 1669 fax samantha.hamill@bonhams.com

Automobilia Inquiries

Kurt Forry +1 (415) 710 1002 kurt.forry@bonhams.com

Sale Number: 21153 Lots 1 - 400

Automated Results Service +1 (800) 223 2854

Online bidding will be available for this auction. For further information please visit:

www.bonhams.com/greenwich

Please see pages 2 to 6 for bidder information including Conditions of Sale, after-sale collection and shipment.

Illustrations

Front cover: Lot 324 First session page: Lot 185 Second session page: Lot 370 Back cover: Lot 368

Admission to Preview & Auction

Bonhams clients may enter the Concours and Bonhams preview on Saturday June 1 by showing their catalog at the entry to the Concours. For clients without a catalog, entry to both venues is by purchase of a Concours ticket for Saturday only. Bonhams clients may enter the Concours and Bonhams auction on Sunday June 2 by showing their catalog at the entry to the Concours and at the Bonhams tent. For clients without a catalog, entry to the Concours is by purchase of a ticket and entry to the Bonhams auction is by purchase of a catalog only. One catalog permits two people entry.

CONDITIONS OF SALE - Motor Vehicles & Automobilia

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom it acts as agent.

1. Definitions

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

- 1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local or affiliated entity Bonhams may engage to assist with the Sale.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means the property purchased at the Sale by
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at the Greenwich Concours d'Elegance in Greenwich, Connecticut on Sunday, June 2, 2013.
- 1.11 'Seller' means the person who offers the Lot for sale.

2. Bonhams as Agent

Bonhams sells as agent for the Seller (except in limited instances where it may be selling a Lot as principal) and is not responsible for any breach or default by the Seller or the Buyer.

3. Currency Converter

Solely for the convenience of bidders, a currency converter may be provided at Bonhams' sales. The rates quoted for conversion of other currencies to U.S. dollars (or the currency in which the relevant sale is conducted) are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter.

4. Bonhams' Discretion;

Implementation of Reserves

4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.
4.2 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

5. Injury on Bonhams' Premises; Damage to Lots on View

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

6. Bidder Registration

No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'General Information'.

7. The Buyer

- 7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.
- 7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

8. Buyer's Premium

- 8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium of TEN PERCENT (10%) on the Hammer Price, together with any applicable sales or use tax and any fees or duty due on the Lot.
- 8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium of TWENTY-FIVE PERCENT (25%) on the first Fifty Thousand Dollars (\$50,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on the amount of Hammer Price above Fifty Thousand Dollars (\$50,000) up to and including One Million Dollars (\$1,000,000), and TWELVE PERCENT (12%) on any amount by which such Hammer Price exceeds One Million Dollars (\$1,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

9. Contract of Sale

9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.

9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

10. Payment

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer or debit

card in United States currency, no later than 1:00 p.m. local Eastern Time on Monday, June 3, 2013. Additionally, for purchases of Automobilia only, the Buyer may use a Visa, MasterCard, American Express or Discover credit or charge card for that purchase. Upon prior arrangement with Bonhams, Buyer also may pay by personal or business check with approved credit but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given buyer may be limited.

11. Removal of Lot

11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'General Information' portion of this Catalog.

11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'General Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. Risk of Loss or Damage to Lot

The Buyer shall be responsible for any loss or damage to the Lot from the time the contract of sale is made as described in paragraph 9.1, and neither Bonhams nor its employees or agents shall be liable for any loss or damage to or caused by all or any portion of the Lot from and after that time.

13. Vehicle Registration

Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.

14. Export License

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).

15. Non-Payment of Purchase Price

If the Purchase Price is not paid in full and/or the Lot is not removed in accordance with paragraphs 10 and 11 of these Conditions of Sale, Bonhams may, as agent for the Seller and for itself, as the case may require, in its absolute discretion, and without any notice to Buyer, exercise one or more of the following remedies, in addition to any other remedy it may have at law or in equity:

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;

 (b) Arrange for the removal and storage of the Lot at
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding

CONDITIONS OF SALE - Motor Vehicles & Automobilia

from the date the Purchase Price becomes due under these Conditions of Sale:

- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price:
- (e) Rescind the sale of the Lot to the Buyer at any time;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.

16. Absentee, Telephone and Online Bids

Bonhams will, if so instructed by prospective Buyers, execute bids on their behalf, provided that neither Bonhams nor its employees or agents will be liable for any neglect or default in doing so or for failing to do so. Without limiting the foregoing, Bonhams (including its agents and employees) shall not be responsible for any problem relating to telephone, fax, or other bids submitted remotely, including without limitation, any telecommunications fault or failure. By participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

17. Bonhams' Copyright

Bonhams shall have the right to photograph, reproduce photographs of, exhibit and describe the Lot. Buyer hereby grants to Bonhams the right to illustrate and photograph the Lot and to use Buyer's name in connection with the Lot. Bonhams shall own the copyright in all such illustrations, photographs and written descriptions of the Lot produced by Bonhams, and Buyer shall have no right, title or interest therein.

18. Miscellaneous

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California. Jurisdiction and venue for all dispute resolution shall be in New York City, New York or San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

Mediation and Arbitration Procedures

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties will equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be admissible in any subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or

procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service: (i) the arbitration shall occur within 60 days following the selection of the arbitrator:

(ii) the arbitration shall be conducted in the designated location, as follows: (A) in any case in which the subject auction by Bonhams took place or was scheduled to take place in the State of New York, the State of Connecticut, or the State of Florida, the arbitration shall take place in New York City, New York; (B) in all other cases, the arbitration shall take place in the city of San Francisco. California: and

(iii) discovery and the procedure for the arbitration shall be as follows:

(A) All arbitration proceedings shall be confidential; (B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences: (C) Discovery, if any, shall be limited as follows: (I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law; (D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days; (E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof. To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State and in other applicable jurisdictions and such other bonds as required by its licenses and permits.

18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled 'General Information', any Important Notices, and the bidder registration form referred to above and any other absentee or online bidding form (collectively, the 'Sale Documents') constitute the entire agreement among Buyer, Seller and Bonhams concerning their rights and obligations with respect to the subject matter hereof. Any agreements or representations respecting the Lot or its sale not expressly set forth in the Sale Documents shall have no effect, except for a subsequent written modification signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control. 18.4 The headings and captions used in this Catalog are for convenience only and shall not affect the meaning of the Sale Documents.

18.5 No act or omission of Bonhams, its employees or agents shall operate or be deemed to operate as a waiver of any of Bonhams' rights under the Sale Documents.

18.6 This agreement shall be binding on the parties, their heirs, distributees, executors, legal representatives,

successors and assigns.

18.7 Time is of the essence of this agreement.

19.AS-IS Disclaimer of Warranties and Limitation of Liability

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED. TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

If live online bidding is made available for this Sale, additional terms and conditions will apply to bidders participating in the Sale via Bonhams' live online bidding system, which supplemental online terms and conditions shall be deemed a part of these Conditions of Sale. Please see www.bonhams.com/WebTerms for more information.

GENERAL INFORMATION

Conditions of Sale & Disclaimer of Warranties

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

Admission to Preview and Auction

All Bonhams auctions are open to the public. The Bonhams viewing and auction, in conjunction with The Greenwich Concours d'Elegance, will be open to the paying Concours visitors free of charge on Saturday during the publicized viewing hours listed on Page 1 of this catalog. A Bonhams' Greenwich auction catalog will admit two (2) people on both Saturday and Sunday to the Greenwich Concours free of charge. A Bonhams' Greenwich auction catalog will be required for admission to the auction on Sunday, June 2. Please note that catalogs will not be sold at the Concours entry. If a client does not have a catalog prior to entry, then entry to the Concours is by purchase of a Concours ticket and Sunday entry to Bonhams tent is by purchase of a catalog only. Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

Auctioneer

Malcolm J. Barber of Bonhams, working in conjunction with Ted Tine Motorsports, LLC., CT dealer N2562.

Buyer's Premium

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR VEHICLE property the premium is 10% of the hammer price. For Automobilia and other Non-Motor Vehicle Property, the premium is 25% on the first \$50,000, 20% of the amount of the bid price above \$50,000 up to and including \$1,000,000.

IMPORTANT TAX AND REGISTRATION INFORMATION:

Buyers are required to pay any applicable import duty, sales or use tax, as the case may be.

All automobilia, if collected in Connecticut, is subject to a 6.35% Connecticut state sales tax unless the item is for resale. Please be prepared to complete a re-sale certificate.

All Automobiles are subject to a 6.35% Connecticut sales tax. An additional .65% sales tax rate is imposed on the full sales price (hammer and premium combined) of any automobile that costs more than \$50,000.00. The sales tax is imposed unless you fall under one of the two categories:

- 1. You are a licensed Automobile Dealer. You will be required to supply a copy of your dealer's license and complete a Connecticut resale certificate.
- 2. You are an out of state resident. You will be required to complete Certificate-125 'Sales and Use tax Exemption for Motor Vehicle or Vessel Purchased by a Nonresident of Connecticut'. A copy of your driver's license will also be necessary.

Buyers who take or accept delivery of lots in Connecticut or who have or will register a motor vehicle lot in Connecticut (including temporary registration) or who are residents of that state are required to pay Connecticut sales tax unless exempted by law. Purchases picked up by an ICC licensed carrier and shipped directly to the following states will be subject to any applicable sales and/or use tax of such jurisdiction, unless exempted by law: Arizona, California, Colorado, Connecticut, Georgia, Illinois, Massachusetts, Nevada, New York, Pennsylvania, Texas, Washington D.C., and Washington state. Buyers

who hold valid resale certificates for applicable states must file a copy with the cashier prior to or at the time of purchase. Any purchases picked up by a non-ICC licensed carrier would be subject to the same rules as apply to purchases picked up in Connecticut.

Please note that Bonhams is registered as an Automobile dealer in the states of Arizona and California. Any automobile sold to a resident in those states is subject to sales tax, license and documentation fees. Exemptions from sales tax, licenses and documentation fees will be subject to the timely receipt of documentation acceptable to Bonhams as determined in its sole discretion.

Connecticut Vehicle Registration:

For any vehicle purchases that will be registered in the State of Connecticut, the following procedures and fees will be applicable:

- Our appointed dealer, Ted Tine Motorsports, LLC will assist you with the registration.
- Your new car must be transported on a flat bed to your local CT DMV at your cost (Bonhams is able to assist you with organizing the transport) and will be met by our dealer representative, Ted Tine Motorsports, LLC, who will then oversee the VIN and DMV registration.

Your car will then be returned on the flatbed truck and your registration certificate will arrive in due course.

Fees for Registration:

- Conveyance fee to Ted Tine Motorsports, LLC
- Registration fee (dependent on county)
- Sales Tax this is payable on the sale date as follows:
- 6.35% of the total purchase price (unless you are a licensed dealer)
- 7% of the total purchase price (hammer and premium combined) on any automobile that costs more than \$50,000.00 (Unless you are a licensed dealer)
- Payment can be made by check payable to Ted Tine Motorsports, LLC or by wire transfer to Bonhams (as per the wire instruction in the catalog)

It is the responsibility of the buyer to carry out inspection of motor vehicle lots as the buyer deems necessary prior to bidding. Motor vehicle lots are sold as collector's items and not for any particular purpose, including as suitable means of transport. Motor vehicle lots are typically of some age and may include refurbishments, repairs and replacement parts, the condition of which may be difficult to establish. Bonhams necessarily relies on information, including information regarding the lot's condition, authenticity and provenance, provided by the seller and cannot undertake a level of inspection of the vehicle to establish whether or not the vehicle corresponds to any description provided in the catalog or otherwise.

***This auction is conducted under the authority of the Connecticut Department of Motor Vehicles.

Bidder Registration

To recognize bidders during the sale, all Intending buyers are required to complete a Bidder Registration Form giving full Identification and appropriate references before the sale which will enable them to bid by means of a number allocated to them. Bidders may wish to pre-arrange suitable check or credit approval, and we recommend you speak with Martin Romero at Bonhams' Cashiering office in San Francisco or with Paul Atterton at Bonhams' head office in London.

References

Prospective buyers in this sale should be prepared to supply bank references, in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 1pm on Monday June 3.

Estimates

Bonhams catalogs include low and high value estimates for each lot, exclusive of the buyer's premium and tax. The estimates are provided as an approximate guide to current market value based primarily on previous auction results for comparable pieces, and should not be interpreted as a representation or prediction of actual selling prices. They are determined well in advance of a sale and are subject to revision. Please contact us should you have any questions about value estimates.

Reserves

The seller may place a reserve on its property which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential. A ¤ symbol next to the lot number indicates a lot without a reserve.

Bidding at Auction

At Bonhams, you can bid in many ways: in person, by absentee bid, over the phone, or via Bonhams' online bidding facility. Absentee bids can be submitted in person, online, by fax or email.

A valid Bonhams client account is required to participate in bidding activity. You can obtain registration information online, at the reception desk or by calling our Client Services Department.

By bidding at auction, whether in person or by agent, by absentee bid, telephone or other means, the buyer or bidder agrees to be bound by the Conditions of Sale. We assume no responsibility for failure to execute bids for any reason whatsoever.

Lots are auctioned in consecutive numerical order as they appear in the catalog. The auctioneer will normally open the bidding below the low estimate and usually proceed in increments of around 10% of the bidding price. The auctioneer may vary the bidding increments and may split or reject a bid at his or her discretion. The auctioneer may also execute bids on behalf of the consignor up to the amount of the reserve, but never above it.

Absentee Bids

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9007 or to Bonhams in Greenwich, CT after 2pm on Thursday May 30 at +1 (203) 717 0061.

Telephone Bids

If you are unable to attend the sale and require additional flexibility over an absentee bid, Bonhams is pleased to offer a telephone bidding facility. Should you wish to bid by telephone please contact Bonhams Client Services for a form. Please note that we do not accept telephone bids for lots with a low estimate below \$500. Please contact Client Services to place an absentee bid.

Online Bids and Bidding

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com. In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/21153 or contact the Client Services Department to obtain information and learn how you can register and bid online.

Damage

Any viewer who damages a lot will be held liable for all damage caused and shall reimburse Bonhams or its agents for all costs and expenses relating to rectification of such damage.

GENERAL INFORMATION

Customs Duty

Customs Duty, calculated at 2.5% of the purchase price, and associated import fees are payable on all lots marked with a dagger (†). However, if the purchased lot is exported within certain criteria, the duty may be refundable.

Payment

Payment for purchased lots must be made no later than 1pm Monday June 3. Bonhams recommends anyone wishing to clear items immediately to pay by cash, certified check (bank draft) or debit card. Credit cards are accepted for Automobilia purchases; however, Bonhams no longer accepts credit card payment for Motorcar lots. Payment made by personal or business check may result in property not being released until purchase funds clear our bank. Bonhams is no longer offering its cash discount program.

For buyers wishing to pay by bank transfer, our bank details are as follows. Please include your client identification number:

City National Bank Federal Routing #122016066 150 California Street, San Francisco, CA 94111 Account #432742997 Swift Code: CINAUS6L

COLLECTION, REMOVAL, TRANSPORT & SHIPPING OF LOTS

Lots must be paid for and collected from the sale venue by 1pm Monday June 3. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

Bonhams will be accepting payment directly after the auction on Sunday evening and between 8.30am and 1pm on Monday June 3. Please note that we will close promptly at 1pm; therefore any payment and collection appointments will begin no later than 12pm on Monday June 3.

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be.

You may have an authorized agent collect your purchases as long as they are removed from the auction site *by 1pm Monday June 3*.

If Bonhams does not receive motor vehicle collection details from the buyer by 1pm on Monday June 3, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. Bonhams urges buyers to inquire in advance.

Please notify us of your collection plans upon payment.

It is the responsibility of the buyer to separately inform their shipper of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift and storage charges have been paid.

Buyers should satisfy themselves that they have collected all relevant log books, title documents and keys relating to their lot(s) at time of collection.

Domestic Motorcar Transport:

Passport Auto Transport, contact Mike Goforth +1 (800) 325 4267

International Motoring Transport:

CARS UK, +1 (415) 515 2270
Schumacher Cargo Logistics, contact Warren Barnes +1 (310) 626 7117

Automobilia Uncollected Lots,

Transport & Storage:

Uncollected automobilia lots will be removed to Bonhams' New York location for collection by buyer or third party agent. Larger lots that require more storage space may be removed to our storage partner location at Cadogen Tate Fine Art Storage Facilities in Long Island City, NY. Appointments for collection at the Long Island City location can be made with Client Services.

Please note that Bonhams NY does provide limited shipping services, or will work with your third party shipper of choice.

All removed lots are subject to an uplift fee and will not be available for collection after 1pm on Monday June 3 until Wednesday June 5 at 10am. Depending on the size and fragility of a lot, uplift fees will range from \$10 to \$100 per lot.

Storage charges will begin to accrue on Thursday June 6 and will be \$5 per day per lot.

It is very important that you give our Bonhams New York location 24 hours notice prior to collection of your property. Contact: +1 (212) 644 9001. 580 Madison Avenue, New York, New York 10022. Office hours for collection of property are 9am to 5pm Monday through Friday.

Greenwich Concours d'Elegance Directions, Map & Parking Instructions

DRIVING DIRECTIONS

From New England:

Take I-95 south to exit 3 - Arch Street. Turn left at the bottom of exit ramp for show field; either left or right for parking areas.

From New Jersey:

Tappan Zee Bridge onto Route 287 east, to I-95 north, to Exit 3 - Arch Street, in Greenwich. From George Washington Bridge, go directly on to I-95 north, to Connecticut; get off at Exit 3 - Arch Street, in Greenwich, Turn right at bottom of exit ramp for show field; either left or right for parking areas.

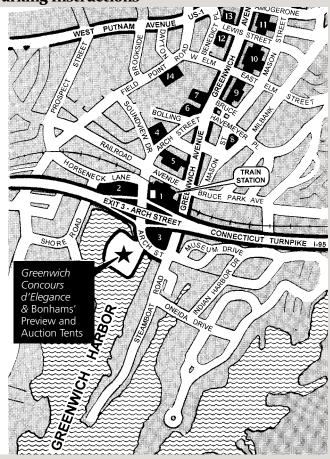
From Long Island:

Throgs Neck Bridge, onto I-95 north, to Connecticut; get off at Exit 3 - Arch Street, in Greenwich

PARKING

- Parking in street-level of multi-story parking garage of Greenwich Plaza buildings.
- through Parking in open parking lots throughout town.
 Parking on all levels of multi-story parking garage at Town Hall.

There is also on-street parking wherever permitted by posted signs. Museum Drive, Greenwich Avenue, and Steamboat Road have allowable street parking for cars.



Bonhams - Greenwich details

100 Arch Street, Greenwich, Connecticut

From 2pm Thursday May 30 to 1pm Monday June 3, we can be reached at either:

- +1 (212) 461 6514
- +1 (212) 644 9007 fax
- +1 (203) 717 0076
- +1 (203) 717 0061 fax

Bonhams is delighted to welcome clients and friends to the 2013 Greenwich Concours d'Elegance Auction.

Bruce Wennerstrom's Concours is now in its 18th year, and we congratulate him and his team on assembling both days of events on the field. Among featured exhibitions in 2013 will be a unique display by General Motors of all seven generations of Corvette, celebrating the 60th anniversary of the model.

This year, Bonhams is proud to present our largest offering of automobiles ever at this venue, with a diverse range of automobiles of every era of motoring and at most price points. This includes property from numerous prominent private collections in the Northeast.

Ready to be enjoyed this summer are exquisite examples of a number of classic sportscars, including Alfa Romeos, open and closed Aston Martin DBs, Jaguar E Types and XKs, Mercedes-Benz SL's, and MG's. For more light hearted fare, also included in this auction are a Good Humor Ice Cream Wagon, VW Bus, and Amphicar. For those wanting sports car speeds out on the water, there is even a period Hydroplane!

Feel free to cor inquiries in adv forward to assist forw

Pre-war automobiles are represented by Full Classics such as a '32 Lincoln KB and Cadillacs from '36 and '41. They are highlighted by our cover lot, the Supercharged Bugatti Type 43, while Bonhams' strong affinity for brass cars has enabled us to bring fine Cadillac, Mitchell, Pierce-Arrow and Winton also to the table.

We are grateful to the town of Greenwich and to the Connecticut Department of Motor Vehicle for their respective permissions to conduct the auction, as well as to Ted Tine, under whose dealer license the auction is operated.

Our team of specialists has tried to provide as much information as possible on the cars presented, but most will have additional images on the web page www.bonhams.com/greenwich, which we invite you to visit.

Feel free to contact any of our team with specific inquiries in advance of the auction. We look forward to assisting you and seeing you at the sale.

Rupert Banner Jakob Greisen Evan Ide Eric Minoff Mark Osborne David Swig Nick Smith Kurt Forry



The Didier Derauw Collection, to be offered at No Reserve. Lots 1-151

1^{II}

A lot of modern Michelin cardboard standup displays, together with tin painted, single-sided Michelin inflation chart. (4) \$75 - 150

2[¤]

A lot of three Michelin tractor tire signs,

single-sided porcelain shield sign, and a multicolored tin painted sign together with Michelin inflation chart. (3)

\$150 - 200

3[¤]

A lot of three Michelin tractor tire signs,

single-sided porcelain shield sign, and a multicolored tin painted sign together with Michelin inflation chart. (3)

\$150 - 200

4[¤]

A vintage single-sided porcelain Michelin tire sign, together with a tin painted Michelin inflation chart. (2)

together with a tin painted Michelin Inflation chart. (2

\$150 - 200

5¤

A lot of two French Michelin advertising signs,

both single-sided tin painted, one is a map of France and the other is a Bibendum on a yellow base with text. (2)

\$100 - 150

6[¤]

A pair of vintage Michelin tires signs,

single-sided porcelain, yellow text with the Bibendum graphic on blue base, some condition errors, together with a tin painted, embossed, yellow and orange, black text, some rust and wear with age. (2) \$100 - 200

7¤

A group lot of Castrol advertising signs,

comprised of a Castrol porcelain thermometer with missing thermometer, a single-sided porcelain Castrol sign red white and green branding together with an early cardboard, fold out, countertop display with a motoring scene. (3)

\$150 - 250

8¤

An early French Ford tin painted sign, c. 1915,

radiator graphic with text, some rust and wear from age.

\$150 - 200

a¤

And assembled grouping of tire advertising signs,

comprised of the two Englebert tin painted signs, a single-sided porcelain Japanese Bridgestone sign, together with a cardboard Dunlop countertop display. (4)

\$150 - 250

10[¤]

A mixed grouping of tire advertising signs,

comprised of a good year trucking illuminated wall sign, G 800 Grand Prix Goodyear cardboard sign, a double-sided Dunlop 'Dunpy' sign together with an unidentified Tin painted sign. (4)

\$150 - 250

11[¤]

An early Delahaye sign,

die-cut in the shape of a radiator double-sided tin painted, yellow text on blue base, some scratches and light general wear.

\$350 - 450

12[¤]

An assembled grouping of advertising signs,

comprised mostly of French advertising including a double-sided porcelain Leiss Ikon flange sign, double-sided porcelain Vines de la Craffe sign single-sided tin painted LeClare sign, a single-sided porcelain Kleber sign, and a single-sided tin painted Automobiline, together with a Piccadilly Circus single-sided porcelain London underground sign. (6)

\$300 - 400







































16

DEALER

ŠKODA

20











10 | Bonhams







26



28



29

13[¤]

A collection of automotive advertising signs,

comprised of a single-sided tin painted Automobiline, a double-sided porcelain Esso Extra mobile oil sign, single-sided porcelain LeClaire sign, a single-sided BO Mazout and a double-sided porcelain Huile Aeroil sign. (5) \$300 - 400

14[¤]

A single-sided porcelain 'Autocar Arret Transports Citroen' sign,

white text blue base, good overall condition, some wear around edge.

\$250 - 350

15[¤]

An assembled lot of French spark plug advertising signs,

comprised of a die-cut, single-sided tin Bougie sign, a heavy card Bougie Ponsot sign, an embossed single-sided tin KLG sign, a singlesided tin Eyquem thermometer together with a single-sided Automobiline sign. (5)

\$300 - 400

16[¤]

A Lancia sign,

heavy gauge plastic, white text with blue graphic, in good order.

\$150 - 250

17[¤]

An Automobile Club de L'Ouest sign,

single-sided porcelain with white and the red text on red base some condition issues together with a double-sided tin Union Française Compagnies Regionales Reunies sign, multicolored Litho, good general condition with some rust. (2)

\$250 - 350

18[¤]

A Mural-Koben sign,

a single-sided porcelain sign, advertising pistons, some loss and chipped porcelain.

27

\$200 - 300

19[¤]

A pair of Renault signs,

featuring a die-cut single-sided porcelain black text and graphic on yellow diamond, together with a Renault spares and service sign, singlesided tin painted with black and white text and graphics on yellow base, both with good overall condition, some rust and wear around edges. (2) \$300 - 400

20[¤]

A pair of foreign dealer signs,

comprised of a Skoda single-sided porcelain and they single-sided tin Hotchkiss, both in good order with minor rust on the edge of the Scotus sign. (2)

\$200 - 250

21[¤]

A large Mobiloil gargoyle sign, c. 1930s, single-sided porcelain, black and red text and graphic, some porcelain loss and wear to edges, 69x39in. over all.

\$500 - 700

22[¤]

A collection of gas and oil advertising signs,

comprised of a double-sided porcelain flange Shell sign, a single sided porcelain Sinclair gas pump face, a double-sided porcelain Veedol flange sign, and a double-sided tin painted Caltex sign. (4)

\$350 - 400

23[¤]

A double-sided porcelain shell flange sign, in good overall condition together with a spark plug thermometer sign and a BO Mazzout sign. (3)

\$200 - 300

24[¤]

A double-sided porcelain Peugeot sign, die-cut, cream text on blue base. Very good overall condition one side exceptional the reverse some chipping to porcelain, 39x19½in. \$350 - 450

25ⁿ

A single-sided porcelain Startoline sign,

black and white text and graphics on the yellow base, fine condition with minor chipping around grommet holes, 39x20 in.

\$400 - 600

26[¤]

A Peugeot Automobile sign,

die-cut, double-sided, porcelain, yellow text on blue base, some chipping to porcelain on either side, *53x27in*.

\$400 - 600

27[¤]

A set of exterior Gulf gasoline letters,

once illuminated, heavy gauge blue plastic letters, some wear from age. (4)

\$200 - 400

28ⁿ

An illuminated Schaeffer beer sign with a Lamborghini Muria.

\$75 - 150

29[¤]

An early Bosch service sign, c.1920s, original bracket and can, hand painted the logo and text on fiberboard, cracking to paint from weathered exposure, some damage to one side.

\$600 - 800





A Kervoline service station fire extinguisher cabinet, c.1930s,

tin painted cabinet on angle steel base, used for housing an extinguisher at the gas pump island in case of emergency, paint in rough condition with rust.

\$300 - 400

ี 2 1 [¤]

A Tolkheim Gulf branded gas pump, c.1950s, fully restored, has pump handle but no hose, in good order.

\$600 - 800

32°

A grouping of Champion spark plugs wall clocks,

comprised of a Spendia of Paris 1970s era race helmet, clock appears in good order together with a Champion wall clock, crack to face in the 3 o'clock position. (2)

\$150 - 250

33[¤]

A Mobiloil gargoyle branded shipping crate, wooden crate with stenciled logo and text dirt and general wear from age.

\$150 - 250

34^c

A Welch micrometer display, made of cast iron and cardboard in good condition, *34in. long*

\$100 - 200

35[°]

A Shell oil bottle station rack, c. 1920s, porcelain enameled, yellow graphic on red base, together with interior rack, 24x12x12in. \$300 - 400

36^D

A Startoline Service station oil bottle display, two Staroline signs on an elevated rack stand, some rust and wear, 18x22in.

\$300 - 400

37[¤]

A partial Michelin air compressor,

a cast-iron Bibendum sits on the compressor, some missing components together with an additional compressor with missing Bibendum and parts. (2)

\$400 - 600

38[¤]

A large rolling Michelin Man air compressor, c. 1920s,

in original condition, most elements intact and original, with some rust and wear from age and use.

\$2,500 - 3,500

39°

A lot of 3, 50s era girls bicycles,

comprised of a Columbia Rambler a Sears JC Higgins and the Viking, all appear in working order with rust and wear from use and age with the JC Higgins suffering the worst. (3)

\$400 - 600

40°

A lot of vintage luggage, c.1920s,

comprised of a wicker suitcase, black leather suitcase containing a vintage motoring lap robe, together with a Running-board toolbox. (4) \$100 - 200

41

A four person motoring picnic kit by Kirby Beard and Co. Limited Paris, c.1920s,

green leather exterior with brass locks, catches and handles, three rattan covered glass spirit bottles, silverware for four, silver-plated salt, pepper and condiment bottles, tin plates with gilt edges, two sandwich containers, three food tins, four wicker cased glasses, a porcelain butter and preserves container together with original dustcover, some wear to the leather exterior, could use a good cleaning, also has a cushion fitted for the top. 34 x 8 x 14in.

\$2,000 - 4,000

42[¤]

A vintage child size tractor with trailer, pressed steel tractor, original red and yellow paint with gray engine highlights, rubber tires dents and chipping to paint, general wear from use, 37in long.

\$100 - 150

43[¤]

A lot of two child's pedal cars, c.1930s, both pre-war examples, both cars experience wear and missing parts, good for restoration, 40 in. long.

\$300 - 500

44^r

A vintage child's rocket pedal car, c.1930s, pressed steel body and features, original red and white paint, dents and paint loss, good for restoration, 47 in long.

\$400 - 600

45[¤]

A child's pedal Vespa scooter, c.1970s, pressed steel body, appears in complete, original condition, chain driven pedal power source, vinyl seat, in good overall condition, *32 in. long.* \$250 - 350

46^c

A pre-war baby pram in the shape of a car, c.1930s,

constructed of steel, original paint and pin striping, appears to be complete general dirt and rust from age 43 in. long.

\$200 - 300

47^p

A child's Ferrari 375 F1 pedal car, c.1960s, pressed steel body, original paint and graphics, mostly intact with some condition errors. 45 in. long.

\$600 - 800







A childs Honda F1 pedal car, c.1960s, pressed steel body, original paint and graphics, appears complete with the exception of a windscreen and rear view mirror, general wear to the exterior paint from use and age, 47 in. long.

\$600 - 800

49[¤]

48[¤]

A child's Ferrari 375 F1 pedal car, c.1960s, pressed steel body, original paint and graphics, missing grille, exhaust and rear view mirrors, paint is rough with rust. 45 in. long. \$350 - 450

50[¤]

A Pines child's F1 pedal car, c.1960s, plastic red body, mostly intact with general wear from use and age, 38 in. long. \$300 - 500

51[¤]

A good Alfa Romeo pedal car, c.1959, pressed steel body with original red paint, appears complete with some scratches to exterior paint and wear from use, 55 in. long. \$800 - 1,200

52[¤]

A child's Ford GT 40 pedal car,

molded plastic body with orange flame job on yellow base, appears intact with the exception of a windscreen, used condition.

\$350 - 450

53¤

A Triang child's racing pedal car, c.1960s, pressed steel body, original paint and graphics, in used conditions with scratches and some rust appears complete, 46 in. long.

\$500 - 700

54[¤]

A vintage child's pedal car, pressed steel, red, general wear from use. \$250 - 350

55[¤]

An antique childs pedal car, pressed steel, red, general wear from use. \$250 - 350

56[¤]

A childs pedal car, pressed steel body, rough original paint. \$250 - 350

57[¤]

A vintage LeMans Ferrari 250 remote control car, c.1960,

minor use together with a Hasbro Amazamatics Ford Mark IV racecar in original box. (2) \$100 - 200

58¤

A vintage steeplechase game set,

possibly British, comprised of nine hand-painted lead horses and riders, a variety of obstacles, dice, leather cups and a felt playing surface in original box, appears to be missing one horse. \$250 - 350

59[¤]

An assembled transportation toy grouping, comprised of tin litho and plastic, various era race cars, towing, cars and trucks. (11) \$250 - 350

60[¤]

A Grand Prix toy grouping,

comprised of new old stock GP racing set in original packaging, three Caltex kiddy helmets and the blue child's helmet with the broken visor together with a model vintage racer.

\$150 - 300

61[¤]

An early Motorist tobacco humidor, Germany, c.1905,

stamped 8254K BB on bottom, depicts a male motorist in appropriate period headgear, hand painted with an additional stain added to achieve a dirty coloring effect, in good order, 3x4½in.

\$400 - 600

62[¤]

A Royal Doulton mug from the 'Motorist' line, c.1910,

Royal Doulton stamp on underside, scene entitled 'Deaf,' hand painted transfer print, in good order.

\$100 - 200

63ⁿ

A ceramic motoring candy container, a hand painted polychrome town car with chauffeur, roof doubles as lid, in good order, approximately 7x8in.

\$200 - 300

c 1º

A set of early motoring flower vases, German, c.1898.

bone china, a biscuit finish and stain with gilt highlights, both male and female motorist in late Victorian fashion, in good general order with the exception of a missing hand on the female. 6x8in.

\$400 - 600

65[¤]

An Art Nouveau Cherub and Goddess of Victory ceramic, Germany, c.1897,

china with underglaze stain and traces of gold luster, piece depicts a cherub chauffeuring the Goddess of Victory in an early motorcar styled after an early Panhard, approximately 9x9in. \$400 - 600













A motoring bunny egg cup, Germany, c.1902 ceramic with stain, *4x4in*. in good order, together with two children's plates with motoring scenes. (3)

\$350 - 450

67[¤]

A Mors racing car commemorative China bowl, St. Armand it Hammurabi stamp underneath, center of bowl has a graphic of the Mors racing at speed, light wear from age.

\$150 - 250

68[¤]

A collection of glass motoring items, comprised of an Apertif decanter with an acid etched race scene, French, c.1902, together with two gilt decorated candy jars one missing the lid. (3)

\$300 - 400

69¤

An assembly of glass motoring candy dishes, comprised of a tire shaped dish with lid has missing paint and is chipped, clear glass automobile with two separate containers the trunk and the roof as lids, together with a smaller pink glass ashtray. (3)

\$300 - 400

70[¤]

A lot of motoring desk accessories for smokers, comprised of 30s era Lancia cigarette dispenser made of hardwood, a French sedan cigarette dispenser made of alloy with rubber wheels, a glass Boyriven Art Deco ashtray and an alloy ashtray with a Brighton style car. (4) \$400 - 500

71[¤]

A collection of Victorian motoring desk items, comprised of a gilt inkwell, a brass inkwell and a Silvertone sewing box, one wheel separated from brass inkwell, others in good order. (3) \$200 - 300

An early motorist Weathervane,

pressed tin with a profile of an early car at speed mounted on a decorative arrow, 29 x 8 in.

\$500 - 700

73[¤]

A lot of vintage aviation items,

comprised of a Polychrome ceramic plane (with broken tail), a DC2 desk model, a leather cigarette pack holder with an embossed plane, together with a Mermoz book with illustrations by Geo Ham and a silver Herbert Hoover commemorative spoon. (5)

\$300 - 400

74[¤]

A grouping of decorative tins,

comprised of two cookie tins a yellow motoring scene and the green fighter plane together with a lithographed game tin with the 30s era racing car and boat racing graphics. (3)

\$300 - 400

75[¤]

A mixed grouping of collectible Grand Prix Automobilia,

with 60s era GP plaque desk piece, a wooden pencil box with the racing decal together with a 60s era alarm clock with racing scene on face in original box clock, by Jaz. (3)

\$150 - 250

76[¤]

A lot of two motoring mascots,

featuring a flute-playing Putti, mounted on a period radiator cap, together with a Fox mascot by LeJeune, chrome plated bronze mounted on custom base. (2)

\$300 - 500

77[¤]

A small pre-WWII live model steam engine, finally handcrafted with glass boiler tube, whistle, brass riveted boiler on a red painted iron display base, possibly German, *7in. long.* \$400 - 600

78[¤]

A pre-WWII small horsepower model airplane engine

two-stroke, brass carburetion, driveshaft, mounted on a steel display base, *11in. high.* **\$400 - 600**











78













86





88

85





90





79[¤]

An antique men's dressing kit,

leather case opens to reveal fitted interior items such as cologne bottles, mirror, buttonhook, nail file, toothbrush holder, hairbrush, clothes brush and comb.

\$75 - 150

80[¤]

A Zenith eight-day clock,

Tritium hands, Arabic numerals, brass body, rim wound with nickel bezel, secondhand at 6 o'clock position, face a bit dirty.

\$200 - 400

81[¤]

A mixed lot of glass bud vases,

various shapes and sizes and colors all with mounting brackets. (5)

\$200 - 300

82[¤]

A 1949 Le Mans 24 Hours by Roger Labric and Geo Ham,

signed by author, 1949, illustrations by Geo Ham, uncut pages, This book, issued by the A.C.O. it is a very detailed account of the 24 Hours races as held in the pre-WWII era (1923 -1939) including stats and reports on the drivers with countless illustrations and portraits by the fantastic artist, Geo Ham (Georges Hamel), some mild discoloration to book and pages from age otherwise in good order.

\$600 - 800

83[¤]

A mixed lot 24 Heures Du Mans collectibles,

comprised of a game in original box a collection of various photos in 1974 folder and early 1930s program with music a hand painted ceramic car and plate with others.

\$250 - 350

An Automobile Club Della Provincial D. Lucia Rallye plaque, 1959, bronze, in original box.

\$150 - 250

85[¤]

A lot of 1960s era A.V.D. rallye plates. tin pressed, in good order. (3)

\$300 - 400

86[¤]

A mixed groupings of vintage trophies,

featuring a 1952 silverplated, Dinard Concours Coupe Desprovanc, Coupe Des Alpes, together with a plated Art Deco's styled cup. (4)

\$400 - 600

A Marx walking Esso Tiger toy,

together with Esso advertising giveaways, lighters and keychains.

\$100 - 200

A mixed grouping of Michelin advertising collectibles,

together with a Caltex helmet and ceramic gas pump.

\$250 - 350



A Ford 1940s mechanical service training records,

featuring 10 records and 10 films with additional needles in original case. \$200 - 300

90[¤]

An assembled lot of vintage motor oil cans, comprised of three early French makes, 2 Huile Rigal and an Autol together with various others. (9)

\$350 - 450

91^c

A collection of collectible motor oil tins, featuring Author, Shell, Antigel, Mondialube and others. (8)

\$300 - 400

92

A 1935 German Olympics fund raising pin, blue cloisonné pin back featuring the Auto Union. \$100 - 150

93[¤]

A group of cloisonné radiator butterflies, some still in original box. (6) \$100 - 150

94

A grouping of automobile pins and medals, with Auto Club of France, Castrol lapel badge and others. (Qty)

\$75 - 150

95[¤]

A collection of Motorsport related medals, National Championship 1949 Italy Auto Club, Championship Euro 1957, Scella Nevea Cup 1952 and others. (Qty)

\$200 - 250

96

A grouping of good Motorsport medals, comprised of a Rallye Automobile Bruxelles 1935, Circuit Bugatti Le Mans 1969, Bugatti metal by Morlon, together with an unidentified plaque. (4)

\$200 - 250

97

A lot of two veteran car medals, a De Dion medal and a St. M 1906 medal. (2) \$300 - 400

98[¤]

Two English racing related items 1935 Ulster Tourist trophy pin and a 1960 BRDC flag Marshal armband. (2) \$100 - 150

99

A grouping of St. Christopher medals. (4) \$100 - 150

100^c

A group of five Belgian car badges. \$100 - 150

101

A grouping of boat racing regatta memorabilia,

with two plates and six badges. (8) **\$100 - 150**

102

Three electrical related car badges, together with a ski jumping badge. (4) \$75 - 150

103[¤]

Three veteran car related badges. (3) \$75 - 100

104[¤]

A lot of six French car badges. (6) \$100 - 150



A grouping of five aviation related badges together with one aviation pendent. (6) \$100 - 150

106[¤]

A collection of German and Swiss tourist badges,

some hand painted porcelain. (11) **\$150 - 200**

107[¤]

A Monaco badge,

together with two press badges with a ACM medal. (4)

\$100 - 150

108[¤]

A lot of six Monte Carlo badges, a 1955, (2)1987,1991,1992 and 1995 and a

pouch from 1978.

\$150 - 200

109[¤]

A lot of five German postwar Rallye badges. \$100 - 150

110[¤]

A lot of three German/Italian racing badges. (3) \$100 - 150

444

A group of six postwar rallye badges. (6) \$100 - 150

112[¤]

A collection of interesting car badges, mainly German. (10) \$150 - 200

113[¤]

Three dealership batches from Pierre Rose. (3) \$75 - 100

114[¤]

Two medical related car badges. (2) \$50 - 100

115[¤]

A lot of Five German and Dutch car badges. (5) \$100 - 150

116[¤]

A collection of seven French badges, and a 1952 Tour de France auto guide. (8) \$100 - 150

117[¤]

A Ferrari club of France medal, together with a Etancelin badge by Geo Ham, a Pur Sang badge and a Torino Rallye badge. (4) \$150 - 250







Two prewar German badges, c.1929, together with a ACCR badge and a small ADAC badge. (3)

\$150 - 250

119[¤]

A mixed grouping of various badges, two Swiss and others.

\$150 - 250

120ⁿ

A large grouping of tourist badges, comprised of many different Country's. (Qty) \$250 - 350

121[¤]

A group of 24 hour Le Mans badges, 1997 and (2)1986, one cloisonné, and a 1957 ACO Commisiare sash.

\$100 - 200

122[¤]

A mixed grouping of Ferrari a Abarth and Porsche decals,

together with three Veedol advertising flags. **\$75 - 150**

123[¤]

A 1948 Daimler sales brochure,

advertising the Green Goddess Cooper roadster together with Delage D6 brochure, and a 1928 Peugeot brochure. (3)

\$300 - 400

124[¤]

A lot of three early French car photos, \$100 - 200

125[¤]

A collection of contact prints of photos taken in France, c.1945,

includes Salons, Concours d'Elegances, Rallies etc. images contain many important coach built cars, together with some Michael Turner prints and G.P. postcards. (Qty)

\$150 - 250

126[¤]

An electrical training panel,

comprised of a hand turned electric generator, voltmeter, cut-off switches, a series of light sockets, Bell and generator, 25x15½in. \$150 - 250

127[¤]

An early radio controlled cabin speedboat, scratch built, wood construction, electric motor, appears mostly complete, some wear with age, together with display stand, 40in. long. \$400 - 500

128[¤]

A lot of three early French custom coachbuilder styling illustrations, c. 1905, \$150 - 250

























129

133

An early motoring seen by Paul Destez, "Voiture Sans Chevaux" (Car without horse,) signed, pen and ink, an illustration of a turn-of-the-century motorized carriage passing a horse-drawn carriage, artfully framed and glazed, 22x25in. overall.

130[¤]

A motoring scene by A. Labarthe, 1921, illustrates a limousine with a chauffeur, matted, framed and glazed, 25x22in. overall. \$400 - 500

131[¤]

A portrait of a gentleman and his roadster, c. 1914,

monochrome image, matted, framed and glazed, 16x21in. overall.

\$100 - 150

132[¤]

An early motoring illustration c. 1910, guash on artists paper, 15x18 in. \$75 - 150

133[¤]

An original Geo Ham race car illustration, features a Mazerati at speed, framed and glaze, 20x16 in.

\$400 - 600

134[¤]

An oil painting of a 1960s F1 car by D.Hyde, together with a painting of a young mechanic at work. (2)

\$100 - 200

135[¤]

Andrew Phillips: Lotus F1 at speed, signed, oil on artist board, framed, some scratches, 21x17in.

\$100 - 200

136[¤]

A lot of two early lithograph motoring scenes, Ernest Montaut, a hand colored lithograph, French, circa 1906, together with an early comical motoring scene. (2)

\$250 - 350

137[¤]

A comprised lot of French advertising signs, mostly cardboard together with some other decorative paper items. (Qty)

\$100 - 150

138

A lot of early French motoring lithographs. unframed, various sizes. (3)

\$100 - 150

139[¤]

A Ingenia paper model of a Bugatti railcar, clean, crisp paper, in good order.

\$75 - 100

140[¤]

A lot of two French advertising displays, 'Aviator Goggles,' 1930s countertop display featuring a Bugatti at speed, together with Rustines tire patch box. (2)

\$100 - 200



















149

141[¤]

A photograph of an early teens era race car driver.

monochrome image, framed and glazed, 10x12in.

\$75 - 150

142ⁿ

An original watercolor of stylized aviation

believed to be a modernist style poster proof for an early advertisement, 30x24in.

\$75 - 150

143[¤]

An artists lithograph impression of a crashed pilot rescued by an angel and Pegasus, signed, matted, 24x29in.

\$200 - 300

144[¤]

A French color painted motoring scene by

signed with artist stamp, gouache on paper, Renault style roadster and horse, 15x20in. \$400 - 500

145[¤]

ARK PLUGS

A motoring lithograph "Bloques" by Meunière, c. 1905,

illustrates an early car surrounded by sheep, paper is dirty and shows foxing, framed, glazed, 26x19in.

\$200 - 400

146[¤]

A large grouping of modern 24 hour Du Mans posters,

comprised of many years 1990 through 2000, together with a print of a winning Ferrari 250 signed by artist. (Qty)

\$200 - 300

147[¤]

A large board mounted photograph by Delourmel, c.1965,

photograph illustrates Ferrari 240 L being pushed off track, some water damage to the side, 40x26in.

\$100 - 150

148[¤]

A large board mounted photograph of the start of an early 1960s Le Mans.

monochrome image, some dirt and damage, 45x30in.

\$100 - 150

149[¤]

An original Bosch spark plugs racetrack banner, c. 1960s,

black banner with checkered flag and yellow text. \$250 - 350

150[¤]

A vinyl Ferrari hanging banner,

made by Italtriest, together with a checkered flag banner of the same dimensions. (2)

\$250 - 350

151[¤]

A quantity of new old stock spark plugs, comprised of in box, new examples of Bosch, Marchal, Floquet, and others. (Qty)

\$200 - 300









 154
 155
 156
 157







Accessories & Spares

152th

A pair of articulated spot lamps by Unity, suitable for a 1925 Chevrolet touring car, together with an additional lens, some wear with age but appears complete. (3) \$100 - 150

153[¤]

A Smiths 8 day dash clock,

white Arabic numerals and white hands, some wear to body from age and use.

\$100 - 150

154[¤]

A Jaeger Paris dash clock,

nickle bezel and beveled glass, aluminum housing, black Roman numerals, printed on the face Jaeger Paris Geneve, 2 Jours Fabrique En Suisse, some slight discoloration to face and pitting to bezel, 31/4in. bezel.

\$800 - 1,200

155[¤]

An Abercrombie & Fitch Autavia lap timer by Heuer, c. 1950s,

model 32AUT02F9C, this timer records hours on the bottom register at the 6:00 o'clock position; minutes on the top register in the 12:00 o'clock position; seconds by the center hand with a screw-on bezel, with flat glass crystal and incorporated the Valjoux 340 movement, 21/4x21/4in.

\$1,000 - 2,000

156[¤]

An early Stewart Warner tachometer from the 1910s or 20s,

together with cable, unusual early style suitable for fire wall mount or even motorcycle tank mount, in good order.

\$200 - 300

157[¤]

An Aneroid altimeter,

black face with black enameled brass case, appears to be in good order.

\$200 - 300

158[¤]

An assembled lot of Jaeger clocks and speedometers,

comprised of three 8 day clocks and an 85 MPH speedometer with re-settable mileage counter, all clocks appear to be in good order, speedometer has a cracked Chrystal and some paint peeling from the face. (4)

\$150 - 250

159[¤]

A NOS L'Autovox horn, a new, unopened crate.

\$800 - 1,200

160[¤]

A Robert Bosch horn and others,

light surface rust to Bosch horn, appears in good order, together with three hand held bulb horns. (4)

\$100 - 150

161ⁿ

An autojumblers lot,

comprised of two "Tubex" exhaust covers, a Marchal switch, an arrow shaped turn indicator and a tail light that reads STOP, together with a 30s era American make visor bracket and a large faced tachometer. (6)

\$200 - 300

162^D

A Packard tire gauge in original pouch, together with additional tire gauge. (2)

\$100 - 150

163[¤]

A set of Rotax brass lamps,

brass bodied, lenses intact, some condition errors, 6in. bezel. (2)

\$100 - 150

164[¤]

A set of Stromberg Motor Co. windshield wiper motors,

suitable for a Duesenberg, some condition errors, good for a restoration.

\$100 - 200

165°

A Tilt Ray head lamp, c. 1930s,

some condition to chrome finish, overall condition is sound and undented, *approximately* 13in. bezel.

\$100 - 150

166[¤]

A pair of Scintilla head lamps,

suitable for a Bugatti, unmatched lenses but intact, some wear and minor dents, good for a restoration. (2)

\$150 - 250

167[¤]

A Mercedes-Benz auxilary tool kit, 1960s-1970s.

An optional lubrication tool kit was offered by the dealer. This kit contained special oil drain plug tools, a special grease gun for the door hinges, and the very sought after Merceds-Benz engraved, chrome tire pressure gauge in a blue wooden and felt lined box.

\$75 - 100













A Tapley torque and gradient gauge, looks to be in unused original condition, mechanism is smooth and functional. \$100 - 200

169[¤]

A Bosch "A" coil,

used with Bosch dual distributors, bench tested and includes rare original key.

\$300 - 500

170ⁿ

A Duesenberg fuel pump,

appears nearly complete, three fuel pumps and two manifolds, dirty but sound, good for a restoration.

\$300 - 400

171ⁿ

An assembled lot of Offenhauser Indy car engine parts,

comprised of an unused rod, valve cover breathers, and other associated parts.

\$800 - 1,000

172ⁿ

An assembled lot of Bugatti wheel spares, includes a quantity of spokes and nipples, two wheel hubs, various nuts and bolts.

\$400 - 500

173ⁿ

A set of five 18" wire wheels appropriate for a Bentley 3 1/2 liter or small HP Rolls Royce. painted silver, in good order with older Dunlop tires. (5)

\$200 - 300



174[¤]

A set of NOS Marchal fog light lenses, 670/680/690,

5 inch diameter, in good order. (2) \$100 - 200

Automotive Art

A large quantity of NOS post cards from the Long Island Automotive Museum,

comprised of approximately 660 post cards together with a personalized letter from Henry Austin Clark Jr. and an invoice of the cards.

\$400 - 600

175A

American, 20th Century History of a Porsche Triptych

each panel signed and dated (lower left) mixed media on board, each panel 24 1/4 x 39in (61.5 x 99cm)

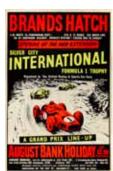
\$300 - 400

176[¤]

A large showroom display bronze of a "Spirit of Ecstasy" after Charles Sykes,

bronze, plaque on base reads "Spirit of Ecstacy" by C.Sykes, classically depicted woman with arms extending backward forming wings in the Art Nouveau manner, after the original by Charles Sykes (British, 1875-1950). Dark brown patination with gilt accents on arms, raised on circular, red marble base, Height 201/2in.

\$800 - 1,200



177

Michael Wright, "State Fair Dirt Track",

signed, mixed media, depicting Bill Cantrell blasting "Southern Star" past some backmarkers at an American oval track event in the late 1930's, mounted, framed and glazed, 17 X 12 inches.

\$2,000 - 2,500

178

Robert Carter, 'Auto Union V16,'

Artist Proof 3/25, Giclee on canvas, showing Hans Stuck in the 1934 record setting Auto Union at AVUS, 36 x 54in.

\$800 - 900

179

Robert Carter, 'Cisitalia D46,'

Artist Proof 1/25, Giclee on canvas, showing Felice Bonetto, 36 x 54in.

\$1,000 - 1,200

180

Robert Carter, London Grand Prix,

Artist Proof 1/25, Giclee on canvas, depicting a Maserati at speed on "London's own track" Crystal Palace Circuit, this event was cancelled due to the outbreak of World War II, 48x69in. \$1,100 - 1,200

181[¤]

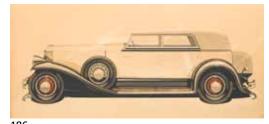
A limited edition Walter Gotchske print Grand Prix Of Monaco,

#271/500, signed, in original portfolio size envelope with embossed three pointed star, also in original cardboard packaging.

\$100 - 150







185 186 186



182[¤]

A Brands Hatch Formula 1 Silver City International poster, c.1960s,

bright and vivid colors advertising this British racing event, original fold lines, in good order, approximately 30x20in.

\$200 - 400

183[¤]

Danny Day, 'Ferrari Heritage,'

signed, Giclee print, limited edition 253 of 400, also autographed by Phil Hill and John Surtees. \$500 - 700

184[¤]

A good lot of Geo Ham lithographs,

lithographic print on paper depicting a bluehelmeted racing driver behind the wheel, together with a red helmet waring motorcycle rider, some foxing and yellowing to paper from age, 17½ x 25in.

\$300 - 400

185

Alfredo De La Maria: Old Sixteen, watercolor on artist paper, matted framed and glazed, approximately 22x25in. overall.

\$8,000 - 10,000

186

A set of early Frank Hershey styling illustrations of Pierce-Arrows,

one is signed Frank Hershey and the other is not, however, you can clearly see that their done by the same hand, both believed to be 1931 Pierce-Arrows with a custom coachwork design. Nice bold color remains with slight yellowing consistent with age, artistically mounted in a period 1930s frame. \$2,000 - 4,000

Automotive Books & Literature

187[¤]

A 1940 Buick Sales Catalog,

book of all body styles for the large 90 Series Buicks, in beautiful color.

\$75 - 150

188[¤]

A 1941 Lincoln Custom Hardbound car brochure,

hardbound, full-page color illustrations of the car models, interiors, and key features.

\$100 - 150

189[¤]

A 1930 Cord L29 sales brochure,

embossed front cover with Cord crest, string bound, non color catalog, 16 pages, the largest catalog printed for the Cord L29 and all models are shown. \$200 - 300

190[¤]

A lot of two Packard sales catalogs,

comprised of a 1938 Packard 12 & Super 8 Sales brochure spiral-bound, color catalog, contains excellent color illustrations of each model and several other noteworthy features, together with a 1930 Packard sales brochure.

\$300 - 400

191[¤]

A lot of two Cadillac sales brochures, comprised of a 1933 Cadillac V-16 sales catalog and a 1927 Cadillac sales brochure. (2)

\$300 - 400

192^t

A lot of three American Automotive brochures,

comprised of a 1932 Oldsmobile and a 1928-1932 Buick brochures. (3)

\$250 - 350

193[¤]

A Rolls-Royce Silver Wraith sales catalog. \$100 - 150

194¤

A 1929 Duesenberg Model J sales brochure,

staple bound, card covers, non-color brochure for the 1929 Duesenberg Model J. It shows six models including The Phaeton, Cabriolet, Five Passenger Sedan, Seven Passenger Sedan, Convertible Sedan and the Roadster, highlights many mechanical features and specifications, 26 pages.

\$250 - 350

195[¤]

A 1906 Stevens-Duryea sales hardbound catalog.

\$250 - 350

196°

A lot of two Lincoln V-12 sales catalogs, 1935-1936,

both contain colorful illustrations and technical information for both years. (2)

\$400 - 600

197[¤]

A lot of two Lincoln V-12 sales catalogs for 1933.

both well illustrated, covering the 136 and 145 models. (2)

\$300 - 400

198^t

A 1931 Cadillac LaSalle sales brochure,

sales folder, models are Five Passenger Coupe, Seven Passenger Sedan, All Weather Phaeton, Five Passenger Town Sedan by Fisher, Convertible Coupe by Fisher, and Roadster by Fleetwood.

\$175 - 225

199[¤]

A quantity of Automobile Quarterly,

an incomplete run from Vol. 4, No. 2 to Vol. 26, No. 4, various conditions. (Qty)

\$300 - 400

200

A Studebaker price list of parts model "35," card covers, staple bound, lists parts for this model year, in good order.

\$100 - 150

201[¤]

A lot of H.J. Mulliner Rolls-Royce and Bently portfolio brochures, c. 60s,

color illustrations for models such as Phantom V, Silver Shadow, Bently Saloon and others, together with an issue of Road and Track January 1957 and The Autocar.

\$100 - 150









213



214







218

202ⁿ

An Aston Martin DB6 saloon brochure, three page fold out, with color illustrations and technical data, together with a Jaguar XK-E 2+2 sales brochure, torn and inscribed, also with pages of an additional Aston Martin brochure. \$100 - 150

203[¤]

A lot of two 60s era Lamborghini brochures, 400 GT 2+2 together with a Muria P400, staple bound, both in Italian with full color photographs, good overall condition. (2) \$200 - 300

204[¤]

A lot of 60s era Maserati brochures. comprised of a Quattroporte, Mexico, Mistral, Sebring and Ghibli, all either staple bound or folded, full color illustrations and technical data on reverse, all in good order. (5)

\$400 - 600

205ⁿ

A lot of 60s era Ferrari brochures, comprising of a 330 GTS, a 1965 model year featuring the Berlintta 275/GTB,330gt, Spyder 275/GTS, a gifts and accessories catalog and a parts and Technical data booklet from FAF

motors, all with wear from use and inscriptions on pages. \$400 - 600

206th A Maserati Sport 300s sales brochure,

single sheet, monochrome 3/4 illustration of the 300s with technical data on reverse, in good order.

\$100 - 150

207ⁿ

A large grouping of Autocar magazine, condition varies together with motor exhibition catalogs dating back to 1929 and others. (Qty) \$100 - 150

208

A Library bound collection of Road & Track, complete from June 1947-August 1981, 32 Volumes

fine green leather bound with gilt lettering on spine and cover, all issues represented with interesting articles and advertising, in good overall condition and library kept. (32) \$2,000 - 4,000

Aviation Memorabilia

A propeller display, believed to be from a large scale model airplane. \$100 - 150

210

A Munk Aeronautical Laboratory Inc "FlexOprop" airplane propeller,

Patent 2484308, two-bladed, laminated wood construction with metal tipping, decal intact and propeller in good order. This unusual design of diagonal, scalloped wood lamination's allowed the propeller to change pitch in flight serving like an automatic modern prop, unique for the age of its design.

Stamped on side of the propeller is the letter 2 and TC 872 SER 214 74 L 63, length is 74in. \$650 - 850

Badges & Mascots

211[¤]

An Automobile Club Bahamas enamel car

chromed badge in six-color enamel, surmounted by enameled crown, depicting a galleon at sea, 5½ inches high.

\$1,000 - 1,500

212

An Austro-Daimler mascot, Austria, c. 1930, chrome-plated, arrow in circle design, mounted on a marble plinth, approximately 6in. high \$800 - 1,250

213

A 'Pélican' mascot after Maxine Laveriay, riveted alloy, nice Deco styling, displayed on an acrlic base, in as used condition, 63/4in. high. \$800 - 1,200

214[¤]

A frog pulling a snail shell mascot after

cast bronze, approximately 3in high. \$100 - 200

215[¤]

A Hispano Suiza 'Stork' mascot by F. Bazin, French, c.1920's,

marked F.Bazin, bronze, chrome plated, neck and legs slightly bent, approximately 43/4in. high. \$300 - 400

A Studebaker 'Goddess' mascot, 1931, zinc, die-cast and chrome plated, used on the President series, some wear to finish, mounted on a custom hardwood base, 9in. long. \$300 - 400

217[¤]

A Lincoln 'Greyhound' mascot, 1927-1933, manufactured by Gorham Siver Co. Brass, plated, 9in. long. \$250 - 350

218[¤]

A Pierce-Arrow 'Tireur d'Arc' mascot by W N Schnell, American, 1931-32, chromed, depicts a kneeling archer, approximately 6in. high. \$300 - 600













219[°] A Hispano Suiza 'Stork' mascot by F. Bazin, French, c.1920's,

marked F.Bazin, bronze, chrome plated, mounted on a custom display base, approximately 4¾in. high.

\$600 - 800

220

A stylized 'Pegasus' mascot by J. Martel, c. 1920s,

bronze silver plated, Martel's depiction of a 1920s Art Deco Pegasus, mounted on period style cap on marble display base, *9¼in. high overall.* \$5,000 - 7,500

221

A 'La Renomee' mascot for Ballot Moteur by Emile Edmond Peynot, French, 1923-1926,

the 'Trumpeting Angel' in nickel silvered bronze, depicting a nude holding a victory laurel garland and palm leaf, standing over a car engine and heralding its arrival, a fine and exceptionally rare mascot, this example has a 6cm diameter base and is the larger 13cm high version produced as a mascot from 1923-1926. Also comes with a lock integrated into the base with two keys and mounted on a custom marble base, minor repair where the horn meets the hand, approximately 7½in. high overall.

\$5,500 - 8,000

222

A rare 'La Rafale' mascot by M.Guiraud-Riviere, French, c. 1922/25,

signed on the base, nickel silvered bronze depicting a woman crouching forward with her hair blowing in the wind, winner of the Journal L'Auto Medal in 1922, mounted on a marble display base, 8in. high overall

\$8,500 - 12,000

223

A stylized 'man throwing discus' mascot by Mady, c. 1930s,

bronze nickel plating, the disc is a silver coin of St. Christopher, mounted on a marble display base, approximately 8½in. high overall.

\$3,500 - 4,500

224

A Steyr Automobiles 'Egyptian Goddess' mascot, Austrian, c. 1920s.

marked Weber and Ruhl, hollow cast in brass, chrome plated, in regal pose with arms folded, used for Austrian Steyr automobile, large size, originaly intigrated with soldered on cap, mounted on marble base, 8in. high.

\$3,000 - 4,500





225

A rare 'Lady with Garlands' mascot by Charles Sykes, British, c. 1920s, signed C. Sykes signature on base, bronze nickel plated, fine overall detail with pronounced wings and design to the edge of the skirt, mounted on original period style jeweled cap on marble display base, 12in. high overall.

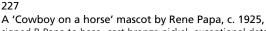
\$7,500 - 15,000

A fine and rare 'Eos Herald of Dawn' mascot, by Josephine Sykes, introduced 26th February, 1927,

signed 'J.Sykes 26.2.27' to edge of drape, Cire Perdue bronze mascot with fine detailing depicting an elegant female with arms outstretched, the drapes of her dress flowing in the wind, with plaque that reads Eos. Herald of Dawn. Royal Academy 1927 on turned wooden base and mounted on marble display stand, 111/2in. high overall.

\$18,000 - 28,000





signed R Papa to base, cast bronze nickel, exceptional detail of the classic cowboy with lasso on a bucking bronco, mounted on a period radiator cap and displayed on a marble base, 8½in. high overall.

\$6,000 - 9,000

228

An 'Indian on a Buffalo' mascot by Rene Papa, French, c. 1925, signed R.Papa to base, cast bronze, nickel finish, fine detail and incredible style, exciting depiction of an Indian chief attacking a running buffalo, mounted on period cap and displayed on a marble base, 8¾in. high overall.

\$6,000 - 9,000



230

229

A rare 'Gorgan - Medusa' mascot by G Poitvin for Hermes, 1920, finished in silver-plated bronze, with all registration numbers, the Syndicate des Fabricators de Bronzes, France and also the G.Poitvin sculptors name on the base, a very fine mascot depicting a draped nude kneeling on a rocky outcrop, originally offered exclusively by Hermes from their Paris showroom, 6½in. high.

\$5,000 - 7,500

230

A 'Vigil' mascot by G. Poitvin, French, c. 1924,

signed, cast bronze, silver plated, foundry marks for Contenot and Lelievre, and foundry seal "Syndicat des Fabr. de Bronzes, Unis France", also referred to as the "Pathfinder," depicting a naked cloaked man, seated on a rock and shading his eyes, made in France for Finnegan's for the British market and sold from the company's London showroom. and numbered 2503, 7in. high.

\$3,000 - 5,000



A fine 'Folie de la Vitesse' mascot by P de Soete, Belgian, 1921-1922, nickel silvered bronze marked P.de Soete, this *speed fool* is extremely finely detailed and in superb condition, with the foundry stamping mark to the side of the wheel, designed for the 1921 and 1922 Paris Auto Shows. WW 678. MA 399.mounted on an interesting granite and marble plinth, *11in. high overall*.

\$5,500 - 7,500

232

A Lucane 'Scarabée' mascot by E. Brégeon, c. 1920-25, signed E. Bregeon to base, bronze cast, beautiful specimen and very detailed with original patina, this mascot depicts a beetle with large pincers about to take flight, mounted on marble display base, *7in. wingspan.* \$4,500 - 6,500

233

A 'Witch riding Bat,' mascot by T. Swaffield Brown, British, c. 1911, solid copper, stamped T. Swaffield Brown 4/4/1911 on rear of wing, also marked 'W4&S' on bottom of mascot, belived to be a one-off original commissioned piece for royalty, extremely rare, mounted on marble display base, 8½in. wingspan.

\$15,000 - 20,000

234

A 'Lady on Wings' mascot by Jean Verschneider, French, c. 1930, signed, cast bronze, Frederich Goldscheider foundry mark #13 below Wing and Torso, superb quality, very rare, very detailed and very large, bronze with exceptional original patina, mounted on a marble display base, 12in. long.

\$7,000 - 12,000











A 'Cote' dAzure' statuette by Lalique, c.30s, stamped Lalique, brass, the same figure was produced by Lalique in glass in October 1922 to honor the Pullman Company, (or lounge cars) operated by the Compagnie Internationale des Wagons-Lits, mounted on green marble display base, approximately 7½in. high.

\$2,000 - 4,000

236

A extremely rare 'Pegasus with Mercury' by Rossi Engineering of Eastbourne, British, 1923,

hollow cast bronze, chrome plated, wired for illumination, mounted on marble display base, 9in. high overall.

\$4,500 - 6,500

Rossi engineering company of Eastbourne created expensive, high quality figureheads that rivaled Lalique in price. This particular piece retailed for 12£ in 1932.See Sulzberger and Sirignano Pg. 60, Figure #120.

237

A yellow tinted 'Longchamps' by Person Majestic Company, Worcester, Mass, c. 1930s, produced as an exact copy of the Lalique 'Longchamp', with original factory wooden base and I.D. Plaque, there is a hole in base for illumination, Person Majestic Company, Worchester, Mass. moulded on mascot, 9in. high overall.

\$3,500 - 4,500

238

A 17th century Gentleman 'Maurice' frosted glass mascot, c. 1930,

marked Maurice and Omnium Loynnais, Lyon, France, a frosted glass figure in clothes and hat, said by vendor to be a commissioned piece, mounted in original metal mount attached to period radiator cap on marble display base, approximately 9in. high overall.

\$3,000 - 4,000

239

A large and a small Breves Gallery replica new production mounts for Lalique mascots, made with stem and lock ring, stainless steel chrome plated, in as new, unused condition. (2) \$1,200 - 1,500

240

A 'Grande Libellule' glass mascot by René Lalique, French, 1928,

molded signature R.Lalique to side section above base, also etched R.Lalique, France to side of outstretched lower body, clear and frosted glass, first introduced on May 23rd, 1928, catalog number 1145, 8¼in. high.

\$9,000 - 14,000

241

A fine opalescent 'Sirène' by René Lalique, French, 1928,

opalescent glass mascot, 'R. Lalique' molded in relief in tail, first introduced in 1928, catalog number 831. approximately 4in. high.

\$4,500 - 5,500

242

A 'Chrysis' glass mascot with a blue/green patina by René Lalique, French, c. 1945, stenciled 'R. Lalique underside of base, stunning female nude leaning backward in detailed, fine satin glass finish, introduced 21 March 1931, catalog number 1183, 5 in. high.

\$4,000 - 6,000









243 An 'Archer' mascot with a light amethyst tint by René Lalique, French, 1928, clear and frosted mascot featuring a kneeling archer intaglio molded in a round plaque, R. Lalique in glass at lower quadrant of mascot, first introduced August 3rd, 1928, catalog

\$3,500 - 4,500

number 1126, 5in. high.

244 A 'St. Christopher' clear glass mascot, by Rene Lalique, French, 1928,

signed with deep molded mark 'R Lalique France', in clear & frosted intaglio molded glass, a superb rendition depicting the Saint carrying the Christ child on his shoulder, introduced on January 3rd, 1928, catalog number 1142, 43/4 in. high.

\$1,000 - 2,000

245

A 'Tete d'Aigle' glass mascot by René Lalique, French, c. 1945,

a stylized, frosted glass, eagles heads, molded R. Lalique France, catalog number 1138, introduced in 1928, approximately 4¼ in. high. \$4,500 - 5,500



246

A rare 'Victoire' glass mascot by René Lalique, French, 1928, molded clear and frosted glass, this model is also known as 'Spirit of the Wind', molded in relief signature R Lalique on the nape of the neck, first introduced April 18th, 1928, catalog number 1147, approximately 10½in. long. \$20,000 - 25,000

Motorsport Photography

247[¤]

A good collection of photographs featuring the winners of the Indianapolis 500 mile race from 1911-1957,

comprised of all 8x10 period, monochrome prints, mostly by the O'Dell & Shields Studios, a complete run with the exception on the years 1917-1918, 1942-1945 and 1952, crisp, glossy and in good order.

\$200 - 300

248[¤]

A collection of Funny car and Drag car photos, exciting images of burnouts, races and stills of the dragsters. (Qty)

\$50 - 100

249[¤]

A quantity of vintage Stock Car/NASCAR and driver photos,

a large quantity of race stills and driver portraits dating back to the 50's, all monochrome 8×10 prints. (Qty)

\$150 - 300

250[¤]

A quantity of pre-WWII Ford racing archival photos,

comprised of mostly 8 x 10 monochrome images of the history of early Ford and its racing efforts and contributions, together with an assortment of photos of Henry Ford and Henry Ford Jr. (Qty) \$200 - 300

251ⁿ

A grouping of 60s era American marque car photos,

comprised of press photos, racing stills and other general advertising shots of such marques as Plymouth, Mercury, Valiant, Chrysler and Dodge, all monochrome images and mostly 8 x 10in. prints.

\$75 - 150

252[¤]

A good lot of 1966-67 24 hours of Le Mans photographs,

an exciting grouping of racing stills, pit shots and general race car photos of these two years, all monochrome images, 8 x 10 prints. (Qty) \$100 - 200

253[¤]

A quantity of important 60s era race event photography,

lot contains photos from such courses as Le Mans, Daytona GT, Sebring GT,Nassau GT and others, together with a large grouping of Rallye photos from Mexico and Argentina. (Qty) \$150 - 250 254^E

An interesting lot of Carroll Shelby and Cobra photographs,

features images of Shelby himself, racing and a collection of Cobra racing photos, all monochrome images, 8 x 10 prints.

\$150 - 250

255[¤]

A large grouping of modern Ford racing related photographs,

comprised of a quantity of photos relating to the production of Ford Gt Mark IV-V, Rallye racing images, color negatives and others. (Qty)

\$100 - 200

256[¤]

A collection of vintage Indianapolis 500 photography,

mostly from the 60s, monochrome images, 8 x 10 prints. (Qty)

\$100 - 200

257[¤]

A large quantity of primarily 60's era race car drivers photography,

a literal "who's, who" of motorsport in the sixties, this grouping includes photos of all the greats and more, approximately 100 different names/files of head shots, racing stills and others, monochrome, mostly 8 x 10 prints. (Qty) \$400 - 600

258

A large quantity of primarily 60's era Stock car/NASCAR drivers photography,

approximately 100 drivers included, covering the whole field of races and cars, monochrome, mostly 8 \times 10 prints. (Qty)

\$150 - 250

259[¤]

An interesting lot of photos from Warner Brothers Studios, c.1939,

comprised of 8 x 10 monochrome prints of the racing films "Muky," "Across the Continent" and the "Roaring Crowd."

\$75 - 150

260[¤]

An assembled lot of Indianapolis 500 race photographs,

monochrome images of various racing still, drivers and cars from the teens through the 50's, some autographed. (Qty)

\$100 - 150

\$300 - 400

261[¤]

A comprehensive photo lot of the racing career of Elbert "Babe" Strapp,

"Babe" was an American race car driver who was active in the 1920s and 1930s, this collection is comprised of mostly 8 x 10 monochrome images, Original Indy registrations, personal photos and interesting letters. Babe was also invited to Monza in 1930 and drove for Deusenberg. Included is an interesting file on that event. (Qty)

262ⁿ

A grouping of portrait prints of 1930s era Indy drivers by Jack Buxton,

originally done in pencil then reprinted, some signed by the drivers themselves, together with a collection of portait photos of drivers of the 1960s-70s. (Oty)

\$100 - 150

263[¤]

An important collection of early land speed record photographs featuring Sir Malcolm Campbell, Frank Lockhart, Capt. Eystons and others,

mostly comprised of Babe Strapps attemp with a large assortment of candid photos of the event, together with photos of Stubby Stubbfield, Kaye Don, J.M. White, Sig Haughdahl and Ab Jenkins, mostly 8 x 10 with other various sizes.

\$200 - 300

Miscellaneous & Fine Automobilia

264[¤]

A vintage Route 66 sign with marble reflectors,

pressed steel die-cut sign black letters and text on white base, yellow/green marbles, some scratches, approximately 16x16in.

\$400 - 600

265ⁿ

A Heuer Tackmaster stopwatch with Simonize branding, complete in original box.

\$150 - 250

266

A lot of vintage Mercedes-Benz calendars, featuring the 1989 Andy Warhols Cars, also other factory calendars from Mercedes, 1969, 1979 and 1983. (4)

\$100 - 150

267[△]

A Cadillac stained glass window,

multicolored leaded glass window, early Cadillac logo within an Oak frame, 22x22in.

\$200 - 300

268

A early Cadillac cut-out carburetor believed to be done by Von Dutch,

from the estate of close, personal friend of "Dutch," Jim Brucker, this cut-out fully exposes the inner workings of a carburetor with some parts hand painted, mounted on wooden display base, approximately 9½in. high.

\$300 - 400

269^c

A small pre-WWII cylinder four-stroke engine, carbureted with adjustable throttle, appears complete, mounted on wooden base, *10in. high* \$150 - 250















270ⁿ

A lot of RROC vintage dash plaques, together with a Rolls-Royce Owners Club dish and club badge. (Qty)

\$50 - 100

271[¤]

An early Zingo Sweets candy tin, c. 1915, a large 10lbs candy tin with a gilt graphic of an early race car at speed, some rust and wear from age, 10x81/4in.

\$75 - 150

Models

272[¤]

A 1953 pink Cadillac carousel car, made of solid carved hardwood, recently restored with original components, incredible condition for its age and intended use, 52x20x19in. \$1,500 - 2,500

273

A 1:4 scale model of a Cobra Daytona Coupe body,

constructed of Fiberglass, painted gray auto primer, together with 4 resin cast Halibrand wheels to go with it, some scuff finishing marks, approximately 411/2in. overall length.

\$500 - 700

274

A scale model of a 1930's era, Hacker Gold Cup Race Boat,

scratch built in mahogany, named the "Baby Bootlegger", and has that marking on the side, detailed an lacquered to a fine finish, in a glass display case, boat measures 37in. long. \$800 - 1,000

275

A 1:4 scale model of a Cobra Daytona engine and transmission,

produced in the USA by Racing Iconsa, stereo lithography model made from Carroll Shelby's own Daytona Coupe, 14½in. long from end of trans to front of engine, in custom display case. \$500 - 700

A 1:14 scale Ferrari 166 MM Barchetta Body sculpture, by Marshall Buck.

Ser. No. 16. Signed & dated, made in USA, constructed of resin, layered on real aluminum, mounted on solid walnut base.

\$600 - 800









277 (details)

277 A fine, full size, static replica of an 1867-1869 Roper steam powered velocipede, constructed of an oak and steel frame, handcrafted ash wheels, brass tank, fixtures and pressure gauges. \$20,000 - 25,000

Historians are still unclear with the actual date of its creation. This steam-powered velocipede was built by Sylvester H. Roper of Massachusetts. He would often demonstrate at circuses and fairs. Its power source was a vertical firetube boiler heated by charcoal. Interestingly enough, Roper died of a heart-attack on 1 June 1896, while driving a twin-cylinder creation of this Velocipede at 40 mph on a bicycle track in Boston.

Currently this machine is preserved in the Smithsonian Motorcycle Collection and unavailable to the public.









278 (details)

278

A fine, full size, static replica of an 1885 Daimler Reitwagen,

This is an outstanding full size replica of the first gasoline powered motorcycle in the world, each motorcycle is numbered and comes complete with base and brass plaque.

\$20,000 - 25,000

In November 1885, Daimler created the first internal combustion motorcycle by installing a smaller version of his single, one-cylinder 'Otto-cycle' horizontal engine into a wooden frame with two outrigger wheels. His partner, Wilhelm Maybach, rode it for roughly two miles reaching speeds of 7 miles per hour. Gottlieb Daimler is also credited for the first automobile in 1886.









279 (details)

279

A fine, three quarter scale, 'pony size', working replica of the historic and famous Concord Coach,

This overly enhanced, expertly made and finely detailed coach in radiant red is constructed of steel and fine hardwoods. The exterior coach body panels are decorated in gold leaf vinyl. To the left and right of the door (on either side) are two stained glass rose window panels. Emblazoned on the door itself is an artistically hand-painted landscape. Added features to the exterior are the brass and ebonized coach lights and a custom replica scatter gun. Pin striped wheels and undercarriage. Instead of steel springs, the coach body rests on leather "thoroughbraces," made of strips of thick bullhide. Leather front and rear boot together with the curtains (as well as all the seat cushions on the coach) are hand tooled and Amish made. Extensive work has been done to the interior. Crafted in Mahogany with some delightfully added exotic wood inlays. The roof of the coach is of a wagon wheel design with a blond wood inlay featured their as well. Battery powered wall sconces and brass rivets add a tasteful addition to the atmosphere of the inside. The steel roof rack can be removed so this coach can easily roll into any 7 foot double-door entryway. This coach comes with a custom enclosed trailer to transport your new coach.

\$25,000 - 30,000

The Concord Coach was built by the Abbot & Downing Company of Concord, New Hampshire from 1813-1892. Made famous by their association with the Wells Fargo & Co. Overland Stage.

End of Session



301 1946 Indian 74ci Model 346 Chief Sportsman

The Model 346 Chief

While the model name had been around since 1922, it wasn't until a 1940 restyle that the Indian Chief would arrive at its final shape. With its skirted fenders a Chief is one of most recognizable motorcycles on the road; it's no wonder the styling has never left us and even now an up-to-date Indian Chief is being readied by the brand's new owners, Polaris Industries.

When production was restarted after the war, the Chief benefited from the longer-travel girder fork first fitted to the Indian 841 Army bike. The rear suspension was improved to match, with softer springing that gave a Chief a better ride.

The Motorcycle Offered

Three variations of the Chief were offered to riders of 1946, the stripped down Clubman, the Sportsman with limited accessories and finally the Roadmaster with many touring accessories. The Sportsman was nicely turned out with chromed safety guards front and rear as well as a choice of the two-person Chum-Me saddle or the solo seat featured on this machine. Additional accessories fitted on this Chief included the horizontal accessory bar across the front fork with the auxiliary spotlights as well as the classic skirted fenders that have become a hallmark of the model.

This Chief was once part of the respected Steve Saslow collection of American motorcycles. It was in his care that a comprehensive and correct restoration was undertaken by Gary and Bob DeVincent of Provo, Utah while rebuilding of the engine and transmission were completed by Bills of Brunswick, Pennsylvania. Since completion of the restoration in 2005 the bike has only seen a few miles of use.

Beautifully finished in black with all that glitters slathered in chrome, this Chief Sportsman is surely the Cadillac of motorcycles. Full fendered and oozing with style, it would certainly make for a fun and comfortable back road cruiser. \$35,000 - 45,000

Overview

Frame no. 3463157 Engine no. CDF3157

74ci sidevalve V-twin engine

Single carburetor, 40bhp

Four-speed tank-shifted manual transmission

Twin-spring girder front fork and coil compression rear suspension

Front and rear mechanical drum brakes

Exquisitely and correctly restored

The epitome of post-WWII American motorcycle style

Well optioned and finished





1988 Mercedes-Benz 560SL Convertible

The 560SL

Launched in late 1985, the 560SL convertible/coupé was the latest in Mercedes-Benz's long and much loved line of luxury sports cars that could trace its lineage back to the 230SL of 1963. In the 560SL's case its Type 107 bodyshell had debuted on the 350SL (introduced late in 1970) and this timeless style would continue in production for another five years. The 560SL was specifically created for the North American market where the 380SL was being challenged by privately imported examples of the more powerful, European-market 500SL model. Powered by a 5.5-liter, overhead-camshaft V8 engine, the 560SL emphatically redressed the balance, producing 227bhp to the US-market 380SL's 155, an output good enough for a top speed of 137mph with 60mph reachable in 8 seconds. There were improvements to the running gear too in the form of anti-dive/anti-squat rear suspension, limited-slip differential and revised steering geometry, while other noteworthy features incorporated in this class-leading automobile included leather upholstery, anti-lock braking, anti-theft alarm system, stereo radio-cassette, leather trimmed steering wheel/shift lever, and an improved climate control system, all of which were standard equipment. In 1986, the first full year of production, the 560SL sold for \$48,200 and quickly found its way into the garages of numerous celebrities.

The Motorcar Offered

The offered example was sold new in Litchfield, CT on June 30, 1988. Ordered in Arctic White with Navy Blue hides, it no doubt found a place of pride in the first owner's garage. Fastidiously maintained from new, it has been in the care of only three owners since leaving Stuttgart. Carefully stored by a prior owner in Redding, CT from 1999 until January of this year, the car has since been mechanically gone through and sympathetically cosmetically refreshed. Showing what is believed to be original mileage of a shade over 97,100 miles, this lovely SL is ready to be enjoyed by its fourth owner Sure to deliver many more miles of happy motoring, it will undoubtedly continue to delight for years to come!

\$10,000 - 15,000 Without reserve

Overview

Chassis no. WDBBA48D1JA084134

5,547cc SOHC V8 engine

Bosch KE-Jetronic fuel injection

227bhp at 4,750rpm

Four-speed automatic transmission

Four-wheel independent suspension

Four-wheel power-assisted hydraulic disc brakes

Classic Mercedes styling

Open top motoring

Long time Connecticut car







1965 Jaguar 3.8S Coupe

The 3.8S

Sir William Lyons presented the smooth Jaguar Mark 2 in 1959, a high-performance four-door sports sedan powered by the famous XK DOHC Six. In 1963, the Mark 2 was updated to become the S-type, with independent rear suspension, even smoother bodywork, sharper steering and improved ergonomics. Weighing only 3500 lbs., with four-wheel Dunlop disc brakes and 220 hp from the 3.8-liter Six, the S-type could zoom from 0 to 60 in under 10 seconds and hit 125mph. In England, it became a favorite "businessman's express," the choice for upwardly mobile executives in a hurry.

The Motorcar Offered

Starting with a 1965 3.8S, Airmet Metal Works and S.A.Y. Racing have created a unique two-door coupe. The B-pillars have been moved back 6 inches to make room for front doors that are 6 inches longer. All bodywork has been done in original steel and painted in Jaguar Phoenix Red Eurothane. Obviously, the window glass and chrome-plated brass window frames have been remade to fit.

Under the hood is a classic 3.8-liter DOHC Six, driving through an E-type all-synchro 4-speed gearbox to a 3.77:1 limited-slip differential. An XJ rack and pinion upgrades the steering. The interior has been completely restored, including the lovely mahogany dashboard, and now fitted with two-tone gray cloth high-back bucket seats and matching rear seat. The trunk has been carpeted to match the interior. A multiple award-winner, this unique show car exudes skill and care in every detail. It's ready to become the thought-provoking centerpiece to any exotic collection, an intriguing concours entrant or delightful tour car that will have enthusiasts performing neck-snapper double-takes as you drive by.

Overview

Chassis no. P1B77094BW Engine no. LB7587-9

3,442cc DOHC inline-six engine

Twin SU carburetors

210bhp at 5,500rpm

Four-speed manual transmission

Four-wheel independent suspension

Four-wheel hydraulic disc brakes

Dare to be different!

One-off custom two-door Jaguar 3.8S

What would Inspector Morse say?



304 1969 Chevrolet Corvette Stingray "T-top" Coupe

The Stingray Coupe

When the C3 Corvette made its debut for the 1968 model year, it was the wildest car to hit the street since the Lamborghini Miura. Patterned after Bill Mitchell's and Larry Shinoda's 1965 Mako Shark II, the new Corvette was the culmination of 1960s Coke-bottle excess but underneath it was the same Corvette as before. One notable mechanical improvement was the introduction of the three-speed Turbo Hydramatic replacing the two-speed Powerglide automatic. While the press wasn't too kind to the new Corvette (with particular criticism on the car's fit and finish) the public set a sales record.

Chevrolet engineers addressed many of the criticisms to make the 1969 Corvette a better car. The big news was a 350 replacing the 327, now in 300- and 350-horsepower tunes. For the Big Block 427 there were five choices, from the L36 with 390 horsepower to the aluminum ZL1. The press and the public appreciated the tweaks to the tune of a record-breaking 38,762 built.









This Fathom Green with Saddle vinyl T-top coupe is perhaps the quintessential 1969 Corvette: this was the first time the coupe outsold the convertible, Earthtone colors were the trend at the time, plus there's a Big Block 427 between the front wheels. With headers the latter puts out more than the rated 390 horses.

Owned for the past 10 years, it has been garage-kept, carefully maintained, and has received a recent high quality repaint that shows quite well. Delivered new with a Big Block, the current motor fitted is from '68 but is otherwise virtually identical to the one with which it left the factory, save for the number. New headers, MSD ignition, and a K&N air cleaner all hint to the fact this 'Vette was made to run. New-for-1969 TJ2 front fender louver trim completes the look – all that's needed is a driver with an itchy trigger finger.

\$28,000 - 34,000

Overview

Chassis no. 194379S704440 Engine no. 18S410508

427ci OHV V8 engine

Single four-barrel carburetor

390bhp at 5400rpm

Four-speed manual transmission

Fully independent rear suspension

Four-wheel disc brakes

Garage-kept for over 10 years of ownership

Recent repaint

Chrome in perfect condition

Headers and electric cooling fan added



305 1945 Ford GPW "Jeep"

The GPW "Jeep"

While America was enduring the worst economic times in its young history, a war was brewing overseas. But even before America's involvement became a sure thing, the U.S. Army instigated a program to modernize its fleet with a "general purpose, personnel, or cargo carrier especially adaptable for reconnaissance or command, and designated as a ¼-ton 4x4 truck." Ford Motor Company, American Bantam Car Company, and Willys-Overland Motors all competed for the government's affections but American Bantam was the initial winner of the bid. However, government interest in standardization and Willys' production capacity, lower cost, and "Go Devil" motor won them the contract, but not without implementing the better Bantam and Ford features. Towards the end of 1941, Willys' facilities couldn't keep up with demand, so Ford was contracted to produce the Jeep through the end of World War II.





From 1942-45, Ford produced 277,896 Jeeps, but it's a good bet that there is no other vehicle that has exhibited a greater rate of attrition than a WWII-era Jeep. Hence, finding a good example of American gumption and fortitude is a tough endeavor. With this example, you'd be hard-pressed to find a better example than this 1945 Ford Military Jeep – yes, this is a military version and not a civilian converted to military specs. Having received a complete frame-off restoration by a renowned specialist of Army Jeeps, this Jeep is the ultimate testament to the Greatest Generation.

\$35,000 - 45,000

Footnote: Please note this car is titled with chassis number 247613.



Overview

Chassis no. GPW247613

134ci L-head Willys "Go-Devil" inline fourcylinder engine

Single Carter WO-596S one barrel downdraft carburetor

60bhp at 4,000rpm

Three speed manual transmission

Four-wheel telescopic hydraulic suspension with semi-elliptical leaf springs and

Four-wheel hydraulic drum brakes

Real military Jeep

Frame-off restoration by noted military Jeep restorer

Classic, timeless style and looks

Very capable both off-road and on





306 1964 Amphicar Model 770 Convertible

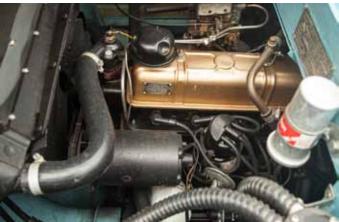
The Amphicar

Hans Trippel's experiments with amphibious vehicles began in the 1930s, bearing fruit in wartime in the form of the Volkswagen based Schwimmwagen, more than 14,000 of which saw service with the German Army in WWII. Trippel revived the concept post-war with the Amphicar (originally called the Eurocar). Necessarily of unitary construction, the cabriolet-style Amphicar was powered by a 70cu in (1,147cc) four-cylinder Triumph Herald engine mounted in the rear and driving the rear wheels. A special transmission drove the two propellers that afforded a maximum cruising speed on water of around 6 knots (7mph), the top speed on land being around 70mph. No special steering gear was required for use on water, the car being steered in the normal way. The design certainly worked, as demonstrated by a well-publicized stunt that saw an Amphicar successfully cross the English Channel from France to England in 1962. Nevertheless, and despite the attractions of its dual capability, the Amphicar was not a commercial success. In what should have been its biggest market - the USA - the Amphicar was handicapped by the many difficulties involved in trying to comply with smog and safety regulations. Demand for what was essentially a novelty vehicle never remotely approached the 20,000 units projected annually, only 3,000-or-so being constructed before production ceased in 1968.









Finished in Lagoon Blue with a matching Lagoon Blue and White vinyl interior, this Amphicar is believed to have traveled only 3,600 miles since it left the factory. In the mid-2000s it was the subject of a complete and thorough restoration in by its then California owner. Following its completion, the car headed East and was subsequently acquired by the current vendor in 2010.

While Amphicars are known for being oddities that are more often seen on the road than in the water, this example is sure to delight on land and sea. A recent video of the car achieving its jaw dropping trick of driving into a lake and successfully motoring away is a testament to the boat-car's nautical capabilities. An inspection reveals none of the rust that so often plagues Amphicars. Nicely detailed inside an out, a recent mechanical service has been performed to make doubly sure that you'll be able to wow your friend's at the next party at the lake.

Complete with an owner's manual—a mandatory read prior to operation—and a paddle in case the gas tank runs low, there is certainly no better way to ensure you'll never have to look for parking at the beach again. \$70,000 - 80,000

Overview

Chassis no. 100251 Engine no. 499

1,147cc OHV inline four-cylinder engine

Single Solex downdraft carburetor

43bhp at 4,750rpm

Four-speed all-synchromesh manual transmission plus single speed with reverse water transmission

Four-wheel independent suspension

Four-wheel waterproof hydraulic drum brakes

Thoroughly and correctly restored

Sea and land tested

Nicely detailed inside and out





307 1967 Volkswagen Type 2 Westfalia Deluxe Camper with matching Westfalia Trailer

The Westfalia Camper

Although not as ubiquitous as the iconic Type 1 Volkswagen Käfer (Beetle), the Type 2 Transporter took on far more divergent identities. Built as a van, both with and without rear side windows, it came also as a pickup or a fully-equipped camper, and countless aftermarket conversions were created as hearses, ambulances, police vans and use in the fire service. During the 1960s, the Kombi version, a window van with removable seats, became the transportation of choice for America's hippies, often with psychedelic paint themes.

The Type 2 concept is credited to the Dutch importer, Ben Pon. His first sketches date from 1947, but production had to wait until March 1950, as VW caught up with demand for the basic Beetle. Since 1980 it has been built in Brazil only, now with a water-cooled engine. Production there is scheduled to end this year.

Starting in 1951, VW offered an officially-sanctioned camper conversion by Westfalia-werke of Franz Knöbel & Söhne in Rheda-Wiedenbrück, Germany. Interiors were paneled in birch plywood, and standard equipment included screened jalousie windows, a laminated folding table, storage cabinets, an ice box and electrical hookups. Some models included a sink and pressure water system. A number of fold-out seat arrangements provided sleeping accommodation. Optional equipment included a pop-up roof section, awnings and side tents, a chemical toilet, camping equipment, a child's crib in the driver cab and a small map table.









This 1967 Westfalia Deluxe Camper comes complete with a matching 1968 Westfalia trailer, a very rare and seldom-seen accessory. Rarer still is the Volkswagen "Y" full-undercarriage trailer hitch.

This camper came from Santa Monica, California where its former owner enjoyed the car for the last seven years, driving it around Southern California and camping with his family.

This particular van has been upgraded with front disc brakes. It has nearly every option available for a "Westy," including pop-up roof, a side tent, water dispenser, pop-out front windows, side window wind wings, roof rack, and the original tool kit. It has a period-correct pushbutton Sapphire XI radio, accessory side step, front seat belts and VW mud flaps, and comes with period luggage and a picnic basket.

All interior wood work, material, cabinets and refrigerator are original and correct. The engine shows evidence of having been fully rebuilt, and mechanically the vehicle performs as new.

Because of their cult popularity in the 1960s, Type 2 Volkswagen vans typically saw hard use and infrequent maintenance. They were driven hard, treated poorly and often crudely modified. Thus, unmolested, well-preserved originals are rare, and Westfalia Campers fewer still. The Westfalia trailer is almost unheard of. This pair represents a very uncommon opportunity indeed. \$70,000 - 85,000

Please note that the included trailer is titled with serial number 097586.

Overview

Chassis no. 247144598 Engine no. C718N4A2

1,493 cc ohv, air-cooled flat-four cylinder engine Single-throat Solex downdraft carburetor

53hp at 4,200rpm

4-speed manual transmission

Front disc, rear drum hydraulic brakes

Torsion bar independent front and rear suspension

Rare original Westfalia Deluxe Camper

Seldom-seen matching Westfalia trailer

Nearly every option

Exceptional original condition



308 1948 Chrysler Town & Country Sedan

The Town & Country Sedan

In 1941, Chrysler introduced a unique wood-bodied car to the six-cylinder Royal line. Neither sedan nor station wagon, it had a fastback profile with twin hinged 'barn doors' at the rear. In contrast to most wood-bodied utility vehicles, the new Town & Country had lavishly-varnished wood inside and quality upholstery. Exactly 999 were built, 200 of them in six-passenger configuration and the rest with three bench seats to hold nine people. In addition, a single prototype was built on an eight-cylinder chassis. A similar lineup was continued into 1942, with nearly identical production despite the war-shortened model year.

The response to the Town & Country was such that an expanded range was planned for 1946. Seven prototype hardtop coupes were built, along with a single two-door Brougham, but a planned roadster never saw the light of day. Once the assembly lines started rolling, only an eight-cylinder convertible coupe joined the sedan, which was built in both six- and eight-cylinder form. The long-wheelbase eight-cylinder sedans, however, were discontinued after 100 had been completed. From 1946 through the first series cars of 1949 (which were identical to the 1948s), 4,149 Town & Country sedans were built, along with 8,368 convertibles. The new-design, second-series 1949 line dropped the T&C sedan, and for 1950 the model retreated to an eight-cylinder hardtop coupe with painted insert panels. Thereafter, the name 'Town & Country' designated a long succession of Chrysler steel-bodied station wagons.









With livery close to the Regal Maroon that Chrysler also offered on these models, this example's body tag also notes that it was fitted (as it remains) with a Philco 8 tube Model 802 radio and concealed cowl manual antenna. Other features of its inside include a heater and its attractive maroon fabric upholstery with plaid inserts.

Its owner reports that he has been the car's custodian for more than twenty years and that, prior to arrival in his collection, it was domiciled in upstate New York. Importantly, it is thought that the woodwork which is in very fine and attractive order, is both original and has not been restored. Completing its exterior presentation is a roof rack and dual spotlights.

Wood-bodied cars have a big following. The Chrysler Town & Country Sedan was one of the original crossover vehicles, with the style and practicality of a woody station wagon and the comfort of a sedan. This car represents a chance to acquire one of the most stylish and practical automobiles of the post-World War II era.

\$100,000 - 120,000

Overview

Chassis no. 71003985

251ci L-head inline six-cylinder engine

Single Stromberg carburetor

114bhp at 3,600rpm

Fluid-drive transmission

Independent front suspension and live rear axle with semi-elliptical leaf springs

Four-wheel hydraulic drum brakes

Offered from long term ownership

Original wood

Attractive plaid interior



Property from a Private Collection: Lots 309 - 312

309 1948 Lincoln Continental Convertible

The Continental Convertible

The first generation Lincoln Continental of 1940-1948 brought Europeaninspired design elegance to the American automobile. The most famous, and certainly most widely emulated, attribute of the original Lincoln Continental was its rear-mounted, metal-shrouded spare tire.

The 1940-41 Continentals shared their pointed prow and curvaceous fender shapes with the streamlined contemporary Lincoln Zephyr, and they also shared that car's chassis. The 1942 Continentals featured new, more squared-off fenders, and the redesigned frontal appearance found on all Lincolns of that war-shortened model year.

When production resumed in 1946 following WWII, the Continental and other Lincolns generally continued the 1942 styling, but sparkled with new, bolder grillwork that gave them more road presence. The Continental offered here is one of 452 Cabriolets produced for 1948, the final year for the first-generation design and the last Continental until the Mark II was introduced in 1955.

During 1951 the Museum of Modern Art included a first-generation Continental in an eight-car exhibit honoring automotive design excellence. Collectors also recognized the 1940-48 Continentals as Classics early on—no early Continental would ever be just another 'used car.' The cars' continuing popularity inspired the after-market accessory "continental kits" of the 1950s.







The 1946-48 Lincolns were the only post-WWII American cars powered by a V-12 engine. Rated at 130 horsepower, the 305-cid L-head twelve was coupled to a standard three-speed manual transmission.

The Continental Cabriolet was an expensive, ultra-exclusive car of very limited production. Many were purchased new by Hollywood celebrities. The list price for the 1948 Continental Cabriolets was \$4,746—more than two and a half times the cost of that year's Ford V-8 Convertible!

The Motorcar Offered

Handsomely finished in Pace Car Yellow with a red interior, this elegant Lincoln has been in the present ownership for more than 20 years. It was rather charmingly given by a wife to her husband as a present.

That gift, continued to be enjoyed and used over the last two decades, now represents an older restoration. Importantly it still retains its attractive period detail features from button door pushes to slightly Deco age dashboard, and on file are manuals for the '47 and '48 years of this model.

A CCCA Full Classic[™] by definition, these elegant Lincoln Continentals remain one of the world's most coveted automobiles. This is a great entry level driver quality example.

\$35,000 - 45,000

Overview

Chassis no. 8H 181 242

305ci L-head V-12 engine

Single two-barrel carburetor

130bhp at 3,600rpm

Three-speed manual transmission

I-beam front suspensions with leaf springs and live rear axle with leaf springs

Four-wheel hydraulic drum brakes

Offered from a Private Collection

Iconic early Continental

A CCCA Full Classic™





The Eldorado Biarritz

1963 Cadillac Eldorado Biarritz Convertible With their jet fighter styling, glitzy chrome trim, color-matched interiors and jukebox instrumentation, Cadillacs of the late '50s/early '60s epitomized an era when nothing succeeded like excess. Their over-the-top tail fins remain controversial even today. By the late 1950s Cadillacs incorporated new X-braced tubular chassis frames that increased structural rigidity while making lower body lines possible without loss of interior space; although hardly any larger than before, these restyled and low-slung Caddies looked bigger, which was all that mattered. They also sported fashionable tail fins. General Motors' chief stylist Harley Earl had introduced fins on the 1948 Cadillacs and the device would reach its zenith in 1959.

> For 1960 the fins were toned down just a little and the overall look was slightly more restrained. Base model Series 6200 cars came with power steering, power brakes and automatic transmission as standard, while the DeVille Series 6300 offered power windows and seats in addition.

> The 1963 Eldorado Biarritz was the first convertible to have Fleetwood bodywork since the Series 90 of 1941, and the phasing out of two- and four-door convertible '75's. It owed much to its predecessor in terms of looks, but now had more pronounced front and more subtle rear fender treatment. These cars received a completely new engine unit, although it retained the same performance figures of the previous year's 390 cubic inch motor. For those that liked options, the biggest roll call yet was offered with a massive 143 tailored options, not for the indecisive!



As confirmed from the car's body tag, this Eldorado Biarritz was built in the 4th week of March 1963. Its bodywork was in Ebony Black 'Magic Mirror' acrylic lacquer and was matched by its interior and top, for the desirable 'triple black' configuration. Options selected for its build were soft ray tinted glass, power door locks, power trunk control, air conditioning and white wall tires.

Viewed today, the Biarritz is pretty much as delivered, although at some point the top has been replaced in white vinyl, while the interior appears almost certainly to be the original and is in very tidy order.

This striking and commodious Cadillac has been used for local parades has been exercised and enjoyed regularly; it will no doubt provide its next owner with a similarly enjoyable steed.

\$25,000 - 35,000

Overview

Chassis no. 63E 103348

390ci OHV V8 engine

Single Rochester four-barrel carburetor

325bhp at 4,800rpm

Four-speed Hydra-Matic automatic transmission

Four-wheel air suspension

Four-wheel power assisted hydraulic drum brakes

Offered from a Private Collection

Rare Biarritz model

Four seater convertible



1936 Cadillac Series 60 Roadster

The Series 60

1936 would be the first year since 1914 that the Cadillac brand would characterize its models by their year – as the 1936 Cadillacs – rather than by their series. While visually they could be distinguished by their narrower radiator grille, horizontal moldings and 'pontoon' styled fenders, their all-steel bodies, termed as 'turret topped', were designed by Fleetwood and built by Fisher. Beneath the skin hydraulic brakes were fitted and the emergency brake lever was moved to a control under the dash.

During the early 1930s it seemed that almost every year brought with it a landmark advance in the development of Cadillac's long-running V8 engine. For 1936 there was an entirely new version of the 322ci (5.3 liters) and 346ci (5.7 liters) capacities, the former powering a new range, the Series 60, introduced between the existing Cadillac and its smaller companion, the LaSalle.

The Motorcar Offered

This Cadillac has been in the present ownership since the late 1980s and was acquired from a neighboring collector in Fort Lee, New Jersey. Although not instantly recognizable as such, according to its body tag the car would originally have started life as a 5-passenger touring sedan. At some point in its life this coachwork was converted to the far more sporting and handsome style that it wears today, in the guise of a convertible coupe with a rumble seat. This work is thought to have taken place in the early 1980s, simultaneously to the car's restoration. Almost certainly at this same time the power unit was exchanged for a more modern small block Chevy V8, with an auto transmission.

Overview

350ci OHV V8 engine

Single carburetor

Four-speed automatic transmission

Independent front suspension and live rear axle with semi-elliptical leaf springs

Four-wheel hydraulic drum brakes

Offered from a Private Collection

Modern running gear

Classic looks

Balancing modern power with classic looks, and retaining details such as its original stylish Cadillac Art Deco dash, this is a great way to bask in the nostalgia of the 1930 with a little more pep and without the inconvenience of changing gear. Strictly a convertible, there is no top mechanism, though who needs one in the summer months ahead? \$15,000 - 20,000



1967 Lincoln Continental Convertible

The Lincoln Continental

By the mid-1960s, Lincoln had clawed its way back to the top of the American luxury market, where it fought a steady battle with General Motors' Cadillac Division. Although the design of the Lincoln Continental had been largely unchanged since the debut of the 1961 models, it had aged exceedingly well. The chassis had added a couple of inches in the wheelbase, the nose, hood and grille had seen some gentle modifications and trim had also changed a bit.

The buying public didn't seem to think the Lincoln was old hat, because Ford's luxury division still managed to sell about 55,000 units, divided between coupes, sedans and the ever popular four-door convertible. The 1966 models used a massive 462cid overhead-valve V8 rated at a muscular 340 horsepower. All new Lincoln Continentals came with automatic transmissions, power steering, power brakes, power windows, power seats, remote mirrors and a host of other luxury features. Although air conditioning was an extra cost option, more than 93 percent of the cars were fitted with it from the factory, while 97 percent of the cars left Dearborn with tinted glass.

The Motorcar Offered

Decoding the car's body tag confirms that this 1967 Lincoln Continental left the Wixom plant on November 28th 1967 and was as it is now in the scheme of Dark Green Metallic paint, with a medium saddle leather interior. It was supplied originally to New York State.

The Convertible arrived in the present New Jersey ownership some years ago and has been regularly used and maintained throughout this time. Most

Overview

Chassis no. 7Y86G819355

462ci OHV V8 engine

Single Carter four-barrel carburetor

340bhp at 4,600rpm

3-speed Turbo Drive automatic transmission

Independent front suspension and semifloating rear axle with parallel leaf springs

Four-wheel power-assisted hydraulic drum brakes

Offered from a Private Collection

Iconic Kennedy era design

Ingenious power top mechanism

recently, attention was paid to the brakes in 2010. Upon close inspection, the car shows some signs of age and use particularly to the paintwork. It is currently road registered though, runs and drives and the top mechanism, a work of art in itself, and is reported to be in good working order. \$15,000 - 20,000



1955 MG TF Two Seat roadster





The MG TF

Although MGs had been available in the United States in the 1930s, the marque's great popularity really began after World War II. The classic TC model, with its large wire wheels, right-hand drive and exposed rear fuel tank, was regarded as the quintessential British sports car. In 1949, the improved TD offered independent front suspension, rack-and-pinion steering, disk wheels and left-hand drive for New World markets, wire wheels remaining available as an option. In 1952, MG became the best-selling import in America.

By 1953, however, the TD was beginning to look old fashioned, as competitive sports cars from Triumph and Singer entered the field. Plans were afoot for a new streamlined model, which would emerge in 1956 as the MGA. In the interim, the TD was given an evolutionary makeover, with a swept-back radiator grille and more sweeping fenders. Headlamps were nestled into the inner surface of the front fenders.

Mechanically the new TF model, introduced in October 1953, was TD-based with the same XPAG 1,250cc engine, but with valve and carburetor improvements. A taller standard final drive ratio was better suited to American highways. While TD production had reached nearly 30,000, the comparatively short TF 1250 run came to just 6,200, with a further 3,400 of a 1,466cc TF 1500 in 1954 and '55.



This example has just been subject to a several year restoration by a noted expert in TF cars. The goal was to make a highly original car that drove as well as possible, the basis of it being a California car that the owner first acquired in 1972. The body of the car has been kept all British steel with no aftermarket replacement panels, and has been meticulously blocked out and finished in a beautiful deep red paint. The chrome has all been done to the highest standards by a high end chrome shop in Massachusetts. The interior is expertly trimmed in fine red leather and protected by a fresh tan canvas top which includes a tonneau cover. The engine has been fully rebuilt and runs smooth and free.

Countless small details have been changed to make the car more useable. Little things have been discreetly modified like the troublesome pull starter which has been converted to a push button and the front suspension has been changed to coil over shocks, making the car track straight and true. The biggest change that transforms the car is the Skyhook Engineering five-speed transmission. This overdrive unit has synchros on all gears making the car a joy to drive.

A Bonhams specialist recently demonstrated the car and found it to be one of the finest driving T Series cars he had driven. The overdrive box, combined with taller rear end gear, allows the car to cruise at modern speed without strain. The car tracks and handles wonderfully and the motor is strong and free rewing.

This superb TF also includes a custom trailer for extended outings along with the appropriate hitch and wiring. We have no doubt that one will not find a better driving and presented MG TF.

\$38,000 - 45,000

Overview

Chassis no. HDB369907 Engine no. XPEG/3710

1,496cc OHV Four-cylinder engine

Twin SU carburetors

63bhp at 5,500rpm

Five-speed "Skyhook Engineering" synchronized gear box

Independent front suspension with coilover shocks and solid axle with semi-elliptic leaf springs rear

Four wheel hydraulic drum brakes

A beautifully restored example set up for maximum driving pleasure

Fully sorted by a noted specialist

Five-speed syncro transmission with taller rear-end gears

One of the finest driving MG TFs we have found

Ready to enjoy



1985 Mercedes-Benz 380SL Convertible

The 380SL

One of the longest-lived Mercedes-Benz models, the R107 sports car was derived from the W114 sedan. Production started in April, 1971 and went on until August, 1989, by which time Daimler had sold 237,287 SL two-seaters and 62,888 SLC four-seaters. The chassis is typical of Mercedes-Benz at the height of its engineering prowess, with double-wishbone independent front suspension, swing-axle rear suspension, four-wheel disc brakes and despite the tank-like indestructibility, a dry weight of just 3500 lbs. Styling is timeless, with a token nod to the previous W113 sports cars in the "Pagoda" shape to the removable hardtop. Over the years, the R107 was powered by everything from a 2.8-liter I-6 to a 5.6-liter V-8, with 3 or 4-speed automatic and 4 or 5-speed manual transmissions.

The 380SL, with new all-aluminum 3.8-liter, 155 hp SOHC V-8, appeared in 1980 and was replaced in North American markets in 1985 with the 227 hp, 5.6-liter V-8. ABS brakes were fitted for the first time and the price had climbed to \$43,820, but as *Car and Driver* wrote in 1985, "There's nothing new to report, just the same old litany of thunking doors, laser-straight high-speed stability, confidence-inspiring handling and stratospheric price."

The Motorcar Offered

This 380 has resided in New York State, for the majority of the last 20 years of its ownership, and in the North Salem area since 2001. It carries a clean Carfax® document with no issues reported to this system. As reported by its owner, the car is running and driving well and is described as 'a pleasure to drive' and 'very reliable', with a particular note that its air-conditioning and power-steering are functioning properly.

Overview

Chassis no. WDBBA45CXFA033122

3,818cc SOHC V8 engine

Bosch KE-Jetronic fuel-injection

155bhp at 5,500rpm

Four-speed automatic transmission

Four-wheel independent suspension

Four-wheel power-assisted hydraulic disc brakes

Very original R107 Mercedes-Benz

Hard and soft tops

Aesthetically the paintwork is showing a few signs of age, but the interior leather remains very clean and the light blue/grey color codes well with its dark metallic blue exterior.

Representing versatile top down, or top up with a/c motoring, this classic Mercedes is a perfect summer cruiser.

\$7,000 - 10,000 Without reserve



1971 Toyota FJ40 2-door Wagon

The FJ40

The tough, time proven, no-nonsense FJ 40 was produced for the U.S. market for over two decades (1960-1984). Growing out of a decade of experience in building hardy off-roaders following WWII, Toyota's FJ series proved to be a smash hit. Exceptionally tough, dependable, and versatile, FJs quickly established themselves as worthy contenders against the likes of Land Rovers Series IIs and Jeep CJs. Still heavily sought after for their go anywhere capabilities and bulletproof reliability, FJ40s are found today shuttling guests around luxury resorts and game preserves as well as on the news as troop and materiel haulers for rebels and dictators alike.

The Motorcar Offered

This 1971 Toyota Land Cruiser FJ 40 4x4 has been restored and maintained to a high standard. It retains its original factory Freeborn Red paintjob with the correct complementary Cygnus White roof. With a production date of April 1971, this FJ 40 has spent most of its life in sunny southern Arizona and for that reason this car is and has been kept rust free and with no evidence of past bodywork. It features a lot of correct and optional equipment that is not often seen in FJ 40s such as a removable hard top roof with optional roll bar, original red seat belts, a brush bar, a rear step bumper and a factory tow hitch. The interior has plenty of room and this example is equipped with the rear fold down seats that accommodate four additional passengers. The engine compartment is very clean and home to the original 3.9 liter 6-cylinder F-code engine which on a recent test drive started swiftly and runs very well. It is coupled to the correct 3-speed column mounted manual transmission, the operation of which has been found to be guite smooth. A recent front end alignment was performed to ensure that this FJ tracks well at highway speeds on the open road.

This nostalgic truck runs and drives smoothly and has an outback/safari feel even when getting ice cream with the grandchildren in the concrete jungle. \$18,000 - 22,000

Overview

Chassis no. FJ4098614

3878cc OHV inline 6-cylinder engine

Single carburetor

125bhp at 3,600rpm

Three-speed column-mounted manual transmission

Front full floating axles with rear semifloating axles and 4-wheel leaf springs

Four-wheel hydraulic drum brakes

Restored to a high standard

Many desirable options fitted

Comfortably seats 7 passengers

Can get out of situations most trucks could not get into





316 1936 Cord 812 Phaeton

The 810

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

The 810's arrival marked the end of a hiatus in Cord production, its predecessor - the L29 - having disappeared in 1931. Errett Lobban Cord had introduced the latter in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines. Powered by a Lycoming straight eight, the Cord L29 featured front wheel drive, a chassis layout then in vogue at Indianapolis. Its front-drive layout made for a low-slung frame, and the freedom this gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic.

A front-wheel-drive car like the L29, the 810 differed from its predecessor by virtue of its more compact Lycoming V8 engine and Bendix four-speed, pre-selector gearbox. Set further back in the chassis, the former endowed the 810 with better balance and came with 125bhp in standard trim or 170bhp when supercharged.







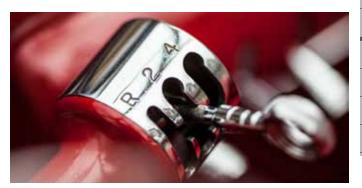


Custom sedans on a longer wheelbase joined the four-model 812 range for 1937. Priced competitively in the \$2,000-3,000 range, the 810/812 should have been a huge success, though, sadly, this was not to be. The Cord Corporation was in deep financial trouble, and when its proprietor sold up in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well. At the close, a little fewer than 3,000 810/812s had been made.

The Motorcar Offered

The Phaeton offered here for sale is extremely presentable condition for a restoration that must date from 20 or more years ago. All the same, for the most part its Palm Beach Tan livery is very clean and save for a few small areas of sinkage is perfectly serviceable, the Maroon interior appears to be complete and again while not new, has seen only modest wear and presents well. Beneath the hood is a tidy and complete engine bay.

Unquestionably one of the most distinctive designs ever to grace an automobile, the Cord in Phaeton form can be enjoyed by friends and family. \$110,000 - 140,000



Overview

Chassis no. 1206H Engine no. FB2866

289ci Lycoming flathead V8 engine

Single FE15 Stromberg Carburetor

125bhp at 3,500rpm

Four-speed Bendix Finger-Tip Gear Control pre-selector electric manual transmission

Independent front suspension and live rear axle with semi-elliptical leaf springs

Four-wheel hydraulic drum brakes

Timeless, Gordon Buehrig design

Innovative front-wheel drivetrain

Restored about two decades ago

CCCA Full Classic™



In the current ownership since 1976

1965 Rolls-Royce Silver Cloud III Saloon

The Silver Cloud III

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-liter V8 engine introduced on the 'Cloud II/S2 - though with larger carburetors, new distributor and raised compression ratio - and came with a four-speed GM-derived automatic transmission as standard equipment. Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting, the absence of sidelights from the wing tops, and a slightly lower radiator shell. Inside there was improved accommodation with separate front seats and increased room for rear passengers. Notable as the last mainstream Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.

The Motorcar Offered

LSKP 203 was ordered new in Geneva, Switzerland by one H.G. Yzerman. Sold by the still-in-operation S.A. Garage du l'Anthénée in Geneva and delivered on June 10th of 1965, the Rolls was originally trimmed in two-tone livery with a Shell Green roof and a Tudor Grey body and the interior was trimmed in tan hides. Air-freighted to Switzerland, it enjoying the first 11 years there until the vendor purchased the car from the Oldtimer Garage LTD in Berne in December of 1976—an invoice included with the car listed the purchase price as \$10,600. Upon receiving the car in the US, the decision was made to repaint the car in a more exciting color scheme. The car was repainted again to its current black and red scheme in 1989 by Bob Chromy at a cost of over \$11,000. The interior was retrimmed in black leather at this time as well.

Maintained in good mechanical condition, the Cloud started on a dime and performed admirably during a brief test ride. Cosmetically the car has mellowed with age, but is still very presentable. Documented with records





Overview

Chassis no. LSKP203 Engine no. SP101K

6,230cc OHVV8 engine

Twin sidedraft SU carburetors

220bhp at 4,500rpm

Four-speed Hydra-Matic automatic transmission

Independent front suspension with coilsprings and live rear axle

Four-wheel hydraulic drum brakes

In the present ownership since 1976

Ordered new in Geneva

Long-term East Coast car

Unique two-tone color scheme

from Rolls-Royce, original purchase paperwork from 1976, images of the car prior to the current owner's acquisition, and a detailed record of the 1989 retrim, LSKP 203 is now ready to move on to its next keeper after 37 years of continuous ownership and enjoyment by the vendor. \$35,000 - 40,000



1960 Rolls-Royce Silver Cloud II Saloon

The Silver Cloud II

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their predecessors, though their performance was considerably enhanced by the new 6,230cc aluminum power unit. Although wider and shorter than the 'six' it replaced, the new engine fitted relatively easily within the engine bay, re-location of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering was standardized. Immensely successful both at home and abroad, the pair remained in production until superseded by the re-styled Silver Cloud III and Bentley S3 in the autumn of 1962.

The Motorcar Offered

Ordered through legendary New York Rolls purveyor J.S. Inskip, Inc by Stanley Wojciechowski of Reading, Pennsylvania, LSPA 310 was delivered less than two weeks into the Swingin' Sixties on January 11, 1960. With the build sheet specifying both 'refrigeration' for the summer heat and various cold weather options for use in the Pennsylvania winters as well, the car was clearly ordered for active use. Mr Wojciechowski retained ownership of the car until it passed into the care of his son Richard in 1988.

In the early 1990s, Dr Stanford Goodman asked the current owner of the car to help him find a Silver Cloud. In 1994, with the vendor's assistance, Dr Goodman purchased LSPA 310 from the younger Mr. Wojciechowski. Dr Goodman kept the car in good, meticulously maintained and well documented shape until it was purchased by the current owner—who had initially helped Dr Goodman find the car in the first place—in 2006. Continuing a regiment of careful mechanical maintenance, the Rolls continues to perform well today as demonstrated on a brief test ride. In original, unrestored condition and showing a bit less than 115,000



Overview

Chassis no. LSPA 310 Engine no. 155AS

6,230cc OHVV8 engine

Twin sidedraft SU carburetors

200bhp (est)

Four-speed automatic transmission

Independent front suspension with coil spring and live rear axle with semi-elliptic leaf springs

Four-wheel power-assisted hydraulic drum brakes

Known history from new

Four owners since it left the factory

Original and unrestored

A Northeast car since it was delivery

original miles on the clock (with the odometer having rolled over once in the late 1997-8), this four-owners-from-new Rolls still retains its regal good looks and unmatched Crewe build-quality today.

\$25,000 - 30,000

Please note this motorcar is titled as a 1961.





Overview

Chassis no. DB4/664/L Engine no. 370/669

3,670cc DOHC aluminum inline 6-cylinder engine

Twin SU carburetors

240bhp at 5,500rpm

Four-speed manual transmission

Front A-arm coil spring suspension and rear rigid axle with coil spring suspension

Four-wheel hydraulic disc brakes

One of 165 Series III DB4s built

Delivered new to the U.S.

Originally ordered by successful U.S. diplomat Henry L.T. Koren

In largely original condition

A rare and enjoyable left hand drive DB4

319

Original U.S. Supply, factory left hand drive 1961 Aston Martin DB4 Series III Saloon

The DB4

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

At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine designed by W. O. Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet. . . equally unmistakably Aston Martin.' The 3.7-liter, six-cylinder power unit was the work of Tadek Marek, and had first been seen at Le Mans the previous year in the DBR2.







Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A fronthinged bonnet, bigger brake calipers and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two hood stays and a host of improvements to the interior fittings.

By definition left hand drive examples of the DB4 were rarer as sales in the home market accounted for the lion's share of those built, although precise statistics on the ratio are not documented. The total of Series III cars, left and right hand drive is known to have accounted for just 165 units total.

The Motorcar Offered

This car is a rare, original U.S. supplied DB4 from the third Series. Cars that arrived in the U.S. new were usually supplied through a main agent, which makes this car all the more unusual in that its build sheet records that it was to be 'sold direct' to first owner H.L.T. Koren, c/o Department of State in Washington D.C. Our research finds that Mr. Henry Koren was the Director of the Office of Southeast Asian Affairs at this time in the early 1960s and would continue a career with positions as Ambassador to the Republic of the Congo, Deputy Director for Coordination, Bureau of Intelligence and Research, Department of State, and as Deputy with the rank of minister to the Deputy Ambassador to Vietnam from July 1966 - February 1968. At the time of the Aston's acquisition, his role was clearly important enough to have his new sportscar arrive directly with him!

Quite how long Mr. Koren retained the car is not known at this time, it may well have been traded in or stored during any of the above postings. As new, Mr. Koren's luxury British sports car would certainly have stood out in D.C., being originally finished in the attractive and appropriate scheme of Goodwood Green and with a red Connolly interior. It was also shod with Firestone Sports tires.

The car would later migrate to Washington State, where it has been stored for approximately the last decade. Today the DB4 remains in its original livery, albeit with a replaced interior in tan Connolly hide. For the true collector of Aston Martins, this car is set off well with chrome wires. It has benefit from a full strip down and detail of the undercarriage, engine bay and trunk – the result of considerable time and expense – all of which places this Aston in very fine order cosmetically.

\$525,000 - 575,000









320 1963 Triumph TR4 "Surrey Top"

The TR4 Surrey

First step in the TR's transition from uncomplicated, rugged sports car to something altogether more refined, the TR4 was introduced in 1961. Giovanni Michelotti's new bodyshell brought the styling bang up to date while beneath the skin there numerous chassis changes. Rack-and-pinion steering, widened front and rear track, and an all-synchromesh gearbox contributed to improved driveability, while wind-up windows were a big advance on the preceding TR3's primitive side screens. The standard engine was the 2,138cc four-cylinder overhead-valve unit first offered on the TR3A, and when equipped with the optional overdrive the TR4 was good for a top speed of almost 110mph. Today, the four-cylinder TRs are among the easiest of post-war classic sports cars to own and maintain, being supported by a multitude of component suppliers and other specialists. A rare factory option was the hardtop known as the "Surrey Top", an early attempt at a Targa. The hardtop panel featured a removable either hardtop or softop center panel, giving any TR4 so equipped a versatility unique at the time.









The Motorcar Offered

Finished in Signal Red with a black leather interior, this TR4 was subject to a comprehensive restoration that was completed in 2008. The body and frame were stripped down to the bare metal—revealing them to be straight and accident-free—refinished and repainted. Mechanically the engine was completely torn down, balanced, and rebuilt. For ease of use and reliability, the crankshaft was machined to accept a modern rear main seal which eliminated the usual oil spots found under just about every British car and the head was fitted with hardened valve seats to make usage of unleaded gasoline a non-issue. Inside, a completely new interior purchased from Moss Motors was professionally installed. In all cases, inside and out, parts were refurbished or replaced—with virtually every wear related part subjected to the latter. A full listing of the work completed and the parts replaced is included with the car.

Riding on a set of original 1960s America Racing magnesium wheels wrapped in Bridgestone Potenza tires, this TR4 will definitely make for plenty of back road enjoyment. With the vinyl top section removed, one can enjoy open air motoring with minimal wind buffeting. Showing well today, it has been kept in a climate controlled garage since it was purchased by the current owner and regularly maintained. With a number of concours trophies already to its credit, it would certainly be welcome at a range of events and tours and it will undoubtedly provide many hours of driving pleasure to its next owner.

\$35,000 - 40,000

Overview

Chassis no. CT21834L0

2,138cc OHV inline four-cylinder engine

Dual SU carburetors

104bhp at 4,700rpm

4-speed manual transmission with overdrive

Front independent suspension with unequallength A-arms and coil springs, rear rigid axle with semi-elliptic leaf springs

Front hydraulic front disc and rear drum brakes

Rare "Surrey Top" option

Recent, thorough restoration

Prepared for enthusiastic use

A fantastic car in which to tour



Overview

Engine no. 1B221424M Body no. 49655404

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

90bhp at 4,000rpm

3-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

Welcomed entrant to many rallies and driving events

Desirable original BN1 model

Recent engine rebuild

Popular model for road tours





321

1955 Austin-Healey 100 BN1 Two Seater Sports

The Healey 100

Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low-cost high-performance sports car and aimed at the US market, which took almost 100% of production initially, the Austin-Healey 100 sourced its major components from the Austin Atlantic saloon. Low-revving and torquey, the latter's 2,660cc four-cylinder engine produced an unremarkable 90bhp, but when installed in the lighter and more streamlined Healey the result was a genuine 100mph-plus car capable of reaching 60mph in under 11 seconds. A three-speed gearbox equipped with overdrive on the top two ratios was an unusual feature of the original BN1, which was superseded by the short-lived, conventional four-speed BN2 for 1956. In 1953 a team of drivers including Donald Healey and George Eyston set a host of international and AMA speed records at Utah's Bonneville Salt Flats driving two Healey 100s.

Highlights including a maximum speed of 143.626mph and 1,000 kilometres at an average of 127.00mph achieved by the tuned car and 24 hours at an average of 104.3mph set by the AMA-selected 'off-the-showroom-floor' example. A muscular sports car to delight the purist, the 100 was not bettered by its six-cylinder successors in terms of outright performance until the introduction of the Austin-Healey 3000 in 1959.

The Motorcar Offered

The 100 here offered is ostensibly a good original straight example of the marque. At some point in its journey this far, the car has lost its original firewall plate which would identify its precise origins, but as with many today it takes its identity from the body number. Both the motor and the automobile itself tally with original BN1 specification and to judge from the condition of the car generally, it seems unlikely that this is anything other than a stock BN1.

In prior ownership, the engine has been redone and the car is reported to be running very strongly. Clearly an older restoration, with tidy paint and upholstery, there are no rips, tears, dents, or significant scratches and it is complete with a top and tonneau cover. In the present custody, the brakes have been redone, and fluids replaced. In servicing and attending to the car it was noted that the floors have been replaced, and there has been some interior body damage which has been repaired, quite possibly as a result of light corrosion incurred its 55 year plus existence. Of particular charm is the trunk compartment which retains its original matting, as well as jack, hammer and some tools.

Continuing to grow in popularity these early Healeys with their iconic trapezoid grille and sporting laydown windshield, look like they're whistling along even when standing still and provide potential entry for the numerous Mille Miglia retrospectives around the world. \$40,000 - 50,000

Please note this car is titled under its body number, 49655404.









1969 Mercedes-Benz 280SL



The Mercedes-Benz W113

Launched at the Geneva Motor Show in March 1963, the 230SL - or W113 as the model range was internally labeled at Mercedes-Benz – was really a completely new car through and through. A truly modern car for its time and constructed to the high level of craftsmanship expected from a Mercedes-Benz product, the model quickly became a very popular sporty 2-seater among the elite. Mercedes-Benz would call the W113 "a Grand Tourer in the traditional sense" and "a unique combination of sports car performance and saloon car comfort." Many of the design and technical features were industry firsts, including the hard-top designed to withstand the cars weight for safety reasons, and with a distinct design from where the W113 series got the nickname 'Pagoda'. After the 230SL came the 250SL, which had about 200cc more cubic centimeter capacity than its predecessor; after that, both were replaced by the ultimate evolution, the 280SL, which was introduced in 1967. The enlarged 2.8liter 6-cylinder SOHC now produced 170 horsepower, and the car was outfitted with disc brakes in all four corners. The classic Pagoda models are becoming increasingly collectible, featuring exceptional build quality and low maintenance, easy access to spare parts and all around just a great collectors car.



The Motorcar Offered

According to copies of the Mercedes-Benz factory build-sheets, this US delivery 280SL was finished new in the classic color DB050 White over a Dark Bamboo MB Tex interior. It came from the factory with both soft and hard tops, a Becker radio, the 4-speed automatic transmission, power steering, front and rear bumper guards and an outside rearview mirror mounted on the left hand door. Although the early history remains unknown, the car was in 2007 in need of restoration work, when the owner at the time entrusted the Lake Bluff, Illinois based restoration shop, The Ultimate Paint Shop, to perform a comprehensive refurbishment of the aging Pagoda. Totaling over \$46,000 in receipts, the work included the installation of a new interior, a complete repaint and refurbishment of the engine. It should be noted that at some point in the car's history, the original engine was replaced with an un-numbered factory replacement unit. Beautifully presented with colorcoded hubcaps and shod on Michelin radials, this classic 280SL remains in wonderful condition, ready to be enjoyed on Sunday drives or proudly displayed at a Concours d'Elegance.

\$60,000 - 80,000



Overview

Chassis no. 113044.12.009756

2,778cc SOHC Inline 6-Cylinder

Bosch Mechanical Fuel Injection

170bhp at 5,700rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

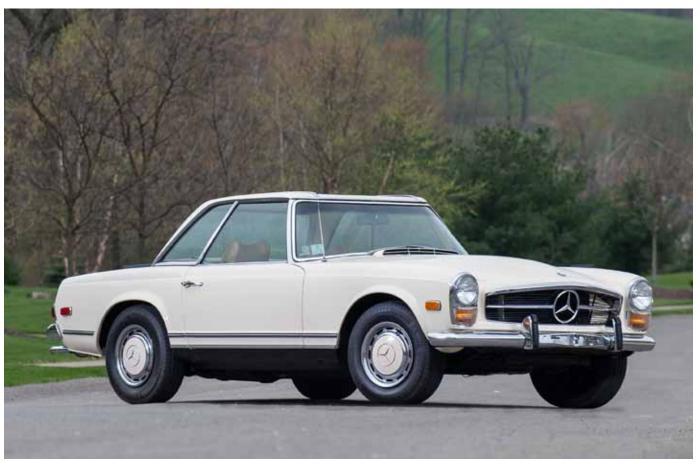
Professionally restored 280SL

Delivered new in DB050 White over Bamboo

Optioned with both soft and hard top

Ready for Sunday drives or local shows

Offered with copies of the factory build sheets, receipts and tools







323 1958 Jaguar XK150 3.4-Liter Fixed Head Coupé

The Jaguar XK150

A progressive development of the XK120 and XK140, the XK150 retained its predecessors' basic chassis, engine and transmission but benefited from an entirely new body providing increased interior space and improved visibility courtesy of a single-piece windscreen. The new model's main talking point though, was its Dunlop disc brakes that at last provided stopping power to match the XK's prodigious straight-line speed. Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead 2+2 coupé forms, the open two-seater version not appearing until the following year. Disc brakes apart, the chassis remained much as before, as did the 3.4-liter, XK, six-cylinder engine that produced 190bhp as 'standard' or 210bhp when fitted with the 'B'-type cylinder head. The four-speed Moss gearbox continued; overdrive and automatic transmission were options. "The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable," concluded *The Autocar*.

The Motorcar Offered

An American car from new, the offered XK150 was delivered new by Jaguar Cars of New York to one E W Overstreet of Los Angeles. Uniquely distributed directly by the manufacturer, the sleek coupe was originally



trimmed in Cotswold Blue with matching Dark Blue hides, an automatic transmission and the full Special Equipment package that included dual fog lights, dual exhaust, a set of five wire wheels, dual exterior fender mirrors, and windshield washers—the latter package it still carries today. Further history on the car was unknown at press time beyond the fact that by 2009 the car had been restored to its current Carmen Red over tan hides color scheme and the old automatic transmission had been replaced with a more desirable correct specification 4-speed manual.

Acquired by the vendor in January 2010, the Jag has been sympathetically maintained and enjoyed. Showing well today, a ride in the car at speed demonstrated its mechanical acumen and smooth running. Complete with a complete tool roll, Jaguar spares catalog, and Jaguar-Daimler Heritage Trust Certificate, this nicely presented XK150 is the perfect ride in which to tear up back country lanes.

\$50,000 - 70,000



Overview

Chassis no. S834923BW Engine no. V2326-8 Body no. J 8068

3,442cc DOHC Inline 6-Cylinder Engine

Twin SU Carburetors

190bhp at 5,500rpm

4-speed manual transmission

Front wishbone with torsion bars and rear liveaxle with half-elliptical springs suspension

4-wheel hydraulic disc brakes

Delivered new to the US

Nicely restored and presented

Converted to a desirable manual transmission

Certified by the Jaguar-Daimler Heritage Trust

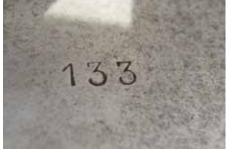
A thoroughly modern vintage sportscar





43286 in action, circa 1932.

Photo credit: Pierre-Yves Laugier









324
Pebble Beach Concours d'Elegance prize winning
1930 Bugatti Type 43 Supercharged
Sports 2/4 Seater



Overview

Chassis no. 43286 Engine no. 133

2,262cc SOHC supercharged inline eight-cylinder engine

Single Zenith 48 carburetor

120bhp

Four-speed manual transmission

Rigid front and rear axles with four-wheel semi-elliptical leaf springs

Four-wheel cable operated mechanical drum brakes

Extensively documented by marque experts

Comprehensive restoration by Bugatti restorer Jim Stranberg

Eligible for Mille Miglia and other retrospectives

Chain of renowned U.S. owners



The Type 43

The Type 43 was launched in the spring of 1927 and was developed from the Type 38, from which it took axles, brakes, steering, the radiator and gearbox. The engine, on the other hand, was a 2.3 liter supercharged unit taken from the Type 35B grand prix car. A slightly shorter wheelbase chassis was used, waisted in the center to follow the body lines. It was hailed as a road car with the qualities of its racing sister, and was well suited to sporting events such as the Alpine Trial, hill climbs and circuit racing while retaining all the capabilities of a long distance fast touring car.

Described by the late Hugh Conway as 'one of the four really great Bugatti models', the Type 43 was among the very first road cars to be offered with a top speed of over 100 mph. It was also expensive, selling when new in 1927 at a list price of £1200. Autocar's European correspondent W. F. Bradley owned a Type 43 in the late 1920s and wrote, "This model has all the characteristics of a racing car, and is indeed a racing car with a touring body; it looks fast, and it really is fast, but six months' experience with one on French highways has proved that it is one of the safest cars a motorist could handle. Its maximum speed is about 112 mph: its gear ratio and the size of tire used give 20.5 mph per 1000 rpm. . . one soon becomes satisfied with the knowledge that the car is one of the fastest on the road, and the greatest pleasure is obtained not in attempting to obtain the maximum from it (indeed, that is all but impossible except on a track), but in its wonderful acceleration, its high degree of flexibility, and its remarkable steadiness at all speeds, and particularly when one is negotiating winding hills."

The Motorcar Offered

This is an exquisite supercharged 8-cylinder Bugatti. It is a car that has been fastidiously researched by two of the great authorities on the marque, David Sewell in the UK and Pierre-Yves Laugier of France, and one that has benefited from a comprehensive restoration at the hands of one of the great restorers of the marque, Jim Stranberg of High Mountain Classics in Colorado.

Its documented history, compiled from the reports of these two renowned historians, has been traced back through a combination of factory records and French registration listings which actually begin on September 1928, when the car's engine '133' was built at the Molsheim Works and fitted to chassis 43286. It was one of eight cars to be built that month. It would not be sold from the Works, though, for another 18 months, when it was invoiced to B. Larrousé of Paris on May 12, 1930. Sewell's belief is that Larrousé was most likely a recently appointed agent for the company as just three were sold to him in 1929 and no less than 56 Bugattis were invoiced in 1930!

Through Laugier's forensic style investigation of the French registration records it was established that, while the first person that Larrouse sold the Bugatti to is not confirmed, by 1932 it was the property of M. Eonnet. The Eonnet family was known to have been serial Bugattistes and would follow this purchase with acquisitions of other Bugattis including a 57S (57511) and a Type 51. Photos sourced from the family album by Laugier show the 43 being enjoyed by Eonnet, and establish that it carried factory Grand Sport coachwork.

In 1936 the car moved to the first of a series of owners on the French Riviera and received a new local registration with the Nice authorities. Amazingly and helpfully these police records exist, and refer back to the car's last change of ownership as having been in July 1933 in Paris. The Bugatti would pass through the hands of custodians in Nice, Cannes,









Avignon and finally back to the coast of Marseille in September 1948.

Within 2 weeks, the car was bought in Marseille by American Peter Hall and this would commence its U.S. history. Two years later he shipped the Bugatti back to America in 1950. By this time, the car was already in the guise in which it is seen today, as a typically mid-1930s 2/4 Seater with full fenders and with two raised cowls. Neither Sewell nor Laugier have pinpointed a precise date when the car was updated to this style, but both surmise that its revisions would have made the car look more like the contemporary Type 55 and other European Sportscars of the day which were carried out during its time on the French Riviera. Although this work has long been attributed to Paris coachbuilder Million-Guiet, it seems unlikely.



Over the course of the last 60 or so years, the car has had just a handful of owners: Ralph Eades of Santa Ana, CA, in 1953, who is known to have purchased it from Peter Hall, then onto Tom Harrison in 1973. After, it would pass into the long term ownership of then American Bugatti Club President and noted Bugatti collector Richard Adams of La Mesa and, subsequently, family members Lee Adams and Betsy Adams.

Within the last decade, the Adams decided to restore the car, commissioning Jim Stranberg of High Mountain Classics to undertake this work. A comprehensive restoration of cosmetic and mechanical aspects has produced the stunning result that we see today.

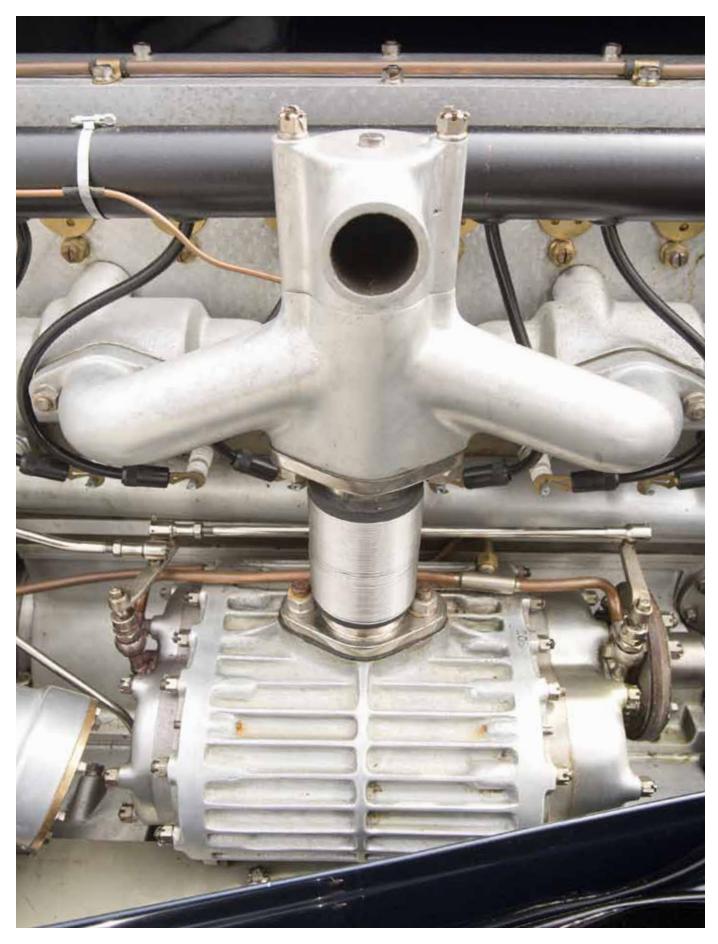
On completion of the restoration, the Type 43 made its debut on the hallowed fairway at the Pebble Beach Concours in 2006, where it received 3rd in its class behind a somewhat formidable entry - a considerable achievement. Since then it has changed hands twice and has continued to be shown, most recently at 'The Elegance at Hershey' Concours in June 2011 where it was awarded the 'French Curves' award, confirming that the Bugatti maintains the exceptional condition achieved in its restoration.

It could be argued that a Type 43 is one of the best ways to experience the Bugatti legend, as it harnesses the 'pur sang' or 'pure blood' of the fabled Supercharged Type 35B. With virtually the same running gear, yet in an altogether more road friendly package, it is more suitable for high speed touring. As they go, this is surely one of the best presented examples of its kind and is in ready to be used order.

Today, by virtue of the considerable number of endurance races that Bugatti's Type 43 contested in period, the cars are now eligible for many of the more desirable retrospective events including the Mille Miglia and Le Mans Classic.

With a top level restoration under its belt, this stunning Bugatti would be at home on the road, track or concours field.

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



Featured in Automobiles of the Chrome Age 1958 MGA Coupe with Judson Supercharger

The MGA Coupe

Although MG's EX182 prototype had debuted at Le Mans in 1955, by the time the actual race came around the design of what would be known as the MGA had effectively been finalized, the event itself being little more than a useful opportunity to check that everything was as it should be. Replacing the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed, 1,489cc B-Series engine. Initially the latter produced 68bhp at 5,500rpm, although this was later raised to 72bhp at



the same revs to further improve performance. Running gear was based on that of the TF, with independent front suspension and a live rear axle, but as far as its road manners were concerned, the far superior MGA was in an entirely different league. Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production.

For many enthusiasts though, particularly those living in Northern Europe, a closed car made more sense than an open roadster, and right from the start the factory offered an optional hardtop, which was followed in October 1956 by a proper fixed-head coupé. The new fixed roof closely followed the lines of the detachable hardtop while additional refinements included windup windows, quarter lights, outside door handles, special seats and door trims, map pockets, vinyl-covered dashboard and a carpeted stowage shelf behind the seats. The additional weight of its steel roof and superior interior appointments meant that the coupé's acceleration suffered a little, although this was offset by a higher, 100mph-plus top speed courtesy of superior aerodynamics, making it the first production MG to top the magic 'ton'.

One way to counter the additional weight of the Coupe was to increase the car's overall performance and one way to achieve this was to fit a supercharger.

"Imagine having lightning fast acceleration, cruising at a higher speed with less engine effort, climbing the steepest of hills with out shifting gears doubling your passing ability and having reserve power for any emergency. The engine responds immediately to the touch of your foot on the accelerator under any condition. A Judson Supercharger on your MG will give you amazing and thrilling performance in any gear at any speed, smoothly, silently, dependably and without sacrificing engine life. The increased efficiencies afford by the Judson Supercharger also provides for a much smoother running engine. Get all the power out of your MG, power that you never realized was there, smooth surging power that is always with a Judson supercharged engine."



the MGA, and while suggestions that performance was enhanced by 50% were dampened by Road and Track's tests, which suggested it was closer to 25%, there was unquestionably a noticeable bump up over the standard fare. By the mid 1950s, MG cars were one of a number of brands that brothers W. Haddon and Charles Judson built superchargers for, having first built them for flat head Fords of the 1940s.

The Motorcar Offered

This exquisite Supercharged MG, comes from a prominent private collection of automobiles where it has resided for nearly two decades. It was acquired for this stable after the car had undergone an extensive rebuild at the hands of Ross Restorations of Thompson Station, Tennessee.

Starting with an original blown MG, the car was rebuilt from scratch, and refinished in its desirable color scheme of Island Green, matched with the corresponding original trim of color of black. The stunning result is evidenced here as it was featured in Michael Furman's 'Automobiles of the Chrome Age'.

Over the course of this ownership, the MG Coupe has been shown at Concours and exhibitions around the country, where it has been both praised and coveted. These have included Best in Show at the North American MGA Registy, AACA Senior Grand National and display at the Meadow Brook Hall Concours among other events and results. In recent times the car just finished being shown at the Larz Anderson Automotive Museum in Brookline, Massachusetts.

A jewel like automobile in every respect, this Judson supercharged MG is offered publicly for the first time since its restoration.

\$60,000 - 75,000

Overview

Chassis no. HMT4344490

1,489cc OHV supercharged inline fourcylinder engine

Single Holley carburetor

90bhp (est) at 5,500rpm

Four-speed manual transmission

Independent front suspension with coil springs and live rear axle with semi-elliptical leaf springs

Four-wheel hydraulic drum brakes

Comprehensively restored car

Original Judson supercharger

Multiple Concours winner



Photo credit: Michael Furman

1958 Fiat 1200TV Spider

The 1200TV

For nearly 20 years, Fiat's mid-range 508 and 1100 models had been the mainstay of middle class Italians. In the mid-1950s, a Turismo Veloce (fast touring) version with higher compression and a two-barrel carburetor became available, then a two-seat cabriolet was introduced to compliment the sedan.

Called by Fiat "Trasformabile" (Italian for convertible), the cabriolet is generally considered the work of Fiat's design director Fabio Luigi Rapi. Teasingly voluptuous, it had a forward-leaning stance. Divided mesh grilles at the front were complimented by a wrap-around windshield. The haunches were understated, but set off with a broad, slightly-diagonal molding. Trasformabiles were soon given the TV engine. There was an adjustable steering wheel and roll-up windows provided comfort in all weather. The term "spider" for a two-seat, open car has become so eponymous that it is commonly applied to these progenitors of the later Fiat 124 Spider.

For 1958, the TV option was effectively replaced by a larger engine. The "TV" suffix, however, had become so associated with the Spider that it was retained and added to the new "1200" designation. The Spider's seats now swiveled for easier entry and egress.

The 1958 model Spider is unique, in the sense that it marries the 1200 engine to the "old" Rapi-designed body. For 1959 new lines would grace the Spider, which, while cleaner and simpler, drained away some of its charm.

The Motorcar Offered

This original 1200TV was had only two vendors since new. With a Royal Automobile Club badge on the grill and old UK registration plates formerly gracing its haunches, it spent the earlier part of its life in the care of one Jackie Smith in northern Scotland before coming to the US. Purchased by the vendor about a year ago from its original owner, the little Fiat was found to be in very good shape. Besides replacing the brakes at all four corner, no other restoration work was needed to produce the fine specimen seen here.

Overview

Chassis no. 103G 115 002788 Engine no. 103G 004 470848

1,221cc inline four-cylinder engine

Single Weber carburetor

55bhp at 5,300rpm

Four-speed manual transmission

Independent coil-spring front suspension and live rear axle

Four-wheel hydraulic drum brakes

Two owners from new

Original, unrestored condition

Unique swivel seats

Gorgeous Italian styling

A perfect summer driver

Rarely seen in the U.S., the 1200TV is a stylish and enjoyable little Italian roadster whose only wish is that it may help you enjoy a bit of *la dolce vita* that much more easily!

\$30,000 - 40,000



1966 Ford F250 Good Humor Truck

The Good Humor Truck

Genius comes in many forms, but in the history of American food, it has usually come with determining how to affix various foods to a stick. Harry Burt of Youngstown, Ohio created an entirely new market in 1920 when he attached a chocolate covered ice cream treat to a stick. He called his creation 'Good Humor Ice Cream Suckers'.

To market the new mobile snack, a mobile ice cream stand was chosen—a Ford Model T with a insulated refrigerator box on the back from which to sell is product. The Good Humor fleet of ice cream trucks expanded rapidly. When the Great Depression hit, Good Humor was already on a tear it continued to grow as its inexpensive treats provided a welcome diversion from the economic gloom. Its fleet of trucks continued to expand and also incorporated bicycles, push carts, shoulder boxes and a boat too.

By the mid-1960s, the company began to focus on retail and grocery sales and started to downsize its truck fleet. Gone were the friendly iceboxes on wheels, replaced with the larger vans that are still popular today. By the late 1970s, gasoline costs had made the trucks unprofitable and the company sold off its entire fleet for \$1,000 to \$3,000 a truck.

The Motorcar Offered

This Ford F250-based Good Humor truck was built in the penultimate year of production for the old-style trucks. Constructed just up the road in Mahwah, New Jersey and fitted with a reliable 240 cubic inch straight six engine, it has a custom built cab and refrigerated box. The unique opencab, open-serve hinted at the warm weather nature of the product being sold—although a folding steel roof could be fitted to provide some level of weather protection for the driver.

This restored example is believed to be one of less than 100 surviving open-cab Good Humor ice cream trucks in existence. Replete with the

Overview

Chassis no. F25AE778660

240ci OHV inline six-cylinder engine

Single barrel Carter YF carburetor

150bhp

Three-speed automatic transmission

Twin I-beam front suspension with coil springs and rear leaf springs

Four-wheel hydraulic drum brakes

One of less than 100 surviving open-cab Good Humor trucks

Built just prior to the demise of the old-style open-cab truck

Cosmetically restored

Guaranteed to bring smiles to everyone's faces

correct decals and lights, it is sure to bring smiles where ever it goes. While the box's interior is currently unfinished, it would surely be a simple and worthwhile endeavor to complete the project. One of the only lots in the auction that can literally pay you back, it is a guaranteed to make you the most popular attraction at the next car show or picnic!

\$30,000 - 40,000 Without reserve



1919 Pierce-Arrow Series 31 Seven-Passenger Tourer

The Series 31

From 1910 on, Pierce-Arrow was exclusively powered by six-cylinder engines of 36, 48 and 66 horsepower. In 1913 the smallest model was uprated to 38 horsepower with a capacity increase from 386 cubic inches to 415 cubic inches achieved, with an increase in stroke from 5 1/8" to 5 1/2" while retaining the 4" bore which defined its 38hp ALAM rating. Engine development was rapidly outdating the horsepower formula (bore in inches squared times the number of cylinders divided by 2.5) which had been developed for taxation purposes in Europe at the turn of the century and the "small" Pierce-Arrow was now making well in excess of 70 horsepower on the dynamometer brake, where each Pierce-Arrow engine was run in and tested before being shipped.

The 38hp Six was the smallest Pierce-Arrow offered. Its prices started at \$4,300 in 1917 with catalog coachwork of which Pierce-Arrow cataloged fourteen different styles from Touring Cars and Runabouts to the elaborate Vestibule Brougham Landaulette. Unusually among luxury marques at this time, Pierce-Arrows were almost always delivered with Pierce-Arrow coachwork. The bodies built by Pierce-Arrow used proprietary technology from its Buffalo neighbor Aluminum Company of America to cast its body parts in very thin 1/8" thick flanged aluminum panels which were carefully fitted together and fastened with rivets to create lightweight, stiff, dent resistant bodywork. It was unique and helped ensure Pierce-Arrow customers' satisfaction with their automobiles.

Herbert Dawley, who in 1912 patented the fender mounted headlights which would become a Pierce-Arrow hallmark, not only did the company's body designs but also coordinated paint colors, finishes, accessories and upholstery which also contributed to the unified Pierce-Arrow look of refinement and elegance. Dawley was quoted as saying, "We spend a great deal of time on things that might be considered ... minor details but they go to make up the Pierce-Arrow car as a whole; and they please the owner of the car."

In 1918 Pierce Arrow revised their model line. They introduced two new versions of their legendary six-cylinder motor, which featured a four-valve per cylinder design with detachable heads. A new dual head Delco distributor ignition system replaced the magneto/coil box system. The added power of the new engines, which Pierce termed "Dual Valve", led to the elimination of the 66hp as Pierce felt like they had equaled its performance with a smaller motor. The now two model line changed its nomenclature from the 38 and 48hp to the Series 31 and 51, respectively. There were also some minor styling changes with the new series: cowl lights were eliminated and the dash incorporated silver faced instruments and a Delco switch panel.

The Motorcar Offered

This Series 31 has a long and known history. The car famously served the role as the family car of the Gilbreth family in the hit 1950 movie *Cheaper by the Dozen*. There was historic precedent for choosing this model for the movie—in the non-fiction novel from which the movie was adapted a Pierce Arrow Tourer was the family car and is even illustrated on the cover. Similarly, this Pierce is prominently placed on the movie poster featuring the whole family in the car, nearly doubling its seven-passenger capacity to twelve – undoubtedly a testament to the cars spacious size and more than ample power!



The Pierce was also featured in the sequel film to Cheaper by the Dozen – Belles on their Toes.

In its post Hollywood life, the car was an active participant in tours and shows. It would often tour with a special banner explaining its famous history (still included with the car). Several old photos of the car at various events are included.

The car is offered today in good order. It has been subject to a fairly recent respray and the interior has largely been retrimmed, but the occasional seats still have their original upholstery. The car is fitted with a correct lined vinyl top. The dual-valve motor starts easily and runs strong and the car drives well and accelerates briskly. Many aficionados of these cars will admit that the Model 38 and Series 31 cars are the most fun to drive and the added grunt of the 31 makes them the hot rod of the bunch.

Overall, this is a great nickel touring car. With its rich history and desirable spec, it represents excellent value.

\$140,000 - 160,000



Overview

Chassis no. 312064 Engine no. 312-093

452ci T-head 24-valve dual ignition sixcylinder engine

Single throat, Pierce Arrow carburetors

75bhp at 2,200rpm

Four-speed transmission

Solid axles with semi-elliptic front and ¾-elliptic rear springs and Hartford shock absorbers

Two wheel brakes with internal foot and external hand brake shoes

Prominently featured in Hollywood films including Cheaper by the Dozen

Known history from new

One of the best driving of all Golden Age Pierce Arrows

Powerful "Dual-Valve" engineering



312064 in Cheaper by the Dozen

Photo credit: Photofest, Inc

The only known surviving example 1932 Lincoln KB Four-Passenger Town Sedan

The KB

The year 1932 saw the arrival of the biggest and most classis Lincoln yet: the KB. The new V-12 of 448 cubic inches and 150 horsepower was the largest and most powerful Lincoln engine of the era.

The Motorcar Offered

The 234A is the most stylish of the production Lincoln sedans built in 1932. The exterior finish is a pale gray upper body and fenders with a tan lower body and french gray stripe. The car is fitted with the correct Beals and Selkirk trunk in pristine condition. Its blind rear quarter panels add privacy to the elegant intimacy of the compact owner's compartment. Upholstery in several shades of tan broadcloth, in fine condition, complement the overall interior appearance. The interior hardware and fittings including two vanities are complete and original. The overall appearance of the interior is one of restrained elegance.

It is believed that this car is the only surviving example of the 1932 two-window town sedan.

Although an older restoration, this vehicle has been thoroughly upgraded both mechanically and cosmetically in the last three years. Noted Lincoln specialist Ray Theriault upgraded the steering gear to 37-39 Lincoln type, making the steering effortless. The KB has recently been fitted with new tires, directional signals, LED lighting in tail lights and other safety features. It is offered in ready to use condition.

Included with the car is the original owner's handbook, as well as some important Lincoln tools including a jack, hub wrench and hub cap wrench. \$80,000 - 110,000

Overview

Chassis no. KB1377

448ci L-Head V-12 engine

Single dual throat carburetor

150bhp at 3,400rpm

3-speed manual transmission

Solid axle suspension with semi elliptic springs and hydraulic shock absorbers

Four-wheel vacuum-boosted mechanical drum brakes

The best looking year for Lincoln

Regarded as the best driving classic of its time

The only surviving KB Town Sedan

Sporty close-coupled coachwork

Powerful and smooth 12-cylinder motor











Ex-Henry Austin Clark

1905 George N. Pierce "Great Arrow" 28/32 Five-passenger Roi Des Belges

The Great Arrow

The first Pierce automobiles were light Stanhopes designed by David Fergusson, Pierce's chief engineer until 1921. These vehicles were powered by single-cylinder De Dion engines purchased from the French company. The lightweight Pierces were a natural progression from Pierce's long experience in building and marketing bicycles. Pierce's own bicycle dealer network and distribution system distributed the earliest Pierce fourwheelers, giving the company a natural advantage over its competitors.

The first multi-cylinder Pierce appeared in 1903, a front-mounted inline vertical twin with rear wheel shaft drive and a 3-speed transmission with steering column mounted shift controls – an extremely early Pierce innovation. The four-cylinder Great Arrow followed in 1904 with power from a 231 cubic inch 24/28hp engine with 3-speed sliding gear transmission and rear wheel drive.

Three years later, in 1907, Pierce entered the six-cylinder era that would so effectively define the company. A massive 5" bore x 5½" stroke monster of 648 cubic inches with individually cast cylinders, a 60hp ALAM rating and 65hp according to Pierce, each car cost \$6,500 with catalog coachwork. Even in the first year, Pierce sold a hundred of them.

Overview

Chassis no. 1268 Engine no. 1268

302ci T-head inline four-cylinder engine

Single updraft carburetor

32hp

Three-speed sliding-gear transmission

Solid axles with semi-elliptic front and rear leaf springs

Two-wheel mechanical brakes with internal foot and external hand brake

One of the most historic and important early Pierce Arrows

Long term ownership by Henry Austin Clark

Recent engine rebuild

Beautiful cast aluminum bodywork









The business was expanding so rapidly and its high quality standards required so much hand work that it outgrew its extensive existing facilities. In 1906 the company acquired a 16-acre parcel that had been the site of the 1901 Pan-American Exposition. There it erected a massive manufacturing facility that was for years the pride of Buffalo, New York. Designed by Albert Kahn, the Pierce-Arrow plant was one of the first large-scale uses of reinforced concrete construction. When it had expanded to its maximum there were more than 1,500,000 square feet of office, engineering and manufacturing space in 3- and 4-story buildings. It was not only one of the most complete automobile manufacturing facilities in the world, it was also one of the most progressive in attending to the needs of its workers.

The George N. Pierce Company, which had started out making birdcages and iceboxes and proceeded to building bicycles, had reached the pinnacle of automobile size, prestige, luxury, performance and cost. Two years later the company adopted the identity of its premier product, becoming the Pierce-Arrow Motor Car Company. Two Pierce-Arrows were delivered to the U.S. government in Washington in 1909 for the use of President Taft.

One of Pierce-Arrow's most notable achievements was its unbroken record of success in the Glidden Tour. This event was established by Charles Glidden as a complement to racing's Vanderbilt Cup to reward automobiles that performed well and consistently over a long distance tour. The first Glidden Tour was held in 1905, a 1,100 mile epic drive from New York through New England and back. Percy Pierce, driving a Great Arrow, scored a 996 out of possible 1,000 points, and was accompanied by his wife, parents and a factory mechanic. The Great Arrow was also chosen by fifteen of the 30-some competitors as the best performing automobile and won the hillclimb up Mt. Washington. Pierce-Arrows competed four more times in the Glidden Tour, winning each year with perfect scores, a performance that retired the Glidden Trophy in effect if not in fact.

The Pierce used in the Glidden Tours was the Great Arrow 28/32. This machine was arguably one of the most advanced and modern machines produced in America at the time. Powered by a large T-head four-cylinder motor and equipped with a three-speed transmission, the car was powerful and fast. Dressed in what would become Pierce Arrow's most famous feature, its cast aluminum bodywork, the resulting machine could easily be mistaken for a machine made five or six years later. These first Great Arrows were the first true Pierce-Arrows and would become the model of the legendary machines to come.

The Motorcar Offered

This magnificent machine is perhaps the most important early Pierce Arrow to survive. The car's existence was first brought to the attention of Henry Austin Clark before WWII. Since his services were required by the US Navy, he had to wait until after the War to pursue it. When the dust had settled Austie tracked down the Pierce on Long Island and bought it. What he found was a car that today no one would restore. Though the paint had flaked off in many spots, the car was original and complete. The car was handed over to the best restorer of the time, Ralph Buckley. Buckley did a careful recommissioning of the car, including a repaint, all of which work was documented in receipts from the 1950s and is included in the car's history file.

Austie owned the car for decades, featuring it on tours as well as in his Long Island Auto Museum. He did extensive research on the car, gathering strong evidence that the car was used by Charles Glidden on the 1905 tour – though not the winning car.

In the 1990s the car passed from Austin Clark to its current owner by way of the Imperial Palace Collection. The car is now being offered publicly for the first time in its life.

Today the car still wears Buckley's restoration, though upon close examination it appears that much of the upholstery is original. In recent years, the current owner hired David Greenlees of Brattleboro, VT to overhaul the motor. Mr. Greenlees is one of the most respected rebuilders of this type of motor and as a result the car runs exquisitely. It is smooth, quiet and starts effortlessly. Receipts documenting all the work done on this car in the last 65 years are included in the file.

The car was used at the Pierce-Arrow Centennial celebrations in Buffalo, NY in 2001.

By great luck, the current owner found an original Pierce basket for the rear trunk rack a few years ago: a beautiful finishing touch for this fine machine.

This is a car of great historical importance with a rich and documented history. With long term ownership by one of the great luminaries of the hobby, it is offered today in well sorted condition with a fresh motor. \$220,000 - 280,000















331 Concours prize winning 1952 Jaguar XK120 OTS

The Motorcar Offered

The Jaguar XK 120 OTS offered here left Coventry on September 13, 1951 bound for the American market where it was titled in Pennsylvania on January 29, 1952. Close inspection of the car today shows that it must have been a transitional example as it features the usual hallmarks of the early production 120s including a chrome fender mounted parking lights, a chrome hood prop, a chrome trunk prop, a chrome top frame, a fixed rear window in the top and an ENV rear differential; and yet, the car also has painted seat frames, a trait of the later production cars.

The car was acquired by the consignor in 1995 as a very solid survivor. At the time of purchase, the body was largely rust-free, but little of the original interior remained and the engine was due for a major overhaul. Consequently a total ground-up restoration of the roadster was completed by Tom Reinsmith of Precision Imports in Emmaus, PA just in time for the Jaguar Club of North America Biennial meet in August, 1997. The work was meticulously carried out to ensure that the car presented was correct, show-worthy and drivable. Great lengths were taken to preserve as many of the original bolts with their distinct manufacturer marks as possible, the suspension was power coated, the exhaust system stainless steel, the brakes were all contour ground to maximize stopping power, and even the door hinges were rebuilt to assure solid fit and long lasting use. The paint was redone in the original silver by Precision Motor Cars in Allentown, PA.

Upon completion, the Jaguar began a series of entries in Concours events. It scored a 99.97 at the JCNA meet in 1997 and in the following year achieved an even higher mark of 99.98 at a Regional meet. That same



year, in 1998, the car won its AACA senior first place badge. Awards followed in 1999 at, fittingly, the Greenwich Concours d'Elegance where it won Best Sports Car post-WWII Concours Europa and its class, later that year at the Radnor Hunt Concours it achieved Best English car pre-1965. In 2000, it attained Grand National status and won an Amelia Award at the Amelia Island Concours.

Accompanying the Jaguar is the correct tool kit, jack, grease gun and side curtains. Importantly, its Heritage Certificate is also included and verifies its matched engine status.

The car has only accumulated some 1600 miles since restoration, but was fully serviced on a regular basis to maintain its turnkey ability and is reported to be a very strong runner and a joy to drive. A proven show winner, this British Roadster is sure to delight its next owner on and off the Concours field.

\$110,000 - 130,000 Without reserve



Overview

Chassis no. 671555 Engine no. W3656-8

3,442cc DOHC inline six-cylinder engine

Twin SU carburetors

180bhp at 5,300rpm

Four-speed manual transmission

Independent front suspension and rear semielliptical leaf springs

Four-wheel hydraulic drum brakes

Comprehensive restoration

Offered from Premier Northeast collection

AACA Senior award winner

Heritage Certificate on file





332 1962 Alfa Romeo Giulia Sprint 1600 Coupe

The Alfa Romeo Giulia Sprint

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

In 1954 came Alfa's second new postwar design, the Giulietta. Powered by a light alloy dohc four of 1,290 cc, it came as a unibody 2+2 coupe by Bertone, called "Sprint," and was capable of 102 mph in basic form. The more powerful Sprint Veloce, introduced in 1956, would do 110. Its basic design was the work of Orazio Satta Puliga, who had joined Alfa in 1938 and succeeded Wilfredo Ricart as head of design in 1946.

In the Spring of 1955, a sedan version (Berlina) became available, and soon afterwards a Spider convertible by Pininfarina. Joining the standard models in 1957 were two limited-production models, the Sprint Speciale, a long-tail coupe by Bertone, and the Sprint Zagato, a short-tail version by that Milanese coachbuilder. Alfa Romeo did not mount an all-out factory competition program, but private entries were a credit to the marque, a pair of Giulietta Sprints making a good showing in the 1956 Mille Miglia.

Although the Berlina was the most popular, particularly in Italy, with nearly 193,000 built in eleven years, the Sprint and the Spider became the archetypal Alfas, beloved of Alfisti and moviegoers alike, the latter thanks to screen appearances with the likes of Dustin Hoffman. Sprint production reached more than 27,000 by the time the model was phased out in 1965, the Giulietta having been succeeded by this model, the 1,570 cc, five-speed Giulia, in 1962.

The Motorcar Offered

Completed on August 4, 1962, this Giulia Sprint coupe was delivered to its original owner in Rome on September 21. It is mostly original, apart from a repaint in the original Gardenia White and new covers on the blue and white seats. Some spot repairs have been made to the bottom of the door edges, and a few small holes in the headliner remain as testament to its authenticity.

The car is fitted with an unusual period Voxson Vanguard mirror, which incorporates control of the AM radio into a dashboard-mounted rear-view mirror. It also comes with an anti-theft steering column clamp, an early accessory similar to "The Club" that is on the market today.

Within the last two years it has had new engine mounts, transmission and differential seals, a new fuel sender, a new manifold gasket and throttle lever seal. Hoses and clamps have been replaced, generator bearings renewed and new spark plugs installed. Timing and valve clearances have been checked and adjusted, and new filters installed at time of an oil change. The engine has excellent, even compression on all cylinders and runs well, making the car a dream to drive. It runs, stops and steers without hesitation or effort, and accelerates swiftly and shifts smoothly. It comes with a complement of tools and a number of spare parts, as well as a copy of the instruction book. An icon of the 1960s, this Alfa is ready to be enjoyed.

\$30,000 - 40,000





Overview

Chassis no. AR353030 Engine no. AR00526*03237*

1,570 cc dohc water-cooled inline fourcylinder engine

Single Solex downdraft carburetor

104bhp at 6,200rpm

5-speed manual transmission

4-wheel hydraulic drum brakes

Coil spring independent front suspension, live rear axle with coil springs

Iconic Giulia Sprint Coupe

Refreshed original car

Unusual period accessories

Full mechanical service



1941 Cadillac Series 62 Convertible Coupe There simply had never been an American production car like the

The Series 62

There simply had never been an American production car like the 1941 Cadillac.

GM design chief Harley Earl worked with Cadillac studio head Bill Mitchell to create the 1941 Cadillac. Stylist Art Ross is credited with the first sketches of the car's broadly rectangular grille—which would be a radical departure from the sharply vee'd vertical grilles of preceding models. The "egg-crate" texture of the 1941 grille would become an essential part of the Cadillac DNA.

Form and function were balanced in new ways on the '41s. The sculpted flying goddess hood ornament lifted to actuate the hood latch, while the streamlined tail lamp housing on the left cleverly concealed the fuel filler cap — a device that would continue to delight Cadillac owners and mystify gas station attendants well into the "tail fin" era. Even the bumpers were more integrated into the overall design than ever before.

The interior of the 1941 Cadillac was just as entertaining as the exterior. A lavishly detailed and artfully wood-grained instrument panel dominated by two large round instruments—the speedometer and clock—was just one visual treat.

Cadillacs were among the best equipped and most modern cars on the road in 1941. Standard features included a V8 engine, sealed beam headlamps, 15-inch wheels and fore-and-aft turn signals.









Strong torque, smooth acceleration and quiet operation from its V8 engine made it a delight for drivers. For the first time ever, Cadillac offered its customers a choice of transmissions in this year. They could select either the standard 3-speed manual, as found on the offered car, or choose the new fully automatic GM 4-speed Hydra-Matic, a \$125 option.

The Series 62 model line consisted of a handsome notchback coupe and sedan, plus the only two Cadillac open models offered in 1941, the Convertible Coupe as seen here, and the Convertible Sedan.

The Motorcar Offered

This Oceano Blue over tan leather Series 62 Convertible Coupe is one of only 3,100 Convertible Coupes produced in '41—representing less than 5% of the number of Cadillacs produced in that year. Originally priced at \$1,645, the Model 6267-D Convertible Coupe featured Deluxe appointments, which were standard on both this style and the Convertible Sedan. The Convertible Coupe alone had a standard a vacuum-operated power convertible top that retracted and raised the top assembly quietly and quickly.

Restored to a high standard about two decades ago, it has gone onto to win a CCCA first price, an AACA Senior, and a first prize at Hershey in 1995. Showing beautifully today, the restoration has retained much of its sheen but mellowed enough to be used as an enjoyable tour car without worry.

The 1941 Cadillac Series 62 Convertible is one of the great automobiles of the 20th century. The design can justifiably be called iconic, as this particular model is frequently portrayed in print and used in movies to represent its era. A CCCA Full Classic™, it qualifies for numerous events and tours. But it will also serve just as well as a fine motorcar with which to just drive into town for a nice meal on a warm Saturday night. \$75,000 - 85,000

Overview

346ci flathead V8 engine

Single Stromberg carburetor

150bhp at 3,400rpm

Three-speed manual transmission

Independent front suspension and live rear axle with semi-elliptical leaf springs

Four-wheel hydraulic drum brakes

Iconic, timeless design

Restored to a high standard

AACA Senior and CCCA 1st Prize winner

CCCA Full Classic™

A thoroughly modern and enjoyable pre-WWII convertible



Overview

Coachwork by Brewster & Co. Chassis no. S126PR Engine no. 30260 Body No. B5750

7,668cc OHV inline six-cylinder engine

Single carburetor

100bhp at 3,000rpm

Three-speed manual transmission

Front semi-elliptical leaf springs and rear cantilever spring suspension

Four-wheel servo-assisted drum brakes

Springfield Phantom with original coachwork from new

CCCA Primary, Senior and Premier award winner

Recent service by marque expert

334

1930 Rolls-Royce Phantom 1 Newmarket All Weather Phaeton

The Phantom 1 Newmarket

Rolls-Royce's 'single model' policy had proved an outstanding success for the company, but immediately after the end of The Great War the recession in the motor trade prompted the introduction of a smaller, cheaper 20hp car to be built alongside the existing 40/50hp Silver Ghost. Henry Royce's new design incorporated a number of modern features such as overhead valve-gear for its six-cylinder engine, a centre-change gearbox and 'Hotchkiss drive' rear axle, and the advanced newcomer's arrival only served to emphasise the Silver Ghost's Edwardian origins. However, the 45/50hp model would soon benefit from developments pioneered on its smaller sibling.



Introduced by Rolls-Royce in 1925 to replace the Silver Ghost, the New Phantom (retrospectively known as the Phantom I) boasted an entirely new overhead-valve six-cylinder engine displacing 7,668cc and, like the contemporary 20hp model, adopted a disc-type clutch and adjustable radiator shutters. Its chassis though, remained essentially the same as that of the later, four-wheel-braked Silver Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame.

Like its 'Ghost predecessor, the New Phantom was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield, Massachusetts. Springfield commenced manufacture of the New Phantom in 1926 and by the second half of 1929 production had risen to 12 cars per week. This would prove to be the high point of Rolls-Royce of America's fortunes, the October '29 Wall Street Crash and the introduction of the Phantom II - re-tooling for which the US company could not afford - signalling the beginning of its decline. The Phantom I was in production for only five years and the Derby-built models ran parallel with the Springfield cars but ended in 1929, whereas the Americans continued until 1931.

Unlike its British-built counterpart, the American product could be ordered with 'factory' bodywork, usually by Brewster, the latter company having been taken over by Rolls-Royce in December 1925. As well as manufacturing coachwork of the highest quality, Brewster had built its own automobiles from 1915 up to the time of its acquisition by Rolls-Royce, re-emerging as an auto-maker in its own right, using Ford chassis, when US Phantom production finally ceased in 1934 and the company became part of the reconstituted Springfield Manufacturing Corporation.

The Motorcar Offered

This handsome touring Rolls-Royce Phantom was delivered new to Mrs. E. J. Williams of Cincinnati in December 1930. All told it set her back some \$20,075 and 50 cents, a staggering sum for its day, but a number that was clearly affordable to Mrs. Williams, who was part of a family whose interests included ownership of the Cincinnati Reds Baseball team. A fair proportion of the original invoice would have been its coachwork, a fashionable, fully convertible body, termed Newmarket by Rolls-Royce and constructed by the famed house of Brewster & Co. a company whose reputation for quality extended beyond mere automobiles and into popular culture, including reference in the Gershwin song 'You're the tops'.





Mrs. Williams Rolls was one of the last of the first series of Phantoms and as such benefited from the latest technologies that the company could offer, including four wheel servo assisted brakes to counteract its 7.7 liter six cylinder motor, Bijur lubrication system to ensure that the car would glide along like the 'magic carpet' its critics suggested it would, and the convenience of a vacuum fed fuel tank. Above the surface, these later cars were equally modern, and started to show signs of the aerodynamic trends that ensued in this era, carrying more European styled 'bullet' headlamps, and matched sidelamps now mounted on the front fenders. The front fenders themselves now stretched forwards like blades as on the famed Derby Speedsters and the front dumb irons and springs and chassis were now discreetly hidden behind valances. While completing the effect front and aft were twin flat bars as bumpers.

As it was almost certainly treasured and well maintained when new, the car has been fortunate to have had a succession of prominent and knowledgeable owners over the course of the last few decades. It retains its original coachwork and is correct and authentic under the skin, right down to details such as the top mechanism being stamped with the chassis number confirming that it has always been present and is original Brewster work. Importantly this included a thorough restoration carried out in the late 1990s by then owner and noted connoisseur of the marque, Lawrence Smith of Kansas. This work immediately enabled the car to receive a First Place award at the Primary Division of the AACA 1998 Grand Classic Annual Meet. Today the car is still honored with Senior Award Status at National Events.

In the present ownership for the last three years, its exhibition and success has continued, being shown at the Fairfield County Concours d'Elegance and the AACA Annual Meet in Florida in January 2011. Last year, it featured extensively and on the cover of the Southern Florida Region publication Classic Lines. It is easy to see the appeal to judges and enthusiasts alike, the color scheme and accents show the lines of the Newmarket from its raked windshield to waist molding in their very best light and are now enhanced by wheel discs.

The car comes to the auction, fresh from a service at Vantage Motor Works in Miami, which included attention to the brakes and valve adjustment, as well as engine bay detailing and the fitment of correct period wheel discs as mentioned above. In addition it has recently had the correct pattern Spirit of Ecstasy horn ornament fitted.

As it was when new, the great characteristic of this style of coachwork is its versatility, offering full open motoring to breeze along in the sunshine, with none of the elegance of the car impeded, or on colder or wetter days be entirely and solidly covered and protected from the elements. With illustrious ownership and concours history, Mrs. Williams Newmarket, a Full Classic by designation and in name is ready to be toured or shown. \$200,000 - 240,000









1953 Jaguar XK120 Fixed Head Coupe

The Jaguar XK120

At the 1948 Motor Show Jaguar astonished the public by announcing a new two-seater roadster, the 'XK120'. The XK120 heralded the arrival of Jaguar's now legendary 3.4-liter twin-overhead-camshaft XK engine, intended for the Mark VII saloon, then two years away.

The XK120's styling and roadholding set new standards for British sports cars and, uniquely of the XK series, its name reflected the top speed. The car's instant success caught Jaguar by surprise. It was immediately obvious that the ash-framed alloy coachwork would have to go and the XK120 was re-engineered in steel after 240 cars had been completed. In 1951 the open two-seater model was joined by a extremely stylish Fixed Head Coupe version, and a Drophead Coupe followed in 1953. The XK120 was superseded by the XK140 in 1954, and later the XK150 until the arrival of the E-Type in 1961.









The Motorcar Offered

Arguably one of the most iconic and admired designs in history, the XK120 Fixed Head Coupe has always been one of the most sought after Jaguar road cars of the post war era. The largely original and preserved example offered here, was built at the Jaguar Works in October, 1953, and dispatched to its first owner, Mr. R.A Wagner of Los Angeles, California later that month. It was finished in the same tasteful livery as seen on the car today – Birch Grey over a Red Connolly leather interior with matching red carpets.

We understand that in the 1970s the car passed eastward to an enthusiast in Indiana where it resided unmolested for over 30 years. Upon the owner's passing the estate sold the car to a Mr. Radey of Canada, albeit briefly as the buyer's six foot plus frame was not well-suited to the compact interior, which led to the Jag returning to the U.S. to the collection of well-respected enthusiast, J. Morgan. From Morgan the car passed into the present ownership of a well-known Florida collector.

Offered for sale purely as a result of some rationalization within this collection, this presents an opportunity to acquire a lovely time-capsule Jaguar for your consideration. It appears the Jaguar has remained in good use and storage for the past decades, as close inspection will unveil original factory finish in many areas of the car. Shod on period correct, diagonal white-wall tires and outfitted with spats and the classic disc wheels, the XK120 Fixed Head Coupe looks like the Jaguar designers had intended them to. From a fine Floridian collection, this beautiful XK120 Fixed Head Coupe would be a great contender in preservation class showings, or simply a rolling sculpture suitable for any collection really. \$65,000 - 75,000

Please note this car is titled under its engine number.

Overview

Chassis no. 680162 Engine no. W6236-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

150bhp at 5,400rpm

4-speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

Largely original and preserved condition

Matching numbers

Delivered new to Los Angeles, California

Wonderful example of Jaguar's elegant Fixed Head Coupe

Offered with Jaguar Daimler Heritage Trust Certificate



1990 Bentley Continental Convertible

The Bentley Continental

From Bentley's earliest days, the marque set new standards in automotive design and engineering. They were motoring icons, and in many ways took the Grand Touring rulebook and rewrote it. Bentley first introduced the Continental designation with the beautiful R-Type Continental in 1952 - today arguably the most collectible post-war Bentley model. The Continental represented a higher level of tune and a sportier chassis; a car suited for fast journeys across continental Europe or similar. Bentley Continentals were offered throughout the 1950s and 1960s, and the designation has always been synonymous with the top of the model range.

The Motorcar Offered

Re-introduced in 1984, the Continental once again represented the top of the line from Bentley. Hand built in very limited numbers; these extraordinarily powerful and sophisticated grand touring cars remained true to the Continental namesake. One of very few Left Hand Drive Continental Convertibles built in these years, this fine motorcar was hand assembled at the Crewe Bentley and Rolls-Royce works during January of 1990. Finished in black over saddle leather hides, this example were









naturally fitted with an extensive list of options and amenities these cars featured. Delivered new to Greenville, South Carolina, the car remained there until relocating to Beverly Hills, California in 1995 with about 10,000 miles on the odometer. Here owned by a female music producer, the car would settle in the sunny Beverly Hills climate until the car moved east once again 10 years later. The car has since remained in Connecticut, where it has been serviced and maintained as needed by the specialists at Black Horse Garage in Bridgeport, Connecticut. Today the Continental remains in excellent original and well cared for condition, having had few owners and recording fewer than 34,000 documented miles since new. The level of craftsmanship is nothing short of breathtaking, especially in the details of the burl wood dash and door treatments, the finely stitched interior upholstery and on most every panel in the cabin - all remains in very good order. Recent service work has included a rebuilt steering rack, replacement of the suspension accumulators and bushings, brake work and a tune up. This luxurious Bentley is presented with a clean CARFAX report, many service records, and its factory tool set, as well as service and owners manuals. One of the world's last truly hand built motorcars, these rare Convertibles must be considered a benchmark of luxury, even by today's standards.

\$65,000 - 75,000

Overview

Chassis no. SCBZD02DXLCX30161 Engine no. 71138L410INKL

6,750cc OHVV-8 engine

Bosch fuel injection

215bhp at 4,200rpm

3-speed automatic transmission

4-wheel self-leveling independent suspension

4-wheel disc brakes

Less than 34,000 documented miles from new

Exceedingly rare Left Hand Drive specification

Stunning black over saddle livery

Fastidiously serviced and maintained example

Offered with service records, books and tools



Recently completed belt service 1984 Ferrari 308 GTS Quattrovalve

The 308

The 308 is one of the most significant models Ferrari has ever produced. It was pitched at a level in the market which brought the Ferrari experience within the reach of more drivers than ever before, yet was made without compromise.

Introduced at the Paris Salon in 1975, the stunningly beautiful 308GTB - Ferrari's second V8-engined road car - marked a return to Pininfarina styling following the Bertone-designed 308GT4 that had launched this highly successful series in 1973. Badged as a 'proper' Ferrari rather than a Dino, the 308GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted 3-liter quad-cam engine. Produced initially with fiberglass bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308GTB used steel after April 1977, while further developments included the introduction of an opentop GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection, a return to wet-sump lubrication, and four-valve per cylinder heads.









The Motorcar Offered

The car offered dates to the last incarnation of the 308, the GTSi Quattrovalvole. Finished in the classic Rosso Corsa red over a black leather interior, it was delivered new to Continental Europe, it was not long before it was imported to the US by Tech Auto and sold to one Kenneth Estridge in Massachusetts. Mr Estridge kept the car for nine years, servicing meticulously the whole time, before selling it to fellow Massachusettsian Russell Gardner. As before, records indicate regular maintenance and service before the Ferrari was sold again to Charles Waterman in 1998.

Fresh from its all important belt servicing that was completed in February and replete with a detailed record of the work that has been completed on the car since it entered the U.S.

It is not hard to detect the reason for its success. The Pininfarina-styled body looks as fresh today as it did when it was first shown to the public at the 1975 Paris Salon. There were cars with more power, and cars with a higher top speed, but nothing could touch the 308 under real driving conditions, and nothing could match it for charisma or enjoyment.

\$35,000 - 40,000 Without reserve

Overview

Chassis no. ZFFLABB0004S085 Engine no. 105A 00762

2,927cc 32-valve DOHC V8 engine

Bosch K-Jetronic fuel injection

240bhp at 6,800rpm

5-speed manual transmission

4-wheel independent double-wishbone coil over suspension

4-wheel disc brakes

European-spec example with the more powerful motor

In the U.S. since 1985

Four owners from new

Documented service history

Belt service completed in February





338 1941 Packard 110 Deluxe Station Wagon

The 110

Packard's sales surged in 1940 thanks to the success of the junior Packards in the product line. Whereas in 1939 the company sold 24,350 of the smaller Packards, the following year this product line generated sales of 62,300 units. As a result, for 1941, the 110 Series, as the junior line was known, was boosted from 6 to 12 models spread over two trim lines. Despite the strengthening of the line, sales slipped to a still-respectable 34,700 units, eroded by the 17,100 straight-eight 120s that were the senior juniors.

If you were a successful member of the middle class and wanted the Packard name and quality without spending too much of your income on an automobile, the 110 Packards were an excellent choice. Prices ranged from \$927 for the business coupe in standard trim to the eight-passenger Deluxe Station Wagon for \$1,326. By comparison, a Ford Deluxe Station Wagon cost \$950 and a Pontiac of the same ilk sold for \$1,015.

The Motorcar Offered

Original developed as Depot Hacks with purely utilitarian goals in mind, by the 1940s station wagons had become comfortable and practical vehicles sought by the more moneyed set to ferry their families around in style. This was especially true of the wood paneled estates such as the Packard









presented here. The original owner of this Woody is understood to have been a doctor with homes in Florida, Wisconsin, and Rhode Island. With an originally delivery tag of New York City, it is understood that much of its time was spent in the latter of the three locales. Sparingly used, with less than 49,000 believed-to-be-original miles currently showing on the clock, the good doctor retained the car for nearly half a century. During the latter part of his ownership, the Packard was stored for some time after which light recommissioning, including some mechanical refurbishment, was performed as needed on the otherwise lovely, original, and honest Woody.

Today the Packard continues to present very well. The wood paneling, to which a new finish was applied about four years ago, has the deep, brilliant luster that is only found in old growth timber. The wood appears to be original, save for a small area of repair around the tailgate hinges. Besides the rich wood, an original WWII-era gas rationing sticker and an old Rhode Island registration sticker on the windscreen round out the patina. Inside, the three rows of bench seats show well with mostly original pieces mixed with a few restored elements. Acquired by the current vendor three years ago, it has been sparingly used and carefully maintained.

Nicely styled, amply sized, wonderfully proportioned and extraordinarily practical, this lovely woody wagon is the perfect vehicle for family outings around the beaches of the Hamptons, Cape Cod, Florida, Southern California, or the French Riviera or inclusion in the local Cars and Coffee or Woody show.

\$125,000 - 150,000

Overview

Coachwork by Hercules Chassis no. 1483-2080 Engine no. 2350

245ci L-head inline six-cylinder engine

Single Stromberg carburetor

100hp at 3,000rpm

Three-speed synchromesh column shifted manual transmission

Front independent coil spring and rear leafspring suspension

Four-wheel hydraulic drum brakes

Three owners from new

Beautifully preserved with its original wood

Rare and desirable Packard Woody

Perfect car for the Hamptons, Cape Cod, Bal Harbour



339 1962 Jaguar E-Type Series 1 3.8-Liter Roadster

The Jaguar E-Type

Jaguar would make a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls to rock popular culture, yet not even Jaguar's founder, Sir William Lyons, could have predicted the impact of the Jaguar E-Type. When introduced at the 1961 Geneva Salon, the new Jaguar stirred the automobile industry and beyond, both with its extremely sleek, timeless design and its staggering performance. Constructed with methods directly derived from the D-Type sports racing car, the E-Type was a first on many fronts. The light and rigid monocogue chassis construction used the engine itself as a structural part of the car, and the long and sleek bonnet would open up the opposite way of most production cars for the time. The headlights were beautifully recessed in the fenders, and covered with contoured Perspex for a free flowing design, but also better aerodynamics. The car featured 4-wheel independent suspension, disc brakes all around and a 4-speed manual transmission. The proven XK power plant was carried over from the XK150, and it made sure the lithe Jaguar would exceed the 150MPH mark. It's been called the most beautiful car produced to date by many, and remains an automotive icon of design, engineering and speed.









The Motorcar Offered

On March 7, 1962, this elegant E-Type was finished at the Jaguar Works, to be dispatched for the US Market on April 19, 1962. In June of that same year it was delivered to the first owner, G. Allen of Washington, DC. Today the car is finished in the very appropriate British Racing Green over a superb light beige interior, and wonderfully accented by the wood rimmed classic Jaguar steering wheel, the car looks extraordinarily handsome. The dash is fitted with a period radio beautifully accented by the smart aluminum interior trim correctly fitted in these early Series 1 E-Types. Expertly restored with all the right finishes, this E-Type would be sure to impress equally well on a JCNA Show field or on a high speed rally. With chrome wire wheels shod on correct, tall profile bias-ply Firestone tires, this sporting Roadster looks as these cars should. Still with the original engine in place, this E-type is offered with the Jaguar Daimler Heritage Trust Certificate issued for the car. With many different shades of British Racing Green available, many will agree that this mix looks just right. A wonderful example of Jaguars most iconic and important road car to date, there is here an opportunity not to be missed.

\$140,000 - 180,000

Overview

Chassis no. 876857 Engine no. R4437-9

3,781cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

Matching numbers example

Beautifully restored

Timeless color combination

AACA award winner

Offered with Jaguar Daimler Heritage Trust Certificate





340 1960 Mercedes-Benz 190SL

The 190SL

With the US sports car market booming in the early 1950s, Mercedes-Benz' man on the ground over here, Max Hoffman, was looking for an



affordable sporting Mercedes-Benz to distribute. With the up-market 300SL in production, the 190SL was conceived to be the money maker. Constructed on a modern monocoque chassis platform, using coil sprung independent suspension both front and back, the 190SL handled very well. The 1.9 liter SOHC 4-cylinder engine used a light aluminum cylinder head and was mated to a fully synchronized 4-speed manual transmission for better drivability. Built between 1955 and 1963, the classy Mercedes-Benz became a very popular choice for the young and hip. Using many styling and engineering details from the big brother 300S, it was most importantly a quality automobile as was expected coming from Mercedes-Benz.

The Motorcar Offered

The fine example of the classic Mercedes-Benz 190SL offered here was delivered new in a striking Black over a Cream MB Tex interior color combination, just like it appears today. According to copies of the Mercedes-Benz factory build sheets, the car left the Stuttgart plant destined for the US market, painted the DB040 Black with L2 Cream MB-Tex interior, L2 Boucle Cream carpet, a Black soft top, fitted with white wall tires, bumper guards, a rearview mirror on the left door and with a Becker Europe radio installed - a very classy car indeed. Little is known about the cars early history, but over the years much professional restoration work has been done to keep this charming 190SL in good order. The work performed includes careful installation of a new interior and convertible top, new tires and brake service, as well as installation of a stainless steel exhaust system. The car at present is beautiful throughout; performance upgrades have made it an even better companion for drives or rallies. The black is sharply accented by tidy bright work and the cream interior, a combination that really suits these cars tremendously, yet is rarely seen. Accompanied by copies of the Mercedes-Benz factory build sheets, documenting the cars matching numbers engine is still in place, this elegant 190SL deserves serious consideration. \$120,000 - 140,000



Overview

Chassis no. 121042.10.017584 Engine no. 121921.10.017694

1,897cc SOHC Inline Four-Cylinder Engine

2 Solex Carburetors

115bhp at 5,700rpm

Four-speed Manual Transmission

Four-wheel independent suspension

Four-wheel hydraulic drum brakes

Matching numbers example

Delivered new in Black over Beige

Beautifully restored

Equipped with tasteful performance upgrades

Offered with copies of the factory build sheets









One of only 29 DB6 Vantage Volantes, formerly owned/used by conductor Leonard Bernstein **1967 Aston Martin DB6 Vantage Volante**

The DB6 Vantage Volante

April 29, 2011 reminded the world of the sheer elegance and style of the first Aston to be named Volante, when H.R.H. The Prince of Wales' DB6 swept up London's Mall carrying his newly married son and daughter-in-law, William and Kate. The light hearted stunt was beamed around the globe, and instantly created a challenge for the DB5's most desirable Aston Martin crown.

To some, the DB6 is considered to be the last 'real' Aston Martin. Launched in 1965, although Royal patronage of the marque undoubtedly helped DB6 sales, the car arrived at a difficult time for Aston Martin, with the home economy in a parlous state and the US market subject to evermore restrictive legislation.

Though recognizably related to its touring-styled DB4 ancestor, the DB6 abandoned the underlying Superleggera body structure of its predecessors in favor of a conventional steel fabrication while retaining the aluminum outer panels. Somewhat confusingly, 'Superleggera' badges continued to be applied for a time, presumably until stocks ran out.

The wheelbase was now 4" (100mm) longer than before, resulting in an extensive restyle with a more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability

Overview

Chassis no. DBVC/3610/R Engine no. 400/2982/V

3,996cc DOHC aluminum inline six-cylinder engine

Type 45DCOE Weber carburetors

325bhp at 5,750rpm

Five-speed ZF manual transmission

Independent front suspension and live rear axle with four-wheel coil springs

Four-wheel hydraulic servo-assisted Girling disc brakes

Rare model specification

Noted previous ownership history

Manual transmission











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at high speeds. "The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space," declared *The Motor* magazine, concluding that the DB6 was one of the finest sports cars it had ever tested.

The Tadek Marek designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburetors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering.

Premiered at the 1965 London Motor Show, in choosing the name 'Volante' the convertible DB6 echoed the famed touring design of the early 1950s, the 'Disco Volante' Alfa Romeo, its literal translation being 'flying saucer'. This evocative name has stayed with the brand since. After 37 Volante convertibles had been completed on the DB5 short-wheelbase chassis, the model adopted the longer DB6 chassis in October 1966. The stylish Volante offered four-seat accommodation and was generously appointed with leather upholstery, deep-pile carpets, aircraft-style instrument cluster and an electrically operated hood.

If there could be anything better than the name 'Volante' associated with an Aston, it is the second 'V' of Vantage, which on a DB6 provided a 20% bump in power to 325bhp.

The Motorcar Offered

Prince Charles has had the luxury of his Volante since his 21st birthday. What is perhaps overlooked is that only 139 other individuals shared the fortune of having been an original owner of one of these famed automobiles, and of those, just 29 received them in the higher, Vantage state of tune, making this an exceedingly rare automobile.

On its build sheet, the record states that chassis DBVC/3610/R was originally supplied in the U.K. to B.M. Lee of Hadleywood in April 1967. As delivered, it had the options of 3.73:1 limited slip differential, chrome wire wheels with three ear knock-off hub caps, and a power aerial and was finished in Dubonnet paint with a fawn interior.

The original build sheet for the car records two further British owners, the first of whom was S. Newman of the architecture practice Newman Levison & Co. In this ownership it wore the license plate 'SN 15'. The next was simply listed as the 'London Symphony Orchestra' in London's Montagu Street. Although not mentioned by name, it is known that the person to whom the car was actually for use was famed conductor Leonard Bernstein. Bernstein began his association with the London Symphony Orchestra around this time in 1966, and would remain close to this organization throughout his life, acting as its president from 1987-1990. It is not known how long he would have owned or had use of the car.

The Volante was acquired by its former owner in London in 1991, at which time it had received a restoration and was put in the same color scheme that it wears today. The buyer shipped the car to the U.S. and over the course of the next two decades campaigned it on a variety of road tours, including the Copper State 1000 and Colorado Grand, while also showing it at Concours level.

Today the car presents extremely well, having been re-shod with the correct gauge of tires which enhances its overall authenticity and aesthetics. The car has recently also been fully serviced by an Aston Martin Heritage Specialist.

With manual transmission, Vantage engine and a new convertible top, there can't be a better or more stylish way of appreciating the summer months.

\$800,000 - 900,000





1961 Alfa Romeo Giulietta Sprint Speciale

The Giulietta Sprint Speciale

Alfa Romeo's styling exercises are often closer to production than those of other manufacturers. Alfa's sense of Italian style and its ability to work hand-in-hand with *carrossiers* like Zagato, Pinin Farina and Bertone often saw show car elements, and even whole show cars, quickly transitioned from the stand at Geneva or Paris to the showroom. This process still functioned as Alfa Romeo transitioned its manufacturing methods from body on frame to unit body. It became more difficult, but Alfa and its favored carrossiers made the extra effort in the interest of style and exploring the integration of form, function and aerodynamics.

In 1952 Touring created a series of futuristic styling exercises, quickly adapted to Alfa's sportscar racing efforts. Called the *Disco Volante*, the 'Flying Saucers' voluptuous curves quickly caught worldwide attention. The Disco Volantes were followed by three legendary Bertone creations, the BATs or *Berlina Aerodynamic Technica*, designed by Franco Scaglione. These three extravagant coupés explored a variety of aerodynamic devices to minimize aerodynamic resistance and control air flow for maximum stability.

Concurrently, 1954 saw the announcement of Alfa's new small car, which proved to be a stupendous success. The all-aluminum dual overhead camshaft 4-cylinder engine was a jewel of concept and execution, with performance that belied its small size and continued Alfa's tradition of excellence in achieving high specific output from its engines, enhanced by lightweight construction and a responsive chassis. So successful, in fact, was the Giulietta that Alfa quickly began to refine it, announcing a new series of Giuliettas in 1957 which went into production in 1959.









The close collaboration between Alfa Romeo and Bertone, constructor of the Giulietta Sprint's coupé body, made it appropriate that the vehicle chosen to herald the 1957 announcement of the impending 101 Series Giulietta was a special berlinetta by Bertone. The Sprint *Speciale* was an artful blend of the aerodynamic principles learned in the BATs, with styling cues recalling the Disco Volantes. This was both a handsome exercise in styling and an even more impressive application of vehicle aerodynamics.

The Motorcar Offered

This is a well restored and finely presented example of these models, which shows a high level of detail in its visuals. Naturally finished in Alfa Red, this is offset well by a grey cloth and red vinyl fabric interior, the seats are professionally redone with red piping accentuating their contours. The door panels are matched to this, with grey inserts on red backgrounds, and the carpets are red, again with piped edge trims throughout.

The car is understood to have spent its entire life in its home country of Italy, and is believed to have been domiciled and registered in the region of Florence, before arriving in the U.S. within the last two years. The restoration that it has clearly received is thought to have been undertaken in Italy.

A model that has deservingly received strong attention in the last few years, the Sprint Speciale is undeniably a very sexy and voluptuous automobile underpinned by great sporting mechanics.

\$130,000 - 150,000

Overview

Chassis no. AR 10120*177251

1,290cc DOHC inline four-cylinder engine

Twin Weber carburetors

116bhp

Four-speed manual transmission

Independent front and rigid rear axle with four-wheel coil spring suspension

Four-wheel hydraulic drum brakes.

Disco Volante influenced Bertone styling

Well restored car

Increasingly popular model



Ex-Edwin L. Griffin of the Pacific Northwest based Griffin Fuel Company 1922 Mercer Series 5 Sporting

The Series 5 Sporting

If ever there was object, irrefutable proof that the concept of the sports car originated in the United States it is the Mercer Raceabout. First built in 1911, Mercer's Raceabout, with its thundering T-head four-cylinder engine, standard exhaust cutout, round bolster tank, monocle windshield and rudimentary seating for only a driver and a brave passenger, was the first automobile successfully built in series for the sole purpose of going fast and winning races.

Between 1911 and 1915 the Roebling brothers (whose father had designed and built the Brooklyn Bridge) and their engineer Finley Robertson Porter built some 800 Raceabouts which their customers could take straight from the factory to the race track with a good chance of winning and an even better chance of finishing well. Barney Oldfield and Ralph de Palma raced Mercers. Spencer Wishart bought one, drove it right to a dirt track in Columbus, Ohio and won the 200 mile feature. He set four dirt track records in the process.

Mercer continued to build T-head, four-cylinder cars through 1914, then introduced a new line of L-head fours designed by Eric H. Deiling. When the Roeblings died within a year of eachother, ownership of the company passed to a New York investment syndicate which put Emlen Hare, former manager of Packard's New York branch, in charge. Hare proceeded to add Locomobile and Simplex-Crane to the company which, in the post WWI recession, proved to be more distraction than his management skills could handle. By 1921 control of Mercer was back in the hands of the founding families.



Through it all Mercer continued to build high quality, fast cars in its Trenton, New Jersey factory (in Mercer County, from which it took its name). Production estimates vary, but none exceed 1,000 per year and some sources believe fewer than 5,000 Mercers in all were built between its inception in 1911 and the end of production in 1924.

The Deiling-designed Mercers introduced in 1915 were powered by a 298 cubic inch side-valve four-cylinder engine with single ignition and drove through a 4-speed transmission. The 3 3/4" bore engine was rated 22.5 NACC horsepower and its earliest versions were said to make 70 brake horsepower. Later Mercers made 80bhp. Brakes were installed only on the rear wheels. Suspension employed live axles at both ends, suspended from semi-elliptical leaf springs. Deiling was one of the first American designers to add Houdaille lever action friction shock absorbers to the suspension, a feature that vividly illustrates his desire to enhance Mercers' ride, comfort and handling.

The new Raceabout body also gave its occupants more protection from the elements and the vicissitudes of the generally marginal roads of the time. The body now had sides protecting the driver's and passenger's legs although the seat back still formed the back of the passenger compartment and the fuel still rode on the rear deck in a round bolster tank. Fenders were enclosed to the frame to keep stones and dust from being kicked up onto the bodywork and occupants and a full-width flat glass windshield gave added protection, although it folded down for high speed runs. In effect, the Model 22-70 Mercer Raceabout was refined, improved, more comfortable and easier to own and drive, applying the lessons learned in five years of production of the Mercer Type 35.

Alongside the 1920s generation of Mercer Raceabouts, Mercer coachwork options included one of the most elegant sports touring cars of its day, which they termed simply the 'Sporting'. Its design was typically advanced, with lightly barrel sided body perfectly extending the line of its hood and radiator, bringing with it both aesthetic and aerodynamic benefits.





The Motorcar Offered

Rarely do Mercers of any form arrive on the market, which makes us especially proud to present one in 'time capsule' original order. To our knowledge this is the first time that the car has ever been offered publicly. It is clearly a car that has been well hidden from the light of day, which has ensured that details such as its original deep grained leather upholstery and top remain intact in almost their entirety and in remarkably good order given its 90 year age.

According to the Mercer Roster produced in *The Antique Automobile* in the 1950s, 16210 was then the property of Edwin L. Griffin and is listed as having engine number 6177. Edwin Griffin was the President of the Tacoma Griffin Fuel Company, a concern established by his father, then taken over by him and expanded considerably. Mr. Griffin had great foresight in the potential of the fuel oil business for domestic heating and developed this extensively. By the early 1950s he had initiated pioneering day or night services of fuel oil, and his business was the largest of its kind in the Pacific North West. He was clearly a pioneer in the field of collecting automobiles, owning a Model J Duesenberg, 1908 Palmer-Singer, Stanley Steamer and Locomobile among others and was also a good friend of Ab Jenkins, and there are a number of contemporary images of them sharing their interest in historic automobiles.

On his death, the Mercer was advertised by Griffin's wife in the *Horseless Carriage Gazette*, and described as being in "first class shape. Upholstery and aluminum in excellent shape. Complete with original tools, nuts and bolts, and booklets." By first class, we imagine this meant as new, since the car has clearly not been restored. Its earlier and subsequent history is not known at this time, although it is now offered from a private collection on the West Coast where it is understood to have resided for many years. The car emerged from long term storage last year and has been lightly re-commissioned and exercised. It is suggested that for more regular use this may now require additional sympathetic sorting, specifically with regard to the brakes.

Overview

Chassis no. 16210 Engine no. 6815

298.2ci L-head side-valve inline four-cylinder engine

Single updraft carburetor

70bhp at 2,800rpm

Four-speed transmission

Solid front axle with leaf springs and live rear axle with leaf springs

Rear-wheel mechanically drum brakes

Highly original exmaple

Four cylinder Mercer

Iconic American brand

At some point in its life it has received a light blow over of paint in a primrose hue, but this aside the car appears to be an entirely unmolested, correct and original automobile which is deserving of close inspection. \$110,000 - 130,000



1931 Cadillac Model 370 V12 Sedan

The Model 370 V12 Sedan

Cadillac completed its array of luxury vehicles with the introduction of the V-12 engine late in 1930. Based upon the V-16 which had been introduced earlier in the year, the V-12 line offered catalog bodies by Fisher and Fleetwood, all with luxuriously trimmed interiors by Fleetwood. In common with the V-16, the engine was styled by Harley Earl's Art & Color Department, giving the V-12 a particularly attractive underhood presentation. The V-12s were manufactured to extremely high quality standards and differed only in details of trim and, of course, engine size and complication from the V-16 line which cost nearly twice as much.

With V-8, V-12 and V-16 models and a profusion of coachwork from Fleetwood and Fisher on chassis that ranged from the 134" V-8 to the V-16's giant 148" wheelbase Cadillac offered a luxury automobile to suit any style, purpose and whim. Harley Earl's Art & Color Department attended to the smallest details of fit, finish, finesse and function making even the mechanical details objects of refined design, materials, manufacture and execution.

The difference between the V-12 and V-16 was confined to the hood, which is 4" shorter, headlights, an inch smaller in diameter but still a great imposing presence flanking the grille between the flaring front fenders, and slightly smaller chrome horns.

The V-12's appeal was manifest in its sales success. A total of 5,733 were built in 1930 even as the aftermath of the Wall Street Crash and the onset of the Great Depression were being appreciated by Cadillac's intended customers for these elegant, luxurious automobiles. That total was well more than half the production of full-amortized 355-A V-8s sold in the same year.







The Motorcar Offered

As documented by GM, this V12 Cadillac was delivered in the form that it remains today, being a handsome Club Sedan. It is understood that from day one, the car was sold on the West Coast and has remained in Californian ownership ever since, from 1977 being domiciled in Santa Barbara.

Back in the 1970s, prior to this ownership, a thorough restoration was completed on the car, a rebuild which must have been completed to a very high standard, to judge from the way it has worn over the ensuing years. Shortly after this rebuild it was debuted at an AACA National Event and awarded with a 1st Prize, but this seemingly did not elicit a string of similar awards as the car is not known to have been shown after that time.

Viewed today, it may well have aged so nicely owing to sheer lack of use. The cloth interior, replete with period details including a roof vent and lighting cluster, rear-window shade and arm rests, shows very light wear. Externally the paint and chrome still have considerable luster, and are accented by details such as Pilot Ray lights, dual side mounts and color coded trunk at the rear.

A Full Classic[™] by CCCA definition, the compact format of its coachwork would make it a perfect and sociable touring automobile. **\$45,000 - 55,000**

Overview

Engine no. 1001074

368ci OHV 12-cylinder engine

Twin Cadillac/Johnson carburetors

135bhp at 3,400rpm

Three-speed manual transmission

Four-wheel semi-elliptic leaf spring suspension

Four-wheel vacuum assisted mechanical drum brakes

Former Prize winning car

Long term California ownership

Handsome Club Sedan coachwork

CCCA Full Classic™





Subject of a \$165,000 restoration, single family ownership since 1934

1923 Rolls-Royce 40/50hp Silver Ghost Pall Mall Tourer

The 40/50hp Silver Ghost

Soon after it started Rolls-Royce adopted a single model policy, concentrating all its efforts, engineering and development on the 40/50hp six-cylinder series known by the name of its earliest successful example, the Silver Ghost. But while Rolls-Royce stayed with a single model designation the Silver Ghost was anything but static in engineering, design or features.

The Silver Ghost was rugged, powerful, strong and quiet. It would cruise all day, swallowing up long distances in comfort and silence. At the same time its quiet and relaxed low speed operation was ideally suited to restrained and elegant duty under limousine and town car coachwork. The Silver Ghost proved to be so suitable that, in addition to the Rolls-Royce factory in Derby, Rolls-Royce set up production facilities in the United States in 1920, choosing Springfield, Massachusetts for its access to suppliers and for the ample supply of skilled craftsmen trained in the armories and machine tool factories of the Connecticut River valley and New England.

The first Springfield Silver Ghosts were assembled from kits of parts brought from England but the Springfield works steadily added American vendors for accessories and electrical systems and expanded its manufacturing capabilities. After a few years even managers from Derby were rating the Springfield built Rolls-Royce automobiles the equal of Derby-built cars. Some of them even rated the Springfield product to be better.

Updated features and mechanical refinements were first applied to Derby-built Rolls-Royces, then added to the Springfield-built cars so the

Overview

Coachwork by Rolls-Royce Custom Coachworks Chassis no. 332XH Engine no. 2R157 Body no. M482

7,431cc L-head inline six-cylinder engine

Single Rolls-Royce Carburetor

4-speed manual transmission

Live front axle with semi-elliptic leaf springs and live rear axle with platform cantilever rear suspension

Rear-wheel mechanical drum brakes

Known history from new

Single Family ownership since 1934

Recent \$165,000 well documented restoration

Desirable open coachwork

Excellent for show or tours



American product was late to get such improvements as four-wheel brakes. On the other hand, many of the American components were better than those available in the U.K. and the Springfield-built Rolls-Royces soon featured American-made Bosch magnetos and coil ignition, Bijur generators and starters and American-made wire wheels.

Several external attributes of the Springfield cars were unique, particularly the tubular bumpers and drum-style headlights. All were bodied with Americanbuilt coachwork, sometimes by Brewster but mostly, at least during the Silver Ghost era, provided by a number of coachbuilders which worked to open orders for cataloged bodies from Rolls-Royce and which were then identified only as made by Rolls-Royce Custom Coachworks. The American coachwork was frequently distinguishable from its British counterparts, being visually lighter, less formal and more suited to being used by owner-operators.

The Motorcar Offered

An East Coast car since new, 332XH was originally delivered as a Pall Mall to F.E. Campbell of Larchmont Manor, New York on March 19, 1923. Campbell retained the car until April 9, 1930 when records indicate it passed to its next owner, a C.B. Halsey of New York City. By the early 1930s, Mr Halsey had seemingly fallen on hard times as the car was repossessed by a bank and sold to N.W. Starr of Waterbury, Connecticut in October of 1934.

Retained by the family and heirs of Mr Starr since his purchase, 332XH was restored in Woodridge, NJ in the late 1960s with the work completed in 1970. For the next two decades the car was actively shown at AACA and RROC events achieving National First Place and Senior Status in 1971 with the former and tying for International First Place in the Late Ghost Class in 1972 with the latter. As with many New Englanders in their 50s and 60s, 332XH spent some time in Florida before returning to the Northeast in the late 1990s.

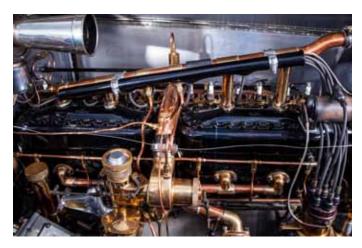
After decades of active use and successful display, 332XH was once again sent into the shop in 2005 for a complete and thorough restoration. The car was completely disassembled, refurbished, replated or repainted, and rebuilt. Mechanically the entire drivetrain was meticulously redone to standards one would have expected from the pickiest of shop foreman at the Springfield factory. A tabulation of the 46 pages of receipts and invoices reveals a total of nearly \$165,000 was spent before the final product rolled out of the shop in 2007.

It is every bit the spectacular, elegant, refined automobile which characterizes the Springfield-built Rolls-Royce. Right hand drive, as all the Springfield Rolls-Royces were until 1925, it is finished in light yellow with black fenders and a brown leather interior and a beige cloth top, side curtains and top boot—the same color scheme with which it found so much success on the show circuit decades prior. Its equipment and body features include dual sidemounted spare tires with rear view mirrors, wide whitewall tires, centerlock wire wheels in black to match the fenders, Bausch & Lomb drum headlights, and tube bumpers. Hardly used and not shown since its restoration, the paint shows very well and the nickel plating shines brightly. Under the hood, the big straight six is very well turned out and nicely detailed, with the brass fixtures gleaming brightly. Mechanical work has paid off as the motor springs to life with easy and a brief drive proved the car to be easy to shift through the gears.

Complete with its left front door mounted tool kit—most of which are original to the car, its original owner's manual, both its mascot and town radiator caps, and a full set of side curtains this Pall Mall is certainly one of the most usable and enjoyable examples of the Silver Ghost round. A brilliant motorcar with which to show or tour, it will undoubtedly be welcome at the next RROC, AACA, or CCCA event. Plus, with the recent release of another film version of *The Great Gatsby*, who wouldn't want a yellow Rolls-Royce in which to spend the summer touring around? \$150,000 - 200,000

Without reserve













Lots 346 - 352 sold to benefit the Taylor-Constantine Trust'

346 1958 Devin Junior

The Devin Junior

In addition to his fiberglass bodies and SS cars, in 1958 Bill Devin made a handful of "gas-engine powered miniature sports cars" with the same spectacular Scaglietti styling. "Adorable" is the word. All 87 inches long on a 49 inch wheelbase and weighing 125 lbs., Devin Jr. had the lines of a Ferrari 750 Monza and a 3hp Briggs & Stratton engine capable of 25mph. Note the Scaglietti-style headrest, Fifties-style roll and pleat upholstery and totally cool style. What 9-year-old wouldn't love to drive this, then or now?

The Motorcar Offered

John and Lisa Weinberger, who own the Chicago Ferrari dealership, have a Devin Jr. painted to match their Ferrari 196 2.0-liter Testa Rossa vintage racer. Another Devin Jr. is said to be in California. The consignor spent years searching for this example, which he bought from the original owner in North Carolina, who had received it as a birthday present when a child.

It's been given a complete restoration by concours professionals and re-powered with a new 5hp, electric start Honda gas engine. It is painted

Overview

One of a handful made, one of three known to exist

Mechanical restoration by Don Breslauer

Show quality paint and bodywork by John Van Alphen

Concours interior by Ed Geyer

Honda 5hp gasoline engine with electric start

Porsche Guards Red to match the consignor's Devin SS vintage racer, which has since been sold. This Devin Jr. has been an evocative display in an automotive-themed office and a successful concours participant, but will be equally at home in an upscale car collection, as a companion vehicle to a Ferrari or Devin race car or as a treasured gift to any car enthusiast, whether 9 or 90.

\$8,000 - 12,000

Offered on a Bill of Sale.



3471957 Devin Body

The Devin

Bill Devin was a pioneering California exotic car dealer and sports car racer. In 1955, he took an impression from a friend's Ermini roadster that was bodied by Carrozzeria Scaglietti. Soon, he began selling a fiberglass replica that was very similar to the Scaglietti body on the 1955 Ferrari 750 Monza. Using an array of modular molds, Devin cleverly created bodies to fit chassis from 78 to 106 inch wheelbases and tread widths from 40 to 70 inches.

The quality was excellent, the lines superb and with a little fiberglass work, a Devin body could be made to fit just about any chassis. In the Fifties, dozens of sports/racing and street-legal two-seaters were built using Devin bodies, including Dean Moon's bright yellow "Moonbeam" Bonneville land speed record car, A.K. Miller's various Pikes Peak Hillclimb racers and the three famous Echidna road racers that are still winning vintage races today.

The Body Offered

This particular Devin body was never fitted to a chassis, though it is sized to fit an 86-88 inch wheelbase, tread width of 56-58 inches in the front, 54-56 inches in the rear. Typically, in the Fifties, it would have been mounted on a Triumph, Austin-Healey or custom tube-frame chassis, most often with a Corvette V-8 under the hood. In 2009, it was given a custom rolling aluminum frame for intended exhibition at Amelia Island Concours. As it was 60 years ago, this iconic Devin body is ready to serve as a unique display or blossom into a stylish sports car special.

\$4,000 - 6,000

Offered on a Bill of Sale.

Overview

NOS, unused genuine Devin body

Fits early Austin-Healey or Triumph TR-3 chassis

Perfect for a vintage "sports/racing" special

Rare? Try to find another one!



1962 Devin Super Sports Body

The Devin Super Sports

In 1958, Bill Devin and his close friend, Ferrari importer Luigi Chinetti, visited Carrozzeria Scaglietti, located across the street from the Ferrari factory in Maranello. Sergio Scaglietti showed them his design for what would become the 1959 Ferrari Testa Rossa, now considered the most beautiful sports/racer from the Golden Era of the Fifties. Devin flew home to El Monte, CA and created a fiberglass body virtually identical to Scaglietti's Testa Rossa. He then started to produce a complete car, called the Devin Super Sports.

The Devin SS was state of the art in 1958, with tubular steel frame, independent front suspension, De Dion rear suspension, rack and pinion steering and with four-wheel Girling disc brakes. A Borg-Warner 4-speed and Corvette V-8 gave the 1900 pound Devin SS better performance than a Testa Rossa, allowing Californian Pete Woods to win a 1959 C-Modified Championship driving Art Evans' Devin SS.

Devin built and sold 15 Devin SS cars, plus three Devin SS kits ready for assembly. The price grew from \$5900 in 1958 to \$10,000 in 1962. A few additional SS bodies were built by Devin-Fuller in a short-lived partnership in Phoenix, AZ during 1962. There are currently a dozen Devin SS cars extant, at prices that start around \$300,000. Ferrari Testa Rossa prices, of course, are in the \$15-million range.

There are two Devin SS series. Early cars have a 92 inch wheelbase and either left or right hand steering. Later cars have a 94 inch wheelbase, left hand steering and nascent spoiler across the rear bodywork.

Overview

NOS, unused genuine Devin SS body plus extra parts

Perfect for a replica Devin SS or vintage "sports/racing" special

Ferrari style at Chevrolet prices

The Body Offered

The body on offer here is one of the handful made in the Phoenix facility in 1962. It will fit a 92 to 94 inch wheelbase and tread width of 58 to 60 inches, front and rear. Never built into a car, it was purchased from the original owner, who had worked in the Devin-Fuller factory. The consignor acquired it as spare bodywork for his Devin SS vintage racer. His race car was subsequently sold to the Tom Mittler Collection and from the Mittler Collection to current owner James Freeman, making this spare body superfluous to requirements. This genuine SS body would make a stunning Devin SS replica, sports/racing special, vintage rally car or, should you be lucky enough, spare bodywork for your Devin SS race car. \$10,000 - 15,000

Offered on a Bill of Sale.



349 1959 USAC Champ Car

The Champ Car

The AAA and later USAC National Championship consisted of the Indy 500 plus dozens of oval track races on both pavement and dirt. The Big Cars of the Thirties and Forties evolved into the upright Champ Cars of the Fifties and Sixties. These were created by legendary names like Frank Kurtis, A.J. Watson, Floyd "Pop" Dreyer and Lujie Lesovsky, and look just like every schoolboy's dreamy sketch of a racing car. By the late-Fifties, teams typically ran an expensive Offy four-cylinder at Indy, then small block Chevrolet V-8s on the smaller ovals because the V-8s were not only less expensive to buy and maintain, but offered more torque out of the corners.

The Motorcar Offered

The Champ Car on offer is attributed to Lujie Lesovsky and dated to 1959. A back-up car that was never completed or raced, it has a tubular space frame, Halibrand "Quick-Change" differential with a selection of gear ratios, Halibrand "Bean Hole" magnesium wheels, period disc brakes, tubular shock absorbers and fiberglass bodywork. The selection of authentic parts alone are worth more than the asking price!

Unlike many USAC cars of the Fifties, this purposeful-looking machine also has a starter and 3-speed transmission instead of an "in and out" box. The engine currently fitted is a 327 cubic inch V8 from a 1968 Camaro, but for vintage racing, the car can authentically be equipped with virtually any Chevrolet small block and a 4-speed Borg-Warner transmission. Imagine this 1500 pound car with 600hp and modern race tires at Lime Rock. Quelle blast! \$10,000 - 15,000

Footnote: Offered on a Bill of Sale.

Overview

327ci OHV Chevrolet V-8 engine

Single four-barrel carburetor

275bhp (est)

Three-speed plus reverse gearbox

Live axle suspension with transverse leaf spring suspension

Four-wheel hydraulic disc brakes

Legal for every vintage oval and road racing group

Easy restoration, inexpensive to maintain and race

Attributed to famous car builder Lujie Lesovsky

Fitted with a Halibrand "Quick-Change" differential and Halibrand "Bean Hole" magnesium wheels



350 1950 Allard K2 Coupe

The Allard K2

A London Ford dealer in the Thirties, larger-than-life Sydney Allard built lightweight specials powered by hot-rod Ford V-8 or Lincoln V-12 engines. In 1945, he incorporated Allard Motor Company and introduced a full line of high-performance cars. The J is a two-seat racing car built on a "short chassis" with 100 inch wheelbase. Allard's 112 inch wheelbase "long-chassis" came with a choice of bodywork: K is a two-seat roadster intended for road use that can also be successfully raced, L is a four-seat tourer, M is a four-seat convertible with roll-up windows, P is a four-seat, two-door sedan.

Allard running gear was mostly Ford, coupled with lightweight aluminum bodywork. While cars sold in Britain came with flathead Ford or Mercury V-8s, most were shipped to the U.S. without engine or transmission. A hot-rodded 268 cubic inch Mercury V-8 was usually the "base" engine. The new overhead-valve Cadillac V-8 or Chrysler Hemi fit in the same space and provided far more horsepower. Allard built only 1900 machines in 14 years, before stopping production in 1959.









The Motorcar Offered

This unique Allard is the only K2 Coupe built. It is thought to have been shown at the 1950 New York International Auto Show. Owners have included well-known Allard collectors and vintage racers including George Garrett, Gentry Smith, Chris Leydon, Dan Lowery, Dr. Tom Turner and Rich Taylor. Tom Lalinsky Engineering of Red Hill, PA built the 406 cubic inch Cadillac V-8, driving through a beefed up Turbo Hydramatic transmission and Dana 60 rear axle. A traditional four-spoke Motolita steering wheel promises thrilling performance.

Despite Allard's reputation for crude engineering, this K2 features independent front suspension, a live rear axle with four trailing arms and Panhard Rod, coil springs, hydraulic shock absorbers, huge Alfin drum brakes and strong Ford truck wheels. After a thorough but straightforward restoration, this one-off Allard will be welcome at any vintage race, concours or rally in the world. \$50,000 - 60,000

Offered on a Bill of Sale.

Overview

Chassis no. 91K 774

The only K2 Coupe built alongside 118 K2 Roadsters

Thought to be Allard's 1950 New York Auto Show car

Fresh race-prepped Cadillac 406 cubic inch V-8

Rare Horne aluminum intake manifold fitted with four Stromberg 97 carburetors from General Curtis LeMay's Allard race car

Extensive documentation

More thrills-per-dollar than almost any car you can name

Sure to star at concours, rallies and vintage races worldwide



351 1946 Dreyer Midget

The Dreyer Midget

The first Midget race was held in Los Angeles in 1933, but the class soon spread like wildfire not only across North America, but around the world. Floyd "Pop" Dreyer was a champion motorcycle racer, forced to retire after an accident in 1923. He moved to Indianapolis and started building Indy race cars. He soon specialized in Midgets. Dreyer's cars were universally recognized for their quality and beauty, and a "Pop" Dreyer Midget was the Gold Standard.

Midgets changed little over the decades, but the little beasts were so potent there was no need. The most famous Midget race win was at Lime Rock in 1959, when Rodger Ward drove an 11-year-old Midget to set a new lap record and win a Formula Libre race against world-class drivers in new Formula One and sports/racing cars which theoretically were much more suited to a road course than Ward's antique one-speed Midget.

The Motorcar Offered

This Dreyer-Ford on offer was not only a successful racer back in the day, but New Jersey driver John Harris successfully vintage raced it for decades. It comes equipped with extensive period speed equipment, including twin Stromberg 97 carburetors on an Edelbrock intake manifold and Edelbrock alloy heads. The Jahar Racing Midget is authentic and intact, but it does need cosmetic and mechanical refreshment before heading to the track. Best of all, it's eligible and competitive in both vintage oval and vintage road racing, on dirt or asphalt. Not much can beat it at the track, or in fun-per-dollar. \$12,000 - 15,000

Offered on a Bill of Sale.

Overview

136 cubic inch flathead Ford V-8

Rare Edelbrock speed equipment

130bhp

In/Out gearbox

Live axle suspension with transverse leaf springs

Rear-wheel hydraulic drum brake

Legal for every vintage oval and road racing group

Handmade aluminum bodywork

Inexpensive to maintain and race

Iconic Pop Dreyer Midget









352 1939 Ford 922A Midget Racing V-8 Engine

A miniature version of the famous Ford Flathead V-8 introduced in 1932, the 2.2-liter, 136 cubic inch V-8 went into European production in 1935 and remained in limited production in Brazil until 1969! It was available in North American Fords only from 1937 through 1940, rated at 60hp in stock form. Since there was little savings over a more powerful 239 cubic inch V-8 95, very few Ford V-8 60s were sold in America. They're surprisingly rare today.

Ironically, the 136 cubic inch V-8 became instantly popular with racers in 1937, because it was much less expensive than the Offenhauser Midget 121 cubic inch I-4, but could be hot-rodded to a competitive 125-130hp. Many race promoters also sanctioned two separate race groups, one for Offy-powered Midgets and another for Ford V-8s. In the early-Fifties, John Fitch installed a Midget V-8 engine in an MG-TD for road racing, while many other enthusiasts fitted hot-rodded V-8 60s in a variety of cars.

This particular Midget V-8 is unused since a total rebuild. It carries twin Stromberg 97 carburetors and rare Eddie Meyer intake manifold, cylinder heads and front cover. Cosmetically detailed, it will make an attractive display or lusty powerplant for any nostalgic racing car, especially of course, an iconic Midget.

\$5,000 - 8,000

Offered on a Bill of Sale.



Never been restored

1944 Willys MB Jeep

The Jeep

Much has been written on the history of the famous Jeep, and a brief history can be found in the description of lot 305.

The Motorcar Offered

While production of the Jeep was shared between Willys and Ford, and parts were easily exchangeable, the two companies' productions were not entirely identical. Willys-Overland's final production version was the Model MB, Ford's being designated the Model GPW. There were subtle differences between the two versions, Ford's having its components marked with the letter 'F'.

With 361,339 Model MB Jeeps were built by Willys from the start of the war in 1942 until the end of the conflict in 1945, it should come as no surprise that survival rates are exceptionally low. Designed to be driven into the ground and then quietly buried where it died, the number of Jeeps that survived in good enough condition to be restored is low. Rarer still are the few Jeeps that witnessed neither battle nor stateside service that have survived largely untouched to this day—this Jeep is just such a rare bird.

Discovered by a military vehicle collector a bit over thirty years ago still crated, this mostly unused and never abused Jeep is all-Toledo, Ohio built. Save for a repaint done shortly after it was discovered, it is 100% original. Complete with the usual shovel and ax for when things really get down to business, this Jeep exudes more character than even the nicest restored examples ever could.

Rally the troops, pack your duffle, and get ready to storm the beaches! Just be sure to bring enough sunscreen.

\$20,000 - 30,000

Overview

Chassis no. 280026 Engine no. 619551

134ci L-head Willys "Go-Devil" inline fourcylinder engine

Single Carter WO-596S one barrel downdraft carburetor

60bhp at 4,000rpm

Three speed manual transmission

Four-wheel telescopic hydraulic suspension with semi-elliptical leaf springs and

Four-wheel hydraulic drum brakes

Discovered in its original crate about 30 years ago

Never restored

Nicely presented in classic olive drab

Rich with character, ample in capability



1960 Volkswagen Beetle 2-Door Sedan

The Volkswagen Type 1 "Beetle"

The Volkswagen's layout was the essence of practicality. The platform backbone frame was simple to build and adaptable, the rear mounted engine left the entire volume between the wheels free of obstructions and mated directly to the transaxle which eliminated the driveshaft. Porsche's favored trailing arm independent front suspension with transverse torsion bar springs imposed little upon the internal volume and the swing axle rear suspension coped with the typically rough roads of the day. Porsche preferred an air cooled engine because it eliminated the whole water cooling system of pumps, pipes, hoses and radiators as well as eliminating the risk of freezing in cold northern winters. From the late Fifties through the early Seventies Volkswagens sold in hundreds of thousands in the United States, peaking at 572,573 in 1970. In 1973 the Beetle surpassed the Model T's 21 million unit total production and has continued to add to its margin for a further quarter century.

The Motorcar Offered

This benchmark example of the Volkswagen icon, dating from 1960, benefits from having had few owners and appears to have been spared of wet climates for most of its life. The previous owner elected to use that as a sound basis for a full 'pan-off' restoration in 2009, during which the car was painted to the period style livery of Java Green, a color which suits the car well. Chrome, glass, wheels and tires are all reported to be in excellent condition today, as is the interior which features a period Sapphire Radio. The Judson Supercharger is professionally restored with period Judson VW air cleaner and Ampco oiler. The motor has been rebuilt, the electrics attended to, which are to the correct original 6 volt specification. Recent mechanical service by VW specialist Stan's Classic Service of Natick, MA has been completed; a description of the work performed is included. Completing the package is a luggage rack, tool kit, original owner's manual, period brochures and accessory catalogs. \$22,500 - 25,000

Overview

Chassis no. 3084015 Engine no. 3865603

1,192cc OHV Flat 4-cylinder engine

Single Solex Carburetor

c. 55bhp at 5,000rpm

4-speed manual transmission

4-wheel Independent suspension

4-wheel drum brakes

Beautifully restored

Upgraded with Judson Supercharger

Period color-combination

Installed with period correct radio

Charming example of the iconic Beetle



Ex-Swigart Museum Collection

1911 Winton 17b Five-Passenger Touring

The Winton 17b

"...A very important part of American automobile history died on the day Winton did." This quote from the *Standard Catalog of American Cars* states just how monumental an impact Alexander Winton had on the motoring industry.

Winton is widely acknowledged as the first to set up a formal manufacturing operation for automobiles in America as well as the first to build, assemble and ship them in series. In 1897 he and his foreman, William A. Hatcher, had driven a two-cylinder Winton from Cleveland to New York. In 1898



Overview

Chassis no. 10918 Engine no. 10918

457ci L-head inline six-cylinder engine
Single updraft Stromberg/Winton carburetor
48hp

Four-speed transmission

Solid axles with semi elliptic leaf springs suspension

Two wheel mechanical drum brakes

Long term ownership by the Swigart Museum Collection

Highly original and beautifully preserved example

Tall gearing and four-speed transmission

Powerful L-head six-cylinder motor

Famous touring car with lots of history in the hobby









his company, the Winton Motor Carriage Company in Cleveland, sold 22 automobiles. In 1899 the number grew to an even 100.

While Winton's speed record cars attracted attention, the single event that shone the spotlight of national publicity on the company and its products was the journey of H. Nelson Jackson and Sewall K. Crocker. The pair traveled from San Francisco to New York City in a two-cylinder 20hp Winton Runabout in the late spring and summer of 1903. The trip took 64 days, of which 44 were actually spent on the road. Jackson and Crocker were among the first to appreciate the unique pleasures of cross-country sightseeing. In retrospect, their journey amounts to something nearly unimaginable. There were literally no roads for much of the trip, no bridges across rivers, streams or gullies, no maps, no water and most significantly no gasoline, oil or tires except for what could be stockpiled along their route by their own planning and foresight.

Their little Winton Runabout, piled high with supplies, tires and camping equipment, must have been quite a sight to the settlers and indigenous residents they encountered along the way.

Jackson donated his cross-country Winton Runabout to the Smithsonian Institution in 1944 where it was displayed with Winton's 1902 "Bullet No. 1" and 1903 "Bullet No. 2" race cars, the latter being the first 8-cylinder engine powered automobile built in America. The cross-country Winton is still on permanent display at the National Museum of American History in Washington, DC.

The unique feature of Winton's early engines was the actuation system for the intake valves which used compressed air to control the intake valves' lift. The carburetors had no throttle control but Winton's system of controlling intake valve lift regulated the amount of air-fuel mixture admitted to the cylinders and therefore the speed of the engine. Engine speed also was adjusted by the driver's control of ignition timing.

Winton, always looking forward, began producing four-cylinder cars in 1904 and was building sixes exclusively by 1908. Winton was not one to follow the rules and his six did not resemble much else of the time, equipped with a split crank case to allow removal of the crankshaft while the engine was in the car. Winton even continued with his unique,

but puzzling to many, intake system until it was finally superseded by a conventional carburetor in 1907.

The large six was designed to compete with the finest offerings by Pierce, Packard, Thomas and Lozier. These were high quality machines and equipped for high speed driving. The cars had tremendously high gears and four-speed transmissions that allowed them to barrel down the road with little strain. Winton used aluminum extensively in the car and weight was kept to a minimum despite the car's large size.

The Motorcar Offered

This 1911 Winton is a well known and beautifully preserved example of one of Winton's most impressive products. The car has had little more than a minor repaint many years ago. The interior is one of the finest preserved we have seen – the exquisite leatherwork looks like new, so different from the material available today! This car is fitted with all of its original equipment. The wooden coachwork shows some checking and looks as if it was repainted, likely in the 1940s, right over the original.

The car is still equipped with a functional factory air starting system. When the car was run recently, the system did its job and brought the big machine to life with little effort. If one has not witnessed a motor start with an air system, it is an sight that is not to be missed.

The current owner acquired the car during the dispersal of the Swigart Collection in 2007. He has since put the machine into running order and used it lightly from that time. The car was recently fitted with a new set of 37x5 tires and small details have been sorted out, though the car would likely still need some miles before testing on a major tour.

This monumental machine is certainly one of the great cars from a great time period in American automotive history. This imposing machine will run with best of them and tower over most cars on any brass tour. With its wonderful history and incredible preservation, it is a fine addition to any collection of important cars.

\$195,000 - 220,000

Please note this motorcar is titled as a 1910.











356 1940 Chrysler New Yorker Highlander Convertible



The New Yorker

Initially introduced as the New Yorker Special in 1938 as a sub-series to the Imperial, the New Yorker name would appear continuously on Chryslers for the next 60 years giving it the distinction of being the longest running American car nameplate. 1939 the name came into its own, dropping the 'Special' title and growing to a fuller model line-up of coupes and sedans. New-for-1940 was a totally redesigned model that looked thoroughly modern—the design language of the 1940 models would carry on with only slight modification until the 1950s—and incorporated new features such as Fluid Drive, which allowed for easier transmission operation.

The Motorcar Offered

As is rarely the case, this car has benefited not only from being fully loaded from the factory, but also from exemplary care provided by the mere handful of people who have had the pleasure to own her. The Chrysler was sold new to Mr Edwin F. Miles of San Francisco. In ordering the car, Mr Miles made the astute chose of selecting the top of the line model—the New Yorker Highlander Convertible. Made in only one year, the 'Highlander' name would live on only as a trim package, the Scottish nomenclature was derived from the unique and extensive use of bold tartan plaid cloth on everything from the seats to the door panels to the top boot.









Mr Miles owned and carefully maintained the New Yorker until 1973 when it was purchased by fellow California Russ Parker. Appreciating the car as much as Mr Miles had, Mr Parker kept the car for a subsequent 36 years, during which the Chrysler continued to be carefully maintained but minimally used. On the car's 60th birthday, a correct and thorough restoration of the very honest, original and unmolested car was carried out and photo documentation of the work continues with the car today. After completion, the drop top was sold in 2003 to Roger Morgan of Chino Valley, Arizona. The current owner acquired the car in January 2010.

The long-term enthusiast ownership of this car for the first 66 years of its history is further enhanced by the first two owners' attention to detail—virtually every service book, manual, scrap of factory paperwork has been retained. The original Owner's ID Card, the Radio and Fluid Drive guides, the Owner's Service Policy, and even the never-used radio button decals are retained in framed displays. Even rarer are the factory build tags, narrow metal tabs originally attached under the dashboard to guide factory workers on the assembly line as to the specifications of the car they were building.

Since acquisition by the current owner, the New Yorker was subject to an over \$10,000 engine rebuild a few years ago and a general servicing and detailing prior to the auction to ensure many happy miles for the future owner. With known history since new, a mountain of wonderfully presented documentation since it left the factory, and a factory-correct restoration that is now mellowing to where it is both comfortable to show or drive.

\$40,000 - 50,000

This Chrysler is titled under its engine number.

Overview

Chassis no. 6614233 Engine no. C26-3175

323ci inline eight-cylinder engine

Single two-barrel carburetor

135bhp at 3,400rpm

Three-speed manual transmission with Fluid Drive

Front independent coil spring and rear beam axle suspension

Four-wheel hydraulic drum brakes

Four owners from new

Extensively documented from new

Factory correct restoration

One-year-only model

Striking plaid interior



Property from a European Museum Collection: Lots 357 - 359

357 1934 Chevrolet DA Master Roadster

The DA Master

Chevrolet introduced its overhead valve six-cylinder engine in 1929, just a year after Henry Ford frantically retooled Dearborn to build the side valve four-cylinder Model A. It really wasn't much of a contest. Aside from Ford's stature in the marketplace and the affection and experience millions had with the Model T, any comparison between the two vehicles came down firmly on the side of the Chevrolet.

The 194 cubic inch Chevy put out 46 horsepower and performed with quiet, inherently balanced efficiency which was balanced by the handling and ride of its 107 inch wheelbase, more than three inches more room than the Ford. Advertised as "A six for the price of a four", Chevrolet's first year with the six, 1929, nearly outsold Ford in its second year with the Model A. The market's judgment was clearly in favor of the quiet overhead valve six and Henry rushed again to replace the Model A with the V-8 in 1932.

Even the V-8 wasn't sufficient to overcome the advantage that Chevrolet had built up and by 1934 the tide of the sales battle had swung definitively to the side of overhead valves and six cylinders which now delivered 80 brake horsepower at 3,300 rpm. Chevrolet built 620,726 cars that year; Ford managed only 563,921.

Chevrolet continued to innovate and in 1934 was the first American lowpriced car to offer coil spring independent front suspension as standard equipment on the Master line. Called "Knee Action" by the marketers, it was variant of the trailing arm Dubonnet system which would soon be in use across the General Motors line. Other features shared with more expensive and luxurious machinery were the synchromesh transmission and vibration isolating rubber engine mounts.

For only \$540 the Chevrolet DA series Master Roadster was great value for the money.









This example is attractively finished in dark green with light yellow wire wheels. The interior is upholstered in brown and covered with a beige cloth top. It has a pair of chrome horns under the headlights as well as another horn protected inside the engine compartment, wind wings and a single windshield wiper. The spare wheel and tire are carried inside a metal enclosure behind the rumble seat.

It appears to be a sound and solid largely original Chevrolet which has benefited from an older cosmetic restoration. Although it shows its age and some wear and use, including a tear in the driver's seat back, the paint, upholstery, chrome and glass are very respectable and can be returned to very presentable running, driving condition with a minimum of effort and expense.

Chevrolets of this era, particularly sporty roadsters like this 1934 Master, are very rare and desirable. The "Blue Flame" six continues to demonstrate its quiet competence while the Chevrolet's longer 112" wheelbase and independent front suspension contribute to a ride that is still superior to its contemporaries.

\$30,000 - 40,000 Without reserve

Overview

Chassis no. 434643-I

207ci OHV inline six-cylinder engine

Single Carter W1 single-barrel downdraft carburetor

80bhp at 3,300rpm

Three-speed synchromesh manual transmission

Independent front suspension with coil springs and semi-elliptical rear leaf springs

Four-wheel mechanical drum brakes

Formerly in the Richard C. Paine Jr. Collection

Sporting Chevrolet

Master series car



358 1931 Ford Model A Roadster



The Model A

The Model A had big shoes to fill in succeeding the legendary Model T and the very timidity of its changes reflected both Henry Ford's reluctance to put the Model T behind him and the corresponding reluctance of Ford's legions of satisfied customers to take anything but baby steps away from the tried, true and familiar Model T.

There was no planning for the changeover, and in the process Ford shut down its immense River Rouge plant – the legendary factory where iron ore went in one end and Model Ts came out the other – for months, losing momentum and market position to its faster-moving competitors.

When it was finally introduced in December of 1927, the Model A was substantially different from the Model T, but at the same time it was still a 4-cylinder and it still had transverse leaf spring suspension. There were many improvements, important evolutionary elements like pumped water cooling, coil ignition, sliding gear 3-speed transmission. The 103 1/2 inch wheelbase was longer, making room for bigger, more luxurious, bodies. The 200 cubic inch 40 horsepower four-cylinder engine had the legs to carry the heavier coachwork of Ford's new Fordor sedans.

However many of the visual changes incorporated in the Model A had been foreshadowed in the styling evolution of the Model T in the late Twenties. The Model A was different, but it still looked like a Ford, and that was probably a very wise and sensible thing for Ford to do.

1931 saw a milestone passed at Ford: the production of the 20 millionth Ford automobile, only 23 years since the first, hand-assembled Model T rolled out of Ford's shop and only about 17 years since the first moving assembly line began operation. The automobile itself was barely forty



years old, an astounding progression that saw the automobile, led by Fords, permeate and influence the structure of society. A Model A roadster was under \$500, even with Deluxe trim and accessories, and within reach of a modestly successful tradesman, farmer or clerk.

The Motorcar Offered

This 1931 Ford Model A Roadster is typical of the time. Finished in basic black with green coachline and green wire wheels mounting blackwall tires it has dark green vinyl upholstery and a beige cloth top with matching covers on the dual sidemounted spares. It is fitted with a quail radiator cap ornament, rumble seat, luggage rack, Sparton horn, outside rear view mirror and a single vacuum powered windshield wiper. An older restoration, it shows some subsequent use. The top and sidemount covers have some discoloration but the paint, chrome, upholstery and glass are very good for the restoration's age. Underhood the engine shows evidence of some past coolant leaks but is ready to be returned to nearly like new condition with conscientious detailing.

A 1931 Model A Roadster still has the appeal it did nearly 75 years ago. It won't exactly keep up with freeway traffic but the traffic will slow down to look and wave approval. It has a jaunty air of carefree enjoyment that appeals to collectors, an elemental combination of good looks and top down enjoyment that is accessible and devoid of pretentiousness. Model A clubs abound, with events, tours and gatherings as well as good company and abundant support in maintenance, operation and restoration. It not is only one of the most important automobiles in American auto history but also is one of the most enjoyable to own and use and this example is perfect to introduce collectors and the public to the experience.

\$30,000 - 40,000 Without reserve

Overview

Chassis no. 461800

200.5ci flathead inline four-cylinder engine

Single Zenith updraft carburetor

40bhp at 2,200rpm

Three-speed manual transmission

Four-wheel transverse leaf springs

Four-wheel mechanical drum brakes

Formerly in the Richard C. Paine Jr. Collection

Resilient usable pre-war Ford

U.S. Icon



Ex-Dr. Sam Scher

1910 Cadillac Model 30 Demi-Tonneau

The Model 30 was not the first four-cylinder Cadillac, but it was arguably the perfected four-cylinder Cadillac, setting a standard for quality, luxury, performance and price which positioned Cadillac for the century of leadership that followed.

As any contemporary observer will quickly recognize the re-invention of Cadillac which the Model 30 represented was not the last time Cadillac would endure that wrenching metamorphosis. In 1910 Cadillac was only in its seventh year. It was still under the guidance of its founder, Henry Martyn Leland, and his son Wilfred, and had only five years before merged with Leland & Faulconer. It was in only its second year as part of William Crapo Durant's General Motors.

The first Cadillacs were 10hp singles, with 2-speed planetary transmissions and chain drive. The marque's leadership came directly from Henry Leland's appreciation of the value of precision machining to consistent dimensions and negligible tolerances that permitted parts to be interchanged without the individual fitting which characterized most automobile manufacturing in the first years of the century. It was the 1907 Model K 98 cubic inch 10hp horizontal single-cylinder that established Cadillac forever in the forefront of engineering and manufacturing when the Royal Auto Club disassembled three of them, mixed the parts at random and then reassembled and ran them at Brooklands. It was called the Standardisation Test and Cadillac passed it with flying colors ("colours" to the RAC) which earned Cadillac the club's 1908 Dewar Trophy for the most important advance in automobiles that year.

Cadillac introduced its first four-cylinder automobile in 1905, the Model D. Its arrangement of four individual cylinders with copper water jackets and unusual variable valve lift throttle system mimicked aspects of the successful Cadillac singles' design and construction. Its configuration was refined over subsequent years until in 1909 Cadillac realized the singles which had gotten it started were now a distraction from the rapidly evolving market which had come to expect greater refinement, size, reliability and power.

In 1908 there had been five different models in Cadillac's catalog. Three of them were singles. Two were fours. A year later in 1909 there was only one, the Thirty. Rationalizing the catalog and streamlining production allowed Cadillac to improve quality and at the same time lower prices by a whopping 30%.

That the Thirty met the expectations of the market is clear in its longevity. It remained the sole model in Cadillac's catalog for the next six years although the model designation changed and in 1913 an increase in stroke of 1 1/4" substantially increased displacement and brake horsepower even though the calculated rating stayed the same. Annual production went from 5,903 in 1909 to 15,018 in 1913 and 14,003 in 1914. In 1915 the Thirty and its progeny was superseded by the first Cadillac V-8, but the four had ensured its legacy, firmly placing Cadillac among the elite of American automobile manufacturers.

This 1910 Cadillac Model 30 Demi-Tonneau was acquired by Richard C. Paine, Jr. in the mid-60's from Dr. Samuel L. Scher. It was freshly restored at the time and had apparently never been shown. It is finished in the standard Cadillac color of the period, Royal Blue with black fenders, and is righthand drive, as all Cadillacs were until the advent of the V-8. The interior is upholstered in black leather, there is a full length black cloth top and a brass framed two piece windshield. Its Demi-Tonneau coachwork







(called a Toy Tonneau by other marques) seats four in contrast with the 5-seat accommodations of full size tonneau coachwork.

Equipment includes Gray & Davis acetylene headlamps with matching Gray & Davis acetylene generator, Solar kerosene sidelights and a kerosene tail lamp. The frame and undercarriage are painted cream, with black coachlining on the matching wood spoke wheels, A pair of spare tires are strapped to the righthand running board and tucked behind them is a Rubes folded trumpet style bulb horn. Suspension is by semi-elliptical leaf springs at the front and platform rear suspension (longitudinal semi-elliptical leaf springs shackled to a transverse leaf spring attached to the rear frame cross member.) The rear wheels have both contracting band and expanding shoe drum braking. Drive is taken through a cone clutch, 3-speed transmission and shaft drive to the rear wheels.

The restoration is showing its age and use with micro-blistering paint, chips and worn but sound upholstery. The chassis is misted with oil and road dust and there is some surface rust evident on unpainted steel and iron surfaces. The coachwork, however, is tight and everything fits well. There is absolutely nothing that will deter the next owner from taking this lovely, significant and practical Cadillac Model Thirty out and driving it on long and enjoyable trips after mechanical re-commissioning.

The quality of this 1910 Cadillac Model 30 Demi-Tonneau is apparent and is a credit to the leadership and standards set by Henry Leland and Cadillac during the formative years of the automobile era. Coming from two important collections, Dr. Samuel Scher and Richard C. Paine, Jr., its provenance is impeccable and it will be enjoyed and appreciated by their successors.

\$60,000 - 80,000 Without reserve

Overview

Chassis no. 44846

226.2ci L-head inline four-cylinder engine Single Schebler Model L carburetor 33 bhp

Three-speed sliding gear manual transmission

Four-wheel semi-elliptic leaf springs

Rear-wheel mechanical drum brakes

Formerly in the Richard C. Paine Jr. Collection

Attractive sporting coachwork

Renowned Brass era Tour car



360 1957 Porsche 356A Speedster

The 356A Speedster

Porsche's immortal 356 Speedster may be the most desired individual model to emerge from that storied firm's first 20 years of manufacturing sports cars. From the first example built in 1954 through the last in 1958, the Speedster has always epitomized pure, seat-of-the-pants driving pleasure. The Speedster was created at the behest of US importer Max Hoffman, who convinced the factory to produce a lower-priced, albeit Spartan, open car to compete with the increasingly popular and lower-priced British imports of the day. The Speedster thus was a bare-bones, skinny-tired vehicle that enthusiasts quickly found to be very competitive on the race track; indeed there are dozens of these little open "bathtubs" still being raced today around the world. What draws the eye, however, is the Speedster's timeless design – think for a moment about the styling offered by other automakers in 1954. Few if any were as cleanly-shaped and devoid of artifice. That aerodynamic purity still attracts the knowledgeable today, and 356 Speedsters remain at the top of many collectors' must-have lists.



The Motorcar Offered

The beautiful Speedster offered here left the Porsche factory on April 11, 1957. Little is known of the car's early years, but it eventually found its way to the West Coast and in 2003 was acquired by its current owner. Chassis '83229' was originally delivered from the factory in R603 white with red leatherette interior. The only options listed on the car's Certificate of Authenticity are sealed-beam headlamps and U.S. bumpers, indicative of the fact that the Speedster's original destination was the U.S. After enjoying the car for six years, the decision was made to perform a complete restoration in 2009.

No expense was spared in revitalizing the Speedster, which was a good, straight and well presented car prior to its restoration. Porsche marque specialists The Stable in San Francisco did the bulk of the work including a









complete mechanical rebuild of the car and a restoration of the body. The original 616/1 engine, no. 65098, was overhauled and dynamometer testing showed the rebuilt motor produced a robust 76.36hp at 4,500rpm and 96 foot-pounds of torque at 3,400rpm. Next, the Porsche was stripped to the bare metal and repainted in silver by Ideal Auto, also of San Francisco. Finally, a black vinyl interior, along with proper new grey square-weave carpeting and black floor mats were professionally installed by Acker Leather Works.

The Speedster that emerged in 2010, with invoices totaling nearly \$90,000, as practically a new car—topped with a vintage New York state license plate as the cherry on the cake.

The odometer now reads 95,056 miles; while it is not known if this is the car's total original mileage, the condition of its bodywork suggests it was well-cared for throughout its 56-year life. Under the tenure of its current owner, 83229 has seen careful use in the summer months, primarily enjoyed as a weekend driver. Despite the use, wear is minimal as the car has been meticulous cared for and stored in a heated and air conditioned facility year-round. The desirable high-bow top and side curtains are in excellent condition while the interior shows very little use.

This very handsome Speedster is offered with a black tonneau cover and boot, along with a tool roll, the aforementioned side curtains—each in their own boot, a complete file of restoration invoices, a DVD of the engine-out dynamometer test, and a Porsche Certificate of Authenticity. As a 1957 model, the next owner may be allowed entry into any number of exciting and desirable Mille Miglia-type events making this Speedster a worthy investment as an enjoyable driver, a significant historic rally participant or a worthy concours contender.

\$175,000 - 200,000

Footnote: This Porsche is titled as a 1958 and registered under its engine number.

Overview

Chassis no. 83229 Engine no. P65098

1,582cc OHV, air-cooled flat-four cylinder engine

Dual Solex 26 VFJ Downdraft carburetors

60hp at 4,500rpm (see text)

4-speed manual transmission

Independent front and rear suspension

4-wheel hydraulic drum brakes

Numbers matching example

Recent restoration by marque experts The Stable

Over \$90,000 in receipts

Meticulously maintained and stored

A striking Speedster in classic Porsche colors



1969 Fiat Michelotti Shellette Beach Car

The Michelotti Shellette

The Michelotti Shellette is the result of a collaboration between yacht designer Phillip Schell and famed automotive stylist Giovanni Michelotti. Michelotti was one of Italy's most important and influential stylists, servicing Vignale, Maserati, Lancia, BMW and many others. Based on a Fiat 850, the Shellette has been substantially reworked to the point where it bears little resemblance to the Fiat. The styling is dramatic and aero, reflecting the design trends of the mid to late '60s in Italy.

Unlike the much more common Fiat Jolly, the Shellette is a far more refined and better equipped machine. Featuring a drive-train capable of comfortably moving the car along at 60mph, it also has heat and a stereo system. The more luxurious Shellette was produced in low numbers – only 80. Of the 80 built one found its way to Jacqueline Onassis who used it on the Island of Skorpios, and an early DAF based Shellette was used by the Dutch Royal Family at their summer residence in Porto Ercole. Today, of the less than 10 which are known to survive, at least three reside in museum collections.







This car was literally discovered in the barn of its original owner a few years ago. The owner, who was personal friends of Phillip Schell, had the new Shellette shipped directly from Michelotti to America. The car still includes its original export documents and photos of the car being uncrated upon arrival. During its long ownership period, the car was used only occasionally and racked up less than 10,000 miles in the 40 year span. Today, the car is in largely original and well preserved condition. The car did receive a respray some years back but little else has been changed since it left the Michelotti works.

In the last year it has been made to run very well and fitted with new tires so it could be safely enjoyed. A new top was made to preserve the original that is included along with the matching canvas covers for the wicker seats. Presently the car runs and drives like a 10,000 mile car and is offered in ready to cruise condition.

The Michelotti Shellette represents the most useable, refined and rarest of the fun Italian resort cars. This example, with its wonderful history, documentation and originality is as good as it gets! \$40,000 - 50,000

Please note this Shellette is titled under chassis number 1231722.

Overview

Chassis no. 100GB 1231722 Engine no. 100GB000

843cc OHV four-cylinder motor

Single dual throat carburetor

47bhp at 5,300rpm

Four-speed transaxle

Four-wheel independent suspension with coil springs

Four-wheel hydraulic drum brakes

One of only 80 Shellettes made

Styled and built by the famed stylist Giovanni Michelotti

Fun example of Italian coachbuilt design

Less than 10,000 miles from new and highly original

Fully documented and recently acquired from its original owner



1955 Ford Thunderbird Convertible

The Motorcar Offered

This Goldenrod Yellow T-bird left the Dearborn, Michigan factory on March 10th, 1955. Its early history is unknown, but by the mid-1990s, the car belonged to a gentleman in St. Louis, Missouri. It was the subject of a frame-off restoration and an engine rebuild. In February of 2002, noted Thunderbird enthusiast Amos Minter of Dallas, Texas acquired the car. Minter went through the car to top-and-tail it to his lofty standards before eventually selling the car to another well known Texan, the late John O'Quinn, in June of 2005. The current owner acquired this 'bird from Bonhams' Greenwich three years ago.

Still carrying its original color scheme and well optioned, electric windows and 4-way power seats add comfort and convenience. A rare, 3-speed manual transmission and white sidewall tires add a level of sportiness not often seen in Thunderbirds. Both tops are included. A nicely presented and fun to drive (especially with the manual transmission) T-bird! \$35,000 - 40,000

Overview

Chassis no. P5FH104939

292ci OHV Y-block V8 engine

Single Holley four-barrel carburetor

193bhp at 4,400rpm

3-speed manual transmission

Front independent wishbone and rear liveaxle leaf spring suspension

4-wheel hydraulic drum brakes

Subject of a frame-off restoration

Rare, manual transmission

Once part of the John 'O'Quinn Collection

Well optioned, both tops

'50s motoring at its finest



One owner from new

1979 Pontiac 10th Anniversary Limited Edition Trans Am T-Top Coupe

The Motorcar Offered

Ordered new by the vendor, this one owner from new Trans Am was purchased from Rushneck Pontiac in Tarrytown, New York on April 2nd, 1979. Equipped with the 6.6-liter engine and automatic transmission, the Limited Edition 10th Anniversary Trans Am, offered only in 1979 to celebrate the decade since Pontiac's introduction of its iconic Firebird and limited to 7500 examples, came fully loaded right from the get-go. These cars featured silver paintwork, a matching leather interior, a smoked glass T-Top for open air cruising, and a special variation of John Schinella's 'Firebird' bonnet-top artwork that had first appeared in 1973. Inside, every available power option was included such as digital AM/FM radio with an 8-track, air conditioning, power door locks, power windows, and cruise control. More than just comfort was specified, however, as the 10th Anniversary cars also included the WS6 handling package and 'Turbo' aluminum rims to keep the wheels planted. Two pages were needed to list all the features included in the package. Out the door, the final tab came to \$14,045.35.

Since taking delivery of the striking silver Trans-Am, the car has been carefully maintained and sparingly driven with only a bit over 65,000 miles covered in 34 years of ownership. Complete with its original purchase paperwork, build sheet, owners manual, and a raft of service receipts from its single-owner history.

So channel your inner Bandit, kick it into drive, and hit the road! \$12,000 - 18,000 Without reserve





Overview

Chassis no. 2X87K9N155440

403ci OHV L80 V8 engine

Single Rochester 4-barrel carburetor

185bhp at 4,500rpm

3-speed automatic transmission

Independent wishbone coil-spring front suspension and live rear axel semi-elliptical leaf spring rear suspension

4-wheel power-assisted hydraulic disc brakes

One owner from new

All original purchase paperwork included

One of 7500 10th Anniversary Trans Ams

Meticulously maintained

The perfect way to turn your Smokey and the Bandit dreams into reality





1948 Chrysler Town & Country Convertible Wood-bodied station wagons began as utility vehicles, often cataloged

The Town & Country

Wood-bodied station wagons began as utility vehicles, often cataloged in the manufacturers' commercial lines. During the 1930s, however, the style developed a certain vogue, particularly as prestige manufacturers like Packard and Chrysler began offering them. In 1941, Chrysler created a sensation with the Town & Country, a stylish barrel-backed four-door wood-bodied station wagon. Based on the six-cylinder Windsor line, it came in either six- or eight-passenger form and had swing-open clamshell doors at the rear. About 2,000 were built in 1941 and '42 before automobile production was suspended for World War II.

After the war, Chrysler had designs on a vastly expanded Town & Country line, and made plans for five body styles. The sedan-wagon was eliminated, but a brochure was published for two- and four-door sedans, a three-passenger roadster, and both hardtop and soft-top convertibles. In the end, only the four-door and the soft-top made it to production. Reportedly seven prototype hardtops were built, and a single two-door; the roadsters seen on the auction circuit are latter-day replicas. Production sedans were Windsor sixes, convertibles were in the eight-cylinder New Yorker line.

A prime example of Chrysler's flagship of the postwar period, a Town & Country convertible is a desirable addition to any collection.









This outstanding example shows 77,630 miles, which is believed to be from new. The interior is finished completely in striking blue leather upholstery, a rare option back in 1948 (supposedly only 10% were ordered with the leather option). It is complemented with grey Wilton wool carpeting and is well appointed with a plethora of factory correct accessories including the dual cowl-mounted spotlights, dual side-view mirrors, dual amber colored fog lights, rear view mirrors, a deluxe pushbutton AM radio, a clock, optional dual MoPar Model 54 heater units, front and rear bumper guards, and wide whitewall Firestone Deluxe Champion Gum Dipped 8.20 – 15 tires mounted on steel wheels.

Approaching a decade in its current ownership and having been acquired at a Florida auction, and is reported to have been the subject of a restoration prior to arrival in this ownership. In the current ownership, in 2007 this attractive convertible 'Woodie' was shown at the Newport, Rhode Island Concours where it rather appropriately received the 'Best Newport' award. That same year, it gained second in the Post War Convertible Class at the Stowe Fall show. More recently, it was exhibited at the Boston Cup last fall, garnering the 'City of Boston Commissioner's Cup'.

All of these awards are testament to both the car and the enduring appeal of the model. A Town and Country is one of the easiest tickets to simply step back in time and revel in the warmth and fun of another era. Top up or top down, this is a spectacular ride whether your travels take you to town or out in the country.

\$130,000 - 145,000

Please note this car is titled under its engine number, C3958169.

Overview

Chassis no. 7406235 Engine no. C39-58169

324ci L-head inline eight-cylinder engine

Single Stromberg carburetor

135bhp at 3,400rpm

Fluid-drive transmission

Independent front suspension and live rear axle with semi-elliptical leaf springs

Four-wheel hydraulic drum brakes

Open Town and Country

U.S. Icon

Prize winning example



The 600

The Iso Isetta, which BMW built under license from 1955 to 1962, help forge a new market segment for microcars that were instrumental in getting Europe back on wheels. Designed by a company that made refrigerators, and looking like one itself, the little Isetta proved to be a sales success for the brief period when microcars were in voque.

With only two seats, the Isetta's market was limited and BMW needed something larger. Management had already committed to making an entirely new model—the 700—and resourced were limited, so the decision was made to create a lengthened Isetta as a placeholder until the new 700 would come out in 1959. Deriving its name from the BMW R67 motorcycle-sourced boxer motor, the 600 looked just like an Isetta up front—and even retained its front suspension—but featured a new perimeter frame and the first ever usage of semi-trailing arm suspension on a BMW motorcar. A second row of seats and a right side door added space and usability.

The resultant design was clean and well presented—it is understood that Michelotti had his hand in the design—well constructed, and adequately powered to allow for spirited driving. The ride was nice too, with the wheels mounted at the far corners of the body. Alas, the price was high—about 200 Marks above that of a VW Beetle—and the buying public was starting to hanker for a more 'normal' looking vehicle. Only 35,000 600s left the factory before the more conventional looking 700 replaced it in late-1959.

The Motorcar Offered

This lovely little 600 is an extremely late production model that was completed is badged as a 1960, likely rolling off the line at the very start of the year as production had officially ended late in 1959. In the ensuing 53 years it has had only four owners from new. The current



owner acquired the car 11 years ago from Howard and Imogene Chamberlain of Alpine, Texas. Just prior to acquisition, the Chamberlains had completed a nut and bolt restoration of the car which has since settled into fine, driver condition. Finished in cream over tan vinyl, an extensive record of the service and history of the Bimmer accompanies the car today. It is reported to be in good running order and comes complete with its original engine, crated and rebuilt, in addition to the boxer currently installed. Having been shown at the Greenwich Concours before, as well as the New York Auto Show last year for an exhibition on microcar, it can now continue to be shown or simply driven and enjoyed. Either way, gas and parking will never be a problem—nor will the odds of running into another one at a traffic light.

\$35,000 - 45,000



Overview

Chassis no. 133279

582cc OHV flat-twin engine

Twin carburetors

26bhp at 5,500rpm

Four-speed all-synchromesh manual transmission

Independent front suspension with coil springs, rear semi-trailing arm coil spring suspension

Four-wheel hydraulic drum brakes

Four owners from new

Rarely seen, more practical version of the Isetta

Four owners from new

Restored in 2002



One of 36 built

1939 Cadillac Series 75 Convertible Sedan

The Series 75

Cadillac introduced the Series 75 in 1936 as its top-of-the-line V-8 model, a step above the Series 60 line. Initially offered with both Fisher and Fleetwood bodied, by 1938 only bodies from the high end Fleetwood could be had. Nonetheless, the selection was vast with no less than a dozen different all-steel body styles offered in 1939 from formal and upright limousines to two and four door open cars.

Rebounding from a downturn in the 1938 economy, 1939 was a good year for the "Caddy," sales rising and as if in reply to the spirited upswing, GM cars, Cadillac included, tended to sport pointed frontends, all 1939 V-8 models displayed fine-pitch grille bars. Styling was becoming more modern, with the truck neatly integrated into the body but major changes were still a few years off. No matter what the body style, a generous 141 inch wheel base provided ample space for people and luggage.

Powered by a steadfastly smooth 140hp, 346 cubic inch monobloc V-8, the luxurious yet sporty Caddy benefited from steering column mounted selective synchro manual shifting. In 1939, only 2069 Series 75s of all types left the factory.











Priced at \$3,495, this rare Cadillac, style number 39-7529, is believed to be one of only 36 Series 75 Convertible Sedans produced in '39. Comfortably seating five and with a retractable divider between the front and rear passengers, it is certainly one of the most comfortable and enjoyable ways to take the whole family touring in open-air comfort. A power top that retains the handsome good looks of the Caddy whether it is up or down makes the conversion from open top to all-weather easy and stylish. Optional covered dual sidemounts and auxiliary side mirrors fill out the elegant looking car.

Purchased by the vendor twelve years ago from only its second owner, it underwent a complete restoration by Ultimate Auto ten years ago. Originally trimmed in black paint over black leather, it is now finished in Monterrey Blue over tan hides, a less formal and more pleasant hot weather color combination.

Shown at the Greenwich and Fairfield Concours, it is offered now as the perfect motor with which to enjoy the summer months. A CCCA Full ClassicTM, it will no doubt tour in comfort too.

\$55,000 - 65,000

Overview

Chassis no. 3290278

346ci L-head V-8 engine

Single Stromberg carburetor

140bhp at 3,400rpm

Three-speed manual transmission

Independent front suspension and live rear axle with semi-elliptical leaf springs

Four-wheel hydraulic drum brakes

One of 36 Series 75 Convertible Sedans

Restored 10 years ago

CCCA Full Classic™

Fantastic open tourer for the whole family





367 1967 Jaguar XKE Series 1 Open Two-Seater

The Series 1 XKE

The debut of the Jaguar XKE (or "E-Type" in the UK) prompted onlookers to respond with accolades in superlative, such as, "most beautiful car ever made!" Fifty years later, one would be hard-pressed to find a car that rivals its style and grace. Lasting 15 model years in three series, there's enough variation among the generations to suit a number of personalities – from authentic sports car to luxurious GT.

But, let's be honest: the Series 1 is the one to have. After an engine upgrade late in 1964 to 4.2 liters, the XKE became even more tractable than before. The result, with its covered headlights, toggle switches, and full instrumentation with center console, may just be the one that has it all.



This example was subject to a ground up rotisserie restoration about 10 years ago. It is fully documented in a photo album included with the car. Much attention was spent making this car drive as well as possible; in examining the photos, it is clear that no expense was spared in the work. Since restoration, the car has been driven about 10,000 miles and today it is a nicely sorted and very strong machine.

This Jaguar is finished in handsome Gunmetal Grey with Red Connelly leather interior, one of the most attractive combinations. The panel work is very good, sighting down the car show's excellent prep work prior to the respray. The car does show some signs of regular use since restoration but it still is in very nicely presented condition. The interior shows no modifications – even the original radio and speakers are fitted! The comfortable 4.2 seats are only lightly patinated.

Benefiting from recent tuning and detailing, the Jag has been fitted with a fresh set of proper tires, making it ready to enjoy. \$80,000 - 90,000

Please note this Jaguar is titled as a 1966.

Overview

Chassis no. 1E11727 Engine no. 7E6229-9

4,235cc DOHC inline six-cylinder Engine

Three SU carburetors

265bhp at 5,400rpm

Four speed synchronized "Moss" gear box

Fully independent suspension with torsion bars in front and coil springs in the rear

Four wheel disc brakes, rear inboard mounted

Highly desirable first series roadster

Older full rotisserie restoration

Well sorted great driving example

Handsome color combination

Most comfortable and usable series one variant



Property from a Private Collection, lots 368 - 372

368 1947 Tatra T87 Sedan

The T87 Sedan

The name of Tatra is forever linked with that of Hans Ledwinka, one of the most original engineers ever to turn his attention to automobile design. Tatra's chief engineer, Ledwinka began experimenting with the application of low-drag aerodynamics to passenger car design in the early 1930s in collaboration with his colleague Erich Übelacker and Zeppelin aerodynamicist, Paul Jaray.

In 1934 the first of Tatra's 'aerodynes' appeared; this was the T77, the world's first series-produced car designed with aerodynamic efficiency as the foremost consideration. Tatra's advertising hailed it as 'the car of the future', and when compared with its contemporaries the T77 must have looked like it had come from another planet. Just as advanced beneath its streamlined skin, the T77 featured Ledwinka's trademark, independently-suspended backbone chassis and was powered by a 3.0-liter air-cooled V8 engine mounted at the rear, while the extensive use of magnesium alloy for the engine, gearbox, suspension and body kept the weight down to 1,700kg (3,700lb). Although its 60bhp engine was relatively modest in output for a large, six-seater, luxury car, the T77's staggeringly low drag coefficient of around 0.21 meant that it was still capable of reaching 145km/h (90mph). A conventional car would have required twice as much power. In 1934 the T77 was superseded by the T77A, which benefited from a 3.4-liter engine and higher (150km/h) top speed.

Although the T77 was fast, economical and comfortable, the handling had sometimes come in for criticism. Introduced in 1936, Ledwinka's response was the T87, which was both shorter and lighter than the T77. Powered by a 3.0-liter V8, the T87 was good for a top speed of 160km/h (100mph). The model resumed production after WW2 and was produced up to 1950, by which time a little over 3,000 had been sold.

One of Europe's oldest car makers, the Czech firm of Tatra dates back to 1850 and has carried a reputation for technical innovation thanks largely to the fertile mind of talented Austrian engineer Ledwinka. The T87 is one of the most advanced cars of the pre-war period and was well ahead of its time, combining streamlining with a radical layout that heavily influenced Dr. Ferdinand Porsche's design of the Volkswagen Beetle. In fact the similarities were so blatant that Tatra subsequently sued the German company for infringing 11 different patents. The aerodynamic exterior, incorporating a 'cyclops' third headlamp, rear fin and full unibody construction with belly pan, allowed the T87 to cruise the new highways of Europe at speeds approaching 100mph.

Beneath the stylish coachwork, the Tatra was powered by a rear-mounted 2.9-liter magnesium alloy, air-cooled overhead-cam V8 producing 85 horsepower. Suspension was fully independent, with hydraulic brakes. The luxurious Tatra was an expensive car when new but did sell in relatively impressive numbers, with just over 3,000 built between 1936 and 1950. Very few Tatras have ever made it to the United States and there are an estimated ten T87s in the country today – one example can be found in Jay Leno's suitably eclectic Big Dog Garage, one graces the foyer of Peter Mullin's spectacular museum (the only non-French marque exhibited there). Other noted owners have included Ernst Heinkel, Felix Wankel, Erwin Rommel, John Steinbeck, King Farouk of Egypt and Sir Norman Foster.









Long desired by the current owners, this example was sourced in Canada in somewhat dilapidated condition by North American marque specialist Alex Veronac. A comprehensive restoration commenced with him in Canada and then continued and finished in the U.S. at Burnham's Garage in Delanson, New York. This included refurbishing the bodywork in the original green livery and renewing the interior upholstery with matching green leather, overhauling the mechanics and sourcing any missing detail parts. All told the costs of restoration were some \$150,000. Since its rebuild the car has been lightly exercised and in doing so has gained a little age. It should also be noted that its cabin is not carpeted.

At the time of cataloguing and photography, the Tatra was exercised and proven to be 'on the button' and eminently usable. For the precise gearshift and responsive performance, let alone the head turning it creates, it is certainly an enjoyable driving experience.

Unquestionably one of the truly iconic and most influential automobile designs of all time, this is a rare opportunity to acquire a T87. \$150,000 - 180,000

Overview

Chassis no. 69324 Engine no. 222233

2,970cc SOHC air-cooled magnesium alloy V8 engine

Single downdraft carburetor

75bhp at 3,500rpm

Four-speed manual transmission

Independent front and swing-axle rear suspension

Four-wheel hydraulic drum brakes

Offered from a Private Collection

Iconic Ledwinka design

Extensive restoration





Restored at a cost of more than \$160,000 1959 Alfa Romeo 2000 Touring Spyder

The 2000 Touring Spyder

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

In 1958, Alfa came out with a new sedan, which, with larger 1,975cc engine, was called the 2000. There was, not surprisingly, a 2000 Spyder, by Touring, and a 2000 Sprint coupe by Bertone, the latter introduced in 1960. Spyder and Sprint production comprised nearly half of all 2000 sales. The 2000 sedan had the uncommon feature of a column-mounted shifter for the five-speed transmission, while the Spyder and Sprint retained the usual floor-mounted gearchange.

Just 3,443 Spyders were sold worldwide, reflecting a fact that they were rather expensive, yet undeniably great looking – testament to the fact that their lines would continue onto successive Alfas.



This exquisite matched numbers Alfa Romeo Spyder was acquired by the present owners in March 2004 in Connecticut, at which point it had covered a recorded 57,600 miles.

Like other cars in this collection, it was subjected to a 'money no object' ground-up restoration, with the work being carried out by respected restorers KTR European Motorsports of Ayer, Massachusetts. This work included full restoration of the bodywork, which was stripped entirely to its bare metal, repaint, mechanics totally rebuilt, everything! Perhaps demonstrating why it is rare to find examples of these cars in this condition, the cost of the exercise was in excess of \$160,000.

The result is what can only be described as a car that is probably in better condition than the day it was delivered new. Even a few years on from the rebuild, it remains in very fine order throughout.

Resplendent in Alfa red paint, with a black interior piped in red, the car is ready to use and be enjoyed this summer.

\$70,000 - 100,000

Overview

Chassis no. AR 10204 00168 Engine no. AR 00204 00200

289ci OHV V8 engine

Single Carburetor

210bhp at 4,500rpm

Two-speed Flight-o-Matic automatic transmission

Independent front coil spring suspension and semi-elliptical rear leaf springs

Four-wheel hydraulic drum brakes

Offered from a Private Collection

Comprehensive restoration

Matching numbers



Restored at a cost of more than \$80,000 1956 Studebaker Sky Hawk

The Sky Hawk

A one year model only, the Studebaker Sky Hawk heralded from the brief era of the merged Packard and Studebaker corporations and was one of four two door coupes offered, constituting a range on a singular theme: that of the dramatic coupe penned by the team at the Raymond Loewy Studio headed by Robert Bourke.

At the base of the range was the six-cylinder Flight Hawk, while the Power Hawk, Sky Hawk and Golden Hawk all were powered by V8s of increasing performance, 259, 289 and 352 cubic inch motors respectively. Although the Golden Hawk may have drawn press for its performance, and some argue may have been the first muscle car based on its power to weight stats, Sky Hawks tended to be the better all round for handling though the additional weight of the 352 proved to make the series too nose heavy.

What is undeniable is their individual and distinguished looks, but unfortunately their high price tag of \$2,477 lead to modest production of a little over 3,000 units, or less than 5% of Studebaker production that year.







This striking Studebaker Sky Hawk was acquired by the current owners January 2005. The car was subsequently sent to WCD Garage in Northboro, Massachusetts where a thorough restoration was carried out, at a cost of more than \$80,000. In completing this work the car's two tone black over primrose color scheme was retained and the interior matched in vinyl white/primrose.

Today, a few summers later, the car has gained some light age, most notably the hard headlining panels have started to detach from their mounts, but otherwise presents extremely finely.

With their individual and intricate design features, these Studebakers will always draw a crowd, this in its period guise and fabulous condition must be one of the finest around.

\$40,000 - 50,000

Overview

Chassis no. 7810278

289ci OHVV8 engine

Single Carburetor

210bhp at 4,500rpm

Two-speed Flight-o-Matic automatic transmission

Independent front coil spring suspension and semi-elliptical rear leaf springs

Four-wheel hydraulic drum brakes

Offered from a Private Collection

Striking Loewy studio design

Extensive restoration







1951 Studebaker Champion Starlite Coupe

The Champion

In receivership in 1933, Studebaker had been revitalized by the time of the Champion's introduction in 1939. This new medium-sized model would prove an outstanding success, re-emerging after WW2. In May 1946 Studebaker became the first major American manufacturer to announce an all-new design with the introduction of its 1947 range. Created by two of the greatest automobile stylists of all time, Raymond Loewy and Virgil Exner, the sensational new Studebakers featured a straight-through front wing line, lowered bonnets and, in the case of the Starlight Coupe, an astonishing wrap-around rear window. For 1950 the company introduced another landmark of automotive styling in the form of the 'Bullet Nose' Studebakers that had clearly been influenced by the coming of the 'Jet Age'.

This 'Bullet Nose' Studebaker Champion three-window coupé is powered by the 169.6cu in (2.8-liter) 85bhp sidevalve six-cylinder engine and has the column shift manual transmission.

The Motorcar Offered

The perfect foil to the Sky Hawk in this collection, the Starlite was acquired 'a few years ago', believed to be previously owned in Indiana. Close inspection of the car today suggests that it retains its original interior which is in very good order, while externally it appears that the car has been repainted or restored to the current maroon scheme.

Having been rarely used in its current ownership, the Starlite has been laid up and stored recently. When viewed for cataloguing/photography, it was suggested that it may require light recommissioning before road use. \$10,000 - 15,000

Overview

Chassis no. G1023565

169.6ci L-head inline six-cylinder engine

Single Carter single-barrel downdraft carburetor

85bhp at 4,000rpm

Two-speed automatic transmission

Independent front coil spring suspension and semi-elliptical rear leaf springs

Four-wheel hydraulic drum brakes

Offered from a Private Collection

'Bullet Nose' Studebaker

Original interior



1967 Jaguar XKE Series 1½ 2+2 Coupe

The Motorcar Offered

Believed to have been delivered new to California, this XKE Coupe was acquired by the former owner there in Van Nuys, in around 1993/4, at which point it was stated to be only a one or two owner car. A restoration was subsequently carried out at Classic European in California, with work reportedly tallying some \$70,000 in parts and labor, and completed in 1998.

The current owners purchased the 'E' Type in 2004, by which time some 10,000 miles had been added to the odometer and restoration. It has continued to see use, albeit more modestly, and at the same time it has gained some recent light localized damage to the hood and rear quarter panels. The interior would benefit from a professional cleaning. Regardless of these small detriments, the car started without fuss when it was photographed and seemed to be running well.

In archetypal British Racing Green livery, this is an entry level XKE with stick shift and space for two and two.

\$28,000 - 35,000

Overview

Chassis no. 1E 77695 Engine no. 7E 53326-8

4,235cc DOHC inline six-cylinder engine

Dual SU carburetors

265bhp at 5,400rpm

Four speed synchronized "Moss" gear box

Fully independent suspension with torsion bars in front and coil springs in the rear

Four wheel disk brakes, rear inboard mounted

Offered from a Private Collection

Former California restoration

Popular British Racing Green scheme



1975 Fiat 124 Sport Spider 1800

The Motorcar Offered

Few cars of any era remain as well preserved as the 124 Sport Spider offered here. Built by Pininfarina in late 1974, to be assembled by Fiat as a US market specification car, this car was dispatched to the Massillon, Ohio based dealer, Tri-City Sports Cars. After the dealer performed a rust protection coating and installed a radio, the car was delivered to Mr. Jack Baun of Norton, Ohio on July 9, 1975. An executive in the tire industry, Mr. Baun would use the car sparingly - presumably only during the summer. The history file indicates that Mr. Baun kept very good records, regularly attending to the service needs of the Fiat. Surely pleased with the little Italian Spider, Mr. Baun would keep the car for more than 37 years, until purchased by the consignor in 2012. Today the car shows beautifully and remains very original, with the exception of a few cosmetic refurbishments, such as installment of a new Spider top and factory seat covers. The interior presents extraordinarily well, with blue carpets, the classic beige interior and wood grain instrument panel. Original factory finishes are present throughout, including the original hose clamps in the engine compartment, beautifully preserved bright work and so on. The accompanying history file even contains Mr. Baun's original purchase order, many receipts from his ownership period, and the original owners manual and service book. Offered here is a chance to buy what must be one of the finest examples of Fiat's classic Spider, offering a great deal of driving pleasure for a very modest investment.

\$15,000 - 25,000 Without reserve

Overview

Coachwork by Pininfarina Chassis no. Chassis no. 124CS1.0092788 Engine no. 13210405

1,756cc DOHC Inline 4-Cylinder Engine

1 Weber Carburetor

118bhp

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

One owner for more than 37 years

Fewer than 37,000 miles from new

Beautifully preserved condition

US delivery example

Offered with receipts, books and a set of factory steel wheels



1941 Lincoln Continental Club Coupe

Nowadays synonymous with Lincoln, the 'Continental' name was first used in 1939 for Bob Gregorie's masterly styling exercise on the V12 Zephyr chassis. A sportier, top-of-the-range companion to the Zephyr, the Continental had started out as a personal, custom-bodied one-off commissioned by Lincoln boss Edsel Ford and would be hailed as a classic of automotive design by both the Museum of Modern Art and Classic Car Club of America. Few changes were made until the September 1941 introduction of the '42 model. Representing the Continental in its earliest, purest form, the 1940/41 models are scarce and highly sought after, all the more so because of their CCCA 'Full Classic' status.

Among its brethren even, this particular car is something special. The story goes that the Continental was originally purchased by the owner of a large lumber company up in Oregon, and it was he who commissioned the exquisite full wood steering wheel for the car, he was also responsible for the fitting of the external air horns, which were intended to arouse the staff to know that he was coming into work! It later passed into longer term ownership in California, before crossing the country to become part of a prominent family collection on the East Coast.









At some point, we believe roughly 15 years ago, the car was the subject of a thorough and high quality restoration, which was exacting in its detail. Its paintwork, chrome and interior all remain in very fine order indeed. Mechanically the car received a complete engine rebuild at the hands of Selby and Sons in Santa Rosa, California, a little while ago, since when it has only seen a little over 1,000 miles use. When exercised recently for the catalog photography the car was performing well, with good power and smooth shifting.

Resplendent in its black livery, this is so well accented by the many chrome trim pieces that these cars have and then further heightened by detailing/pinstriping in red, making for a stunning overall effect. This is complemented by its interior of black and grey cloth/leather, appointed with the beautiful art deco styled dash and gold trimmed levers/knobs, with the center piece being the aforementioned wood steering wheel.

With its fine presentation, ready to use order and an interesting original ownership this must surely be one of the best examples around. \$55,000 - 65,000

Overview

Chassis no. H115120

292ci L-head V-12 engine

Single downdraft carburetor

120bhp at 3,500rpm

Three-speed manual transmission

Solid front axle front suspension and floating rear axle with transverse leaf springs

Four-wheel hydraulically actuated drum brakes

Famed Continental design

Interesting original ownership and features

CCCA Full Classic™





375 1964 Mercedes-Benz 220SE Convertible

Mercedes-Benz Classic Center has confirmed to Bonhams that this 220SE was originally finished on September 16, 1963 and that it was built for the U.S. market, with instrumentation in English. As new, it featured column shift automatic transmission, individual seats, a Becker Radio AM/FM Stereo and an outside mounted rear view mirror.

Its current owner reports that the car has reassuringly had relatively limited ownership over the course of its near 50 years of existence, which can probably safely be assumed to have all been in the U.S. At some point in its career, it must have received a considerable refurbishment, which has included its adoption of its equally appealing and period style livery of silver with plush red interior trim.

The perfect summer cruiser, these beautiful Mercedes convertibles offer comfortable four seat open motoring and a proper top for the occasional Northeast rain shower. It is always surprising to realize how modern they are in their operation, literally providing old world style and relatively modern world convenience, the best of both!

\$55,000 - 65,000

Overview

Chassis no. 111023-12-046093

2,195cc SOHC inline six-cylinder engine

Bosch mechanical fuel injection

134bhp at 5,000rpm

Three-speed automatic transmission

Independent front coil spring suspension and rear swing axles with trailing arms and coil springs

Front disc and rear drum hydraulic brakes

Classic open Mercedes

Factory delivery records on file

Original U.S. example









1956 Cadillac Series 62 Convertible Coupe

The Series 62

For 1956, Cadillac models received a new look, even if they weren't actually new models. The facelift involved a revised grille, revised front bumper and repositioned parking lights. Buyers had a choice of the standard satin finish or gold for the grille. Other molding and trim changes were hallmarks of the '56 models.

Most owners probably didn't care about the minor changes. What they cared about was that they could show neighbors, friends and business associates that they were successful. And it took success to shell out between \$4,200 and \$4,700 for a new Series 62 Cadillac.

Any Cadillac was a mighty fine ride in 1956, but a Series 62 Convertible Coupe was really something special. When you wrote the check for about \$4,711, there was no need to add anything extra for the hydraulic window lifts, which were optional on lesser models. Throw in all that engine, power steering, power brakes, Hydra-Matic and a power top, and few cars offered more luxury—at any price.









Close your eyes and imagine the business man who probably ordered this new Cadillac. A Roger Sterling or Don Draper type, he was probably tall, his suit was conservatively cut, but expensive, his shoes gleamed and he wore a hat—most likely a fedora. When he went to that dealership, he didn't order a car in a color to blend into the background, not when he had some 17 colors to choose from. No, he ordered something exciting, like Sonic Blue. The interior was black leather and the top was white, perfectly off-setting the exterior shade. And just imagine the response the first time he took his wife to the country club for the Saturday night dinner dance. The young valets jostled to be the one to take this car away. That quarter tip wasn't what they were after; they just wanted bragging rights for driving this fine set of wheels to the back lot and back.

With some \$42,000 spent on this Caddy in recent years, it will still woo on lookers just like it did 57 years ago. The engine, transmission and rest of the drivetrain has been rebuilt only about 3,000 miles ago. While it is reported to go down the road with gusto, the power features are also reported to be in good nick and working as well. Accompanied by receipts documenting the work completed, grab your nicest fedora and skinny tie and head out on the town.

\$30,000 - 35,000

Overview

Chassis no. 5662060612 Engine no. 5662024666

364ci OHVV8 engine

Single Carter WCFB four-barrel carburetor

285bhp at 4,600rpm

Three-speed Hydra-Matic automatic transmission

Independent coil spring front suspension and a solid rear axle

Four-wheel power-assisted hydraulic brakes

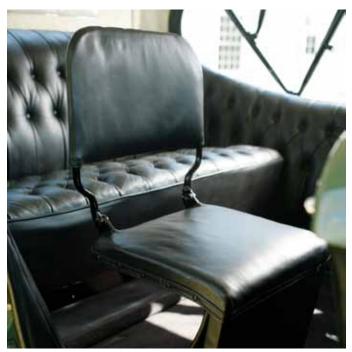
Recently mechanically rebuilt

Handsome color scheme

A fine Cadillac droptop



377 1917 REO Model M Seven-Passenger Touring

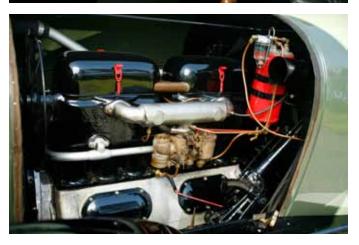


The Model M

Ransom E. Olds made his initial mark on the motoring world when he started Oldsmobile at the turn of the 19th Century but by 1903, disagreements between Olds and the principals of his namesake company resulted in his January 1904 departure "for certain reasons". In less than a year, Olds was back on his feet with a new company—Reo.

Quickly finding footing in the market, Reo established itself and by 1907 was the third largest automaker in the U.S. behind Ford and GM. With competition heating up in the six-cylinder market, Reo introduced the Model M in 1917 to compete against the likes of Chalmers and Buick. Well proportioned with a 126" wheelbase—a length not to be again replicated by Reo until the 1929 Flying Cloud—and powered by a large, throaty F-head straight six generating a hearty 45 horsepower. In size and power, nothing could beat the Model M for anywhere near its \$1,550 list price.







The Reo Model-M 7-Passenger Touring offered here is likely one of the nicest examples extant. It was delivered new in upstate New York and kept by its original owner for 43 years until it was sold to Horace P. Abbott of Old Greenwich, Connecticut in 1960. An enthusiastic owner and then-neighbor of the current vendor as well as a daily commuter to New York City, he would drive the old Reo to the train station, along with other regular uses, making it a fixture of the neighborhood. It was not long before the current vendor began inquiring about whether Mr Abbott would part with the car. Initially reluctant, it was finally acquired by present keeper in 1966. After 27 years of enjoyment, the Reo was sent to Roger "Skip" Lathrop in Maine for a complete and correct restoration, which was completed two years later in 1995.

Finished in rich dark green and black fenders with diamond tufted black leather seats, the big tourer is topped with an Old Bill mascot astride its radiator recalling the WWI-era. Having spent most of its life in Greenwich, it along with the vendor more recently moved to Cape Cod. Thoroughly enjoyed by the vendor's children, and now their grandchildren, they've never missed a parade, pumpkin patch party or an opportunity to drive for ice cream in the summer! Still in lovely shape, its nearly twenty year old restoration has been very well maintained and shows beautifully.

Then, as now, the Model M presents as a fabulous car for the money, offering more power and space than just about anything else in the price range. Whether Sunday drives, or possibly crossing the passes of the High Sierras in the winter as was done in period to prove the Model M's performance, are your thing this beautiful Reo will gladly take on the task! \$20,000 - 25,000 Without reserve

Overview

Chassis no. 20687 Engine no. 20687

307ci F-head inline-six engine

Single Rayfield Carburetor

45bhp at 1,800rpm

3-speed manual transmission

4-wheel Semielliptical leaf spring suspension

Rear wheel mechanical drum brakes

Three owners from new

A long term East Coast and Greenwich, CT car

In the garage of the same owner since 1966

Subject of a thorough and correct restoration

Fantastic power and size for the money



Three owners from new, with the current owner since 1966

1958 Facel Vega FV4 'Typhoon' Coupe

The FV4 'Typhoon'

Seventy years after the Statue of Liberty was built in the harbor of New York City a four wheeled Gran Turismo ambassador that combined French styling and design with reliable and high performance American running gear took to the roads, it wore the badge of Facel Vega.

In its relatively short life, the French firm of Facel produced approximately 2,900 cars, all of which were stylish, luxurious and fast. Hand built, they were, of course, necessarily very expensive and were bought by the rich and famous seeking something exclusive and distinctive. Confirming that there was high-performance substance behind Facel's unquestionable style, they were owned and driven by great motor racing legends.

Founded by Jean Daninos in 1939, Forges et Ateliers de Construction d'Eure-et-Loir (FACEL) specialized in the construction of aircraft components and later auto body construction, before branching out into automobile manufacture in its own right with the launch of the Vega at the 1954 Paris Salon. A luxurious Grand Routier, the Vega took its name from the brightest star in the Lyra constellation and featured supremely elegant coupé bodywork welded to a tubular-steel chassis. There being no suitable French-built power unit, Daninos turned to the USA for the Vega's, that chosen initially being Chrysler's Hemi V8, while there was a choice of push-button automatic or manual transmission.

Improvements to the first FV model were not long in coming, the FV1, introduced in March 1955, featuring a lengthened wheelbase for increased rear seat room and a more powerful Chrysler V8, and not too long after the FV4B came along, with a 354 cubic inch 'Typhoon' Hemi V8 was shoe-horned into the engine bay.









Dating from the late 1950s, by which time minor improvements had seen this model advance to the FV4, frequently referred to as the 'Typhoon' owing to its power unit, this is a neatly preserved example of this rare breed. Ordered new in Pennsylvania, it was first registered in the Keystone State on January 6th, 1958. The first owner put the car up for sale only five years after purchasing it. It was in the newspaper classified that its next owner, or more specifically her younger brother, found the car listed. Encouraged by her brother, who clearly had fine taste in cars, Ellen Beswick of Pittsburgh, Pennsylvania acquired the coupe in 1963. Enjoying the Facel for only three years, she then sold it to the current owner in 1966.

By the time it was acquired by the vendor, the elegant Facel was in good running order but had been repainted a rather lurid shade of Apple Green. Going in for its second repaint as a less than 10 year old car, it was reskinned in its current dark red. Enjoyed for a several years, by the early 1970s the car was put into climate controlled storage.

Besides the repaint, the coupe is in original, preserved condition. It still retains all of its ornaments, badges and scripts as well as its unique taillights, and Marchal driving and turn lamps. Even the rare original Robergel wheels, hubcaps and retainers are still mounted on the car. The big Chrysler sourced solid-lifter Hemi V8 has just recently been removed, cleaned, and rebuilt to ensure that the beating heart of this velvet hammer is in good nick.

Facels have always had a devoted following, their avant garde design appealing to those who appreciate something a little different and keen to sample the qualities that proved so attractive to the many high profile original owners of these cars. With only three owners from new, this fine car provides the potential to follow in their footsteps.

\$55,000 - 65,000

Overview

Chassis no. FV457NY9 Engine no. 0231

354ci Chrysler OHV Hemi 'Typhoon' V8 engine

Dual four-barrel carburetors

325bhp at 4,600rpm

Three-speed automatic transmission

Double wishbone front suspension with live rear axle with semi-elliptical leaf springs

Four-wheel hydraulic drum brakes

Three owners from new

Originally delivered to Pennsylvania

In the care of the current vendor since 1966

Recent complete engine rebuild

A beautifully preserved example of a classically elegant GT



Long-term East Coast ownership 1962 Bentley S2 Continental 'Flying Spur' Saloon



The S2 Continental 'Flying Spur'

Eulogizing about Bentley's new 'S'-series cars, introduced in April 1955, *The Autocar* wrote, "the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists." Later, in October that same year, the Bentley Continental became available on the 'S' chassis, the model having been synonymous with effortless high speed cruising in the grand manner since its introduction in R-Type form in 1952.

Rolls-Royce had envisaged the Bentley Continental as exclusively a two-door car, but late in 1957 the decision was taken to sanction the production of a four-door variation by H J Mulliner. Introduced on the S1 Continental and known as the 'Flying Spur', this design was a collaborative effort by Rolls-Royce's in-house styling department and H J Mulliner, and bore a strong resemblance both to the two-door Continental and to existing coachbuilt four-door styles on Rolls-Royce and (non-Continental) Bentley chassis. To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and generously proportioned boot. The Flying Spur body style continued on the V8-engined S2 Continental and was revised to incorporate the S3's four-headlamp front end following the latter's introduction in 1962.



One of the final S2s built and clothed in design no. 7508's 4-door and 6-light 'Flying Spur' bodywork, BC91CZ was ordered new by John A. Day, Esq, the High Sheriff of Devon in 1949, and delivered on March 29th, 1962 via Jack Barclay's dealership. Originally ordered in Caribbean Blue with Off White upholstery, special requests were made for the seat belts (ordered as optional three-point belts up front) to be color-dyed to match the seats and for an inflatable lumbar support to be fitted in the driver seat. Additionally, the option boxes for power windows and radio aerial were also ticked.

Fitted with a full length Webasto sunroof for open air motoring and repainted burgundy, BCD91CZ has been part of the current vendor's collection since 1973. Modified with a 4-headlight front end and an S3 badge, it is one of only 114 Bentley S2s built with Flying Spur design 7508. This Bentley was the ultimate saloon of its day, promising sporting performance when on mountain roads and superior waftability when ambling about town. Bentley has even further immortalized it by rekindling the Continental Flying Spur name and style with its best selling sedan. All it takes to buy a new Flying Spur is a check, but opportunities to buy the original are few and far between—and not to be missed. \$60,000 - 80,000

Overview

Coachwork by H.J. Mulliner Chassis no. BC91CZ Engine no. P4583 Body no. 6554

6,231cc OHV V8 engine

Twin SU carburetors

197bhp at 4,500rpm

Four-speed GM Hydra-Matic automatic transmission

Independent front suspension and rear live axle with semi-elliptical springs

Four-wheel servo-assisted drum brakes

One of only 114 Bentley S2 'Flying Spurs' constructed

In the current ownership since 1973

Largely original and unrestored



Formerly in the Harrah Collection 1909 Mitchell Three Seater

The Mitchell

The Mitchell automobile was built in Racine, Wisconsin in what was initially known as the Wisconsin Wheel Works, a bicycle manufacturer. They soon developed a reputation for high quality, mid-priced cars which were good looking and often incorporated innovative features.

First, a 1¾ horsepower motorcycle appeared in 1901, then a number of experimental automobiles followed with production beginning in 1903. With its new product, the company's name was changed to the Mitchell Motor Car Company in 1904, and its first cars were two-cylinder, chain-drive runabouts. They were an early adopter of sliding gear transmissions introducing them in all models in 1904. After experimenting with air-cooling and two-stroke engine designs, Mitchell began production of four-cylinder, shaft-drive and water-cooled cars by 1907. The fours had cast-in-pair cylinders with an unusual F-head type valve arrangement with overhead exhaust valves opposite the side valve intake.

The Motorcar Offered

This handsome Mitchell is an example of one of their four cylinder autos and comes to the sale from mid-western ownership where it has resided for a number of years. Previously, up until the mid 1980s, the car was known to have been one of the automobiles in the extensive collection assembled by William 'Bill' Harrah of casino fame and it is thought that it was restored during that ownership.

Today, the car remains in very tidy shape indeed, no doubt being testament to the renowned quality of its restoration. Its handsome configuration of twin bucket seat, with spare child or 'mother-in-law' seat at the rear ensures

Overview

Engine no. 6819

201ci F-head inline four-cylinder engine

Single updraft carburetor

Two-speed planetary transmission with shaft-drive

Solid front axle and live rear axle with fourwheel leaf spring suspension

Rear wheel mechanical drum brakes

Famed former ownership

Rare Wisconsin maker

Brass Tour entry

that everyone is safely and comfortably seated, although only the primary passengers receive the limited protection that its top affords them. All the while, the copiously sprung chassis with inverted transverse cart springs at the rear should mean bumps are absorbed without drama.

The royal blue paintwork is offset by its pronounced radiator and matched plethora of brass accessories including headlamps side lamps and horn. \$35,000 - 45,000











1959 Jones Grand Prix Hydroplane "Livings Years II"

The Grand Prix Hydroplane

The late-1930s witnessed the birth of a radically different concept in competitive power boat designs—the three-point hydroplane, which would forever alter the course of boat racing history.

The first successful three-pointers were the product of the famed Ventnor Boat Works of Ventnor, New Jersey. The father and son design team of Adolph and Arno Apel introduced a craft named MISS MANTEO II at the 1936 President's Cup Regatta in Washington, D.C. A 225 Cubic Inch



Overview

454ci (est) OHV Chevy engine with Littlefield super charger

Fuel injected

900+ bhp (est)

Stunning machine for show or vintage racing

Great documented history

Special tilting hydroplane trailer

Conventional engine for easier maintenance and operation

No expense spared in its restoration and setup





Class competitor, MISS MANTEO II dominated the 225 Class action at Washington and posted speeds that were embarrassingly close to those turned by the larger and more powerful Gold Cup style hydros.

What the Apels did with MISS MANTEO II was to take the "step," split it in two, and put them on the opposite sides of the hull. These pontoon-like running surfaces were called sponsons. This greatly increased the footprint of the boat. MISS MANTEO II was wider and less prone to tipping over than a "step" hydroplane.

More importantly, from the standpoint of speed, a three-point hydroplane trapped air in the "tunnel" between the sponsons and had a great deal more "lift" than had been possible with the "step" boats. Even though the propeller was completely submerged in those early days, there was still a lot less friction with the water. And the three-pointer could also corner a lot better and faster.

The three point hydroplane ushered in the modern era of speed boat racing and the same basic design continues to be used today. Currently there are several classes of hydroplane racing from outboard powered boats to the unlimited hydroplanes powered by turbine aero engines. The ultimate racing class for piston craft is the Grand Prix or GP.

The Vessel Offered

This spectacular hydroplane is built to the GP specification. The class is powered by supercharged "big block" v-8 engines producing as much as 1,500bhp in craft of 23-26 feet. These machines can average 170mph on the straights. The class competes in the US and Canada as well as Australia and New Zealand.

This beautifully constructed wooden hydroplane is powered by a Enderley fuel injected, Chevrolet "Big Block" with a 671 Littlefield "blower". The boat was built in 1959 originally racing with hull number H 96 and driven by Don Kohler. The boat was thoroughly restored in 2003-2005 by Alan Bide of "Boat Works" the motor was built by Rage Racing and rigged by Gibbs Racing.

Since restoration it has graced the pages of *Classic Boating* magazine twice and won best of show at the Essex Connecticut River Museum Mahogany Boat Show (over three hundred boats were entered).

Wonderfully presented it would be a show stopper at a wooden boat show or vintage regattas. Included is the special trailer which tilts the craft to make the beamy machine comply with the 8′ 6″ trailer width restrictions. \$75,000 - 90,000

382 Numbers matching 1963 Chevrolet Corvette 327/340hp "Split Window" Coupe

The Corvette "Split Window" Coupe

Dramatic change came to the Corvette with the arrival of the second-generation 1963 models. Dubbed 'Sting Ray,' from its shape, it was the work of GM styling vice-president Bill Mitchell. Retaining the uplifted tail of the 1962 Corvette, Mitchell penned a lovely fastback coupe, Corvette's first, accented by a split rear window. This feature, which inhibited driver visibility and was soon changed, has made the '63 model the most sought-after among collectors. Hidden headlamps, the first on an American car since the 1942 DeSoto, were located in the leading edge of the nose. A more conventional looking convertible was still available.

A clean-sheet-of-paper design, aside from the small block V8 engine, the Sting Ray featured independent rear suspension, brainchild of engineer Zora Arkus-Duntov. A chassis-mounted differential drove halfshafts, their hubs suspended with a transverse leaf spring. Front suspension continued the unequal length control arms of earlier Corvettes, keeping the recirculating ball steering gear. Brakes were still drums all around, but sintered metallic linings were offered, as were finned aluminum drums. New options included air conditioning, power brakes and leather upholstery.

The small block had been enlarged to 327 cubic inches for 1962. The Sting Ray retained this displacement, offering carbureted engines of 250, 300 and 340bhp. The single fuel injection option made 360bhp. Customers loved it. Production rose to 21,513, a fifty percent increase from 1962, nearly half of them coupes. At \$4,037 for the convertible and \$4,257 for the coupe, Corvette offered excellent value, both models being cheaper than the least expensive Thunderbird.





Photos of a similar motorcar

This striking Silverstone Silver 'Vette is a nicely presented example of the most desirable year for C2 Corvettes. The earlier history of this Corvette is murky, but it has spent the better part of the 21st century with a single owner in Massachusetts. Originally finished in the color the car current wears, it spent some time painted red before a recent repaint that was completed just prior to the auction to return it to the color in which it left St. Louis. Powered by the L76 327/340hp V8, the most powerful carbureted motor available, and mated to a four-speed manual, a spirited driving experience is virtually guaranteed.

While the solid ridge running from the center of the car to the tail was a stellar design element, the impracticality of limited rearward visibility made the split rear window a flash in the pan that lasted only one year. Now sought after for their rarity, the '63 Corvette Coupe is the one to have. Offered with a dossier of receipts, once you sit in the driver's seat it is easy to realize why limited rear visibility doesn't really matter—because who cares what's *behind* you when you're in a sweet '63 Corvette? \$75,000 - 100,000

Overview

Chassis no. 30837S113761 Engine no. S113761

327ci OHV V8 engine

Single Carter Type AFB four-barrel carburetor

340bhp at 6,000rpm

Four-speed manual transmission

Four-wheel independent suspension

Four-wheel hydraulic drum brakes

Desirable, one-year only styling

Handsome color scheme

Recently repainted

Numbers matching



Photos of a similar motorcar

Originally Exported to Great Britain, An Unusual Vintage SAAB 1972 SAAB 96 V4

The 96 V4

By 1955, SAAB had worked on developing their own 3-cylinder, 2-cycle engine that offered greater durability and better performance than the aged DKW design. Though the 92 saw some competition success in early rally competitions that had become very popular throughout northern Europe, Models 93 and 96 saw great competition success. Chief SAAB competition works driver Erik 'On The Roof' Carlsson even took home the R.A.C. title in 1960 and back-to-back Monte Carlo Rallies in 1962 and 1963 driving various SAAB 96 Sport models. With tighter emissions regulations and a desire by SAAB engineering to provide owners with an engine that could provide greater performance, they tested many different four-stroke replacements to the 2-stroke, the finalists both being V4 engines from Ford of Germany and Lancia. In the end, the Ford won out, as SAAB engineers appreciated the similar torque produced by the Taunus engine compared with the high-revving Lancia powerplant.

The Motorcar Offered

Offered here is a lovely example of a Ford V4-powered SAAB 96. Still wearing its K-reg UK number plates, this example of SAAB's enduring aircraft-inspired design was originally delivered from the Trollhättan works to Great Britain when new as evidenced by a sticker inside the glove box door. The car remains largely original inside and out apart from an older respray in what appears to be its original and correct hue of Verona Green, while inside, period Black Watch Tartan covers preserve the original upholstery. Under the forward-folding bonnet, the 1,498cc Taunus V-4 engine appears original and

Overview

Chassis no. 96722008768

1,498cc OHVV4 engine

Single downdraft carburetor

65bhp at 4,600rpm

Four-speed manual transmission

Four-wheel independent suspension

Hydraulic servo-assisted front disc and rear drum brakes

complete with all accessories, along with a welcome modern improvement in the form of breakerless electronic ignition. Rare and complete in right-hand drive configuration, this Sturdy, Stylish and undeniably Swedish (to paraphrase a period advertisement) motorcar will delight any connoisseur of the unusual and never fail to draw a crowd.

\$5,000 - 7,000

Please note this SAAB is titled as a 1971



1923 Citroën "5cv" Type C2 "Cul de Poule" Two-Passenger Tourer (C2)

The Type C2

A curious mixture of a romantic visionary and practical businessman, André Citroën knew a promising invention when he saw one. While traveling through Poland at the age of 22, he visited a foundry, where he noticed an unfamiliar type of gearwheel that used V-shaped teeth. He immediately recognized the potential of this design and bought the patent, setting up André Citroën & Cie in the rue Saint-Denis near the Gare du Nord to develop a way of manufacturing his new double-helical gears. During WWI, Citroën held the rank of captain in the French Army and was charged with organizing the mass production of munitions. Seeking to speed up the manufacture of artillery shells, he built a new factory at the Quai de Javel on the left bank of the Seine, from which the first Citroën cars would emerge after the cessation of hostilities bearing their maker's distinctive double-chevron badge – a reference to his helical gears.

Citroën's first truly outstanding design, the Type C was introduced in 1922. 'Motoring for the masses' French-style, the Type C2, also known as the 'Cul de Poule' or 'duck's tail' because of its pointed coachwork or 5CV after its tax rating, brought 'real' car ownership within reach of the Frenchman in the street. Powered by a four-cylinder, side-valve engine displacing 856cc, the '5CV' was more renowned for longevity than outright speed. One was driven all around Australia in 1925 and, given the model's success, the decision to discontinue it towards the end of the following year appears hard to justify.

The Motorcar Offered

Nicely restored a number of years ago, this super little 5CV Torpedo Tourer

Overview

Chassis no. 5130

856cc side-valve four-cylinder with updraft carburetor

7.5hp (rated)

Three-speed sliding-gear transmission

Solid axles and twin quarter-elliptic springs at the front and rear

Two-wheel mechanical drum brakes

Icon of French motoring

Desirable "Duck tail" tourer coachwork

Rare in America

Simple and fun to drive

is finished in the correct yellow and trimmed in black leather interior with a good black canvas top. A nice tidy example with good bright work and a nice presentation typical of these charismatic little machines.

\$12,000 - 15,000



Reported to have been delivered new to Academy Award winning actress Ellen Burstyn 1968 BMW 2000c Coupe

The 2000c Coupe

The BMW "New Class" Series of cars were introduced in 1962. These compact, well built and fun to drive cars became a model for this type of car for decades to come. The 2002 version, which was most famous in America, remains a cult car today. The excellent chassis featured rear drive with fully independent suspension and front disk brakes. The fine four-cylinder BMW powerplant was offered in several sizes but the two liter was the most potent and tunable.

BMW wanted to offer a more upscale GT type coupe based on the "New Class" platform, so they turned to German coachbuilder Karmann to produce these new coupes. The new coupe has been rumored to be penned in house, however, it has also been attributed to Michelotti. The European spec model was dramatic with its faired in lamps and striking front end.

Regardless, the stylish coupe combined with BMW's brilliant two liter motor made a compelling package and its sales were only hampered by its premium price. The 2000c would eventually serve as the basis for the legendary BMW E9 coupes. BMW lengthened the car to allow for the six-cylinder engine creating one of their most iconic post war models.

The Motorcar Offered

Understood to have been purchased new by Academy Award winning actress Ellen Burstyn, shortly after commencing a ground up restoration on the Bimmer, the work was halted. A good, straight, rust-free example which was to be restored to a high standard, the car's paint was stripped and the car is in primer. The drive train has been removed and disassembled. The original dark blue textured vinyl interior is in very nice shape. Many extra parts were also acquired in preparation for the restoration and are included with the car.

Overview

Coachwork by Karmann

2,000cc SOHC inline four-cylinder engine 100bhp at 5,500rpm

Three-speed automatic transmission

Four wheel independent suspension with coil springs

Front disk brakes and rear drums

Rust free example of a seldom seen model

Great starting point for restoration or a race car

Well preserved original interior

Many extra parts included

Interesting provenance

These cars are seldom seen today and have excellent potential in the market as interest in the BMW brand has taken off in recent years. It offers its new owner a clean slate, a chance to finish this BMW exactly as he/she wishes.

\$2,000 - 3,000

Without reserve



1988 Rolls-Royce Silver Spur LWB Sedan

The Silver Spur

When Rolls-Royce replaced the Silver Shadow with the Silver Spirit in 1980, it brought traditional Rolls virtues with the values of the time as stricter safety and emissions requirements were quite different from when the Silver Shadow debuted in 1965. Design- and styling-wise, the Silver Spirit maintained a stiff upper lip but paid a visit to Carnaby Street with lower and wider coachwork and larger glass area. Although the Shadow's floor pan was used, driving dynamics improved tenfold due to new gas shock absorbers and automatic height control. Inside you would find the usual sumptuous Rolls interior with the best leathers and wood artfully hewn by the finest craftsmen. As before, the 6.75-liter V-8 with twin SU carburetors (fuel injection for US and Japan exports until 1988, when it was made standard across the board) gave "adequate" power for all driving conditions. For those wanting a vehicle with a longer wheelbase, if not an auto to be driven by a chauffeur, the Silver Spur took over where the former Silver Wraith left off.

The Motorcar Offered

This Magnolia-hued 1988 Silver Spur is one of 6,238 long-wheelbase Silver Spurs built between 1980-89. The tan Everflex top contrasts nicely and gives the Silver Spur a more stately appearance. The hand-stitched tan interior is complemented by special-order Birds-eye Maple. As would be expected for a Rolls-Royce, this wonderful example has been garage-kept and properly maintained with excellent mechanicals.

\$10,000 - 15,000 Without reserve

Overview

Chassis no. SCAZN02A7JCX22801

6,750cc OHV aluminum V8 engine

Bosch KE-Jetronic fuel injection

Three-speed GM Turbo Hydramatic automatic transmission

Four-wheel independent suspension

Four-wheel power assisted hydraulic disc brakes

Meticulously maintained from new

Always garaged

Special-ordered Birds-eye Maple

A sumptuous car in which to either drive or ride



One of 77 Bentley Corniches built

1974 Bentley Corniche Series 1 Convertible









The Bentley Corniche

In the not-too-distant past, the Corniche was the epitome of "Look at me – I've achieved success!" Beverly Hills was the perfect spot to show the rest of the world that you've made it. Initially introduced in 1967 as the Rolls-Royce Silver Shadow Mulliner Park Ward and Bentley T Mulliner Park Ward two-door drop head coupé, (they both were renamed Corniche in 1971) they, along with their coupe and sedan counterparts, were the company's first unibody construction vehicles. Power was traditional Crewe fare, a 6.75-liter V-8 with twin SU carburetors hooked up to General Motors' superb three-speed Turbo Hydramatic automatic transmission, but the Corniche received a slight bump in horsepower compared to the sedan. Independent suspension with coil springs was augmented by Citroen's hydraulic self-leveling system built under license. Wheelcovers were a Corniche exclusive, and two-tone paint schemes were available as well. After 1974, the air inlets under the headlights disappeared. Variations exist for American market examples, such as lack of fog lights and the addition of rubber bumpers mid-year 1973 due to government regulations.

The Motorcar Offered

Not many realize that Bentley also had its version of the Corniche. Available from 1971-84, only 77 were built in those 14 years, of which 45 were Series I cars like this one. Coming from a major Rolls-Royce/ Bentley club, it is in excellent condition because it has always been garaged, serviced, and maintained as you would expect for an automobile of this caliber. If you are looking to set the scene on Rodeo Drive or at the Hamptons, there is no rarer or more unique symbol of class and craftsmanship than this Bentley Corniche.

\$35,000 - 46,000

Overview

Chassis no. DRC17570

6,750cc OHV aluminum V8 engine

Twin SU carburetors

218bhp

Three-speed automatic transmission

Four-wheel independent suspension

Four-wheel power assisted ventilated disc brakes

One of only 45 Series I Bentley Corniches built

Meticulously serviced and maintained

Garage kept since new

Beautifully presented



388 1987 Bentley Eight Sedan

The Bentley Eight

If the British are the masters of understatement, how does one improve on a Rolls-Royce Silver Spirit? For a few, Bentley was the answer. Ever since the folks at Crewe bought the Bentley brand, most of their cars have been alternatives to the Rolls-Royce. With a subtler grille, the Bentley was for the gentleman or lady who eschewed the flash of its parent. While the Bentley Mulsanne debuted in 1980, the Eight debuted in 1984 as a decontented version of the Mulsanne. Standard equipment included cloth upholstery and steel wheels but, by 1987, fuel injection, anti-lock brakes, leather upholstery, and power memory seats were included. Through 1992, 1,736 Bentley Eights were built until it was replaced by the Bentley Brooklands.

The Motorcar Offered

With its choice Brewster Green paint and handcrafted tan leather interior, this 1987 Bentley Eight is a handsome example of the understated elegance that drew people to the Bentley brand while giving the best that Rolls-Royce had to offer. Best of all, Bentley owners treated their vehicles with the same care as Rolls-Royce owners, meaning this Eight has received the care you'd expect for a prestigious automobile.

\$8,000 - 10,000 Without reserve

Overview

Chassis no. SCBZE02A6HCX21337

6,750cc OHV aluminum V8 engine

Bosch KE-Jetronic fuel injection

237bhp at 4,000rpm

Three-speed GM Turbo Hydramatic automatic transmission

Four-wheel independent suspension

Four-wheel power assisted hydraulic disc brakes

Handsome Brewster Green paint over tan hides

Always garaged

Simple, elegant British luxury



1988 Bentley Mulsanne S Saloon

The Mulsanne S

While the Bentley of today is a hot brand among the well-heeled, it wasn't too long ago that Bentley was merely a sister brand of Rolls-Royce. That was guite a change from the time when Bentley was the unsurpassed winner of several LeMans races and builder of the fastest saloon in the world. But come 1980, the Bentley brand received an injection from its proud performance past with the Mulsanne. Named after the famed straightaway on the LeMans course, the Mulsanne offered a more spirited driving experience from typical Rolls-Royce automobiles and Bentleys with the availability of a turbo V-8. The Mulsanne S was added in 1987; it lacked the turbo motor but included just about everything else that made the Turbo R special, including alloy wheels and, for the interior, walnut veneer and wool headliner. The suspension was also retuned for a sportier ride. Like Rolls-Royce, the aluminum alloy 6.75-liter V-8 with aluminum cylinder heads and Bosch fuel injection didn't carry a horsepower rating. Available from 1987-92, only 970 were built, 909 of them on the short wheelbase.

The Motorcar Offered

This Brewster Green with tan leather hide is a handsome example of the Bentley brand while it was still in the hands of Rolls-Royce. Always garaged and of mechanically sound condition, this Mulsanne is a great driver with air conditioning, AM/AF Stereo, power steering and windows, and the aforementioned wood trim. There may not be a better way to find a more luxurious automobile for the money.

\$10,000 - 12,000 Without reserve

Overview

Chassis no. SCBZS02B2JCX23898

6,750cc OHV V8 engine

Bosch KE-Jetronic fuel injection

205bhp at 4,200rpm

Three-speed GM Turbo Hydramatic THM-400 automatic transmission

Front independent double wishbone and rear independent semi-trailing arm suspension with four-wheel coil springs

Four-wheel power assisted hydraulic disc brakes

Garage kept from new

Handsome color combination

The apogee of 1980s luxury

Well optioned, loaded with power features



390 Same ownership since 1968 1930 Packard Model 7-33 Rumble-Seat Coupe



The Model 733

Introduced in 1924 models, the Packard straight-eight engine marked the beginning of a new era for both its esteemed manufacturer and the American prestige automobile. Led by the legendary Col. Jesse Vincent, Packard engineers had created a powerful, durable and nearly vibration-free inline eight. Combining this superb engine with the styling verve and elegance that set the marque apart in the later 1920s, the Packard Eight fairly defined the attributes of the cars we know today as Classics.

For 1929, a new version of the Packard inline eight engine powered the automaker's Series 626 and 633 models. This 320ci, 90bhp, "Standard Eight" engine was continued in corresponding 1930 Series 726 and 733 lines, with a new Detroit Lubricator carburetor replacing the former Packard design. Also new for '30 was a dual-belt water pump, accommodated by a one-inch increase in wheelbase and hood length. A four-speed manual transmission, incorporating a special extra-low gear useful for deep mud or snow, was standard. A convenient one-shot Bijur chassis lubrication system was also included.









Spanning a 134.5-inch wheelbase, the 1930 7-33 Rumble Seat Coupe offered here was designed as an all-weather automobile and is equipped with roll-up glass in both the doors and the rear windows. Seating for two passengers is provided inside, and two more can ride in the optional rumble seat. The car exhibits the louvered hood side panels standard on 1930 Packard 726 and 733 models. (Other 1930 Packard models had vent doors in their hood sides.)

Finished in Stanley Green with black fenders and Straw striping, it has been owned by the vendor since 1968. Spending most of that time right here in Greenwich before moving to Cape Cod not long ago, many fine miles have been enjoyed ensconced in the tan cloth interior with the kids, and later grandkids, riding in the brown leather trimmed rumble seat. Meticulously maintained since it was purchased, with records service completed available, it was restored about a score of years ago to a level usually reserved only for the most desirable of Model 7-45s. Minimally shown and used, it has retained the high polish of its restoration despite the passage of years.

An inspection of the car reveals it to be in lovely shape that would be impossible to replicate for the estimate price listed below. Enthusiast owned and maintained, advancement in years has necessitated that the passing on of this very nicely presented Standard Eight Packard to its next keeper. Here is a very scarce, attractive and enjoyable to drive CCCA Full ClassicTM Packard that delights with its authentic appearance and fantastic condition—the perfect way to further a collection or get into the hobby.

\$45,000 - 55,000 Without reserve

Overview

Chassis no. 300771 Engine no. 300771

320ci L-head inline 8-cylinder engine

Single Detroit Lubricator carburetor

90bhp

4-speed manual transmission

4-wheel semi-elliptic spring suspension

4-wheel mechanical drum brakes

Owned by the current vendor since 1968

Long-term Greenwich history

Restored to a very high level and meticulously maintained

A now rarely-seen Standard Eight Coupe

A CCCA Full Classic™



c.1934 Aero 50/BMW Special Roadster

The Aero 50

The Aero car company of Czechoslovakia produced a range of small and sporty cars primarily for the domestic market. Known for incorporating innovative features such as front-wheel drive and multicylinder two-cycle engines, today they are best remembered for the wild Aero 50 models. Crafted by the Czech coachbuilder Sodomka, these beautiful machines often looked like ¾ scale versions of coachbuilt French cars. Currently, Aero cars have a cultish following in their home country as well as Germany.









This fascinating machine is a bit of a mystery. The chassis is undoubtedly an Aero 50, but the engine and body are certainly not. The mundane Aero four-cylinder two-cycle motor has been replaced with a period BMW 326 motor, which is mounted backwards to accommodate the forward mounted transaxle. The BMW motor is an up-spec version featuring dual Solex carburetors which feed the 1,970cc six. The job of fitting the longer motor is beautifully executed, so well that it is believed to have been done when the coachwork was fitted. The striking roadster bodywork is masterfully made and styled, resembling no other Aero 50 we have seen. With its paint off, one can examine the fine gas welding seams and filler free panel work.

This little Aero was brought to this country from Germany by a US serviceman after WWII. It has resided over here largely unused until its recent discovery. Today it has lost most of its paint, but its interior remains in sound condition. The steel floor pans are not rusted through and the body has few rust perforations. The fenders have evidence of a minor accident but overall the car is sound.

Admittedly a big project, it would be certainly a rewarding and interesting task. The end result would be a head turning sports machine perfect for vintage rallying.

\$8,000 - 12,000 Without reserve

Overview

Engine no. 76332

1,971cc OHV BMW 326 six-cylinder engine

Twin 26mm Solex carburetors

50bhp at 3,750rpm

Three-speed front-drive transaxle

Four-wheel independent suspension with twin quarter elliptic springs on each wheel

Four-wheel hydraulic drum brakes

Beautiful coachbuilt roadster bodywork

Unusual hybrid of an Aero 50 chassis and a BMW engine, with coachbuilt bodywork

Interesting and worthwhile restoration project

Powered by a pre-war BMW engine

Quite complete and unmolested



Lots 392 - 396: Property from a Pacific Northwest Collection

392 One of handful of known survivors 1935 American Austin Panel Truck

The Panel Truck

The American Austin Car Company was established in 1929 to build a licensed version of the Austin 7. The firm would occupy the vacant Standard Steel Car Company factory in Butler, Pennsylvania. Elegant body designs were commissioned from Alexis de Sakhnoffsky, best known for his work on the Auburn Speedster. Austin contracted with Hayes Body Works to build de Sakhnoffsky's designs in Grand Rapids, Michigan. The bodies were to be shipped to Butler for assembly onto completed chassis.

The Motorcar Offered

This charming little panel truck highlights the variety of styles offered on the diminutive Bantam chassis. This small truck would prove convenient in urban settings were maneuverability took precedent over capacity.

The early history is unknown, but the first known but unrecorded history begins in 1959 with the car appearing in the collection of Alaskan Raymond Bell. Bell eventually traded the car to Rick Fontaine and then Fontaine sold it to Roland Hon of Eagle, Idaho in 1973. The current owner acquired the rare panel van from Hon in 1976.

In somewhat rough shape when acquired, this panel delivery was subject to a restoration in the late 1970s by Austin/Bantam Society co-founders Dick and

Overview

Chassis no. 475-8827 Engine no. M-20038

747cc L-head inline four-cylinder engine

Single updraft carburetor

15bhp (rated)

Three speed transmission

Solid axles with front transverse semi-elliptic spring and twin quarter elliptic springs rear

Four wheel mechanical drum brakes

Very rare panel delivery Austin

Charming piece of automotive design

Styled by Alexis de Sakhnoffsky

Roy Beagle and still presents nicely. Accurately done by a noted enthusiast, it is complete right down to the Bantam Rooster mascot. No doubt this would be great fun to show or perhaps paint with an appropriate livery. Either way, it's a real attention getter that is sure to be a hit anywhere it goes.

\$20,000 - 25,000

Without reserve



1933 American Austin Pickup

The Austin Pickup

Yes, the little Austin Bantam even came in a pick up truck, taking the prize for perhaps the smallest bed of any American truck. Despite its limited capacity it still proved a useful vehicle in situations where maneuverability and compactness were the priority. No Bantams were produced in large numbers but these pick ups are one of the lower production styles and one of the rarest to survive today.

The Motorcar Offered

This pickup is delightfully presented in very original condition. Acquired by the vendor 40 years ago from Roy and Dick Beagle, two of the founders of the Pacific Austin/Bantam Club (later renamed the Austin/Bantam Society), it was used for two brief years before being laid up in dry storage for the subsequent 38.

Complete with remnants of its old livery it has a "just the way you would want one" look. Simple to work on and supported by a strong club of enthusiasts, these are fun old cars. As a little pickup it is even practical for carrying a few bags of groceries back from the market. Perhaps its best use would be as the ultimate "Hershey Cruiser"; it would surely have the crowds green with envy as you drove through the Chocolate Field!

\$15,000 - 20,000 Without reserve

Overview

Chassis no. 342 Engine no. M16713

747cc L-head inline four-cylinder engine

Single updraft carburetor

15bhp (rated)

Three-speed manual transmission

Solid axles with front transverse semielliptic spring and twin quarter elliptic springs rear

Four wheel mechanical drum brakes

In the present ownership for forty years

Charming and practical

Nicely preserved condition

Rare original pick up body

Great old livery



In the current ownership since 1961 1929 Austin 7 Four-Passenger Tourer

The Austin 7

The Austin 7 chassis was fitted with a wide array of bodywork. The catalog of body styles had a variety of saloons, tourers and roadsters. The two-door saloon was the most popular for the general public, but tourers were not uncommon for those wanting a more sporting ride.

The Motorcar Offered

This little tourer is great example of an open Austin 7. The attractive two door tourer body is nicely proportioned and has a good top and full compliment of side curtains. The interior has been largely re-trimmed and has nice little bucket seats for the front occupants. The light weight tourer body should produce lively performance and will no doubt be great fun to drive. The car has not been extensively restored but has a presentable respray. Owned by the present vendor since 1961, the car has been used in recent times but will likely need some tinkering to assure road worthiness.

\$7,000 - 10,000 Without reserve

Overview

Chassis no. 97968

747cc L-head line four-cylinder engine

Single updraft carburetor

10.5hp (rated)

Three-speed transmission

Solid axles with front transverse semi-elliptic spring and twin quarter elliptic springs rear

Four wheel mechanical drum brakes

Same ownership for over half a century

Sporty open coachwork

Great fun to drive

Charming car that always attracts attention

From the collection of a noted marque enthusiast



1931 Austin 7 Two-Door Saloon

The Austin Seven

The Austin Seven is one of the most important cars in British motoring history. The first small car to be produced in large numbers at a relatively affordable price, they proved reliable, sturdy and also quite sporting. They were raced (and still are) from the beginning and racked up an impressive number of victories often beating more powerful and exotic machines. The design was so good it was licensed by BMW as the Dixie, Rosengart in France and even served as the model for the first Datson (Datsun) in Japan.

When one hears Austin Seven this is what they think of: the two door saloon – the "Chummy", which truly was the car that got Britain on wheels. A practical body style that could transport the small family, yet when driven by the driver alone could be considered a touch sporting. The light weight saloon coachwork was simple and did not overly burden the small chassis. The little sedan proved the most useful and by far the most popular body for the Seven.

The Motorcar Offered

This "Chummy", which was acquired by the current owner in mid-1975, has been nicely restored and well sorted to be reliable. Finished in bright green paint, it is sure to be an eye catcher! The engine bay is clean and tidy, indicating that much work was done during the restoration.

Always charming and great fun to own, these Austin Sevens enjoy a cult following in the countries in which they were sold new. In America, a British 7 is welcome at American Austin club events. As simple to deal with as any other old car, these little Austins are a great ticket in which to enter the world of pre-war motoring.

\$7,000 - 10,000 Without reserve

Overview

Chassis no. 131701

747cc L-head inline four-cylinder engine

Single updraft carburetor

10.5hp (rated)

Three speed transmission

Solid axles with front transverse semi-elliptic spring and twin quarter elliptic springs rear

Four wheel mechanical drum brakes

The iconic British "Chummy"

Hugely historic part of British motoring

Great fuel mileage

Easy to park

Rarely seen in the US



1936 Austin Seven Ruby - Left Drive Two-Door Saloon

The Austin Seven Ruby

As the Seven began to be seen as a bit outdated, Austin attempted to update the design to make it more appealing. The Ruby was introduced in 1934 and was a more modern looking 7 with some new features to keep up with the times. The bodywork was pleasing and more streamlined looking. The interior was more luxurious and dashboard had proper instruments. Outside the car rode on smaller wheels fitted with Balloon tires which noticeably improved the ride. However, the Ruby was not enough to keep the Seven alive and production consequently ended in 1936.

The Motorcar Offered

This Ruby is from the Austin 7's last year of production. This is a very rare left hand drive version of the late production Ruby. Left drive Sevens are hard to come by, simply because they were not sold in many left drive regions.

Offered in largely original condition, this example is quite straight and free of corrosion issues. This charming little machine has wonderful late 30s styling and some surprising features such as a covered spare and doors on the hood – something typically found on high end cars. The look of the car is great and it begs to be used just the way it is.

\$4,000 - 6,000 Without reserve

Please note this car is titled under its car number, ARQ 1796.

Overview

Chassis no. 201767 Car no. ARQ 1796

747cc L-head four cylinder motor with updraft carburetor

10.5hp (rated)

Three speed transmission

Solid axles with front transverse semi-elliptic spring and twin quarter elliptic springs rear

Four wheel mechanical drum brakes

Fanciest production Austin 7

Very rare left-drive example

Handsome styling with interesting details

Largely original unmolested example

Balloon tires



1967 Cadillac Eldorado

The Eldorado

Another Bill Mitchell masterpiece, the all-new 1967 Eldorado introduced the sharp-edged styling motifs that Cadillac successfully returned to three decades later. The perfect long-hood/short deck proportions belie the Eldorado's 221 inch length. Under that massive hood is an equally-massive 429 cubic inch, 340 hp V-8, used for only one year. GM's innovative front-wheel drive system, which pairs a classic Hydra-Matic TH400 transmission with a planetary gearbox, turned out to be sturdy enough to drive the 12,500 lb. GMC Motorhome of 1973-1978. Cadillac sold 17,930 Eldorados in 1967, three times more than any previous year.

The Motorcar Offered

This particular Eldorado admittedly needs freshening, but it is running, rustfree, largely original and equipped with a variety of rare options, including cruise control, bucket seats, and a padded roof. It has a black leather interior and black vinyl top, offsetting the Marina Blue paint. Marina Blue was said to be Bill Mitchell's wife's favorite color, and was available on most GM models while he was Vice-President of Design.

Offered with a complete ownership history, this Cadillac will prove to be an easy, rewarding project.

\$3,000 - 5,000 Without reserve

Overview

Chassis no. H7140780

429ci OHV V8 engine

Single Carter AFB four-barrel carburetor

340bhp at 4,600

Three-speed Turbo Hydra-Matic automatic transmission

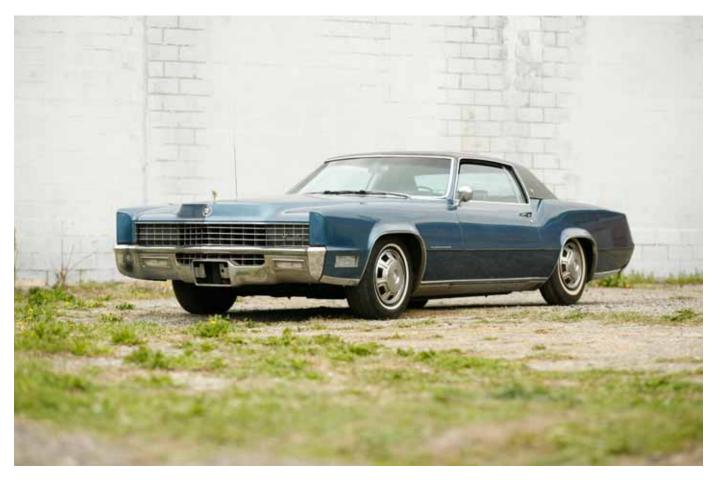
Independent front suspension with coil springs and rigid rear axle with leaf springs

Four-wheel power-assisted drum brakes

Crisp Mitchell styling

Unified Powerplant Package, front-wheel drive

0-60 in 8.5 seconds, 120 mph Top Speed



1978 Cadillac Eldorado Biarritz

The Eldorado Biarritz

What could be more evocative of the Seventies than the 1971-1978 Eldorado, an imposing land cruiser that's certainly among the largest cars ever built with only two doors? Derived from the classic 1967 Eldorado, the cars of the Seventies retained the reliable front-wheel drive FF chassis, but grew to 224 inches long on a 126 inch wheelbase. At 4906 lbs., the big Eldo is no lightweight. Figure 10 mpg. These dramatic coupes were popular with customizers, especially Les Dunham, who fitted imitation Rolls-Royce grilles complete with "Flying Goddess" hood ornament, side pipes, "Super Fly headlamps" and porthole windows. Cadillac responded with its own Custom Biarritz packages.

The Motorcar Offered

Our Eldorado Biarritz is finished in Demitasse Brown with Light Beige interior. It's distinguished by its matching padded vinyl roof with "opera lamps" adjacent to the porthole windows, Biarritz script, wide body moldings, body color wheel discs and 50/50 tufted vinyl/leather seats. Options include power everything. The ultimate Boulevard Cruiser, all it lacks is John Travolta in white bell bottoms drumming on the leather-wrapped steering wheel to the BeeGee's "Stayin' Alive" on the high-tech AM/FM radio. "I'm goin' nowhere, somebody help me..."

\$2,000 - 3,000 Without reserve

Overview

Chassis no. 6L47S8Q124591

425ci OHV V8 engine

Single four-barrel carburetor

195bhp at 4,000rpm

Three-speed Turbo Hydra-Matic automatic transmission

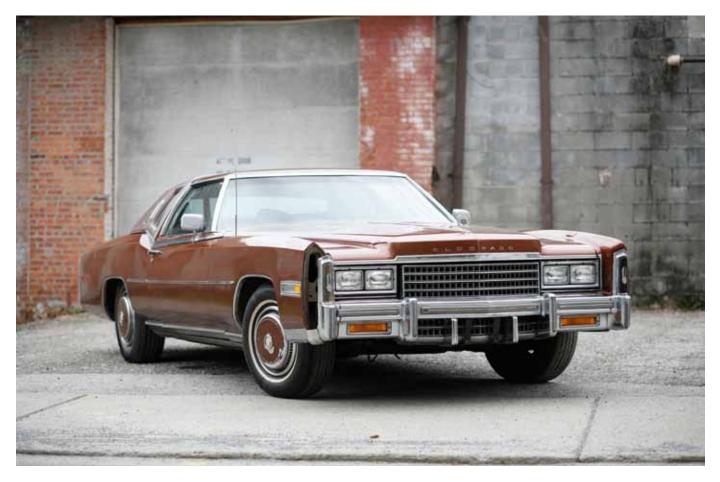
Four-wheel independent suspension

Four-wheel power-assisted disc brakes

The last Bill Mitchell Cadillac

Almost 19 feet long!

Rare Custom Biarritz Option Package



1964 Buick Riviera Coupe

The Riviera

Under the direction of Bill Mitchell, stylist Ned Nickles created a Concept Car called XP-715 that applied Rolls-Royce "knife edge" design cues to a smaller, less expensive Cadillac line that could be sold under the revived LaSalle name. When Cadillac line that could be sold under the revived LaSalle name. When Cadillac management wasn't interested, Buick grabbed the idea, named it Riviera, and went into production in 1963. The new Riviera was built on a shortened, narrowed Buick frame, plus used the robust "nail head" Buick V-8 and massive Al-Fin drum brakes. Quick-ratio power-steering, light weight and surprisingly sophisticated suspension make the Riviera not only beautiful, but one of the best-handling American cars ever. The interior is very European, with bucket seats split by a center console, front and rear. Only minor changes were made for 1964 and '65. A total of 112,244 were sold in three years, at prices that ranged from \$4333 to over \$5000. The Riviera is considered a styling landmark today, and is a Certified Milestone with the Milestone Car Society.

The Motorcar Offered

This particular 1964 Riviera, Granada Red with Black vinyl interior, boasts the 340 hp, 425 cubic inch Wildcat V-8 and 3-speed Hydra-Matic with console shift. It is largely-original except for one repaint, shows no rust and needs nothing much except a good scrubbing. The provenance is unquestioned, with paperwork from the original buyer till today. Where else can you find a genuine Milestone for such a pittance?

\$3,000 - 5,000 Without reserve

Overview

Chassis no. 7K1124379

425ci OHVV8 engine

Single Carter AFB four-barrel carburetor

360bhp at 4,400rpm

Three-speed Super Turbine automatic transmission

Double wishbone front and live axle rear suspension with four-wheel coil springs

Four-wheel hydraulic power-assisted drum brakes

Bill Mitchell's favorite design

Low-mileage original condition



400 1967 Mercedes-Benz 250SL

The Motorcar Offered

The 250SL on offer, finished in Code 268H Dark Green with Code 139 Bamboo interior, has a console-shift 4-speed automatic, both hard and soft tops, air-conditioning and upgraded sound system. The stock radio is included, along with all tools, original handbook and service schedule which confirms that the car's original maintenance was carried out by Foreign Motors of Boston. The original owner, Mary Dana Wells of Pomfret, CT, obviously used the car sparingly before selling it to the Metzger Collection some 35 years ago. Extensively maintained, it remains rust-free and in good running condition, though it deserves to be serviced and cosmetically detailed.

\$8,000 - 10,000 Without reserve

End of Sale

Overview

Chassis no. 11304312003235

2,496cc SOHC aluminum inline sixcylinder engine

Bosch mechanical fuel injection

170bhp at 5,600rpm

Four-speed automatic transmission

Four-wheel independent suspension

Four-wheel servo-assisted disc brakes

Very original, two-owner W113 Mercedes

Hard and soft tops

Factory tool kit, all books and records



Acknowledgements

Pierre-Yves Laugier

Rolls-Royce Enthusiasts Club

Simon Clay

Rick Carey

Jasen Delgado

Sean Smith

Scott Nidermaier

Jay Texter

Michael Furman

Sean Smith

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John Altdorfer: lots 383 – 384 Simon Clay: lots 357 – 359 Jasen Delgado: lot 334 DCPG Photography: lot 345 Michael Furman: lot 325

Pawel Litwinski: lots 305, 307, 308, 319, 321, 323 – 324,

332, 339 – 341, 360, and 375 Andy Marchese: lot 322, 373

Scott Nidermaier: lots 306, 316, 338, 356, 368 – 372

Bob Pengraph: lots 392 - 396

Chip Riegel: lots 327, 333, 343 – 344, 353 – 354, 363,

374, 380 – 382

Dan Savinelli: lots 335 – 336

Sean Smith: lots 301, 302, 303, 309 - 312, 314, 320, 362,

365 - 366, 376, 378 - 379, 386 - 389

Jay Texter: lot 331

Peter Tromboni: lot 326.



Greenwich Concours d'Elegance, 21153 Sunday, June 2, 2013

Roger Sherman Baldwin Park, Greenwich, Connecticut

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Please circle your bidding method above

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\$5,000-10,000 by \$500s
\$10,000-20,000 by \$1,000s
\$20,000-50,000 by \$2,000/5,000/8,000s
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Above:

1934 Packard 1101 Eight 7 Passenger Touring

Left

1925 Rolls-Royce 20hp Two Door 'Landau' Coupe Coachwork by Locke & Co.

1950 Hudson Hornet

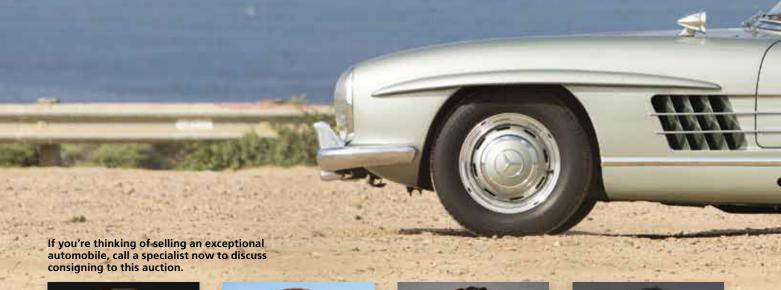


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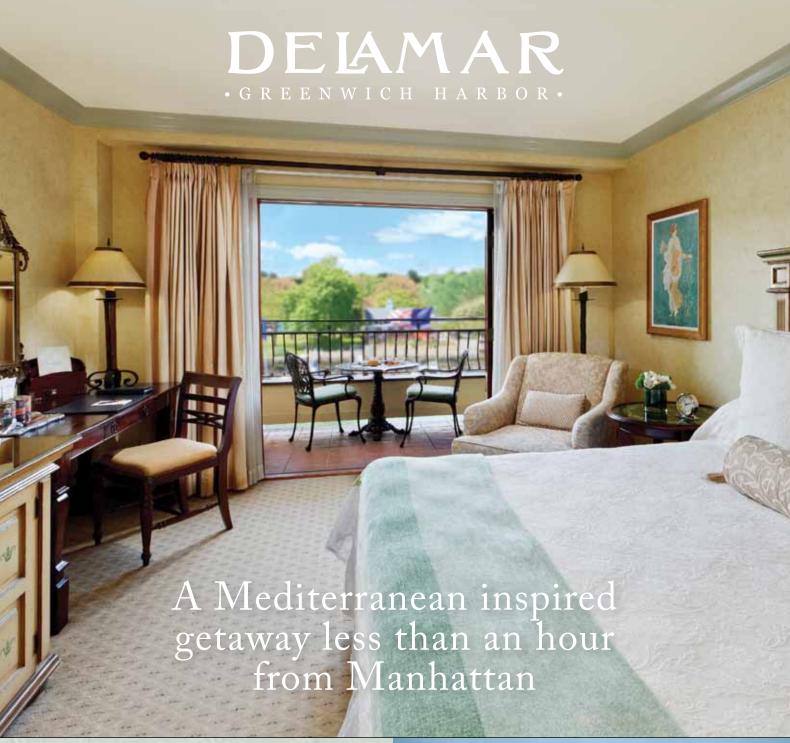












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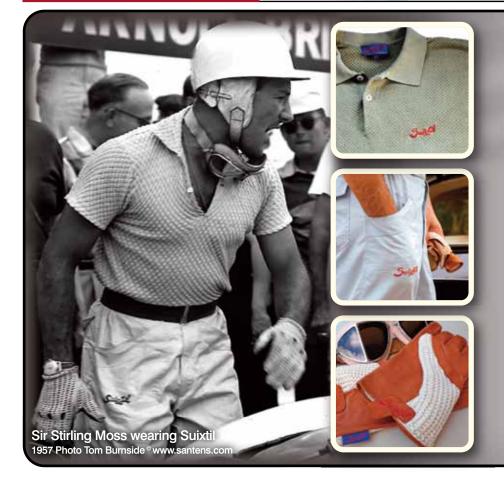
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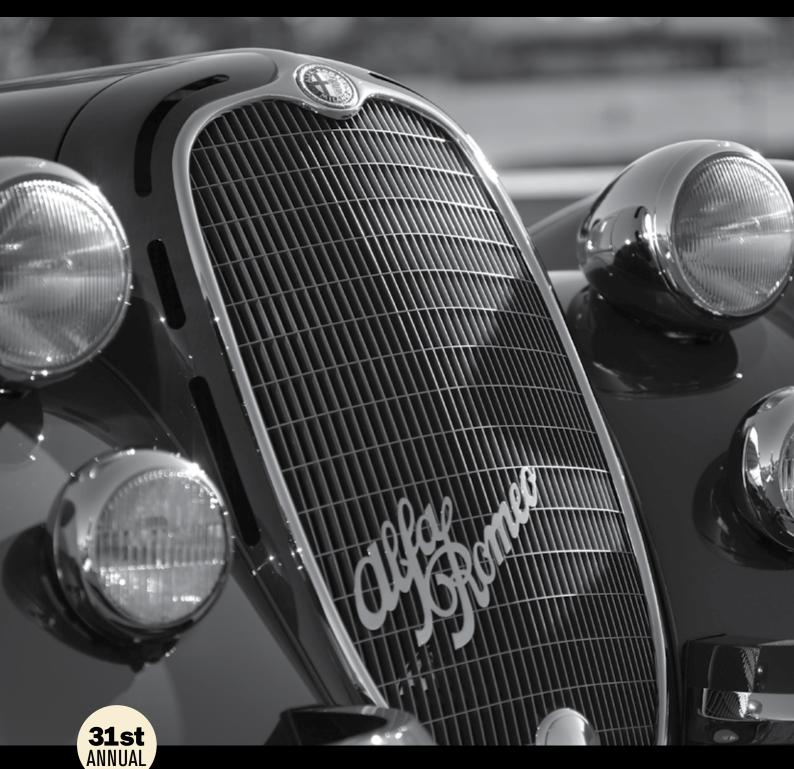
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Preview May 17-20

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A unique carved tanzanian ruby and obsidian scale-model of the 1962 dragster, "The Greer-Black-Prudhomme Dragster," by Luis Alberto Quispe Aparicio, length 60cm \$150,000 - 200,000



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Wednesday June 5, 1pm New York

PreviewJune 1-5

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James Edward Buttersworth An American frigate in a storm oil on canvas \$60,000 - 80,000



Fine Watches & Wristwatches

Tuesday June 18,1pm New York

Preview

June 15-18

Jonathan Snellenburg

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A fine Swiss enameled gold duplex watch for the Chinese market, first quarter 19th century \$40,000 - 60,000

LotYear Make	Model		
391c.1934 Aero	50/BMW Special Roadster	3051945Ford	. GPW "Jeep"
3691959 Alfa Romeo	2000 Touring Spyder	3621955Ford	.Thunderbird Convertible
3421961 Alfa Romeo		3271966Ford	. F250 Good Humor Truck
3321962 Alfa Romeo	Giulia Sprint 1600 Coupe	3301905 George N. Pierce	. Great Arrow 28/32 Five-passenger
3491950 Allard	K2 Coupe		Roi Des Belges
3931933 American Austir	n. Pickup	3011946Indian	. 74ci Model 346 Chief Sportsman
3921935 American Austir	n. Panel Truck	3311952Jaguar	.XK120 OTS
3061964 Amphicar	770 Convertible	3351953Jaguar	. XK120 Fixed Head Coupe
3191961 Aston Martin	DB4 Series III Saloon	3231958Jaguar	.XK150 FHC
3411967 Aston Martin	DB6 Vantage Volante		.E-Type Series 1 3.8-Liter Roadster
3941929 Austin	7 Four-Passenger Tourer	3031965Jaguar	
3951931 Austin		_	. XKE Series 1 Open Two-Seater
3961936 Austin	Seven Ruby – Left Drive Two-Door	3721967Jaguar	· · · · · · · · · · · · · · · · · · ·
	Saloon	3811959Jones	. Grand Prix Hydroplane "Livings
	100 BN1 Two Seater Sports		Years II"
	S2 Continental 'Flying Spur' Saloon		. KB Four-Passenger Town Sedan
	Corniche Series 1 Convertible	3741941 Lincoln	
3881987 Bentley	5	3091948Lincoln	
3891988 Bentley		3121967Lincoln	
3361990 Bentley		3401960 Mercedes-Benz.	
3651960BMW		3751964 Mercedes-Benz.	
3851968 BMW	•	4001967 Mercedes-Benz. 3221969 Mercedes-Benz.	
324 1930 Bugatti	Type 43 Supercharged Sports 2/4	3221969 Mercedes-Benz.	
3991964 Buick	Seater Biviora Coupo	3021988 Mercedes-Benz.	
3591910 Cadillac		3431922 Mercer	
3441931 Cadillac		3131955 MG	
3111936 Cadillac			. Coupe with Judson Supercharger
	Series 75 Convertible Sedan	3801909 Mitchell	•
	Series 62 Convertible Coupe		. Model 7-33 Rumble-Seat Coupe
	Series 62 Convertible Coupe	3381941 Packard	·
	Eldorado Biarritz Convertible		. Series 31 Seven-Passenger Tourer
3971967 Cadillac			. 10th Anniversary Limited Edition
3981978 Cadillac			Trans Am T-Top Coupe
3571934 Chevrolet	DA Master Roadster	3601957 Porsche	. 356A Speedster
3821963 Chevrolet	Corvette 327/340hp "Split		. Model M Seven-Passenger Touring
	Window" Coupe	3451923 Rolls-Royce	. 40/50hp Silver Ghost Pall Mall Tourer
3041969 Chevrolet	Corvette Stingray "T-top" Coupe	3341930 Rolls-Royce	. Phantom 1 Newmarket All Weather
	New Yorker Highlander Convertible		Phaeton
· · · · · · · · · · · · · · · · · · ·	Town & Country Convertible	3181960 Rolls-Royce	
3081948 Chrysler		3171965 Rolls-Royce	
3841923 Citroën	5cv Type C2 "Cul de Poule" Two-	3861988 Rolls-Royce	
	Passenger Tourer	3831972 SAAB	
3161936 Cord		3711951 Studebaker	
3471957 Devin		3701956 Studebaker	
3461958 Devin		3681947 Tatra	
3481962 Devin	· · · · · · · · · · · · · · · · · · ·	3151971 Toyota	
3501946 Dreyer		3201963Triumph	
3781958 Facel Vega		3521959 USAC	
3371984 Ferrari		3541960 Volkswagen	. Type 2 Westfalia Deluxe Camper
	Michelotti Shellette Beach Car	JUT 1307 VUIKSWAYEII	with matching Westfalia Trailer
3731975Fiat		3531944 Willys	_
3581931 Ford		3551911 Winton	
	922A Midget Racing V-8 Engine	5551511 vviiitOII	The rassenger rouning
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