

Bonhams 🖺

Preserving the Automobile: An Auction at the Simeone Automotive Museum

Monday October 7, 2013 at 9.30am & 2.30pm Philadelphia, Pennsylvania

Preserving the Automobile: An Auction at the Simeone Automotive Museum

Monday October 7, 2013 Automobilia 9.30am Motorcars 2.30pm Simeone Automotive Museum Philadelphia, Pennsylvania

Bonhams

580 Madison Avenue New York, New York 10022 bonhams.com/simeone

Preview & Auction Location:

Simeone Automotive Museum 6825-31 Norwitch Drive Philadelphia, Pennsylvania 19153

Preview

Saturday October 5, 10am to 5pm Sunday October 6, 10am to 5pm Monday October 7, Motorcars only from 9am to 2.30pm

Auction Times

Monday October 7 Automobilia 9.30am Motorcars 2.30pm

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Bids

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From October 5-8, to reach us directly at the Simeone Automotive Museum: +1 (215) 395 6562 +1 (215) 325 0455 fax

Automated Results Service +1 (800) 223 2854

Online bidding will be available for this auction. For further information please visit: www.bonhams.com/simeone

Sale Number: 21223

Lots 1 - 566

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

Illustrations

Front cover: Lot 528 First session page: Lot 247 Second session page: Lot 547 Back cover: Lot 547

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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 the Buyer.

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 Simeone Automotive Museum in Philadelphia, Pennsylvania on Monday, October 7, 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%) of the Hammer Price of such Lot, 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 One Hundred Thousand Dollars (\$100,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on the amount of Hammer Price above One Hundred Thousand Dollars (\$100,000) up to and including Two Million Dollars (\$2,000,000), and TWELVE PERCENT (12%) on any amount by which such Hammer Price exceeds Two Million Dollars (\$2,000,000), 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 transaction made in person with a PIN, in United States currency, no later than 12:00 noon Eastern Time on Tuesday, October 8, 2013. Additionally, for purchases of automobilia and other non-motor vehicle property only, the Buyer may make payment to Bonhams by Visa, MasterCard, American Express or Discover credit or charge card for such purchases. Upon prior arrangement with Bonhams, the Buyer also may pay for a Lot 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 the risk, cost and expense of Buyer;

CONDITIONS OF SALE - Motor Vehicles & Automobilia (continued)

(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 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 parties' respective rights and obligations hereunder shall be governed by the laws of the State of California (subject to specific applicable local laws governing the sale of motor vehicles in the state in which the auction takes place). Jurisdiction and venue for all dispute resolution shall be in New York, 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 mediaton 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 Commonwealth of Pennsylvania or Massachusetts or the State of New York or Connecticut, 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 bonds on file with the California Secretary of State and in other applicable jurisdictions 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 <u>www.bonhams.</u> com/WebTerms for more information.

Buyers' Information

Conditions of Sale & Disclaimer of Warranties

We recommend you read carefully the Conditions of Sale 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.

Important Notice

Some of the motor vehicles offered in this sale are being offered with a Bill of Sale only. Please refer to the Conditions of Sale for further information and limitations regarding certificates of title and the registrability of motor vehicles offered at auction.

Auctioneer

Malcolm J. Barber of Bonhams, working in conjunction with Michaels Motor Cars, dealer no. 08618970.

Admission to Preview & Auction

Admission to preview, on Saturday and Sunday October 5-6, will be open to the public. Admission to the auction on Monday, October 7, will be by purchase of a catalog only. One catalog permits two people entry.

Please note: Catalogs can be purchased in advance and we ask that you please bring your catalog to the sale. Further copies of the catalog can be purchased at the sale venue. Bonhams reserves the right at its sole discretion without assigning any reason therefor to refuse or revoke admission to its premises or attendance at any of its preview or sales events by any person.

Buyer's Premium, Taxes & License Fees

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 \$100,000 of the bid price, 20% of the hammer price at \$100,001 up to and including \$2,000,000, and 12% on any amount exceeding \$2,000,000.

Automobilia lots, if collected in Pennsylvania, are subject to a minimum 6% Pennsylvania state sales tax rate, unless purchased for resale. Additional city/county tax rates may also apply. If collected at the sale site (within the City of Philadelphia), an 8% sales tax rate applies. Sales tax will not apply if a completed, valid resale certificate is furnished at the time of purchase.

Motor vehicle lots collected in Pennsylvania are also subject to applicable sales tax, based on the buyer's "garage address" (place of residence/ storage of the vehicle). State sales tax will be imposed unless one of two exemptions is met:

1. Pennsylvania Automobile Dealers are exempt from sales tax. You will be required to supply a copy of your current dealer's license and complete a Pennsylvania resale certificate. 2. Out-of-state residents (who are not residents of New York, California or Arizona) that take possession of a motor vehicle lot in the state of Pennsylvania may be exempt from sales tax. You will be required to provide at the time of purchase:

a. a copy of your current insurance card,
b. a copy of your state-issued driver's license, and
c. a copy of your current insurance policy, in
addition to completing any state-required
documentation.

Any motor vehicle lot sold to a resident of the state of New York is subject to New York state sales tax, unless otherwise exempt. In addition, Bonhams is registered as an automobile dealer in the states of Arizona and California, such that any motor vehicle lot sold to a resident of either of those states is subject to sales tax, license and documentation fees, unless otherwise exempt. In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold a valid resale certificate and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

In addition, purchased lots picked up by an ICC licensed carrier and shipped directly to any of the following states will be subject to applicable sales and/or use taxes of such jurisdiction, unless exempted by law: Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New York, Pennsylvania, Texas, Washington State and Washington DC. A buyer who holds a valid resale certificate and/or is a licensed automobile dealer in the applicable state must furnish a copy of its state's resale certificate along with a copy of its dealer's license with the cashier prior to or at the time of purchase. Purchased lots picked up by a non-licensed carrier would be subject to the same rules as apply to purchases collected in Pennsylvania.

Additionally, buyers are required to pay any applicable state or local sales or use tax, import duty and/or license and documentation fees on their purchases, as the case may be. The amount of any such sales or use tax, duty and/ or fees to be collected by Bonhams from the buyer will be determined by Bonhams in its sole discretion and are additional to the final bid price and buyer's premium. Exemptions from taxes, duties or fees will be subject to the timely receipt of documentation acceptable to Bonhams as determined in its sole discretion.

Please note: as a result of procedures set forth by the Pennsylvania Department of Transportation, Buyers should allow up to 14 days to receive the reassigned titlework for certain vehicles purchased at this auction (unless the purchased vehicle is denoted as having a 'title in transit' for which time for receipt may vary). For further questions with regard to this titling policy please contact Bonhams Motor Cars department.

Motor Vehicle Customs Duty

Motor vehicle customs duty, calculated at 2.5% of the import value, and associated import fees are payable by the buyer on all lots marked with a dagger symbol (†). However, if the purchased lot is exported within certain criteria, the duty may be refundable.

Inspection of Motor Vehicle Lots

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 Pennsylvania Department of Motor Vehicles.

Glass Mascot Customs Duty

An Omega symbol (Ω) next to a glass mascot lot number indicates that the mascot has been imported as glass art. An additional 7.2% of the import value will be assigned to the buyer should the property remain in the United States. Please contact the Automobilia Department for inquiries about this notice, +1 (415) 503 3248. The affected lot number is 116.

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 12pm on Tuesday October 8.

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.

Buyers' Information (continued)

Reserves

The seller may place a reserve on his/her property, which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential. The letters 'NR' next to an estimate in the Automobilia section indicate 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.

Payment & Collection of Lots

Payment

Payment for purchased lots must be made no later than 12pm local time on Tuesday October 8. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card. Please note that 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 a 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 # 1220-16066 150 California Street San Francisco, CA 94111 Account #432742997 Swift Code: CINAUS6L

Payment & Collection Hours

Bonhams will be accepting payment during and after the auction on Monday October 7, and then again on Tuesday October 8 from 8am to 12pm. Please notify us of your collection plans upon payment.

Collection of Lots

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by *12pm on Tuesday October 8.* Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and 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 (215) 325 0455, or to Bonhams In Philadelphia, PA from Friday, October 4 to Monday, October 7 at +1 (215) 492 2801.

Telephone Bids

If you are unable to attend the sale and require additional flexibility over an absentee bid for a lot estimated in excess of \$1000, Bonhams is pleased to offer a telephone bidding facility for this sale, subject to availability. Should you wish to bid by telephone, please contact our Client Services Department for more information.

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 <u>www.bonhams.</u> <u>com</u>.

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 <u>www.</u> <u>bonhams.com/21223</u> or contact the Client Services Department to obtain information and learn how you can register and bid online.

Currency Converter

Solely for the convenience of bidders, a currency converter may be provided at Bonhams sales. The rates quoted for the conversion of other currencies to US Dollars 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 operation or accuracy of the currency converter.

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.

absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Tuesday October 8. It is the responsibility of the buyer to separately inform their shipper or collection agent 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/removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

Uncollected motor vehicle lots will be removed to a storage facility for collection. The buyer/seller will be informed of this location and will be solely responsible for any expenses incurred. Lots are at the buyer's risk from the fall of the hammer.

Uncollected Automobilia lots will be removed to a storage facility by Box Bros for shipping or collection by the buyer or its authorized agent. *Please note these lots will not be available for collection after 12pm on Tuesday October 8 until Friday October 11 at 9am.* Automobilia lot removal and storage charges will be assigned by Box Bros depending on volume, size and fragility.

For Automobilia shipping and transport quotes, please contact Box Bros / Chris Long, Automobilia Delivery, Shipping and Crating, +1 (800) 355 7917, chrislong@boxbros.com.

Transport & Shipping

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. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 12pm Tuesday October 8.

Removal & Storage Charges, Transport Arrangements

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Tuesday October 8, 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. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

Domestic Motorcar Transport

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

International Motorcar Transport

CARS (Classic Automotive Relocation Services), contact Fiona Spence, +1 (415) 515 2270, fiona@carsusa.com

Domestic and International Motorcar and Motorcycle Transport

Schumacher Cargo Logistics, contact Warren Barnes, +1 (310) 626 7117, warren@sclusa.com

Bonhams at the Simeone Automotive Museum



Simeone Automotive Museum 6825-31 Norwitch Drive Philadelphia, PA 19153

From Friday October 4 to 12pm Tuesday October 8, we can be reached at either:

+1 (212) 461 6514 +1 (212) 644 9007 fax or

+1 (215) 395 6562 +1 (215) 325 0455 fax

Driving Directions

The Simeone Automotive Museum is conveniently located just minutes off Interstate 95 in Philadelphia, close to Center City and the Philadelphia International Airport. Our address is:

Simeone Automotive Museum 6825-31 Norwitch Drive Philadelphia PA 19153

From Center City Philadelphia

Proceed on I-76 East. After the University City exit, get in the middle lane. Take the PASSYUNK AVE/ OREGON AVE exit, EXIT 347B. Turn RIGHT onto W PASSYUNK AVE. After about 1.5 miles the road turns left and becomes ESSINGTON AVE. Turn RIGHT at the light onto 67TH ST. (Pacifico Ford is on the corner.) Go one block and Turn LEFT onto NORWITCH DR. The Museum is down about 1⁄4 mile on your right.

From I-95 heading North (Washington DC & Baltimore)

As you approach the Philadelphia International Airport, take EXIT 13 toward I-76 WEST/ VALLEY FORGE/ PA-291/ ISLAND AVE. Take the PA-291 W ramp toward ISLAND AVE. Turn RIGHT onto ISLAND AVE/ PA-291 W. Go to the 1st light and turn RIGHT onto BARTRAM AVE. At the 2nd light and turn LEFT onto ESSINGTON AVE. At the next light and turn LEFT onto S 70TH ST. Go about ½ mile and turn RIGHT onto NORWITCH DR. The Museum is down about ¼ mile on your left.

From the Western Suburbs or from the Lehigh Valley via the Northeast Extension

Take I-476 South (the Blue Route) all the way to I-95 North at Chester. (Note: we do not recommend taking I-76, the Schuykill Expressway, due to congestion.) As you approach the Philadelphia International Airport, take EXIT 13 toward I-76 WEST/ VALLEY FORGE/ PA-291/ ISLAND AVE. Take the PA-291 W ramp toward ISLAND AVE. Turn RIGHT onto ISLAND AVE/ PA-291 W. Go to the 1st light and turn RIGHT onto BARTRAM AVE. At the 2nd light and turn LEFT onto ESSINGTON AVE. At the next light and turn LEFT onto S 70TH ST. Go about ½ mile and turn RIGHT onto NORWITCH DR. The Museum is down about ¼ mile on your left.

From I-95 heading South (New York and Boston)

Take I-95 South from New York City. Take exit 7A toward I-195 W. Keep left at the fork and merge onto I-195 W. After 6.5 miles, continue onto NJ-29 N.

After 3.8 miles, take the ramp onto US-1 S. After 6.6 miles, take the exit onto I-95 South toward Central Philadelphia. Taking I-95 South, you will pass Lincoln Financial Field and go over the Schuylkill River. After the bridge, take EXIT 14 BARTRAM / ESSINGTON AVE. Go to the 2nd light and turn RIGHT onto ESSINGTON AVE. At the next light and turn LEFT onto S 70TH ST. Go about ½ mile and turn RIGHT onto NORWITCH DR. The Museum is down about ¼ mile on your left.

INTRODUCTION

Bonhams has recognized the recent explosion of interest in fine preserved automobiles by enthusiasts of conserved authenticity. Vehicles which retain some of their life's story not erased by time or restoration carry a certain charm long sought by those who appreciate other collectibles such as furniture and art. The Simeone Automotive Foundation is honored to be the chosen site of an American auction of such treasures. Hopefully preservation minded collectors will find their particular gem and Bonhams reputation for excellence will reinforce the growing interest in the joys of careful conservation.

Dr. Fred Simeone, Simeone Automotive Museum

Bonhams was delighted to have received such a strong response from collectors and enthusiasts around the world when we created this themed auction for the first time last year, in conjunction with Dr. Fred Simeone and his team at the Simeone Automotive Foundation Museum in Philadelphia.

Home to arguably the greatest collection of sports racing cars in the world, the Museum's collection was carefully compiled and curated with Dr. Simeone's keen eye for originality and authenticity, long before it was so recognized and prized. We congratulate Fred on drawing attention to this aspect of our multi-faceted car collecting hobby and providing others guidance with his recently completed book *The Stewardship of Historically Important Automobiles*.

This year we are proud to return to this hallowed institution, and have compiled a fresh group of interesting automobiles. As before, in building this auction, we have looked to source predominantly good and original, unrestored or preserved motor cars, supported by an interesting variety of spares and automotive memorabilia to assist the motoring hobbyist looking to accurately restore or maintain their collectible car.

This year we offer a number of significant automobiles which have previously resided in other prominent institutions including the Chicago Museum of Science and Industry, the Richard C. Paine Jr. Collection, The Harrah Collection and two European Museum collections. Alongside these automobiles, we are particularly honored to offer numerous effects from the family of pioneering collector and founder of Sebring Raceway, Alec Ulmann.

We are also grateful to our hosts and to Michael Rowen of Michael's Motor Cars, under whose dealer license this auction is operated.

We invite friends and collectors to visit this unique Museum and participate in the auction.

Bonhams US Motoring Team



Mark Osborne



Nick Smith



Jakob Greisen

Fric Minof



Rupert Banner



Evan Ide



David Swig



Kurt Forr

Automobilia

October 7, 2013 at 9.30am Lots 1 - 462



Books & Literature

1º

A collection of Chilton and other like motoring books. \$50 - 100

2¤

The Custom Body Era by Hugo Pfau,

232 pages, Hardcover, 1971-01-01, Published by Barnes & Company, Incorporated, A. S. **\$50 - 75**

3¤

A collection of pamphlets on Rolls-Royce and Bentley. \$100 - 150

4°

Rolls-Royce: A Supernatural Car by Harley, 224 pages, hardcover book describing The Silver Ghost, featuring fascinating history of individual cars and many technical photos & illustrations. \$50 - 150

5°

A collection of fine motoring history titles, comprised of, The Story of the Pierce Arrow A Photographic trip through the Pierce Arrow Factory... (leather folio 1977); The Pierce-Arrow Motor Car; The Book of the Car; PACKARD THE COMPLETE HISTORY; Packard A History of the Motor Car and the Company; Packard The Pride (no DJ); The Packard Registry 1991 (like new); CADILLAC THE COMPLETE SEVENTY YEAR HISTORY; The Motor Car; Carriages Without Horses; Wheels for the World (1st ed. 2003 like new); Sixteen Cylinder Motorcars (DJ spliced inside cover, writing on edges); There is no Mistaking a Pierce-Arrow (like new) OR (signed by Author –like new) (13) \$500 - 700

6°

A collection of mostly race related titles, The Batsford Colour Book of Historic Racing Cars; The Evolution of the Racing Car (1966); Racing and Sports Cars (library stamp and plate); Boys' book of Racing and Sports Cars; Cars in Profile Collection 2; Modern Boy's Book of Racing Cars; A history of the world's racing cars; Vanderbilt Cup Race 1936 & 1937 Photo Archive (like new); Classic and Sportscar Book of Racing Car Track Tests; Race Car Flashback (1994-new); Racing Cars, Racing Cars... (Hamlyn); Vintage and Historic Racing Cars (like new); European Automobiles of the 50s and 60s; American Sports Car Racing in the 1950's (1st ed. like new except 3 small dents on cover); Mostly Motor Racing (like new); Sport Cars on the Raod and Track (16)

\$400 - 500

7°

A collection of Automotive art and photography books,

Leger and the Modern Spirit 1918-1931; Art and the Automobile; Dashboards; Fire Engines in North America (like new with scratch on DJ); Motoring the Golden Years, A Pictorial Anthology; A Century of Automotive Style 100 years of American Car Design; 40 Ans de Creation Publicitaire Automobile (new (A. Kow)); Ultimate Garages; Moving Beauty (Montreal Museum of Fine Art); Automobile and Culture(1st edition)1984 – paperback); THE GREAT CLASSICS; GREAT AUTO RACES; CLASSIC CARS; With Flying Colours, The Pirelli Album of Motor Sport. (14) **\$300 - 400**

8°

A large lot of American Auto titles,

Lincoln America's car of state; Cadillac Standard of the World The Complete History; The Birth of Chrysler Corporation. and Its Engineering Legacy; General Motors the First 75 years (1st ed,like new); Studebaker 1933-1942 photo archive; The Dodge Story (new); The cars of Oldsmoblie (new); The Classy Ford V8; 75 Years of Chevrolet (like new); Sixty Years of Chevrolet (like new); Illustrated History of Ford (2 copies one new, one yellowed with price sticker inside) (only 1); Ford Design Department Concept and Showcars 1932-1961; The V-8 Affair The Ford Rd. Series vol. 3; CLASSIC CARS CADILLAC; 80 years of Cadillac LaSalle; Cadillac Salmieri (16) **\$450 - 550**

9¤

A collection of Race car driver autobiography's,

Stirling Moss My Cars, My Career (1st ed. signed – like new); The New Formula One A Turbo Age; Ronnie Peterson Super Swede (1980); The Shell Book of Epic Motor Races (library sticker on spine); Graham - Graham Hill with Neil Ewart; Bruce McLaren The Man and his Race Team (like new); World Championship (1959 – no DJ); All But My Life Stirling Moss (1st ed.); Nuvolari Legendary Champion of International Auto Racing (1st US ed. 1960); A Story of Formula 1 1954-60 (signed Denis Jenkinson 1st ed. no DJ); Jim Clark at the Wheel; Jackie Stewart's Principles of Performance Driving (never read – like new); Tony Rudd It was Fun (new, never read, perfect DJ) (13)

\$150 - 200

10^{°°}

A comprised lot of Motorsport related titles,

Bruce McLaren The Man and His Racing Team (new); The Golden Bug; The Fast Ones (1st ed. - London); One Man's Vision - The Life of Automotive Pioneer Ralph R. Teetor (like new); Private Entrant Racing with Rob Walker (available in GB only); The Le Mans Story Geroges Fraichard Translation and with new material by Louis Klemantaski (writing inside cover); Boss Kettering-The Wizard of General Motors (like new); International Motor Racing Book No 2: The Art and Science of Grand Prix Driving; Harley Earl (1st ed.); Speed with Style The Autobiography of Peter Revson; Mario Andretti World Champion (like new); James Hunt Against All Odds; Gentlemen, Start your Engines; The Magic of a Name; Colin Chapman The Man and His Cars (like new); Alan Jones Driving Ambition; Phil Hill Yankee Champion (new) (18)

\$300 - 400

11º

A grouping of mostly vintage Motorsports related titles,

The Classic Single-Seaters; Racing Cars; Ten Years of Motors and Motor Racing (signed by author - Charles Jarrott 1906); When The Coliseum Roared; Speed-The Book of Racing and Records; Grand Prix! Volume 1 1950 to 1965; Book of Racing Car Track Tests; OMNIBUS OF SPEED; Sports Cars 1928-39; Great Motor Sport of the Thirties; Grand Prix Championship; Classic Racing Cars The Post-War Front-Engined GP Cars; The Dream Machine, The Golden Age of American Automobiles 1946-1965; VINTAGE AND HISTORIC RACING CARS; HISTORIC MOTOR RACING; Power Behind the Wheel, Creativity and The Evolution of the Automobile. (16) \$300 - 400

12[°]

A collection of American racing titles,

Flat Out; 132 of the most unusual cars that ever ran at Indianapolis; Trans Am The Pony Car Wars 1966-72; Pontiac's Great One GTO; American Racing, Road Racing in the 50s and 60s; Offenhauser The Legendary Racing Engine...; Chaparral Complete History of Jim Hall...; The Miller Dynasty; Can Am; Shelby GT40. (10) **\$200 - 300**

A comprised lot of Motorsport history and racing titles,

Sports Cars 1928-39; A History of the world's racing cars; Fit for the chase – cars and the movies; A history Of Sports Cars; A History Of Grand Prix Motor Racing 1906-1951; Power And Glory; The Great Book Of Sportscars; The History Of Motor Racing; Great Motor Sport Of The Thirties; The Illustrated History of Sprint Car Racing Volume One (1896-1942); Indy Cars of the 1960s; The Checkered Flag 100 Years of Motor Racing; The Roaring Twenties An Album of Early Motor Racing (signed by author); 24 Heures Du Mans; Classic Racing Cars; All Colour Book of Racing Cars; Racing Cars; 50 Years of World Championship Grand Prix Motor Racing; Indy Seventy-Five Years of Racing's Greatest Spectacle (18) \$400 - 500

14°

A comprised lot of important Porsche related titles,

Porsche 356 (2 copies, both have writing on edges and dust jacket taped to inside); The Porsche 911 and Derivatives; Porsche; Porsche 356: Porsche: Brochures and Sales Lit. A source Book 1948-65 (signed by Richard Merritt); Performance Cars From Germany 1894-1965; Porsche (like new); The Compleate History Of The German Car 1886 to the Present; Porsche The Man and his Cars (1st British ed.); The Porsche Book; A BMW Celebration; BMW A History; Porsche - A Tradition Of Greatness; Alle BMW Automobile 1928-1978; The Survivors Series, Porsches for the Road; Porsche 356 & 550 A Pictorial History; The Complete Book of Porsche; Porsche Portrait of a Legend; Porsche The Fine Art of the Sports Car (20) \$400 - 600

15°

Super Stock Drag Racing the Family Sedan; Forty Years of Stock Car Racing (4 vols) (like New) (5) \$100 - 150

16°

A grouping of American marque car referance titles,

A Chronicle of the Auto Industry In America 1893-1946 (revised edition); Classic American Cars; The Pictorial Treasury of Classic American Automobiles; Cars Detroit Never Built; Great American Automobiles: America's 100 Year Love Affair with the Automobile; Great American Automobiles of the 60's: Chrome Glamour Cars of the Fifties: Classic American Automobiles: The American Design Adventure; Standard Catalog of American Cars 1805-1942 (1988); Encyclopedia of American Cars (ist edition); American Cars (writing inside front cover); The American Automobile A Centenary 1893-1993; THE AMERICAN CAR SINCE 1775; Great American Dream Machines; FLAT OUT; Custom Cars of the 1950s: GREAT MAROUES OF AMERICA (19) \$350 - 450

17º

A large grouping of Mercedes titles,

Mercedes-Benz 300SL; Mercedes-Benz 300SL Gull-Wing and Roadster 3 Liter, 6 Cylinder; The Mercedes-Benz Story Chilton's Sebring Series (1st ed. 1969) - most listed are 2nd ed.; THE MIGHTY MERCEDES; The Car of Kings (1st ed.-1967); THE MERCEDES-BENZ BOOK; THE COMPLETE HISTORY OF THE GERMAN CAR 1886 to the Present; THE SUPERCHARGED MERCEDES; The Mercedes Benz Racing Cars (writing on edges and DJ and other articles taped to inside); Volkswagon Bug! The People's Car; Mercedes-Benz The First Hundred Years (1st ed. 1984); Mercedes Benz The Supercharged 8 Vol.1 (like new); The Volkswagen Beetle; Mercedes-Benz Grand Prix Racing 1934-1955; The Vintage Volkswagen (15) \$600 - 800

18°

An good lot of Ferrari titles,

comprised of, Testarossa (1989-1990 sales brochure); Review/Preview 85/86; My Years with Ferrari; The Ferrari Legend 250GT Competition; Ferrari 250 Grand Touring Cars; Piloti, che gente (1983- limited ed. 2500), like new); Ferrari Design of a Legend; Ferrari (like new); Touring Superleggera Giant among Classic Italian Coachbuilders; Pininfarina Cinquantanni (10) **\$300 - 400**

19°

A grouping of Grand Prix racing titles,

Cinquante Ans de Voitures de Grand Prix Salon de L'Automobile, Oct. 1962; The British Grand Prix 1926-1976; Grand Prix Racing The Enthusiast's Companion; Directory of Grand Prix Cars 1945-65; Grand Prix World Champion 1962; Grand Prix World Champion; Monaco Grand Prix Portrait of a Pageant (like new); The History of Grand Prix Racing Power and Glory Vol. 2 1952-73 (new); History of the Grand Prix Race Car 1945-65 (9) **\$100 - 150**

20°

When Nuvolari Raced...by Valerio Moretti, 272 pages, includes many previously unseen photos of Nuvolari, the biography covers his racing and motorcycle racing history with ful accounts and records. \$200 - 300

Drink Compendiums, Fine Luggage & Picnic Sets

21°

A small cylinder German cocktail shaker, with leather case. \$50 - 100

22°

A large tapered English cocktail shaker, with case. \$50 - 100

23°

A Scotch and Whiskey traveling set,

each glass bottle marked with gilt lettering and fitted into a leather traveling case. \$75 - 100

24 No lot

25°

A Camalier & Buckley gentlemans briefcase, made in England, hand made in leather with cloth lining and leather hinges, solid brass hardware, with key. Together with a Brooks Brothers briefcase in moderate condition. (2) \$100 - 200

26°

A Mercedes-Benz suitcase,

Karl Baisch brand, plaid interior, honey brown leather exterior, in good overall condition; exact model identification cannot be certain, however the estate contained a 300S and a Gullwing. By Carl Baisch.

\$100 - 200

27°

A Mercedes-Benz suitcase,

Karl Baisch brand, plaid interior, honey brown leather exterior, in good overall condition; exact model identification cannot be certain, however the estate contained a 300S and a Gullwing. By Carl Baisch.

\$100 - 200

28°

A Mercedes-Benz 'hatbox' suitcase,

Karl Baisch brand, plaid interior, honey brown leather exterior, in good overall condition; exact model identification cannot be certain, however the estate contained a 300S and a Gullwing. By Carl Baisch.

\$100 - 200







29°

A Mercedes suitcase,

Karl Baisch brand, plaid interior, honey brown leather exterior, in good overall condition; exact model identification cannot be certain, however the estate contained a 300S and a Gullwing. By Carl Baisch.

\$100 - 200

30°

A Mercedes-Benz suitcase,

Karl Baisch brand, plaid interior, honey brown leather exterior, in good overall condition; exact model identification cannot be certain, however the estate contained a 300S and a Gullwing. By Carl Baisch. \$100 - 200

31º

A traveling four person cocktail set, German, c. 1920s,

comprising a nickel cocktail shaker, four nesting tumblers stacked inside each other, and three curved spirit bottles in a leather case. \$500 - 700

32°

A four person picnic set,

exterior in 'as used' condition, interior fitted with flatware for four, sandwich tin, tea cups and plates.

\$150 - 200

33°

A four person picnic set by Coracle, c. 1910, wicker basket, with lid and fall front opening to reveal fitted interior, with tea kettle, burner, saucers, metal food boxes, glass bottle, the lid with two knives and vesta case behind leather straps, some components missing. \$500 - 700

34°

A two person vintage picnic set,

black leather exterior with nickled locks and latches, interior is comprised of flatware for two, cocktail shaker, salt and pepper shakers, condiment containers and two cups. \$800 - 1,200

35

A fine and rare cased tea-set for two

persons, by Maquet, French, circa 1905, brown pigskin case, with gilt locks and catches and leather handle to lid, with hinged front doors, opening to reveal gray suede-lined interior, the upper section fitted with gilt accessories comprising wicker-handled kettle containing burner, with oil container and folding stand, wicker-handled tea-pot containing milk-jug and sugar bowl, many pieces stamped with maker's marks, with Toy-Le-Rosey bone china tea-cups and saucers contained in the lower section, and sugar tongs and pair of matching gilt teaspoons housed in the doors, the lid monogramed 'R.M.' and the case measuring 111/2ins wide. \$5,000 - 6,000

36

A cased picnic and tea set for four persons, by G W Scott & Sons, circa 1911,

black leather-cloth case, with nickelled lock, catches and handles to each end, with lid and fallfront opening to reveal wicker framework interior fitted with wicker-handled kettle and burner, two large wicker-covered drinks bottles, smaller glass milk bottle, spirits flask, Coracle ceramic based food box, another food tin, stacked drinking glasses in wicker frames, glass salt and pepper pots, gilt-edged cups by Bisto, Coracle ceramic butter and preserves jars, and rectangular enamel plates, with cutlery housed behind leather straps in the lid, the case 24ins wide. \$8,000 - 9,000

Automotive Art

37

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

38

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







39°

Two posters of the Grand Bahama Vintage GP by Simon,

signed by the artist and signed by Sterling Moss. *221/2x39ins. and 23x34ins.* (2) **\$300 - 500**

40°

A lot of three, 1990's Grand Prix posters, lot features a Grand Prix of Monaco 1993, a United States Grand Prix Indianapolis 2005, and

a Grand Prix of Canada 1998, both framed and glazed, approximately 18x25ins. \$100 - 200

41°

A lot of three motoring event posters,

lot includes a Medow Brook Concours d'Elegance poster which features a Stutz Bearcat together with Monterey Historics poster from the 1993 event and a 'Legends' event poster, all framed and glazed, *approximately 38x26ins.* **\$100 - 150**

42°

A 'Passage To Victory' print by Carl Hatern, signed, illustrates a rally Mini around a treacherous curve, framed and glazed. \$100 - 150

CRYSTAL BALACE DOCUMENT



48

38

43° A signed

A signed commemorative Shelby-Toyota 2000GT poster,

signed by Dave Jordan and Scooter Patrick, poster celebrating Toyota into its beginning of Motorsports, matted, frammed and glazed, 23x29ins.

\$150 - 250

44°

A Gulf Super No-nox pump plate,

porcelain enameled, white and orange text on blue and white base, *approximately 8x10 ins.* **\$150 - 200**

45°

An artist rendering of a 1926 Hispano Suiza 6B Phaeton. \$75 - 100

46°

A large Monaco Grand Prix print by Simon,

featuring a Bugatti Tupe 35 driven by René Dreyfus, signed by René Dreyfus as well as the artist. Artist proof, framed and glazed, *29x40ins*. **\$500 - 700**

47°

A framed poster of the *Car and Driver* 1968 cover, Italy vs. England, *27x36ins.* \$200 - 300





48

A Hispano-Suiza Flying Stork showroom display bronze after Frederik Bazin, signed 'F Bazin', casted bronze, mounted on large marble base, 13x7½in. \$3,000 - 4,000

49°

"Testa Rossa Testa Rossa" by Dennis A. Hoyt, number 7 of 450. \$100 - 200

50°

A triptic photograph of Stirling Moss at Reims, by Denise McCluggage,

a triptic monochrome photograph, depicting the 1959 French GP at Reims where Stirling Moss in his BRM P25, disqualified for receiving outside assistance pushing his car, artfully matted, framed and glazed. \$300 - 400

Denise McCluggage is an American auto racing driver, photographer, award winning journalist and author. Her racing achievements (whilst donning her trademark white helmet with black dots) included winning the Grand Touring category at Sebring, a class win in the 1964 Monte Carlo Rally, and competing at the Nurburgring. She is the only female to be inducted into the Automotive Hall of Fame and her weekly syndicated column called "Drive, She Said" appears in some 90 publications throughout the U.S. and Canada.





62



58

63







51°

A 'Hell On Wheels' movie poster, c.1967, a Will Zens picture featuring Marty Robbins, multi-colored illustration of cars at speed, matted, framed and glazed, 50x36ins. overall. \$100 - 200

52°

A grouping of Japanese marque car posters, lot includes a promo poster for the new Miata, a mazda poster with their Motorsport Effort cars and a Nissan Z poster signed, all framed and glazed. \$150 - 250

53°

Two Michael Schumacher F1 posters,

features an autographed Camel team poster with letter of authenticity, together with a Brembo advertising poster illustrating a profile view of Schumacher's F1 Ferrari, both framed. This lot also contains an Indianapolis 500 poster from 2005, signed, framed and glazed. \$150 - 300

54°

A Japanese 'Grand Prix' movie poster, c.1967, a Japanese version of 'Grand Prix' featuring James Garner, poster illustrates F1 cars at speed and thumbnail images of the cast in a vertical format, framed and glazed, 65x24ins. overall. \$150 - 250

55°

A 'Speed Crazy' movie poster, c. 1958, great imagery and bold colors, professionally linen backed, 27 x 41 ins. \$400 - 600

56°

A 'Dans l'Enfer de Monza' (Formule 1) movie poster, c. 1972,

an Italian/German co-production known as 'Nell'Inferno del Grand Prix' or 'Formel 1', or 'Maniacs on Wheels'. Featuring Graham Hill and Giacomo Agostini in the movie and both of them on this poster. A significant amount of stock footage from the 1968-69 F1 seasons makes this movie, professionally linen backed, framed and glazed, 69x52ins. overall. \$300 - 500

57 No lot

58°

An original 'Speed to Spare' movie poster, c. 1937,

features period artwork by Harry Charle, depicts a collage of two period race cars at speed, a helmeted driver and a speedometer, framed, approximately 29x33ins. \$400 - 600

59°

A large, French 'Grand Prix' movie poster, c.1967.

The film includes real-life racing footage and cameo appearances by drivers including Formula One World Champions Phil Hill, Graham Hill, Juan Manuel Fangio and Jim Clark; framed and glazed, 69x52ins. overall. \$300 - 400

60°

A large Fangio movie poster. c.1981,

stunning advertisement with the Maserati 250F for Hugh Hudson's Fangio biographical film, featuring Juan Manuel Fangio, framed and glazed, 63x47ins, overall, \$800 - 1,200

The movie was banned in most countries because Hudson and the producer. Volpi reluctance to pull some of the more horrific accident footage at the censors request.

Fine Automobilia & Collectibles

61°

A Dobbs & Co. Hat box with motoring scene, c. 50s

vintage hat box with brass riveted leather strap and brass buckle, motoring scene depicts 20s era Fifth Avenue New York City, complete with Customs stickers and Holland America Cruise line baggage labels, some wear typical of use, approximately 15 x 13in. \$75 - 100

62°

A ceramic race car tea pot

off-white crackle glaze with silver details, approximatley 9 ins. long. \$100 - 200

63°

A WW1 tank tea pot,

green color with black accented tread, cannons and numbers, in good order, 10 1/2 ins. long. \$100 - 200

64

A type I and II Curta calculators,

these Curta calculators were popular amongst Rally car drivers during the 60s 70s and 80s; used to determine time-speed distance and aid computation of times to checkpoints and distances off courses, both models with metal (plastic crank), all components are original complete with aluminium case on type 1 and plastic case on type II, and outer leather case. (2) \$1,500 - 2,500

65

A Gallet c. 1950s Indy 500 Race Official's Dual Timer.

timer includes two Gallet 3-second stop watches with 2-minute smaller dials, the face has the USAC shield, paired in a plastic case marked Champion. \$3,000 - 4,000

66°

A rare Michelin 'Bibendum' cast iron bank.

painted white with yellow and blue sash, approximately 6in tall. \$100 - 200

67°

A novelty Gilmore Model Gas Pump. a small replica to the classic visible pumps. \$50 - 75

68°

A Winner cut plug Tobacco tin, c. 1910, tin painted, tobacco tin with early race graphic, 7½ x 4 x 5in. \$75 - 100

69°

A lot of 2 decorative motoring scene plates, c. 1910,

an orange luster plate with the classic female motorist driving, underside of plate sttamped 'D. E. McNicol Pottery Co.' approximately 8in. diameter, together with a blue luster plate with a motoring scene featuring four motorist in an open-seat roadster, 7in. diameter. \$75 - 100

70

A Rolls-Royce radiator spirit decantor by Ruddspeed,

chromed with chrome grill, enamelled radiator badge, 8 ins. high. \$400 - 600

71

A Bugatti radiator spirit decantor by Ruddspeed,

chromed with black grill, enamelled radiator badge, 8 ins. high \$600 - 800

72

A Bentley radiator spirit decantor by Ruddspeed,

chromed with British racing green colored grill, enamelled radiator badge, 8 ins. high. \$400 - 600

73

A Bugatti radiator spirit decantor by Ruddspeed.

chromed with chrome grill, enamelled radiator badge, 8 ins. high. \$600 - 800

74°

Four British License plates, JKF 899, QF 6243, ABT 6, BUH 665. \$75 - 100

75°

A collection of Michigan license plates, 1965 through the present,

collection includes mostly new old stock, in envelope, various pairs through the mid-sixties to the present, the collection includes 10 matching sets of 1976 commemorative plates (considered to be the best of the Centennial series out of all fifty states), some in weathered condition from use. (Qty) \$400 - 600

76°

A collection of Michagan licence plates, 1921-1962.

with the exception of 1943 all following years plates have a consecutive year represented. Please note the 2 for 1949, 2 matching sets for 1959 (one with the 1961 tab), matching set for 1962, also note the red tone for 1922 verses the more commonly found brownish tone; condition varies throughout but mostly in good order with light surface issues. In addition to the plates there are the matching key chain "return if found" tags with plates that are availiable in the collection, approximately years 1957-62 and additional corner year tabs for 60, 61, 63, 64. (45) \$400 - 600

Models & Toys

77°

A set of Keystone toy trucks,

a fire pumper and an incomplete wrecker, weathered. \$50 - 100

78°

A 1/24 scale model of a airstream trailer by Franklin mint,

Diecast many fine features such as screen door all interior fixtures And a canvas canopy, Virtually new in box \$75 - 100

79°

A comprised lot of various 'Mini' models, \$150 - 200

80°

A 1:6 scale model of a 1896 Ford Quadracycle By Franklin mint, diecast, green suede seats, real rubber tires, fine detail, in original box.

\$75 - 100









81°

A 1:6 scale model of a 1931 Bugatti Royale Coupe De Ville By Franklin mint, Fine details leather and fabric seats many components, Virtually new in box. \$75 - 100

77

82

A Poscher 1:18 scale model of a Rolls-Royce, Finley detail die-cast and plastic model originally assembled from a kit. \$1,000 - 1,500

83°

An antique childs pedal car, c. 1910,

mostly constructed of pressed steel and wood painted red with a yellow grille inscribed with "Pierce" on the front, wire wheels, imitation gear shiftand headlamps, thwe wooden steering wheel has a broken section; the seat appears to have been replaced at some point in its life and its also belived to have been repainted. \$600 - 800

A Fine Selection of American-Themed Mascots from the **Margolis** Collection

84

A lot of three Americana tin painted flag mascots and radiator embelishments, comprised of a 'Be Pro Yankee, 1917,'Auto Spin Flag Co. NY' and an 'Auto Spin Flag. on Moto Meter. (3) \$300 - 400

85

A collection of American themed mascots, comprised of an American Eagle on Shield by LVA, c. 1915, mounted on cap with period flag, mounted on Bakelite radiator cap; An American Automobile Club of America Badge, chrome plated brass with cloisonné U.S. flag an A.C.A flagon reverse mounted on winged radiator cap; together with an alloy eagle on shield, mounted on a period cap. (3) \$1,500 - 2,000

86

An 'American Eagle' by L.V. Aronson, American, 1919,

marked 'Made in the USA' and LVA 1919, alloy cast and chromed with an enameled flag, in good original condition, 8 1/2 ins. wingspan. \$600 - 800

87

An 'America First' Uncle Sam by L.V. Aronson, American, 1917,

produced by Deluxe radiator cap of Bethlehem P.A., heavy, zinc die-cast, reads "America First" on his lapels, hand painted in period with some loss typical of age, 8 ins. high. \$1,500 - 2,500

"America First" was the motto of the isolationist movement that opposed Americas involvement into World War I. Many mascots represented this motto and other patriotic themes of the period. Uncle Sam was naturally a favorite.

88

An 'Uncle Sam' Justice Humanity mascot by L.V. Aronson, American, c. 1915, alloy diecast, red, blue and gilt painted, on period base, 6 1/2 ins. high. \$800 - 1,000

As seen in William C. Williams Motoring Mascots of the World page 202.

89

A 'U.S. First' Uncle Sam mascot, American, c. 1915.

marked Christiansen, cast alloy, depicts Uncle Sam raising his hat unpon a shield in which reads U.S. First, mounted on its original dog bone style cap, 6 1/4 ins. high. \$250 - 350

90

A 'Sesquicentennial Liberty Bell' radiator embellishment, c. 1926,

alloy cast bell and yoke designed after the Liberty Bell, fitted with three flags, mounted to a special radiator mount riser and topped off with a Hupmobile branded Boyce Moto-Meter, approximately 11 ins. high. \$250 - 350

91

A 'winged bomb' with flag assembly hood ornament, c. 1920s,

mostly brass constructed with a red, tin bomb, original flags in place, in exceptional condition for its age, mounted on a wood display, 11 1/2 ins high overall.

\$800 - 1,000



























101



107

92

An 'Uncle Sam' radiator accessory with flag, cardboard constructed with lithographed 'Uncle Sam' design on both sides, believed to be an original from 1917, 12 ins. high. \$400 - 600

As seen on page 60 of Dan Smiths, 'Accessory Mascots'.

93

A "Spirit Of St.Louis" radiator cap embelishment, American, c. 1927,

104

originally a dealer giveaway commemorating Linburgs flight accross the Atlantic, tin painted, holds seven American flags and is mounted on a large Boyce Moto-Meter and period radiator cap, some wear with age to paint, flags appear to be original, 6 3/4 in wingspan. \$600 - 800

As seen on page 61 of Dan Smiths, 'Accessory Mascots'.

94

An 'Erie Pennsylvania' radiator cap mascot with flag, American, c. 1915,

marked A.P.H. Dayton. O. Pat Pend., cast alloy, with ERIE PA. molded into a circle and fitted with a flag, mounted on an early radiator cap, 10 ins. high. \$300 - 400

95

105

A 'Liberty Bell Sesqui 1776-1926' mascot, American, c. 1926,

106

marked Keystone Products Corp., Pottstown, Pa." zinc die-cast, wired for illumination in upper yoke and bell can be rung from dash, blue and red jeweled top, in exceptional condition for age, mounted on a 'dogbone' radiator cap, approximately 6ins. high. \$1,500 - 2,500

As seen in Dan Smiths Accessory Mascots page 94 and William C. Williams Motoring Mascots of the World page 221.

96

A brilliant American Seal themed mascot by Gorham & CO., American, c. 1930s,

marked Gorham Co. Q3477, finely casted bronze, exceptional detail emblazoned with our nations motto "E Pluribus Unum," cloisonné is still in remarkable condition for its age, mounted on its original Bakelite radiator cap, this piece is truly fit for an American dignitary, 6 1/2 ins. high.

\$3,500 - 4,500

97

A 'flip cap' Capitol Cap #3 with Moto-Meter, marked Capital Cap 3, solid brass construction, depicts the domed roof of the U.S. Capitol Building with wings, Moto-Meter is missing front and back lenses, in good order, 4 3/4 ins. high \$600 - 800

As seen on page 62 of Dan Smiths, 'Accessory Mascots'

98

A 'Sesquicentennial Liberty Bell' hood ornament,

cast alloy with brass bell and tin painted windmill, this hood ornament is the Liberty Bell celebrating 150 years of independents, 6 1/2 ins. hiah.

\$800 - 1,000

As seen on page 59 of Dan Smiths, 'Accessory Mascots'.

99

A scarce pre-war patriotic Mickey Mouse mascot depicting the early Disney cartoon character, c.1930s.

marked Walt Disney Prod., original paint over solid brass, missing flag, attached to a period radiator cap, 41/4ins. high overall. \$3,000 - 5,000







112





114 (reverse)

100

A very rare pair of 'Uncle Sam' mascots, American, c.1915,

comprised of a 1917 enameled whirligig (Spinning Arms) mascot, alloy cast with some paint loss, mounted on a period radiator cap; together with an enameled Uncle Sam hood ornament, delightfully painted in red, white and blue with a yellow vest, some wear with age but in overall good condition considering, both mascots approximately 6 1/2 ins. overall. \$1,500 - 2,500

As seen on page 59 and 62 of Dan Smiths, 'Accessory Mascots'.

101

An articulated Eagle with flapping wings Nite-lite Moto-Meter, American, C. 1920's, alloy casted eagle, enameled red, white and blue, mounted on a 'dog bone' radiator cap, experiencing some paint loss, 12 ins. wingspan. \$1,000 - 2,000

As seen on page 108 of Dan Smiths, 'Accessory Mascots'.

Motoring Mascots

102

113

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

103

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

104

A 'Cowboy on a horse' mascot by Rene Papa, c. 1925,

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, 81/2in. high overall. \$5,000 - 7,000

105

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. \$3,500 - 5,000

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

106

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. \$6,000 - 9,000





107

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

solid copper, stamped 1. 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. \$9,000 - 12,000

\$9,000 - 12,0

108

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.* **\$5,000 - 7,000**

109

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.* **\$4,000 - 5,000**

110

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, 61/2in. high.

\$4,500 - 6,000

111

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 81/2in. high overall. \$3,000 - 4,000

112

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* **\$7,000 - 9,000**

113

A rare Art Deco 'Pegasus' mascot, by F Bazin, French, circa 1925,

stamped 'F.Bazin' to left side of base, nickelled bronze, rare larger version of the mascot depicting a stylized winged horse, 6ins high, mounted on a turned wooden display base.

\$5,000 - 6,000



A Royal Automobile Club d'Egypte enamelled car badge, 1924,

lacquered solid nickel, double-sided Type 2 badge in the form of a gear cog, based on the Automobile Club de France badge, with winged scarab design to base and surmounted by Royal Crown emblem, with enamelled center to each side, one with blue enamel ground and nickelled Sphinx and Great Pyramid design and with script in English/French, the other side with green enamel ground and Kingdom of Egypt three-star and crescent moon national flag design and with script in Arabic, stamped 381 to one side of base, 6ins high, mounted on a turned wooden display base. **\$5,000 - 6,000**

An example of this badge is illustrated on page 206 of the reference book Jan Sarnesjo: The World of Car Badges.

115

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, *11½in. high overall.* **\$16,000 - 20,000**

116^Ω

An Art Deco 'Draped Nude' glass mascot, by Lucile Sevin for Etling, French, introduced 1932,

in blue/white opalescent glass with amber core, moulded 'Etling France 50' to side of stepped base, depicting graceful draped female standing holding her dress out, with her head held to one side, 8ins high, together with a stepped nickelled display mount. **\$8,000 - 9,000**

117°

A 'St. Christopher' clear glass mascot, by Rene Lalique, French, 1928, previousley in the ownership of John de Campi with a custom base bearing his name, 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, *4¾ in. high.* **\$1,000 - 2,000**

118

A 'Chrisis' glass mascot by Rene Lalique, French, 1928,

stenciled 'R. Lalique France' to 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 - 5,000**



A fine 'Perche' mascot in amber glass by René Laligue, French, 1929,

a rare amber glass version, moulded and etched R.Laligue France to side, first introduced April 20th, 1929, catalog number 1158, 41/2in. high. \$4,000 - 6,000

120

A 'Levrier' glass mascot by Rene Lalique, French, 1928,

intaglio moulded, signed R.Laligue France, clear and frosted mascot featuring a running Greyhound molded in a plaque, R. Lalique in glass at lower quadrant of mascot, first introduced March 14th, 1928, catalog number 1141, 7¾in, long, \$7,000 - 10,000

121 A rare 'Victoire' glass mascot with an

amethyst tint by René Lalique, French, 1928, complete with Pierce Arrow radiator mount, this model is also known as 'Spirit of the Wind', molded in relief signature R Lalique on the nape of the neck, some damage can be noted to the chin and base, on custom ebonized wooden base, first introduced April 18th, 1928, catalog number 1147, approximately 101/2in. long. \$8,000 - 10,000

122

A 'Petite Libellule' glass mascot by Rene Lalique, French, 1928,

frosted and polished glass, first introduced on April 28th, 1928, catalog number 1144, approximately 61/4 in. long. \$10,000 - 15,000

Miscellaneous

123°

A Rock-Ola "Magic-Glo" Jukebox, model 1428, 1948,

beautiful art deco styling, deep colored red and green and color animation, features cabinet plastics, and "animation" in their form of a revolving color cylinder in the center of the front door, complete with a selection of 78 r.p.m. records, measures approximately 29" deep x 20 1/2" wide x 60" tall. \$1,000 - 2,000

124°

A beautifully restored child's boat ride, c.1950s.

originally produced by W.F. Mangles Co. Coney Island NY, this complete restoration in its finest capacity features red, white and blue paint with freshly re-chromed ships wheel and water cannon, hand painted Coney Island Amusement park scene on base, electric powered motor makes this fully functional by the touch of a button.

\$4,000 - 6,000



122











132









133





140



143

Parts & Spares

125°

A Mile Master testing unit, appears intact with original cables. \$75 - 100

126°

A vintage Westinghouse battery charger, c. 1920s, appears complete in original box. \$50 - 100

127°

An illuminated traffic signal, basic traffic signal with shades, working on 110 volt power. \$200 - 300

128°

Two lever arm shock absorbers for an Aston Martin DB4, (2) \$100 - 200

129° A distributor for an Aston Martin DB4, \$100 - 200

130°

A lot of tune up equipment, inductive timing light, remote starter switch and an ignition analyzer. \$75 - 100

131°

A grouping of Penske automotives testers,

compression tester, automotive analizer with instructions and a Penskie fuel pump pressure tester. (3) \$100 - 150

132° BMW or Frazer Nash 319 Engine block #55084 \$8,000 - 12,000

133° A BMW Motorsports M1 engine with associated parts. internal condition unknown. \$4,000 - 6,000

134°

142

A good radiator for a Bentley 4 1/2 liter, looks freshly recored and unused. \$1,000 - 2,000

135° A brass Pyrene fire extinguisher. \$50 - 100

136°

A set of Tripp Speed lights, self leveling, good for a restoration, 8in. lens. (2) \$100 - 150

137°

A large assortment of Mini-Minor parts, accessories and spares,

mostly new old stock and in original boxes, Lucas headlight chrome bezels, hubcaps, gas and oil caps, gearbox conversion kits, and more. \$400 - 6,000



146





147



149



150

155



138° A Volkswagen beetle roof rack. \$200 - 300

139°

A Mercedes 540K oil sump. \$400 - 600

140°

Two Bugatti type 57 seats,

in original condition, chromed tube construction with original leather still intact but a bit worn and dry. Removed from a Graber bodied Galibier sedan. \$1,000 - 2,000

141°

A box of 60s era Corvette parts and accessories, ignition wires, exhaust tubing, Radio, fuel pump rebuild kit's, brake parts, etc. \$300 - 500

142°

A 1958 Chevy small block head, new (right side) exhaust manifold with new AC oil filter S-6 attachment with carburetor attached, appears in good order with tape over the intake on the carburetor, air filter intake and two Chevy valve covers. \$800 - 1,000

JOOD 1

143°

A set of four Kelsey Hayes Chevrolet Wheels, stamped 14x5J, suitable for 1965/66 era Chevy muscle cars, burgundy rims with hubcaps. (4) \$4,000 - 6,000

144°

A set of freshly refurbished 1951 MG special wheels (4) \$1,500 - 2,500

145° A set of freshly refurbished 1951 MG special wheels (6). \$2,000 - 2,500

146°

A lot of two Campagnolo BMW M1 8 x 16 ET 395, little to no wear, in original boxes. (2)

\$2,000 - 4,000

147°

A set (4) Ferrari 275 GTB magnesium Campagnolo wheels with period tires, \$8,000 - 10,000

148°

A lot of three Porsche 356 wheels, 14.5 Lemmerz,

original stock Lemmerz wheels, in "as used" condition, with used tires. (3) \$800 - 1,200

149°

A lot of two BMW 328 wheels,

in "as used" condition, one wheel is a smooth, stock wheel and the other is a racing style wheel, both with worn tires. (2) \$800 - 1,200







































150°

A Lagonda rear transaxle, appears to be in good order, inner working condition unknown. \$1,000 - 2,000

151°
A vintage oil tin holder with vintage Riciline
Oil tin circa 1930s,
some wear and rust with age.
\$75 - 150

152°

A large grouping of Volkswagen Bus,parts and spares, comprised of 2 wheel covers, radiation hoses, original oil and gas caps, dash clock, ashtray, interior fixtures and more. (Oty)

\$300 - 400

153° A set of reproduction Porsche 356 headlight grills new in box with hardware. (2) \$100 - 200

154°

Two turn signal stocks and a rear view mirror for an Aston Martin DB4, (2) \$100 - 200

155°
A matching set of Marchal headlamps with original lenses ABTP 360
appear to be in good working order with good lenses and amber bulbs. (2)
\$150 - 250

156° A set of Lucas WLR576 Rally lights, very good original condition, made in England. (2) \$100 - 150

157°
A pair of Lucas LR576 driving lamps, lenses in good, original condition, made in England. (2)
\$50 - 100

158° A valve cover for a Mercedes K, \$100 - 200

159°
A set of rear hubcaps for a Locomobile steam car, c.1901
weathered condition, good for a resteration. (2)
\$75 - 150

160°

An original BMW 328 luggage rack, appears to be in original condition with original leather straps and buckles (one partial strap missing), chrome in weathered condition. \$1,000 - 2,000 161° A good Radiator for a Bentley 6 ½ or Speed Six, looks freshly recored and unused. \$1,000 - 2,000

162° An early Dunlop wheel wrench, \$50 - 75

163°

A good pair of Cadillac rear view mirrors, \$100 - 200

164°

An Ammeter by American Eveready, high quality early ammeter, nickel plated. \$50 - 100

165° A pair of Su u6 carburetors with linkages and lines, believed to be for a Jaguar. \$100 - 200

166°

A pair of Cadillac V16 hubcaps, appear to be 30-31 style. \$100 - 200

167° An accessory "Master Vibrator" coil box, \$50 - 75

168°
A Bosch DU3 magneto,
an unusual magneto for a three cylinder engine,
some minor pieces missing.
\$50 - 75

169°

A high quality early Ammeter, nickel plated with beveled glass lens. \$50 - 75

170° A Panhard and LeVasseur updraft carburetor, \$100 - 200

171° A Bosch "trouble light" in original box, \$50 - 75

172° A Bosch "A" coil, \$100 - 200

173° A "Pipe" style bulb horn, \$100 - 200

174° Two motoring horns, a Klaxon horn together with a modern brass bulb horn. (2) \$100 - 200 175° A Rolls-Royce Phantom II Carburetor, appears to be fully restored. \$300 - 500

176°

A Dietz-Orient Oil side lamp, three tiered chimney in good order. \$100 - 200

177°

A Pair of Solar Dual side lamps, suitable for American cars 1912-1915 including some Stutz models. \$100 - 200

178°

A pair of large "the Neverout" side lamps, a good example, nickel plated with visors – some cracking. \$100 - 200

179°

A pair of Solar gas headlamps, appears in good order, medium sized. \$100 - 200

180°

A pair of large brass gas headlamps with Simplex emblems, some damage to one rim and one lens is broken. \$100 - 200

181°
A pair of "The Climax" small gas headlamps, high quality lamps by Sibley and Pitman NY.
\$200 - 300

182° A pair of Dietz #8 gas lamps, in good order, medium to large size. \$100 - 200

183° A Dietz "Naval Type" spot lamp with bracket. \$100 - 200

184° A Steel bodied acetylene generator. \$100 - 200

185° A Tonneau mounted umbrella basket. \$50 - 100

186° An original Mercedes 300sl emblem, \$50 - 100

187°

An Extremely rare Zenith 105dc carburetor, dual throated updraft carburetor suitable for 1929-32 Stutz cars and some others. Looks to be free of cracks. \$500 - 700







192

188°

A nose for a BMW 507 roadster, newly made from aluminum.

189°

A starter for an Aston Martin DB4. \$100 - 200

190°

A Bosch "A" coil, a rare version. \$100 - 200

191°

A Auto-Vac appropriate for a Rolls-Royce. \$200 - 300

192°

A Bosch ZR6 Twin Spark magneto. \$200 - 400

193°

A Simms Twin Spark six cylinder magneto. \$100 - 200

194°

A Bosch ZR6 Dual magneto, bronze body in good cosmetic order. \$200 - 300

195°

A Ford V8 "Motor Show" cutaway engine, motorized display mounted on elaborate stand. \$400 - 600

The Property of Alec Ulmann

Bonhams is proud to offer this archive of reference material, literature and artwork, all coming from the family of the late Alec Ulmann, the founder of Sebring International Raceway, and noted Hispano-Suiza and Mercedes enthusiast and archivist. (Lots-196-272)

196°

A selection of motorcycle related books. (Qty) \$100 - 200

197°

A group of motorsport related titles. (Qty) \$100 - 200

198°

"The Checkered Flag" by Peter Helck. missing dust jacket. \$100 - 200

199°

"My Two Lives" by René Dreyfus with Beverly Rae Kimes,

inscribed by both authors with personal notes to Alec and Mary Ulmann. \$200 - 300

200°

A good selection of Ferrari titles,

including "Ferrari" by Hans Turner, "Berlinetta Lusso" by Miska, "Ferrari Testarossa" by Finn and the "The Ferrari Legend: The Road Cars" by Prunet. (Qty) \$600 - 800

201°

A group of Ferrari titles,

including "Ferrari Testarossa" by Finn, and "Le Ferrari" by Rogliatti. (Qty) \$200 - 300

202°

A set of "La Suisse Sportive"

May 1908 - December 1918, library bound, embossed 'Alec Ulmann' on covers. \$500 - 1,000

203°

High quality reprints of "L'Automobile Théorique et Pratique", by L. Baudry de Saunier, vols. 1 and 2. \$100 - 200

204°

A large grouping of Automobile Quarterly and The World of Automobiles, comprised of an almost complete collection of AQ and The World of Automobiles. (Qty) \$200 - 300







205°

A general selection of motoring titles. (Qty) \$100 - 200

206°

A group of motorsport related titles. (Qty) \$100 - 200

207°

A good lot of Sebring related books and programs,

including "The 12 Hours of Sebring Prgrams from 1965-1972", library bound, two copies of "The Sebring Story" by Alec Ulmann, including Mr. Ulmann's personal corrected and proofed copy. Also includes "12 Hours of Sebring 1970" by Hurst, and "12 Hours of Sebring 1965" by Friedman/Hurst. (Qty) **\$200 - 300**

208°

A library bound collection of 'Bulb Horn'. \$300 - 400

209°

Ken Dallison: The First Century - Portraits in Celebration of the Daimler-Benz Centennial, 1886-1996, signed,

limited edition of 2000, black leather with embossed Mercedes-Benz logo, finely illustrated throughout with fifty full-page color illustrations of Mercedes-Benz vehicles, some spotting to linen-backed case, in good order. **\$400 - 600**

210°

Two good Dalton/Watson titles,

"Bentley" by Johnnie Green and "Rolls-Royce: The Elegance Continues", two pamphlets relating to Bentley and Rolls-Royce also included. (4) **\$100 - 200**

211°

A good collection of early Ford racing and speed equipment catalogs,

including Arthur Chevrolet/Frontenac catalog, Green Engineering, Hal Hosterman and a book entitled "The Ford As a Racing Car" by P.W. Cornelius. Items in rough condition but still usable. (Qty) **\$300 - 500**

212

Four unusual motoring auction catalogs. (4) \$100 - 200



213º

A rare Melton Museum catalog,

personally inscribed to Alec Ulmann, signed by James Melton, a rare catalog of pioneering collector James Melton's cars. **\$100 - 200**

214°

Four Clement Cycles catalogs, covering both motorcycles and bicycles, appear to be from 1893 - 1914. \$200 - 300

215°

Two early French automobile catalogs, including a Delauney Belleville 1911 and La Buire. \$200 - 300

216°

Two rare Bosch magneto ignition for motorcycles catalogs. \$100 - 200

217º

"Bugatti: Le Pur-Sang des Automobiles", by H.G. Conway, third edition. \$100 - 200





ST. AVY WRITE CONDUMY - FERRE NELAK 65 22104 22,040

224

225







232









238



218°

A 1940 ARCA road racing regulations book, copy issued to James Clemenger, some staining on pages. An extremely rare publication of the pre war American road racing club. \$400 - 500

219°

A pair of Hispano-Suiza hood panels with a special cartoon for Mr. Ulmann,

panels read " Anyone who would paint a beautiful Hispano this color, ought to have it repainted" and "Flip, A.E.Ulmann, the only man to barrel roll a Hispano Suzia."(2) **\$100 - 200**

220°

An original watercolor of a Bugatti type 35 by Ken Dallison,

well illustrated and artfully matted and framed. **\$400 - 600**

221°

A RussoBaltique C55 scratch built model of the 1912 Monte Carlo Rally car, scratch built model celebrating the RussoBaltique C55 success at the 1912 Monte Carlo Rally, finely detailed and complete with custom carrying case.

\$1,000 - 2,000

In January of 1912 two brave Russian drivers won nine awards at the second Monte Carlo rally.

222° An early motoring themed plate, made in Belgium. \$100 - 200

223°

An original poster for the 1969 12 Hours of Sebring, framed. 31" x 25" \$100 - 200



240

224°

A "I'm Going to See You in my Voisin" Voison advertising poster, original 1922 "I'm Going to See You in my

original 1922 "I'm Going to See You in my Voisin," framed and glazed. **\$200 - 400**

225°

A framed Peter Helck illustration of a Renault Racing Car,

ink, gouache and pencil on paper, inscribed: "To my exuberant friend Alec, promoter of modern motorsport, but who's heart belongs to racing's earliest days. Cordially, Peter Helck, 65". \$800 - 1,200

226°

A large quantity of rolled Sebring posters. (Qty) \$300 - 500

227°

A large quantity of motorcycle files, information on various early makes of

motorcycles, including Club magazines, some original material, photographs. (Qty) \$200 - 300

228°

A large quantity of Sebring programs. (Qty) \$300 - 500

229°

A group of Mercedes related historical files,

Ullman was a known authority on Mercedes Benz and this lot includes several copies of his book on the history if the marque. The file contains, photographs, articles, notes and extensive historical information. (Qty) **\$300 - 500**



241

230° A large quantity of photographs, 2 are framed. (Qty) \$200 - 300

231°

A portfolio of prints entitled "Historic Racing Cars 1907-60" by George Oliver. \$100 - 200

232°

An extremely rare erotic motoring illustration by Peter Helck,

ink on vellum, inscribed "To Alec, with hopedfor chuckle". Signed 'Peter Helck', additionally 'Helck', depicting a nude woman posed with early chain-drive car with unusually voluptuous coachwork. 4" tear at bottom. Framed. 18" x 20"

\$1,000 - 2,000

233°

An original poster for the 1969 L&M Gran Prix, framed. 31" x 25"

\$100 - 200

234°

An original poster for the Sebring Grand Prix of the United States, framed. 27" x 22" \$300 - 500

235°

An original 1963 12 Hours of Sebring poster, some defects to paper, framed. 25" x 33½" \$200 - 300

236°

An original poster for the Sebring Grand Prix ball, paper and color in good condition, framed. 20¹/₂" x 28¹/₂" \$200 - 300









244

245



246

237°

An original 1958 Sebring poster,

paper and color in good condition, glazing is gone, framed. 26" x 36" \$200 - 300

238°

An original 1959 12 Hours of Sebring poster, colors good, minor damage to paper, framed. 26" x 36" \$200 - 300

239°

A pastel and ink painting of a Beechcraft at 10 by Eric Sloane, signed. 14" x 18", framed: 221/2" x 26" \$800 - 1,200

240°

A painting depicting a Ford GT40 by Dion Pears, oil on canvas. painting: 36" x 30", framed 36" x 42"

241°

\$1,000 - 2,000

A painting of the 1933 Mille Miglia by Dion Pears,

oil on canvas, depicting the class winning K3 MG driven by Count Giovanni Lurani and Captain Egston, framed. print: 24" x 36", framed: 31" x 431/2" \$1,000 - 2,000

247

242° "La Quatrieme Arme", unsigned, unframed. 13¹/₂" x 26³/₄" \$100 - 200

243° "Circuit European" by Gamy, lithograph with pochoir, unframed. 18" x 36" \$200 - 400

244°

"Meeting de Deauville" by Gamy, lithograph with pochoir, depicting a farm and seaplane, unframed. 18" x 36" \$200 - 400

245°

"Circuit de L'est" by Gamy, lithograph with pochoir,

"Paris Troves Nancy Mezieres Amieus Paris", depicting a Bleriot aircraft, unframed. 18" x 36" \$300 - 500

246°

"Coupe Vanderbilt" by E. Montaut, lithograph with pochoir,

"Le Match Gabriel - Long Island Railroad Au Passage a Niveau d'Hicksville", unframed. 18" x 36" \$400 - 600

247°

A Vanderbilt Cup racing scene oil painting, by Peter Helck. on board, unframed, signed on bottom right. 16" x 20"

\$4,000 - 6,000

248°

A plate from the Dog House Club. featuring many printed autographs of Grand Prix drivers. \$50 - 75

249°

A set of motoring prints, published by Henry Austin Clark, approximately 26, some duplicates included. (Qty) \$100 - 200

250°

An original letter from Peter Helck to Alec Ulmann,

with an original illustration, and signed 'Peter', dated June 9, 1966. 8½″ x 11″ \$200 - 300

251°

A group of motoring badges and emblems, including a Salmson badge, a 1965 Targa Florio badge, an FFAE badge and two badges from the 1964 ADAC 1000km. (Qty)

\$300 - 500

252°

An autojumbler's lot, including motoring badges and patches, flags, fobs, and pins. (Qty)

\$100 - 200

253°

A motoring vanity case, monogrammed 'E.U.', with canvas cover, appeared complete with all silver hallmarked toiletry items present, English made. \$300 - 500

254°

A group of Sebring related memorabilia,

including a patch and badge for the 12 Hours of Sebring, a press badge for the Florida GP, two ARCF badges and three Florida GP decals. (Qty) \$200 - 300

255°

An armband from the 1971 24 Heures Du Mans.

a commissaire sportif along with an FIA mile book written in French. \$100 - 200

256°

A Nürburg-Ring enamel badge. \$200 - 300

257°

A VMCCA award presented to Alec Ulmann.

inscribed: "To Alec Ulmann: The spark plug, motor and driving chain of antique car enthusiasts from the members of the VMCCA", depicts nice relief of early race car. \$100 - 200

258°

A small collection of original race programs. from Targa Florio, Monaco GP, Bridgehampton, etc. (7) \$200 - 300

259°

A large group of Sebring photographs and programs. (Qty) \$800 - 1,200

260°

A quantity of materials relating to racing in Argentina in the 1950s, Including photographs, programs, start lists and numerous correspondence. (Qty) \$200 - 300

261°

A large collection of aviation materials, primarily photographs. (Qty) \$100 - 200

262°

A small collection of archived materials relating to Packard Aero engine powered cars, includes photographs and technical materials. (Qty) \$300 - 500

263°

A large quantity of Sebring photographs, several boxes of mounted 35mm transparencies, contact sheets, large formats as well. (Qty) \$800 - 1,200

264°

A large quantity of Sebring related archives and programs. (Otv) \$1,000 - 2,000

265°

A large quantity of miscellaneous automobile files,

material is related to a wide range of makes and models. including photographs, magazines and programs. (Qty) \$200 - 300

266°

A good archive of Hispano Suiza materials,

an extensive collection of materials, literature and photographs of the margue. This collection is vast and contains both historical and technical information on the margue. Two large file boxes full. \$500 - 1,000

267°

A large archive of Bugatti related materials. including photographs and literature. (Qty) \$200 - 300

268°

A group of photographs of D. Cameron Peck's Collection,

a quantity of original photographs of many of the cars in Peck's collection. (Otv) \$100 - 200

269°

Materials related to the 1979 London to Brighton Run,

including photographs, articles and souvenirs of the run. (Qty) \$100 - 200

270°

A nice collection of vintage racing photographs,

comprised of a binder full of various photos together with some loose images. \$100 - 200

271°

A good lot of mixed automobilia,

comprised of a Bugatti radiator desk clock, a Bugatti branded Boyce-Moto meter, a few original Sebring programs, and others. (Qty) \$150 - 200

272°

A group of original Cunningham related materials,

including original sales catalogs and price lists, as well as period articles, a personal signed letter from Briggs Cunningham on Cunningham Motors letterhead and other materials. (Qty) \$800 - 1,200

273 No lot







251

253

254

255



Property from an Important **European Collection**

274°

A General Motors double-sided

illuminated sign, complete with mounting brackets; looks to be in good order. \$250 - 350

275°

A Cotal transmission,

with adapter plate for T57 Bugatti; includes tiny shifter fitted to original Bugatti dashboard. \$1,000 - 1,500

276° A transmission for a White truck, early detached type with shifter. \$100 - 200

277°

A collection of parts for an Abarth 1300 TS, cam shafts, pistons, air cleaners, distributor. \$200 - 300

278°

A large collection of Dodge, Chrysler, and DeSoto N.O.S. Spare parts;

the complete inventory of a former European importer of Dodge, Chrysler, and Desoto cars from the 1920s through the 1950s. This collection is extensive and covers many models produced during those years. Notable parts include, bumpers, trim pieces, lenses, lights, engine parts, interior upholstery, running boards and hub caps.

This lot contains thousands of NOS parts and a collection this vast is not likely to be found again.

Many parts are still in there paper wrapping and all parts are packed in sturdy metal crating for convenient shipping. The contents have not been fully inventoried so on site inspection is highly recommended.

\$1,000 - 2,000

279° A Franklin faux radiator. \$100 - 200

280°

An Ahrens Fox radiator, cast aluminum style for front-mounted pump models. \$400 - 500

281°

A small V radiator, unknown. \$150 - 250

282°

A large collection of Mercedes 300SC spares, including NOS pieces, hubcaps, transmission. \$500 - 700

283°

A lot of Simca/Giannini sumps and cylinder block, one sump has evidence of repair. \$200 - 300

284°

An assortment of British sports car spares, mainly including a 3.8L Jaguar engine block, Jaguar rear differential unit with inboard disk brakes, transmission with Laycock overdrive and assorted Jaguar chassis spares. \$600 - 800

285°

A lot of MG parts,

appear to be for T-series models; brake drums, axle shafts, bell housings, etc. \$200 - 300




275





277



282

283







285





A grille from Fiat 8V,

aluminum eggcrate style with parking lights. \$150 - 250

287°

A Fiat Topolino-style transmission,

appears complete; were used in some racing cars. \$150 - 250

288°

A Fiat 501 4-cylinder engine,

complete with magneto, carburetor, exhaust manifold; appears to be pre-WWI-type; number 120323. \$300 - 400

289°

An oil sump for a Maserati 5000GT V8, complete with oil pickup, dipstick and baffles; wide high-capacity finned sump. \$350 - 450

290°

A Transaxle believed to be for a Maserati, appears to be a mid-engine application; transmission is marked with Citroen emblem. \$500 - 700







290

291°

A large collection of Maserati road car spares, including engine parts, steering, chassis, body parts, interior, bonnet. (QTY) \$1,000 - 1,500

292°

A ZF type S5-325 transmission, believed to be for Maserati. \$500 - 700

293°

A ZF type S5-325 transmission, believed to be for Maserati; bell housing has been repaired. \$250 - 350

294°

A ZF type S5-325 transmission, believed to be for Maserati; with shift knob and boot. \$500 - 700

295°

A ZF type S5-325 transmission, believed to be for Maserati; with no bell housing. \$300 - 400

296°

A Maserati 3500 GT fuel-injected cylinder head, no cam shafts or valves. \$200 - 300

297°

A pair of valve covers for Maserati 3500 GT fuel injected, with injector pump. \$300 - 400

298°

A Maserati rear axle believed to be for Ghibli, condition unknown. \$150 - 250

299°

A Maserati 5000 GT type V8 engine block, disassembled and incomplete; AM107452; believed to have been removed from a Series 1 Quadroporte. \$250 - 350

300°

A Maserati 5000 GT type V8 engine block, disassembled and incomplete; AM1072360; believed to have been removed from a Series 1 Quadroporte. \$250 - 350











296









301°

A Maserati steering wheel,

wood rimmed, aluminum 3-spoked design; wood is splitting in places but looks easily repairable. \$150 - 250

302°

A large quantity of Maserati V8 injection equipment,

including (7) intake manifolds and (1) plenum. \$250 - 350

303°

A Maserati V8 carbureted intake system, includes (4) Weber 42 DCNF carburetors. \$200 - 300

304°

A Maserati intake manifold, looks to be set up to take (4) large Weber carburetors. \$100 - 200

305°

A crank shaft for 6-cylinder Maserati road car, believed to be from a Mistral; with fly wheel. \$100 - 200

306° A large quantity of Maserati 5000 GT head gaskets, NOS; in good order. \$50 - 70

307°

301

A collection of Maserati 300S headlights and other assorted body spares. \$100 - 200

308°

A collection of patterns for Maserati water pump castings, believed to be for 250F/300S application. \$100 - 200

309°

A ZF5D-25 transaxle. \$1,000 - 1,500

310°

A Pair of Maserati V8 cylinder heads, twin spark with valve covers; no internals. \$500 - 700

311°

A pair of Maserati V8 cylinder heads, twin spark with valve covers; no internals. \$500 - 700

312°

A pair of Maserati V8 cylinder heads, single spark with valve covers; no internals. \$400 - 500

313°

A pair of Maserati V8 cylinder heads, left hand twin spark with valve covers; no internals. \$200 - 300



303

314° A sump for a Maserati V8, appears to have been repaired. \$100 - 200

315° A lot of six Maserati V8 valve covers. \$200 - 300

316°

A pair of 6-cylinder Maserati valve covers, \$150 - 250

317°

A magnesium Maserati cylinder head, Number 8528-3033; application unknown. \$200 - 300

318°

A ZF transaxle, Number 1031; looks to be NOS and dated 1970? \$300 - 400

319°

A Maserati 450S differential. \$750 - 950

320°

A Maserati magnesium sump pan, with baffles and cooling fins; believed to be for 4-cylinder competition Maserati engine. \$250 - 350



302









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311





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321°

A lot of assorted Maserati V8 parts, numerous pieces, many NOS in Maserati packaging; primarily parts for V8 road cars. \$200 - 300

322°

A group of Maserati 450S items,

including a transmission shaft, seals and what appears to be a steering arm. \$200 - 300

323°

A lot of early Ferrari spares, including (2) distributors with caps and wires, oil filter assembly and a ventilated brake drum. \$500 - 700

324°

A pair of Ferrari four cam cylinder heads, no internals or valve covers. \$500 - 700

325°

A NOS Ferrari Daytona tunnel cover, fiberglass construction; Number 30073001 N.1. \$150 - 250

326°

A set of two NOS Ferrari Dino 246 GTS air ducts,

Number 20075602; new in package; with NOS expansion chamber and various ductwork. \$150 - 250

327°

A Solex carburetor intake setup for Alfa Romeo, Number 4D-PH. \$100 - 200

3280

A lot of three Alfa Romeo intake manifolds for 40DC03 Weber carburetors. \$200 - 300

329°

A Solex carburetor intake setup for Alfa Romeo, carburetors are PH8; includes cast aluminum intake. \$200 - 300

330° An Alfa Romeo single 2-barrel intake manifold. \$100 - 200

331°

A pair of NOS Solex C40-DDH-3 carburetors in original packaging. \$400 - 500

332° An Alfa Romeo 1900 transmission, with floor shift conversion. \$200 - 300

333°

An Alfa Romeo 1900 transmission, with column shift. \$200 - 300



315

334° A set of Alfa Romeo bumpers, exact application unknown. \$200 - 300

335°

An original grille trim for Alfa Romeo 1900 Zagato, appears to be restored. \$250 - 350

336°

A original pair of headlight trim for Alfa Romeo TZ Stradale. \$250 - 350

337°

An Alfa Romeo 6C gearbox, disassembled but appears complete; believed to be for a 6C 2500 Alfa Romeo. \$450 - 550

338°

An assortment of Alfa Romeo 4-cylinder parts, includes twin-cam valve cover, suspension A-arm, and brake booster. \$150 - 250

339°

An Alfa Romeo hood from a touring bodied car, appears to be from a 2600; has twin hood scoops and touring badges on either side. \$200 - 300











319



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332

329





A bumper for Alfa Romeo, looks like NOS; model unknown. \$100 - 200

341°

A pair of Rudge-Whitworth beaded edge wheels Amilcar, fitted with old 720x120 tires. \$100 - 200

342°

A Rudge-Whitworth 18-inch well-center rim Amilcar or Bugatti, fitted with old 475-18 tire. \$100 - 200

343°

Three small Rudge-Whitworth 19-inch wheels for straight-edge tires Amilcar, original. \$200 - 300

344°

Five Rudge-Whitworth beaded edge wheels suitable for 710x90 tires Amilcar, lot additionally includes (3) beaded edge rims. \$300 - 400

345°

A set of (2) 18-inch wire wheels, (1) 19-inch wire wheel, (1) 20-inch wire wheel, Rudge-Whitworth type,

appropriate for a Rolls Royce; no lock rings; 20inch wheel has a well center; 20-inch wheel has a Hispano Suiza hubcap. \$200 - 300





346°

A pair of Borrani 16x5.5 RW3752 Serrrenissima, original condition; in need of restoration. \$200 - 300

347°

A set of (5) 14x7 ATS racing wheels with 600-14 Dunlop Racing tires, lug pattern is 4x4.00. \$250 - 350

348°

A set of (4) Borrani 15x6L wheels RW3728, believed to be for a Serrenissima, fitted with Pirelli Cinturato 205 BR15 tires; in original unrestored condition. \$300 - 400























343











350



351









354

349°

A Borrani 15x5.5 RW3591 Record wheel 250 Ferrari or 400SA, in need of restoration. \$100 - 200

350°

An assortment of Boranni wheel hubs and spinners, collection of (12) spinners and (5) hubs. \$200 - 300

351°

A restored Borrani 600x16 wheel with Michelin tire. \$100 - 200

352°

A Borrani 15x5.5 RW 3591 wheel Ferrari 250GT Cab, original unrestored condition. \$100 - 200

353°

Three Borrani 16x6L wheels Maserati Sebring, RW 3872 Record; original unrestored condition; (1) with Dunlop Racing tire 6.50x16. \$200 - 300

354°

A set of (4) Porsche 356 wheels,

fronts are standard; rears are extra-wide; all (4) are steel; (1) has irrelevant tire mounted. \$300 - 400

355°

A lot of five 12 inch aluminum 4-spoke wheels, with Avon 6.2 S12 tires and Abarth center caps; wheel size is 4x3.25. \$300 - 400

356°

A 15-inch Campagnolo magnesium wheel for Alfa Romeo,

appears to be GTA style; with vintage Kleber tire. \$150 - 250

357°

Three magnesium wheels for a Ford GT40, original condition; probably a front and (2) rears; rears marked Hallabrand 12.000x15; 4.5 off; verso marked Mecom Lola. \$500 - 700

















































383



384

358°

A set of (2) wheels for a Chevron B31, 13.5x14 wheels. \$150 - 250

359°

A lot of four cast aluminum mag wheels, 14 inch by 6 inch; wheel pattern is 4x3.75. \$250 - 350

360°

A lot of (6) Dunlop Racing 5.00-19 tires, (4) are used; all with tubes; still useable tread on most. \$100 - 200

361° A set of (5) 6.00x19 tires. \$100 - 200

362°

A pre-WWI 4-speed transmission,

unidentified make; with right-hand side shift foot-operated drive shaft brake; to be fitted in approximately 25-inch frame or subframe opening; includes shift lever, shift gate, brake and clutch pedals and complete driveshaft brake assembly (refer to Lot 3). \$150 - 250

363° A set of (4) 6.00x19 tires. \$100 - 200

364°

A set of (6) 6.00x19 tires. \$100 - 200





DUNLOP NEWS



372° A collection of racing car seats, various types; appear to be 1960s/1970s style. \$200 - 300

373°

A NOS SCoT supercharger,

complete with manifolding, all in its original wooden shipping crate; small size; exact application unknown, but appears to be for 4-cylinder engine. \$500 - 700

374°

A Triple-K turbo charger,

Model number K27; ATL-NR: 88 341 0216; AUSF-NR: 5327 999 0796; look to be freshly rebuilt or brand new; sealed openings; twin port exhaust inlet. Believed to be for Porsche 935 engine. \$150 - 250

375°

A painting of a Ferrari P3, Acrylic on paper and signed by the artist. \$300 - 400

376°

An illustartion of numerous Alfa Romeo Tipo 33 racing cars, water color and pencil. Framed and signed by the artist. \$300 - 400

377°

A good cutaway illustration of an MGA sportscar, Pencil, ink and water color. Framed and signed Casara. \$500 - 700

Preserving the Automobile | 41

385

365° A set of (2) 6.00x19 tires, NOS. \$300 - 400

366°

A set of (4) Dunlop Racing 6.00x16 tires. \$300 - 400

367°

A set of (4) 18-inch 1932 Ford wheels, with old tires. \$150 - 250

368°

A hood skin for a Mercedes 300SL, appears to be original skin; has been removed from its structure. \$250 - 350

369°

A Moss gearbox for a Jaguar,

complete with bell housing: clean, could be freshly serviced or NOS; cover is stamped EB3237 16. \$150 - 250

370°

A good pair of upholstered bucket seats,

Pre-WWI type: with diamond-tufted upholstery: black leather and yellow exterior. \$500 - 700

371°

A pair of sports/racing car chairs, low back, vinyl covered with leather sides. \$200 - 300































SSISTENZA











409









390°



419

A collection of framed Ferrari posters qty \$300 - 400

391° A collection of framed Ferrari posters gty \$200 - 300

392° A Six Cylinder Delage poster, original period lithograph. Framed. \$200 - 300

393° A limited edition print of a Porsche logo lathered in suds. Signed by the artist and framed. \$100 - 200

394° A limited edition print of a Ferrari F1 car rounding a bend. Signed by the artist and framed. \$100 - 200

395° A limited edition print of Ayrton Senna's helmet. Signed by the artist and framed. \$100 - 200

416

378° A fine cutaway illustration of an Alfa Romeo 6C-2500 racing car. \$300 - 400

379°

A whimsical drawing of an endurance type racing coupe, Framed and signed by the artist. \$100 - 200

380°

A group of Maserati photo including the Cunningham Maserati T151 racing coupes. Framed Otv \$200 - 300

381° A group of photographs of "barn find" automobiles. Framed. \$200 - 300

382° A poster for the Tour Auto 1992, framed \$200 - 300

383°

A poster of the 1982 Tour De France Automobile depicting the victorious Ferrari 308GTB. \$300 - 400

384°

417

A poster of the 1964 Reims 12 Hours, framed along with three other French themed framed posters \$200 - 300

418

385°

A collection of 1970s LeMans 24 Hours posters, all framed gty \$300 - 400

386°

A collection of 1980s LeMans 24 Hours posters, all framed qty \$300 - 400

387°

A collection of 1990s LeMans 24 Hours posters, all framed qty \$300 - 400

388°

A quantity of framed automotive posters, various subject matter qty \$200 - 300

389° A collection of framed Ferrari posters qty \$300 - 400













429



1/16 Autaint 81

Cidtimer-GRANH-PRIX BI







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Trali 103









432



436

437











443



448



449

396°

444

A pair of lithgraphs depicting pre war Grand Prix cars by Mercedes and Alfa Romeo. Framed and inscribed "sample print" \$100 - 200

397°

Four Automotive art prints, including Andy Warhol Cars. \$100 - 200

398°
A set of three Walter Gotchke limited edition prints.
Signed by the artist and framed.
\$300 - 400

399° A serigraph of the LeMans 24hours by Leroy Neiman \$400 - 500

400° A serigraph of a 1980s era Corvette by Leroy Neiman \$200 - 300

401° A Ferrari Servision Assistenza sign \$500 - 700

402° A Ferrari Logo sign \$500 - 700

403°

An Alfa Romeo Service signAn Alfa Romeo Service sign \$200 - 300

404° A large JAGUAR dealer sign \$200 - 300

405° A pair of large dealer Lotus signs \$200 - 300

406° An Adler dealership sign \$200 - 300

407° A Veedol enamel sign \$200 - 300

408° A FIAT dealer sign \$200 - 300

409° A Ferrari dealership sign \$300 - 400

410° As set of three enamel Mercedes signs \$100 - 200

411° Two signed water color paintings, one of an Alfa Romeo Spider and the other a Alfa Monza. \$200 - 300



450

412° Water color painting of a Jaguar D-Type and a Alfa Romeo Monza. Framed and signed. \$200 - 300

413° Mono print depicting prototype endurance racers. Framed and signed by the artist. \$200 - 300

414°

A painting of a Ferrari 288Gto and charging horse. by Heinz Jürgen Wagner Framed and signed Wager, 85. \$300 - 400

415°

A gouache painting of a Ferrari GTO. Framed and signed by the artist. \$300 - 400

416°

A painting of a Ferrari GTO, gouache on paper. Framed and signed by the artist. \$300 - 400

417°

Painting of a Porsche Turbo Carerra, acrylic on canvas. Framed and signed by the artist. \$400 - 500









A painting of a Porsche 956 in MOMO Livery. Acrylic on paper. Framed and signed by the artist. \$300 - 400

419°

Painting of a Maserati sports racing car – believed to be a 450s coupe. Acrylic on paper. Framed and signed by the artist. \$200 - 300

420°

A painting of a 1963 NSU Prinz competition car. Acrylic on paper. Framed and signed by the artist. \$200 - 300

421° A large painting of the Bugatti emblem. Oil on canvas \$500 - 700

422°

A large painting of the Ferrari emblem. Oil on canvas. \$500 - 700

423°

A large painting of a Mercedes Benz with the words Avant Garde by Heinz Jürgen Wagner. Oil on Canvas signed Wagner. \$300 - 400

424°

A pop art style painting depicting numerous Ferrari GTO cars. Acrylic on canvas \$300 - 400

425°

A pop art style painting depicting numerous Porsche 356 speedsters. Acrylic on canvas. \$300 - 400

426°

A painting of a Talbot Lago T150 "tear drop" coupe. Oil on canvas and signed by the artist. \$300 - 400

427°

A group of American racing posters all framed along with several other framed posters. \$200 - 300

428°

A set of prints depicting classic ear Americans with descriptive texts. Four all framed \$200 - 300

429°

A set of four Alfa Romeo themed posters, framed. \$200 - 300

430

A set of seven German posters, including Nurburgring and Porsche. Framed. \$200 - 300

431°

An important poster from the 1934 German Grand Prix at the Nurburgring. Some severe loss in corners but image remains largely intact and in fair condition, framed. \$500 - 700

432°

A poster for the 1964 Nurburgring 1000km. Framed. \$100 - 200

433° A poster for the 1967 Nurburgring 1000km, framed. \$100 - 200

434°

A poster for the 1964 Nurburgring 1000km. Framed. \$100 - 200

435°

A poster for the 1968 Nurburgring 1000km. Framed. \$100 - 200

436°

A small block Chevrolet V8 engine, number V08267WK; with Mickey Thompson valve covers and an Edelbrock intake manifold and carburetor complete with Muncie 4-speed transmission. \$800 - 1,000

437°

A Salmson 4-cylinder engine, number 1162; complete with carburetor, distributor, fan, and exhaust manifold (exhaust manifold is broken). \$400 - 500

438°

A hand powered tricycle \$200 - 300

439°

An Hispano Suiza Prince Alfonso engine block and timing cover, Number 1916; block has been repaired. \$300 - 400

440° A Hilborn fuel injection setup, believed to be for Offenhauser. \$200 - 300

441° An early Opel engine, looks to be pre-WWI-type; Number 4074; no accessories. \$400 - 500

442°

A Lancia Ardea engine, Tipo 250, Number 2497, V4 engine. **\$400 - 500**

443°

A mechanical fuel injection for a V6 engine, believed to be either Maserati or Ferrari Dino. \$300 - 400

444°

A Hilborn fuel injection for big-block Chevrolet, appears to be complete. \$500 - 700

445°

A Ford Model T cutaway display engine, with stand. \$450 - 550

446°

A Ford Model A cutaway display engine, mounted on stand and complete with accessories. \$450 - 550

447°

A Ford V8 cutaway display chassis, electric motor powered to show turning drive train. \$1,500 - 2,000

448°

An Adler 4-cylinder engine and transmission, good stand-mounted display engine with transmission and all accessories; nicely painted and appears to be complete functional unit. \$250 - 350

449°

A racing car steering rack, stamped 79.43000.176 ALUVAC. \$150 - 250

450°

A Hilborn mechanical fuel injection system for a small-block Chevrolet or Ford engine, complete with fuel manifold and hoses. \$400 - 500

451°

An early German fuel or oil container, marked "Julius Martin Oelimport Heilbronn A.N.". \$100 - 200







456

457



459



460

452°

A well-made aluminum roadster/ speedster body,

appropriate for a 1912-1920 medium-larger sized car; construction appears to be modern, but with high-quality wood and aluminum skin construction; also has hand air pump and air pressure gauge. \$800 - 1,000

453°

A high-quality pre-WWI roadster/ speedster body,

complete with upholstered bucket seats, large brown brass fuel tanks, full set of fenders and hood for round radiator: brass-edged diamond aluminum floor boards, fire wall; fenders painted orange; body natural wood; high guality construction, though probably from 1960s. \$1,000 - 1,500

454°

A Coupe body work for circa 1932 automobile,

coachwork appropriate for large-car chassis such as Rolls Royce, Phantom II, Hispano Suiza, etc.; complete with (4) fenders, built-in trunk, running boards, hood, interior seats and upholstery. \$800 - 1,000

455°

A large grouping of Amilcar C4 spares,

including (4) engine blocks, (1) complete motor, front and rear axles, several gear boxes, springs, shocks, drive shaft, no frame rails, no body work, no radiator, no wheels. \$500 - 700

456°

A grouping of Amilcar C4 parts, includes radiator, no shell. \$500 - 700

457°

A grouping of Amilcar C4 parts,

including (3) engine blocks, (1) complete motor, front and rear axles, several gear boxes, springs, shocks, drive shaft, no frame rails, no body work, no radiator, no wheels. \$500 - 700

458°

A large grouping of Amilcar C4 parts,

including (2) engine bocks, pistons, cam shafts, manifolds, electrical components, very little chassis, mainly engine pieces. \$200 - 300

459°

A large quantity of Amilcar C6 parts,

including newly cast engine block, body work, connecting rods, new pistons, valves, exhaust manifolds, cylinder liners, gear box parts. \$600 - 800

460°

A 2-seat Grand Prix-style body framework, newly made; similar to Bugatti Grand Prix type; no sheet metal skin. \$500 - 700

461° A sports roadster; 2-seat body,

complete with fenders, hood and some upholstery; appropriate for Bugatti-sized touring car; coachwork has damage on rear of body and on front of front fenders.

\$800 - 1,000



462

A c.1938 Hispano-Suiza 12Y Supercharged 36 liter 12-cylinder 1,000 hp class aero-engine

Engine number A80263

The Hispano-Suiza 12Y was a French aircraft engine in the pre-WWII era. The 12Y became the primary 1,000 hp (750 kW) class engine and was used in a number of famous aircraft, including the Morane-Saulnier M.S.406 and Dewoitine D.520. Its design was based on the earlier and somewhat smaller, 12X. A further development was underway, the 12Z, but ended due to the German occupation of France.

A real effort to improve the performance of the engine in 1938 resulted in the Hispano-Suiza 12Y-45, which used the S-39-H3 supercharger co-designed by André Planiol and Polish engineer Joseph Szydlowski. The Szydlowski-Planiol device was larger, but much more efficient than the more primitive Hispano-Suiza models. When used with 100 octane fuel, the supercharger boosted to the -12s 7:1 compression ratio, increasing power to 900 hp (670 kW). Combined with the fully adjustable Ratier propeller, this allowed the D.520 to perform as well as contemporary designs from Germany and England.

Another improvement in supercharging led to the Hispano-Suiza 12Y-49, whose performance improved from 850 hp (630 kW) at sea level to 920 hp (690 kW) at just over 10,000 ft (3,000 m). This improvement in power with altitude was a common feature of most engines of the era, the result of the supercharger "robbing" power at low altitudes.

This Hisapno Suiza 12Y is offered form a long term European Museum collection. It is nicely painted and appears to be complete thought the attahed prop is likely a bit earlier than the engine. It is fitted to a custom made stand and has one valve cover mounted in an open position to allow viewing of the cam area.

A truly impressive piece this 36 liter 1,000 HP class "Hisso" would be a striking addition to any mechanical collection or a priceless back up for the appropriate aircraft. **\$8000 - 12,000**

End of Session

Motorcars October 7, 2013 at 2.30pm Lots 501 - 566



c.1920 O.M. 469 Restoration Project

Motor no. 18591

1496cc Four cylinder L head engine 30hp Four speed transmission Mechanical rear brakes

- * Rare machine from a legendary Italian marque
- * Rewarding restoration project
- * A good deal of work already completed



The Brescian Manufacturer Officine Meccaniche is best remembered today for their domination in the first Mille Miglia in 1927. The small company took all the podium positions and remained a strong competitor until the rise of the Janodesigned Alfa Romeos. O.M. began producing cars in 1918 largely through their acquisition of the Zust company. Initial models were not much more than Zust cars but distinct offerings began to appear quickly. The Model 469 was one of their more successful offerings and was designed to be a small but strong performing high quality machine. The side-valve four-cylinder powered

469 was successful in racing and a special sports S version was created.

This 469 project is offered in dismantled though surprisingly complete condition. The drive train appears to be freshly restored and complete; it includes steering column and box, hand brake assembly, cross fenders, shifter, four wooden artillery wheels, brass radiator and partial hood, cowl, floor boards and top and rear body section – all needing restoration. It also includes several boxes of additional parts, some of which may not be relevant to this car. The frame rails seem to need the most attention as does the front axle. The remaining coachwork bears racing numbers leading to speculation of sporting life prior to dismantling.

Today it is a bit of a blank slate and one could restore it in any manner desired. The successful bidder is sure to have a fun and very rare machine from a pedigree marque. \$4,000 - 6,000 Without reserve

Offered on a Bill of Sale.

502 c.1900 Hose Reel Fire Apparatus

Steel and wood construction Leaf springs and solid axles

- * Beautiful piece of fire history
- * Extensive fine paintwork
- * Well preserved original condition
- * A great companion to steam pumper



A high quality piece with elaborate paintwork and detailing. The vehicle would have accompanied a fire pumper carrying the hoses. The level of paint work would suggest this was also used for ceremony and parade use. This fire apparatus served the Stoneham Massachusetts Fire Department and was also part of the Cape Cod Fire Museum Collection. \$4,000 - 6,000 Without reserve

Offered on a Bill of Sale.

503 1974 MG Midget 1500 MkIII Roadster

Chassis no. GAN5UE150454G

1,493cc OHV inline 4-cylinder engine Twin SU carburetors 65bhp at 5,500rpm 4-speed all-synchromesh manual transmission Double wishbone independent front suspension and live rear axle with semi-elliptical leaf springs Front disc and rear drum brakes

- * Three owners from new
- * Meticulously maintained and documented from new
- * Less than 19,200 miles from new





The MG Midget

By 1969 when the MkIII Midget was introduced, MG had become part of British Leyland, the latter's corporate strategy and the requirements of the US market determining that the next Midget would be powered by the 1,491cc Triumph Spitfire engine. Of similar power but heavier than the preceding 1,275cc BMC A-Series unit, the Triumph engine was nevertheless torquier so performance remained virtually unchanged, though if anything there was a slight improvement. Introduced in 1974, the new Midget 1500 was readily distinguishable from its predecessor by the impact-resistant '5mph' bumpers required for the USA, while beneath the skin there was a Morris Marina all-synchromesh gearbox. The adoption of head restraints, inertia-reel seatbelts and dual-circuit braking were among improvements made before production ceased at the end of 1979.

The Motorcar Offered

Very original and well maintained, this little Midget has only had three careful owners from new. Meticulously documented, abundant records document the cars 39 year service and registration history going all the way back to the original dealership purchase order. Showing under 19,200 original miles, the owner reports this little back road burner runs as well as it looks—a testament to its three very attentive owners! **\$6,000 - 8,000** Without reserve

504 1972 Mercedes-Benz 280 SEL 4.5 Sedan

Chassis no. 108 067 12 004644

4,520cc SOHC V8 Engine
Bosch Fuel Injection
198bhp at 4,500rpm
3-Speed Automatic Transmission
4-Wheel Independent Coil Spring Suspension
4-Wheel Disc Brakes

- * Less than 15,000 miles covered
- * Original color scheme
- * Factory air conditioning



The W108 Series Mercedes-Benz

Forerunners to the S-Class, the W108 Mercedes were introduced in 1965. The fins of the predecessor W111 cars were eliminated, and the overall appearance was smoother, more sophisticated. Initially powered with six-cylinder engines, a V8 engine was made available in 1970 first as a 3.5 liter unit, then a 4.5-liter version of the M117 engine was added to the U.S. model range the following year, resulting in the somewhat cumbersome nomenclature of 280SE 4.5. The engine was rated at 230 bhp, and a three-speed automatic transmission with torque converter was standard.

Although W108 sales worldwide reached nearly 383,000, the 280SEL 4.5 achieved fewer than 22,000, making it fairly rare in today's collector market. They were the last team-built cars at Daimler-Benz, aside from the current AMG variants, and they exhibit the build quality expected from a hands-on assembly team. They were also the last with stacked headlamps.

The Motorcar Offered

This extremely tidy and original Mercedes was acquired by the current owner directly from the family of its meticulous long-term owner. The Auto Engineering plate on the dashboard shows the car was delivered and likely maintained by the prestigious Lexington, Massachusetts dealership.

Viewed today, the car remains in its original paint scheme of DB291 - Dark Green and displays a near immaculate interior in cognac fleck patterned leather. Both are believed to be as new with only very minor evidence of paintwork in the car's more than 40 year existence. The interior retains the original Becker Europa U.S. Version stereo, with which it was supplied according to its data plate, together with factory air conditioning and the obligatory period accessory of an '8 Track' unit (a sympathetic and reversible installation). The engine bay presents cleanly and the trunk shows very modest use, when all aspects are taken into consideration, and combined with the very solid and unworn door and trunk lid mechanisms, all endorse its stated teens mileage. **\$10,000 - 15,000**

Without reserve

505 1979 Volkswagen Beetle 'Epilogue' Convertible

Chassis no. 1592039111

1,585cc air-cooled OHV flat 4-cylinder engine
Bosch Air Flow Control electronic fuel injection
48bhp at 4,100rpm
4-speed manual transmission
McPherson strut front and trailing-arm rear suspension
4-wheel drum brakes

- * With the current owner since 1988
- * Just over 13,500 original miles
- * One of just 900 'Epilogue Edition' Beetles produced
- * Among the last of the Germanmade Beetles



The Volkswagen Beetle

One of the 20th Century's truly great automobiles, the Volkswagen 'Beetle' spawned a host of derivatives, the longest enduring being the Cabriolet. A single prototype was built pre-war, but it was not until 1949 that the model entered production, the bulk of which was entrusted to Karmann of Osnabruck. Only the Karmann four-seater would stand the test of time, outliving the Beetle saloon by two years. The Cabriolet continued to be built at Osnabruck until January 1980, two years after German production of the saloon had ended.

The Motorcar Offered

The last of the German manufactured Beetles would be convertibles. Karmann produced the final car on January 10, 1980. During the final year of German production a Special edition Super Beetle was created dubbed the "Epilogue Edition." Each US dealer got one special edition convertible resulting in about 900 cars total. The cars where all triple black with white headliner in the tops and each got a special wood dashboard, factory installed radio, chrome antennae, factory air conditioning and the deluxe wheels.

The early history of this Bug is not known although it was reported to be initially owned by the wife of a major Philadelphia area car dealer. Used sparingly, the car accumulated a mere 6,000 miles in its first decade and only another 7,500 more after the current owner acquired it in 1988. The car was parked in dry indoor storage for seven years until it was removed and re-commissioned in spring of this year. Service completed included a fuel system cleaning, a replacement of fuel system hoses and other dried rubber parts, including new factory top rubber, a complete tune-up, a check of the brakes and a chassis and cosmetic detailing.

Very well preserved, the part numbers and date stamps on the brake drums are still clearly visible, the original exhaust components are still solid, the dealer installed rustproofing system still carries the markings to indicate the brand used, and even the owner's manual looks like new.

An excellent opportunity to acquire a well preserved, low mileage Beetle, the car is made that much sweeter by its unique 'last off the line' status and an Epilogue Edition. **\$16,000 - 20,000**

506 1980 Ferrari 308 GTSi

Chassis no. ZFFAA02A4A0033545

2,926cc DOHC alloy V8 engine Bosch K Jetronic electronic fuel injection 205bhp at 6,600rpm 5-Speed Manual Transmission 4-wheel independent suspension 4-wheel ventilated disc brakes

- * A straight, honest example
- * Never been modified
- * An icon of the 1980s



The Ferrari 308

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 Bertonedesigned 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 that now featured dry-sump lubrication. 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 open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection as on this example.

The Motorcar Offered

This Rosso Corsa over black leather 308 is a well preserved and honestly presented example of the car made famous by Tom Selleck's character Thomas Magnum in the 1980s TV series *Magnum, Pl.* Showing about 61,000 miles from new, the evidence of this example's charmed life is clear. The interior is well preserved and original, right down to the original Alpine AM/FM/Cassette head unit and switch controlled power antennae. Never modified, the engine bay and exterior look just as the car would have appeared when the car was sitting in the showroom in 1980. Some paint work appears to have been done in the last 30 years, but it looks to have been done in the interest of cosmetics alone. As a desirable Spider model it has the detachable targa roof for open top motoring. These early Bosch CSi fuel injection cars are known for their excellent throttle response and drivability. Today it is getting increasingly difficult to find these cars in unmodified condition. This example remains as close as it could to how it left Maranello.

An icon of the 1980s, the classically outfitted Ferrari is one of the most economical ways to join the legion of Prancing Horse *tifosi.* **\$25,000 - 35,000** Without reserve

Please note this Ferrari is titled under VIN number '4A0033545'.

507 1959 Rolls-Royce Silver Cloud I Sports Saloon

Chassis no. LSHF 85

4,887cc OHV Inline 6-Cylinder Engine
2 SU Carburetors
155bhp at 4000rpm
4-Speed Automatic Transmission
Front Independent Suspension and Rear Leaf Spring Suspension
4-Wheel Drum Brakes

- * One of 2238 built
- * Original left hand drive car
- Prestigious former ownership of socialite Françoise Hermann







Françoise Hermann on the SS United States, 1950.

Françoise Hermann

Françoise Hermann was born in Paris in 1919. She led a life of glamour and social prominence pursuing her passions for travel, opera and ballet. Françoise had a flair for Spanish dance and studied at the famous Cansino family studio in New York, becoming an accomplished flamenco dancer. She could still be enticed onto the dance floor when in her eighties. During her travels, Françoise developed a keen eye for furniture and artwork and began to attain a reputable collection along the way. Françoise was never married, instead choosing a life of adventure and exploration. During her life she became a noted philanthropist, supporting many amnesty and animal foundations.

The Motorcar Offered

With her exquisite taste in art, design and the finer things in life, it is no surprise that Ms. Hermann chose do drive, or perhaps more likely chose to be driven, in a Rolls-Royce.

As originally delivered, LSHF 85 was tastefully and subtly liveried in Masons black paintwork with a single 'Deep red' coach-line. Its interior was trimmed in lustrous red leather, and equipped with high end accessories, such as R-R 'Increased capacity' air-conditioning, and plain Sundym glass throughout. It was shod with Whitewall tires, but carried a 'Made in England' name plate, and on the technical side, the reverse button on the column shift was to be deleted. According to Bernard King's 'Silver Cloud and Bentley S1 -50 years' it was delivered new to a Mrs. Helen Brennan Girdler, being supplied through Flood Pontiac of Washington D.C.

It is thought that the car passed to Mrs. Hermann in its early years and since it still wears French license plates denoting registration in the Eastern Parisian jurisdiction of Yvelines, or Versailles, it must have been taken back to Europe and used there for part of its life.

As evidenced today from its mileage which reads just over 50,000, it is believed to reflect the car's lifelong use and, judging from its aesthetics, reflects consistently with such a number. It must have been well maintained to have survived its near 50 year existence in such good and original order. The only thing preventing the interior from being 100% original is the replacement front seat leather, the new upholstery being ordered directly from Rolls-Royce. Though well kept, the Rolls does show a few signs of Ms. Hermann's day to day use of the car. A few parking lot dings have affected the aluminum doors and an old repair to the left front fender is beginning to show through.

With its known high profile ownership, evident preserved and original state and attractive color scheme, this is a fine example of its breed. \$30,000 - 40,000 Without reserve

508 1931 Hanomag 3/16 Coupe

Chassis no. 20254 Engine no. 20285

Approximately 1,000cc L-Head Inline 4-Cylinder Engine Single Carburetor 16bhp at 4,600rpm 4-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Drum Brakes

- * Charming utilitarian vehicle
- * Beautifully preserved condition
- * Full sliding roof
- * A rare sight anywhere
- * Excellent beach cruiser



The Hanomag Company

The Hannoversche Maschinenbau AG, or Hanomag as the company was named in 1904, started out in locomotive manufacturing in 1835 as one of the first in the business. Hanomag supported the development of mobility and motorization since in the long run with versatile products. Since 1905, trucks and commercial vehicles have been the main part of the production program, later followed by passenger cars, tractors, agricultural and construction machinery.

The Motorcar Offered

The charming little Hanomag 3/16 coupe presented here is the antithesis of the Hanomag Company's signature utilitarian products. Very few of these are believed to still exist today, especially in the United States. The Hanomag Company's quality and robust construction is apparent throughout, with good German engineering methods used. Powered by an L-head inline four-cylinder engine rated 16 horsepower, the 3/16 coupe has a number of interesting features including the disc wheels, windshield post mounted signal semaphores, adjustable windshield visor and Hanomag horse radiator mascot but it is the full length folding canvas roof that stands out, converting the fully closed Hanomag 3/16 quickly into an open car with fixed side window frames. The condition is remarkable original, just as you would want such a rugged vehicle to be. A charming weekend cruiser for the beach or a drive out in the woods, this interesting automobile is sure to attract attentions wherever it goes. **\$20,000 - 30,000**

509 1952 Hudson Hornet Sedan

Chassis no.183883

308ci L-Head "Twin-H Power" Inline 6-Cylinder Engine
Dual Single-Barrel Carter Downdraft Carburetors
160bhp at 3,800rpm
3-Speed Manual Transmission with Overdrive
Independent Coil-Spring Front Suspension and Live Rear Axle with
Semi-Elliptical Leaf Springs
4-Wheel Hydraulic Drum Brakes

- * Four owners from new
- * Retains all of its original books and manuals
- * Well documented history
- * Less than 58,000 original miles







The Hornet

Hudson highlighted the 1951 model year with the new Hornet model, empowering the already dramatic Step-down design with a larger engine. The heart of the Hornet was an evolution of the new Super Six engine introduced in the Step-down in 1948, but enlarged to 308 cubic inches. The most powerful six on the market, it was soon campaigning on the stock car tracks, rolling up six first-place finishes on the NASCAR circuit.

The Motorcar Offered

After leaving the Detroit factory, this well optioned Hudson was dispatched to Imperial Motors of Bozeman, Montana where it was sold to its first owner, Leo E. Robbins on September 11, 1952. Robbins was a meticulous owner, keeping everything the dealer delivered with the new car including owner service policy, owner's manual, radio manual, workshop book, accessory folder, clock tag, and Hudson key fob—all of which is retained with the car today. The prison-made Montana license plate that first graced the Hornet's rear end is also still with the car.

Robbins only kept the car briefly before selling it to fellow Bozemanite Ray Myers on November 4, 1955. Myers took advantage of Montana's vast opens spaces and by 1960 had accumulated 48,000 miles on the car according to a service sticker from that year still affixed to the car. By







the late 1960s the car was laid up however, kept in dry storage until it was discovered by master Porsche restorer Victor Miles. When Miles acquired the car on December 20, 2008, it had been sitting for four decades, but had enjoyed the car friendly dryness of Montana's vast, mountainous expanse—only the headliner and carpets were in need of cosmetic attention. Mechanically refurbishing the car for everyday use, Miles enjoyed the car in sunny Southern California before selling it to the current owner in 2011. Since acquisition, over \$5,000 has spent on further mechanical refurbishment. Showing fewer than 58,000 miles, this cosmetically original, recorded history from new, and replete with all of it original books and manuals Hornet is ready to buzz on into only the fifth garage its ever resided. **\$35,000 - 45,000**





510 1929 Packard Standard Eight Series 626 Five Passenger Sedan

Chassis no. 262580 Engine no. 263582C

320ci Side Valve Inline 8-Cylinder Engine90bhp at 3,200rpm3-Speed Manual TransmissionSemi-Elliptic Leaf Springs Front and Rear4-Wheel Drum Brakes

- * Legendary Packard engineering
- * Refined Eight cylinder
- * Recent 'barn find'





The Packard Eight

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. The year saw Packard building eight-cylinder cars only and marked the introduction of chrome-plated brightwork, parabolic headlamps and a dashboard-mounted water temperature gauge in place of the preceding Motometer. Also new was the basemodel 319.2ci (5.2-litre) 90bhp Standard Eight, the larger engine continuing to power the Custom and Deluxe Eights.

The Standard Eight was built in alternative wheelbase lengths of 126.5" (626) and 133.5" (633) with three body styles available of the former and seven on the latter. Prices ranged from \$2,285 to \$2,785.

The Motorcar Offered

This recent 'barn find' Packard is another automobile in this auction that was extracted from long term hibernation in Lynchburg, Virginia. The car has its original data plate on the cowl which states the original delivery date of April 13, 1929 to Blair Motor Car Co. Close inspection shows that the car for the most part appears to be complete in most major respects and adheres to the specifications of its model.

Offering a basis for sympathetic restoration, this may well be one of the most affordable ways to sample the Packard Eight legend. \$4,000 - 6,000 Without reserve

511 1946 Buick Special Series 40 Sedan

Chassis no. 34392617

248ci OHV 'Fireball' inline 8-cylinder engine Single Stromberg AAV 16 carburetor 110bhp at 3,600rpm 3-speed manual transmission Independent front suspension with coil springs and live rear axle with semi-elliptic leaf springs 4-wheel hydraulic drum brakes

- * Only 50,400 miles from new
- * Exceptionally original inside and out
- * Off the road since 1977



The Series 40 'Special'

Inventor David Dunbar Buick built his first automobile in Detroit, Michigan in 1903. Distinguishing itself with a full line of eightcylinder only car from 1931 onward, Buick was the penultimate rung on GM's ladder to the top. Stylistically and mechanically, the Buick range was comprehensively revised for 1936, featuring 'turret top' styling and improved independent front suspension, and these revitalized straighteights would carry Buick through to WWII and indeed beyond, as its products of the immediate post-war years, like those of its major rivals, were revised 1942 models. The first significant post-war styling changes arrived would not arrive until 1949.

The Motorcar Offered

Powered by Buick's reliable Fireball V8, this Special Sedan was a familiar carry-over from the 1942 model. The car spent the beginning of its life being sparingly used by a funeral director. In the interest of appearances when dealing with the bereaved, the car was meticulously maintained and well kept. Sold to a Pennsylvania used car dealer who enjoyed collecting good, original cars; it joined his collection in the 1970s and appears to have been last been on the road in 1977 based on the most recent tax sticker on the windscreen. An oil service sticker in the door jamb corroborates the fact that the mileage at just over 50,400 miles is original and correct from new.

Inside one is wrapped back in time by the beautifully preserved cloths seats and headliner and nicely appointed dash. The exterior shows just as well with the original black paint still having a nice shine to it. There is no question that this car has lived a blessed existence to appear in such lovely shape near 70 years after it rolled off the line. **\$8,000 - 12,000** Without reserve

512 1986 Daimler DS420 Limousine

Chassis no. SADDWATL4AC200775

4,235cc DOHC inline 6-cylinder engine
Twin SU carburetors
164bhp at 4,500rpm
3-speed automatic transmission
4-wheel independent suspension
4-wheel servo-assisted disc brakes

- * Very rare, original left-hand drive example
- * Heavily optioned from new
- * Fewer than 6,800 miles from new
- * Mechanically refurbished
- * Cost \$110,000 when new





The DS420

A replacement for the aging Majestic Major Limousine, the DS420 was introduced in 1968. The new car was based on a stretched Jaguar 420G floorpan and running gear, the latter's all-independent suspension providing excellent handling and ride characteristics, while the six-cylinder XK engine ensured that there was no shortage of power. Motor Panels built the traditionally styled bodies, which were trimmed by Vanden Plas and, later, Jaguar themselves. Popular with mayors and funeral directors, the spacious, sevenseater Daimler was also a favorite of the Royal Family, whose warrant the company still holds. Production of the last of the coachbuilt Daimlers ceased in 1992.

The Motorcar Offered

Unquestionably one of the nicest DS420s around, this example's known history starts in 1987 when it was purchased by a wealthy factory owner in Sheffield, Alabama with 1,100 miles on the ticker. One of less than 300 left-hand drive DS420s built, the \$110,000 price paid at the time was justified by the resplendent level of luxury enjoyed by the occupants—dual AC to weather the humid Alabama summers, cocktail cabinet with a full set of Waterford crystal for en route libations, power everything—windows, locks, and center







divider, privacy curtains—and alloy wheels. The two-tone Windsor Blue over Tudor White paintwork enhanced the elegant lines of the car while the Dralon Dark Blue cloth interior coddled the rear occupants. Sparingly used, the Daimler would remain in the family until the current owner acquired it in 2011.

Well known and respected in Daimler circles and a DS420 owner many times over, the vendor had the car mechanically refurbished to prepare the car for regular use. In the course of buffing the car, the long-time exposure to the hot, humid Alabama climate had weakened the paint necessitating a carefully prepped, bare-metal repaint at a cost of \$12,000.

Showing fewer than 6,800 miles today, this DS420 shows beautifully. Reported by the owner to be an exceptionally nice driver and very usable machine, it represents a rare opportunity to acquire one of the most luxurious and elegant limousines in such top condition that it would be nigh impossible to replicate.

\$40,000 - 60,000 Without reserve





513 1911 Stoddard Dayton Model 11A Five Passenger Touring

Chassis no. 11A 162 Engine no. 11 A 278

432ci OHV Inline Four-Cylinder Motor
40bhp
4-Speed Sliding Gear Manual Transmission
4-Wheel Leaf Springs with Live Axles Front and Rear
Rear-Wheel Mechanical Drum Brakes

- * Wonderful original condition
- * Impressive 40hp over-head valve motor
- * Four speed transmission
- * A very useable original car





The Model 11A

The Stoddard family of Dayton, Ohio were successful entrepreneurs with interests in paint and varnish manufacturing and farm equipment. The patriarch's son, Charles Stoddard, became convinced of the future of the automobile and, being a logical, progressive businessman from a successful family, carefully investigated the then competing technologies, gasoline, steam and electric. After deciding that gasoline had the best chance of success, he contracted with the Rutenber company in Chicago for a supply of engines and began to manufacture the Stoddard Daytona automobile. The company's position was in common with many of its competitors: to build large, heavy, reliable, luxurious automobiles. Stoddard Daytons were just that. The smallest car the company ever built (aside from those built by its Courier subsidiary) was an 18hp four-cylinder. They would eventually go up to a 70hp sleeve valve six.

After a few years of experience with the Rutenber-built fours, Charles Stoddard designed a T-head four rated at 35 horsepower for the 1907 models. One of the new 35hp Stoddard Daytons finished the Glidden Tour with a perfect score and it was a Stoddard Dayton that not only won the first race held on the Indianapolis Motor Speedway in 1909 but separate car also paced the event. In 1908 H.J. Edwards, an experienced engineer from England, was hired and given a free hand to design Stoddard Dayton's next engine, a powerplant which has forever secured the company's place in automotive history. Introduced in 1909, the next Stoddard Dayton was a 4.75 x 5 inch 36hp four, a configuration that was in itself not unusual. Its valve lavout, however, set it apart. In an era when mechanically-operated intake valves had only recently superseded "automatic" intake valves sucked open on the intake stroke and T-heads were only just yielding to simpler and more compact L-head valve positioning, Edwards' design for Stoddard Dayton was a true crossflow head with inclined overhead valves and hemispherical combustion chambers.



The first Model 9 Stoddard Daytona engines used an ingenious valve actuation system with a single camshaft in the crankcase and only a single pushrod and rocker arm pivoted in the center of the head to operate both valves. Exhaust valve operation was conventional with the pushrod pressing down on the valve. The intake valve, however, was opened when a low place on the lobe allowed a spring on the pushrod to pull down on the positively-fastened pushrod and the other end of the rocker arm. The Stoddard Dayton layout was efficient in terms of moving parts, but imposed large friction loads on the valve gear which had to constantly work against the pressure of the intake valve opening springs. The rubbing loads on the camshaft and tappet were severe and quickly wore out the valve gear. After a year of experience, Stoddard Dayton redesigned the engine to separate the valve gear, placing a second camshaft on the other side of the engine and duplicating the pushrods and rocker arms for conventional valve operation against springs which held the valves closed. Stoddard Dayton's experiments with engines were not over, either, although the hemispherical head engines continued to be produced. In 1912 Stoddard Dayton added a huge 70hp Knight sleeve valve six-cylinder to its catalog—but the Stoddards had sold out to Ben Briscoe in 1911 and the company succumbed when U.S. Motors went under in 1913.



The Motorcar Offered

This Stoddard Dayton Model 11A has survived in amazingly original condition. The paintwork, though a bit thin in places, is remarkably intact. All the fine details are still present like the bronze pedals and running board tool cases. A charming detail of this car is the registration numbers stenciled onto the fuel tank. Above the tank you can see the Selden Patent plate still attached along with the original ID tag.

The car is equipped with a Bosch "A" coil ignition system allowing for simple, often

handle-less starting. The interior has been fitted with set of canvas rain covers to help preserve the original upholstery. A new and correct top was fitted, however, as the original had deteriorated beyond repair.



Under the engine cover, however, is the prime attraction. The hemispherical combustion chamber, inclined valve cross-flow 40hp Stoddard Dayton engine with its abundance of brass and bronze exposed valve gear is a display that will fascinate and captivate anyone who loves intricately timed and coordinated machinery whether its stationary or in motion. It is a masterpiece and an important example of the creativity that the Stoddards nurtured at their automobile company. When shown, it will attract favorable attention from concours organizers, tour participants, and casual spectators. For the new owner it will offer an opportunity to impart a sense of the significant accomplishments of the Stoddard Dayton automobiles on themselves and others. **\$125,000 - 175,000**

514 1940 Chevrolet Special Deluxe Sedan

Chassis no.14KA0220629

216.5ci valve-in-head inline 6-cylinder engine Carter downdraft carburetor 85bhp at 3,400rpm 3-speed all-synchromesh manual transmission Front Knee-Action springs with double-acting hydraulic shocks and semi-floating rear axle with semi-elliptical leaf springs 4-wheel hydraulic drum brakes

- * Beautifully preserved original example
- * Showing fewer than 55,000 miles
- * Chevrolet's top of the line model



The Special Deluxe

By the early 1920s Chevrolet had abandoned its attempt to compete head-on with Ford's Model T and repositioned itself as a 'middle-market' manufacturer whose products possessed a degree of refinement lacking in the Model T. Chevrolet introduced a new range powered by the famous 'Stovebolt' overhead-valve six in 1929—the popularity of which helped General Motors out-sell Ford through the 1930s. Chevrolets were redesigned for 1937 featuring flat-sided wings, a wrap-around radiator grille and body-colored headlamp shells. The box girder chassis was stiffer, a hypoid bevel rear axle was adopted and the six-cylinder engine was bumped up in capacity to 216.5ci but more compact and powerful. Minimal changes followed for the next two years until the all new, 'Royal Clipper' body style were adopted for the 1940 K-series models. Chevrolet's best equipped and most expensive, the Special DeLuxe line-up was newly introduced for that year.

The Motorcar Offered

While the Special Deluxe was the most expensive model line offered by Chevrolet in 1940, it was the bestselling with 431,199 units sold. A number of luxury and convenience features came with the upgrade, including uprated suspension, additional chrome and stainless trim, and other niceties. This car was squirreled away by a major Pennsylvania used car dealer, who often kept the cream of the crop for himself, in early 1970s. Off the road since the mid-1960s and showing less than 55,000 miles—likely from new based on an oil change stick in the door jam—it presents itself as a very original machine. The interior is beautifully preserved and the trim still sparkles.

A rare, original example of one of the most popular cars from the early 1940s, this Chevy is as much a fixture of Americana then as now. \$9,000 - 14,000 Without reserve
515 1956 Bentley S1 Sedan

Chassis no. B242DB

4,887cc OHV inline 6-cylinder engine
Twin SU carburetors
177bhp
4-speed automatic transmission
Independent front suspension and live rear axle with semielliptical leaf springs
4-wheel hydraulic drum brakes

- * Nicely kept, preserved example
- * Mechanically well maintained
- * One of Bentley's most iconic examples



The Bentley S1

Bentley Motors Limited introduced their luxury 'S-type' in 1955. Its sleeker design replaced the signature "R type" the company was known for since 1946. It was a more generously sized fiveor six-seater saloon with the body manufactured in pressed steel with stressed skin construction. The new S1 had a number of marked improvements mechanically, cosmetically, and ergonomically over its predecessor. Only 3072 S1 short-wheelbase sedans were produced but the shape remained in production with few modifications until late 1965 when it was replaced with the new monocoque T series.

The Motorcar Offered

This well-cared for Bentley was delivered new to Mr. Norman E.J. Miles in the UK but has spent most of its life in the Midwest. It is finished in a two tone Shell Grey over Cellon Blue—a slight change from its original Shell Grey over Black Pearl—and has its original light blue leather interior.

Repainted in the late 70's or early 80's, it still shows nicely with very few scratches and imperfections. A new headliner, new woodwork, and new carpets were also installed at that time. The picnic tables in the rear compartments of the front seats are in very nice condition. The leather interior has wonderful patina and remains in very good overall condition with some cracking, including the interior door pulls showing wear. The odometer reads just over 52,300 miles and is believed to be original. The flashlight and jack are in the trunk and are believed to be original to the car, as well a functional full size spare tire. Reported to be a strong running and driving car; a recent test drive revealed it to shift smoothly and stops easily. Always garage kept and brought out regularly for shows and events around the country, this is a true survivor and a stately example of a Bentley from this era. \$16,000 - 20,000 Without reserve

516 1964 Ferrari 330 GT 2+2

Chassis no. 6405 Engine no. 6405 3,967cc DOHC aluminum V12 Engine Triple Webber 40DCZ two-barrel carburetors 300bhp at 6,600rpm 4-speed manual transmission with overdrive Independent front suspension by wishbones and coil springs, rear live axle.

Four wheel disc brakes with separate hydraulics to front and rear

- * Original Italian delivery V12 Ferrari
- * Original well preserved interior
- * Documented limited ownership chain
- * 43,000 kilometers from new



The Ferrari 330 GT

Introduced in January 1964, the 330GT 2+2 was based on the preceding 250GTE 2+2, Ferrari's first four-seater road car. Pininfarina was once again entrusted with the styling, adopting a four-headlamp frontal treatment that reflected the tastes of Ferrari's most important export market, the USA. Although some criticized its styling, the 'Series 1' four-headlight 330GT has become truly evocative of 1960s fashion, lauded both for its individuality and Pininfarina's purity of design.

Like its predecessor, the 330GT employed a tubular chassis; the newcomer's though, was 50mm longer in the wheelbase, which made conditions less cramped for the rear passengers. Suspension was independent at the front by wishbones and coil springs while at the back there was a live axle/semi-elliptic set-up. Improvements to the discs-all-round braking system saw separate hydraulic circuits adopted front and rear.

The 330's Colombo-type, 60-degree, V12 engine had first appeared in the 330 America (effectively a re-engined 250GTE 2+2) in 1963. Displacing 3,967cc, the two-cam all-alloy unit was good for 300-plus horsepower at 6,600rpm, an output sufficient to propel the 330GT to a maximum velocity of 152mph (245km/h) making it, when introduced, the fastest road-going Ferrari. Built alongside the ultra-exclusive Superamericas, the 330GT was Ferrari's ultimate grand tourer for the sophisticated client during the era known in Europe as 'la dolce vita'. A favorite of Enzo Ferrari, it was the first of his cars to sell in excess of 1,000 units.

The Motorcar Offered

Gran Turismo 6405 was delivered new in Italy in 1964 through SEFAC in Modena, to its first owner Parigi. As supplied it was finished in Blue Sera paintwork, and is recorded as having been fitted with a Bianco white interior. It seems that this latter aspect was perhaps an error, because from its earliest days it is known to have had the more natural cognac coloring that it wears today. From new the car was fitted with the desirable and practical four speed with overdrive transmission.

By August 1978, the Ferrari had migrated from its country of origin and was one of many cars to pass through FAF Motorcars in Georgia. Towards the end of the year it was purchased by Duane Moody of Alabama, who kept the car for a matter of months before returning it to FAF for sale, its mileage to this point is noted as 36274kms.







From FAF it was once again sold, this time up to lowa to James Higgins, before selling in 1980 into the first of a series of Massachusetts owners, Robert C. Brooks. 16 years later the Ferrari passed into long term ownership of more than 16 years.

All told, the mileage on the car is a scant 43,000 miles or so, which is reflected best in its lightly worn and well preserved interior. During most recent previous ownership the car was painted in a metallic grey hue, a finish which has not worn well and sadly presents poorly today and we are told that the car would benefit from some underbody attention. One area which has been exhaustively and authentically detailed is its engine bay.

The car has been in the ownership of an experienced Ferrari technician since 1997. As a result of this the engine compartment is quite meticulous and the car has received much mechanical attention over the last 15 years. The car includes ownership and service documents dating to 1979.

The car could be described as a bit of a sleeper, with an original patinated interior and an older paint with well-cared for and presented mechanicals. Representing an opportunity for sympathetic refurbishment, this is a modestly priced entry to the Ferrari world, in its most renowned V12 form. **\$100,000 - 125,000** Without reserve





517 1966 Aston Martin DB6 Vantage Saloon

Chassis no. DB6/2650/R Engine no. 400/2602/V

3,995cc DOHC inline 6-cylinder engine Triple twin-choke Weber carburetors 325bhp at 5,500rpm Borg Warner 3-speed automatic transmission Independent front suspension with unequal-length A-arms and live rear axle 4-wheel hydraulic disc brakes

- * Three owners from new
- * Driven only 200 miles in the last 27 years
- * Elegant California Sage finish
- * The ultimate Grand Tourer
- * Numbers matching





The DB6

Although recognizably related to the Touringstyled DB4 of 1958, the most noticeable innovation on the DB6 was the adoption of a Kamm-style tail with aerodynamic spoiler. "The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space," revealed *Motor* magazine, concluding that the DB6 Vantage was one of the finest sportscars it had tested. "In an effortless way that few other cars can match, the DB6 makes an overall speed limit of 70mph look quite ridiculous. At its maximum speed of more than twice this, it is reassuringly stable, probably more so than many cars struggling to maintain their 70mph convoy speed. If you need to stop from high speed the brakes are outstandingly powerful, a point which really needs remembering if there is a less well endowed vehicle behind; and the handling in both wet and dry conditions is superior to all but a couple of the production two-seater sportscars we have tested."

The Motorcar Offered

This DB6 was ordered new by Arthur White of Wolverhampton, United Kingdom. A well-to-do gentleman, Mr. White wanted a grand tourer so he ordered the unique specification of the more powerful Vantage motor for greater speed and the optional automatic transmission for ease of use and comfort. According to the buff log book, Mr. White first registered the car on April 7th, 1966.



Mr. White was fond of road trips and often took the DB6 down to Dover, rode the ferry to Calais and then be drove to Paris for a weekend on the town. Wear in the passenger side carpet is evidence of the many rides taken by Mrs. White to the next dinner or engagement while wearing her stilettos. According to British MOT Test Certificates on file, by 1976 Whites had covered nearly 52,000 miles in the DB6 and steadily continued their pace of about 2,000 miles a year until the Mr. White's passing in 1984 at which point the car was briefly transferred to his nephew before being acquired by the present owner in 1986.

Upon acquisition, the DB6 was shipped to the East Coast in September of '86. Since arriving Stateside 27 years ago, only 200 miles have been covered with the clock currently showing about 67,700 original miles. Finished in beautiful California Sage over black hides, the car continues to show well today. Currently in running order, it's very minimal use in the past nearly three decades would warrant some mechanical refurbishment before undertaking a longer journey. But saving that, it appears as a nicely preserved example of one of Aston Martin's legendary models in its most powerful specification. **\$140,000 - 160,000**

518 1912 Pierce-Arrow Model 36 Vestibule Town Car

Engine no. 32986

475ci T-head inline 6-cylinder engine
40bhp (rated)
4-speed transmission
Solid axle suspension with semi-elliptical leaf springs
Rear-wheel mechanical drum brakes

- * Incredibly rare formal car from Pierce-Arrow
- * Highly original condition
- * Untouched for decades
- * All cast aluminum body construction
- * The most beautiful era for Pierce coachwork



The Model 36

Pierce-Arrow's rise to the pinnacle of the automotive industry was a rapid one. The bicycle and bird cage manufacturer had dipped its toe into motorcar production in 1901 but didn't truly flexed its muscles until 1904 when it introduced the Great Arrow, a large, fourcylinder machine. The next year the Great Arrow would sweep the Glidden Tour and would ultimately win the trophy four more consecutive years. By 1910 Pierce had moved toward all six-cylinder chassis. Three different sizes were offered: a 36, a 48 and a 66. The smallest is a relative term for Pierce-Arrow as it was 475ci and rated at nearly 40hp – bigger than the largest offering for most manufacturers. The Model 66 measured 825ci making it the largest production car engine ever. By 1912 Pierce-Arrow had firmly established its reputation as the highest quality car made in America, if not the world. From their precisionmade, gasketless engines to their extensive catalog of cast aluminum coachwork, they built their reputation on quality at all costs. No other manufacturer went to the lengths Pierce-Arrow did to make the vast offering of chassis and body combinations. The dozens of cast aluminum bodies offered had almost no panel interchangeability. The same exacting standards that today signal incredible quality must have made for a boardroom nightmare in the period. One cannot accuse Pierce-Arrow during their "Golden Age" of ever compromising for the sake of price.



The Motorcar Offered

Of all the early Pierce-Arrows that survive today, the formal cars are by far the scarcest; the tremendous amount of aluminum used in the construction and its high scrap value led to the demise of many examples, especially during the war years. To find such an untouched example of an early Pierce-Arrow formal car like this one is truly special. A study of the styling of the bodywork quickly reveals Pierce's mastery of body design. There is not one disproportioned aspect to the body – every curve is harmonious and every panel is exquisitely shaped. The body was specifically designed for this chassis and it becomes a truly cohesive design where coach-built cars usually fall short.

As is to be expected, the details are superb. The windshield reveals its use of wood and metal with hardware that is both straightforward and marvelously complex. The striking feature of this body style is the "vestibule" door with its arched top providing precious extra headroom for its hat wearing occupants. The vestibule town car was a distinct model that shared little with the standard town-car body style and was the most expensive model offered.

In keeping with the true function of a town car – city and formal social use – the majority of cars produced were built on the 36 chassis. The 36 was powerful but far more maneuverable in urban settings.



By studying the cars being made in Europe, Pierce borrowed and stole elements and combined them with innovative materials and techniques into a uniquely American design. The radiator shape is taken right from Mercedes, the engine design is influenced by Napier, and the body styling is influenced by both French coach builders and classical architecture. The end result is a cohesive design that could only be American and could only be a Pierce-Arrow. This 36 has spent the majority of its life in the Maryland area. It was discovered in the 1940s and used in the old car hobby in successive years—a number of tour badges and stickers from 1940s old car tour are still evident. The car all but disappeared from the hobby in the 1950s and was not rediscovered until recently when it was unearthed from a Maryland barn.

Although it was used in the 40s, the owners were sympathetic enough to leave most of it alone. None of the wool interior has been changed and Maryland proved to be an area without a moth problem. It likely that some of the original nickel has been chromium plated; but this is an easy process to reverse and the nickel is often beautifully preserved under the chrome. The car was also likely painted at some point but appears to have been done pre-war when the car was still in service.



Opening the hood reveals the untouched and unaltered engine compartment. Virtually nothing is out of place, right down to the leather Bosch magneto cover. The car is equipped with a period correct Kellogg air self-starting system. This ingenious system uses compressed air fed into the cylinders to start the engine and the engine mounted compressor replenishes the air supply when the engine is running. Mechanically the motor is free and entirely intact and the rest of the mechanical components look to be in fine order. The car has all of its original and unique-to-Pierce-Arrow lighting equipment. Upon examination, the leading Pierce-Arrow expert and mechanic described it as remarkable and a car that would require very little make roadworthy again.

It is on rare occasions that truly special cars come on the market. These cars transcend being just automobiles—they are examples of some of the finest objects ever made by the people of that time. A Pierce-Arrow of this period was arguably the finest motorcar built at the time and to a standard of quality that has never been surpassed. **\$250,000 - 275,000**

519 1932 Ford Model 18 Deluxe Fordor Sedan

Chassis no. 18-14757

221cu flathead 21-stud V8 engine Stromberg 59 carburetor 65bhp at 3,400rpm 3-speed manual transmission Solid front axle with semi-elliptical leaf springs and live rear axle with transverse leaf springs 4-wheel drum brakes

- * An unmodified example of the legendary 'Deuce' Ford
- * Nice, original interior
- * A well optioned and presented example



The Model 18

There are rare moments when everything just comes together for a car manufacturer. For many manufacturers that year was 1932 but for no manufacturer was that more true than for Ford. The 1932 range would mark Ford's departure from the Model A four-cylinder cars, the all new flathead V-8 line taking center stage. Ford's team of stylists, the largest in the industry, had been working diligently on every detail of this new model series. Ford being essentially a one-model line had enormous pressure to deliver products as successful as the Models T and A. The designers did not disappoint. They produced what is arguably one of the most important and handsome automotive designs of the 20th century. "The Deuce", as it would come to be known, has captured the hearts of many, both when new and in the present day. The styling was perfection elegant open fenders, finely proportioned bodies, the exposed frame rails, and that wonderful grill shell. The car is an absolute American icon and coveted equally by hot rodders and purists of the marque.

The Motorcar Offered

A well preserved '32 Ford in Maroon with black fenders, this car has matching Straw wheels and pin striping. The paint, likely an old respray, is in fair condition but appears quite tidy. The original and untouched interior is nicely done in gray/green mohair and has good woodgraining. Accessory temperature and oil pressure gauges have been added. The car has dual sidemounts, and a rear trunk rack with cover. The windshield bears a V-8 Owners Club decal, and the grille shell and insert are both in good condition.

The engine is a 21-stud V-8, with a later 1934-36 intake manifold and a Stromberg 59 carburetor. Having been run recently the motor is said to be strong – though the fuel tank should be cleaned. Honestly presented and fitted with a fresh set of tires, it could easily be freshened, gone-through, and enjoyed as is. As a rare example of unmodified Deuce, it will no doubt turn heads no matter where it goes. **\$20,000 – 30,000** Without reserve

520 1983 Porsche 928S Coupe

Chassis no. WPOJB0922DS860771

4,664cc SOHC V8
Electronic fuel injection
234bhp at 5,900rpm
4-speed automatic transmission
Front, independent with double wishbone, telescopic dampers with co-axial coil springs, plus anti-roll bar, rear: Independent with lower wishbones, upper transverse link, coil springs, telescopic dampers, and anti-roll bar
Front, vacuum assisted, ventilated discs, rear, servo-assisted discs









The Porsche 928

Unveiled at the Geneva Salon in 1977 and voted Car of the Year for 1978, the 928 was intended as an upmarket replacement for the long-running 911, but in the event Porsche's rear-engined classic would outlive its younger sibling. The front-engined 928's stylish 'hatchback' body used aluminum for the doors, hood and front fenders in the interests of weight saving, while ingenious impact-resistant bumpers made of color-matched plastic were incorporated in the nose and tail. The V8 engine - Porsche's first - displaced 4.5 liters and produced 234bhp. A five-speed transaxle gearbox or three-speed automatic were the transmission options. In 1979 the 928S arrived boasting a 4.6-liter, engine equipped with Bosch K-Jetronic fuel injection, and then in 1986 the model was further revised and restyled, becoming the 928 S4.

The Motorcar Offered

This 928 was purchased new by Camille Cosby, wife of the great comedian Bill Cosby, and has remained within that family until acquisition by the current owner earlier this year. Complete with its original service book, this confirms that original registration in 1983 and charts maintenance in its early years.

Its timeless color scheme of gunmetal grey and rich burgundy leather interior easily belies its 30 years of age, while their condition are both within reasonable expectations of its low miles.

An entry level Porsche. \$15,000 - 20,000 Without reserve

- * Formerly owned by in the Cosby family stable
- * Just over 24,400 miles from new
- * Benchmark example of underated model

521 1955 Ford Thunderbird Convertible

Chassis no. P5FH134742

292ci OHV Y-block V8 engine Single Holley four-barrel carburetor 193bhp at 4,400rpm 3-speed Ford-O-Matic automatic transmission Front independent wishbone and rear live-axle leaf spring suspension 4-wheel hydraulic drum brakes

- * Two owners from new
- * Very well persevered and exceptionally original and correct
- * A central Connecticut car its whole life
- * Used as a 'benchmark' car for restorations and judging





The Thunderbird

Conceived to challenge Chevrolet's Corvette sports car, the classic Thunderbird convertible debuted in October 1954 for the 1955 model year and was one of the first models produced with Ford's new overhead-valve V8 engine. Introduced in two-seat 'personal car' form, the Thunderbird was intended to appeal to imageconscious younger customers, beating the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement. Its success took Ford by surprise: 16,000 were sold in the first year when a total of only 10,000 had been expected. Today the 1955-'57 Thunderbirds are among the most desirable and sought after of post-war American automobiles.

The Motorcar Offered

This Thunderbird Blue over Turquoise and White T-bird left the Dearborn, Michigan factory on December 29th, 1954 bound for Boston-area dealers. The 'bird was sold new to a woman in central Connecticut and thoughtfully enjoyed until it traded hands in the early 1980s to its current and second owner. Another careful steward of the car, the striking originality of the car has been fastidiously kept right down to the original Connecticut vanity plate, 'NOMI' under which the car is still registered as it has spent its whole life in the central Connecticut area.



The hard-to-find original details that are so often lost to restoration, use, and time are evident on this car. All of the original decals and labels are still in place and under the hood the drawn on production markers—meant to disappear over time—are still visible. A benchmark example of which the correctness of other Thunderbirds are now judged, it has been used as a rubric for restorations and concours competitions. Mechanically well kept, the transmission was overhauled less than 1,000 miles ago and a fresh set of whitewall radial tires from Coker shroud the original wheels. Inside and out the preservation of this car shines with the only blemish being a few cracks in the driver seat cushion.

With originality and correctness becoming more important factors to the collectability to cars, it is hard to fault this stunningly preserved example. **\$30,000 - 35,000**

522 1988 Rolls-Royce Corniche Convertible

Chassis no. SCAZD02A8JCX23572

6,750cc Aluminum Silicon Alloy V8
Bosch fuel injection
240bhp at 4,000rpm
3-speed automatic transmission
4-wheel independent coil spring suspension
4-wheel disc brakes

- * Low mileage car, just over 18,200 miles covered
- * Original U.S. delivery example
- * Comfortable long distance touring car for four passengers



The Rolls-Royce Corniche

Recalling its glamorous Grands Routiers of prewar days such as the Phantom II Continental, Rolls-Rovce's final coachbuilt models - entrusted to the company's in-house coachbuilder Mulliner, Park Ward - were limited to just two, a two-door coupé or similar convertible, the former arriving in March 1966 and the latter in September the following year. The cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality, including Wilton carpeting, Connolly hide and burr walnut veneers, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible. This painstaking attention to detail resulted in a price some 50% higher than the standard Silver Shadow's. Nevertheless, demand for these more glamorous alternatives to the

much more numerous Silver Shadows were strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971.

The well tried aluminum V8 engine was adopted, displacing 6,750cc, driving through a Turbo Hydramatic 400 three speed automatic gearbox sourced from General Motors. For the Corniche model power output was enhanced by about 10%, providing greater torque and giving the car a top speed on the order of 120mph. The independent coil spring suspension provided the smoothest of rides, complemented by a hydraulic selfleveling system to the rear. Perceived early shortcomings in the braking department were eliminated in 1972 with the introduction of ventilated disc brakes. Minor enhancements for the Corniche II of 1977 included alloy and rubber bumpers, an aluminum radiator, the addition of an oil cooler and, for the North American market, a driver's airbag.

'The name Corniche has been chosen for the latest coachbuilt models because it symbolizes their higher cruising speeds and their ability to cover greater distances with the minimum of fatigue for driver and passengers,' announced Rolls-Royce.

The Corniche proved a major success for Rolls-Royce; periodically revised and updated, it remained in production well into the 1990s, the last (Convertible) examples being delivered in 1995.



The Motorcar Offered

This is an exceptional example of the renowned grand touring Rolls-Royce Corniche. Delivered new in the U.S. in 1988, the car has had few owners and careful use, resulting in a recorded mileage today of a little over 18,000 miles from new. Its timeless two tone paint scheme subtly accents the flowing lines of these elegant convertibles. It is reported that it was maintained for most of its life by esteemed agents Bentley Motors of Long Island and has for some years resided in a collection of historic collector automobiles. Complete with service books, lambswool rugs, jack, and tools, the car can best be described as immaculate – or, more appropriately for this auction, well-preserved. \$68,000 - 75,000

Please note the title for this car is in transit.

523 1930 Rolls-Royce Phantom 1 Newmarket Convertible Sedan

Coachwork by Brewster & Co.

Chassis no. S484MR

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

- * Long term ownership by famed collector, John W. Straus owner of Macy's
- * Springfield Phantom with original coachwork from new
- * 'Timewarp' original automobile



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 centrechange 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 Derbybuilt 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.

Rolls-Royce of America chose to distinguish coachwork by naming each design style, taking their names from towns in the United Kingdom. Rivaling the very best coachbuilt convertible sedans built anywhere in the world, the Newmarket was an exquisitely proportioned body, with simple moldings and accessory detail.



The Motorcar Offered

This is fine and intrinsically highly original example of the all-weather Newmarket.

The car has a known history from new, which is recorded on its factory records.

It was originally sold to Arthur M. Loew of New York City, NY on June 3rd, 1930.

Mr. Loew retained the car until after the war, when it passed to D. Rosenheim in June, 1946. Within a year, it became the property of E.M. Wurzel. All the while it remained in the New York City area, and it would soon become the property of two of the city's most prominent gentleman of this era: in March 1949, it was acquired by Judson H. Cox IV of Macy's Department store; later that same year it would pass to the company's owner, John W. Straus. It remained in the Straus family's custody for more than 6 decades before being acquired by the current owner.

As with the best original automobiles, one needs to look no further than the car today

to understand how it looked new, the finishes and style. Its understated black paintwork and wheel discs only serve to accent the purity of the factory design and the true effect of its low windshield.

An undeniably elegant and totally original automobile, this Rolls-Royce will prove to be a perfect car for the growing number of classes in car shows and Concours around the country and world which are dedicated to preservation. **\$100,000 - 120,000**





Bonhams is proud to present the following 13 automobiles for sale.

For the past five years these have formed part of a Private European Museum Collection, having been acquired from notable U.S. based collections including The Museum of Science and Industry, Chicago and the Richard C. Paine Jr. Collection.

Please note all of these cars have been museum stored and will require recommissioning.

524 1929 Ford Model A Mailtruck

Engine no. A1852552

200 ci L-head four cylinder engine Single updraft carburetor 40hp 3 Speed manual Solid front and rear axles with leaf springs 4-wheel mechanical brakes

- * One of approximately 20 remaining examples
- * Formerly in the Museum of Science and Industry, Chicago
- * Offered from a Private European Museum Collection



The Ford Mailtruck

In 1929, Ford Motor Co. was offered a contract to produce vehicles for the US Postal Service. This resulted in the manufacturing of approximately 300 Postal Service vehicles by Ford during 1929 and 1930. The Postal Service had used vehicles before for residential delivery, but had not been satisfied with their reliability. With the introduction of the Model A Ford units, the Postal Service at last had a reliable delivery vehicle.

Bodies for the Model A delivery trucks were specially designed by the Postal Service and constructed in Ford's body building shops. The bodies were made of wood and mounted on the standard Model A Commercial chassis, using the Ford's steel cowling and fenders.

Because their wood body construction did not weather well, few of the Model A Postal Service trucks have survived the ravages of time. It is estimated that fewer than 20 authentic examples remain today.

The Motorcar Offered

This Model A Postal Van was the subject of a thorough and accurate restoration in the early 1970s. Its authenticity was certified by the Antique Automobile Club of America and it received a first place national award attesting to the quality of its restoration—the plaque commemorating that occasion is still affixed to the inside of the body.

The Postal Service truck was donated to the Museum of Science and Industry in Chicago in the 1970s. The truck was in excellent restored condition when donated, and despite its long term display it presents very nicely today. The original Ford radiator emblem and several other small parts are noted to be missing from the vehicle. The truck includes original locking, US Mail bags and a fine US Mail labeled padlock adorns the rear door.

This unusual example of the popular Model A Ford is a very desirable vehicle. As is the case with any specialty commercial vehicle, it is quite rare. A cosmetic refresh of the restoration would make this truck a standout on any show field.

This Model A Ford represents one of the most important milestone vehicles in America's automotive history, while this unusual example also reflects an important moment in the history of the US Postal Service. **\$30,000 - 40,000** Without reserve

525 1907 Schacht Model K Runabout

Chassis no. 1647

Horizontally opposed side-valve 2-cylinder engine Schebler brass sidedraft carburetor 12bhp Friction-drive transmission Transmission brake Solid front and rear axles with full-length semi-elliptical leaf springs

- Formerly the Property of the Museum of Science and Industry, Chicago, from 1941-2008
- * Offered from a Private European Museum Collection
- * Rare highwheels with 'wheel' steering control



Schacht Cars

Schacht was a Cincinnati builder of horsedrawn carriages and wagons before turning to automobile production early in the 20th century. A high-wheel gas-powered buggy Schacht marketed as the "Auto-Runabout" was offered as early as 1904 and as late as 1910. After 1910, Schacht produced rather conventional automobiles until 1913, and then concentrated on trucks, which they would build well into the 1930s.

Unlike some other high-wheel vehicles, the Schacht had a steering wheel (instead of a tiller) and its engine was water-cooled...as attested to by its prominent brass radiator. Marketed as the "invincible car," the Schacht enjoyed considerable popularity during few years that high-wheelers were in demand.

The Motorcar Offered

The 1907 Schacht Model K Runabout offered here was sold new in Chicago by the Cornish Friedberg Motor Car Company, located at 1233 Michigan South Avenue on 'Dealer Row', as that section of Michigan Avenue was called. There are two brass plaques attached to the vehicle identifying the dealership. The Schacht arrived at the MSI in 1941.

The car is unquestionably in good original condition. The wood body is largely intact and appears solid, except for an older repair on one side, near the transmission output shaft. The older repaint was done in a period correct red, with black accents and gold striping and is very representative of the original finish. The upholstery has been replaced. The brass radiator appears to have been completely remanufactured, but closely resembles the original design. The horizontally opposed 2-cylinder, 12hp engine is complete and has a proper Schebler brass sidedraft carburetor. The ignition coils have been replaced but the ignition timer appears to be original. The engine turns over easily. The friction drive transmission appears to be complete and in operating condition, as is the chain-driven rear axle. The steering components are also complete, including the brass steering wheel with its column-mounted spark and throttle levers. The wood artillery wheels appear to be original and are in good, solid condition, as are the hard-rubber tires.

Overall, this vehicle could be museum displayed in its current condition. The Schacht Runabout is a rather jaunty high-wheel car, compared to some of its utilitarian buckboard-like competitors, a facet that makes it all the more interesting. **\$30,000 - 40,000** Without reserve

526 1931 Ford Model A Roadster

Engine 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

- * Property from a Private European Museum Collection
- * Formerly in the Richard C. Paine Jr. Collection
- * Resilient usable pre-war Ford
- * U.S. icon



The Model A

Replacement for the ubiquitous Model T, the Model A went on sale in December 1927. A more complex car than its predecessor, the 'A' was also more powerful, its four-cylinder sidevalve engine producing 40bhp - double the output of the T - which was good enough for a top speed of 65mph. A three-speed sliding gear transmission replaced the T's planetary gears, there was coil-and-battery instead of magneto ignition and at last there was a brake for each wheel. The T's ungainly styling was abandoned, and the eagerly awaited Model A's up-to-the-minute looks, choice of colors and, needless to say, competitive pricing, helped ensure its success. Ford priced the new Model A at just \$450 and would go to build 4.8 million over the next four years despite the prevailing economic gloom.

After two years in production the Model A was face-lifted for 1930, receiving wider tires on smaller-diameter (19") wheels and being mildly restyled with wider mudguards to achieve a lower, more modern look. Ford outsold Chevrolet 2-to-I in 1929/30 when more than 1.4 million were sold - the Model A's best year - and production continued until the V8's arrival in 1932 saw Ford's four-cylinder car renamed 'Model B'.

The Motorcar Offered

This 1931 Ford Model A Roadster is typical of the time. Finished in dark green with black fenders, a 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 enjoyable to own and use and this example is perfect to introduce collectors and the public to the experience. **\$20,000 - 30,000** Without reserve

527 1910 Sears Model P Four Passenger Motorbuggy

Chassis no.2321

Two-cylinder opposed L-head engine 107ci 14hp Two-speed planetary transmission Full elliptic springs Rear wheel mechanical brakes

- * Offered from a Private European Museum Collection
- * Formerly the Property of the Museum of Science and Industry, Chicago
- * Rare Highwheeler Motorbuggy model



Barbara Lohr, daughter of Major Lohr, President of the CMSI, tries out the Sears, 1948

The Sears Motorbuggy

The marketing principle was simple. Sears had a huge and trusting clientele all over America thanks to its widely circulated catalogs. This customer base trusted the company and was used to sending in orders for everything from farm implements to clothing, and later even houses. So it was a simple step to start producing its own motorcar. That vehicle was a decidedly conservative high-wheeled buggy-type conveyance designed by Alvaro S. Krotz and initially built in the factory of Colonel William H. McCurdy of Evansville, Indiana before Sears took over manufacture. The layout couldn't have been simpler; the Sears used a basic steel frame, cart springs and wooden-spoke wheels, with hard rubber tires at all corners, a horizontally-opposed twocylinder, 10 horsepower four-stroke engine and dual chain drive to the rear wheels. Not being a company prone to embracing fads, this car employed tiller steering. In 1910 the engine benefited from a power increase to 14 horsepower, although the wheelbase remained the same at 72-inches. Two years later, the car was quietly phased out and the tooling disposed of. Although by 1912 the Sears was seriously outdated, its demise was based on the fact that every unit sold generated a loss for the company.

The Sears Motorbuggy was sold by mail order through Sears, Roebuck and Co. catalogs during 1908-1912. Motorbuggy models ranged in price from \$325 to \$485, and they are the rarest and largest of all Sears models.



The Motorcar Offered

In the March 1948 edition of the Horseless Carriage Club Gazette, under the heading '25 Year Old Autos Reborn Here', an article records how the President of the Chicago Museum of Science and Industry, Major Lenox Lohr was actively sourcing collectible automobiles and rejuvenating them with his team of colleagues at the growing Museum. The featured automobile highlighting the article is this same Sears, which had clearly recently joined this collection. The following issue shows his daughter Barbara proudly exhibiting the car outside the MSI, after it had received a sympathetic restoration. It can safely be assumed that the car remained in the collection until 2008 when Bonhams was entrusted with de-accessioning a handful of automobiles. File notes record it as actually joining the MSI in 1972, but it is quite possible that the car was in Major Lohr's personal collection, and shown there first before becoming part of the Museum collection, as other vehicles were. At the time, the Museum and Bonhams staff were able to comment that the engine was 'free' and that it appeared to be a remarkably complete and handsome example of the model. The body and seating were also generally in fair condition. The Motorbuggy remains in much the same order from when it joined the current Private European Museum Collection at Bonhams' 2008 auction. It has a pleasing consistency and patina of its now well mellowed earlier rebuild. There have been no attempts to run it, however, and it will no doubt require recommissioning. When this is completed, with its simple construction and relatively complete chassis, the Sears could be driven and enjoyed as is or a project for the right restorer. **\$25,000 - 35,000** Without reserve

528 1923 Lincoln Model L 7-Passenger Touring Car

Chassis no. 11186

358ci L-head inline 8-cylinder engine
Single Stromberg carburetor
90 hp
3-speed manual transmission
4-wheel semi-elliptical leaf springs with front and rear floating axles
Rear wheel mechanical brakes

- * Formerly in the Richard C. Paine Jr. Collection
- * Offered from a Private European Museum Collection
- * Equipped with the desirable Rudge-Whitworth wire wheels





The Lincoln Model L

Henry Martyn Leland had earned his reputation as Detroit's "Master of Precision" long before establishing Lincoln to build Liberty aircraft engines for The Great War.

Leland established Cadillac's reputation as "The Standard of the World", then left in a dispute with Billy Durant and started Lincoln, commencing automobile manufacture after the war. His first Lincoln was superbly engineered and built. Introduced in 1921, its V-8 was unlike more conventional V-engines which offset the cylinder banks slightly to make room for adjacent connecting rod bearings on the crank journals. Leland's Model L used fork-and-blade connecting rods and disposed the cylinders directly opposite each other. Unusually for the period, Leland's V-8 had full pressure lubrication. The Model L Lincolns were powerful, reliable and strong.

Leland, however, had an engineer's vision and the bodies which completed his automobiles were stodgy and out of date. Dismal sales, the post WWI recession and an erroneous \$4½ million tax bill spelled the end of Lincoln. It was bought out of receivership in 1922 by none other than Henry Ford to balance the success of the bare bones Model T with the best-engineered and best-built luxury automobile in America.

The Motorcar Offered

Ford put his son Edsel, who had an innate sense of style, grace, balance and proportion, in charge of Lincoln and the automobiles soon began to reflect Edsel's vision. This 1923 Lincoln Model L (the "L" indicated its design by Henry and Wilfred Leland and would remain the catalog designation until the V-8 was superseded in 1931, a measure of even the Fords' respect for the "Master of Precision") reflects the beginning of Edsel Ford's influence on Lincoln design. The long hood, continuous beltline accent, subtly defined passenger compartment edges and body sides that curve in to join the frame cover all convey a tight, integrated sense of purpose and performance that perfectly suited the Leland-designed chassis and drivetrain.



Acquired from Bonhams sell-out endowmentcreating auction for the Richard C. Paine Jr Collection in 2008, the Lincoln is finished in maroon with black fenders, dark brown leather upholstery and black leatherette top, this car has black Rudge-Whitworth centerlock wire wheels and black sidewall tires that convey an elegant, no-nonsense demeanor that is appropriate for an expensive, luxury automobile delivered in the wake of the post World War I economic difficulties.

It is modestly but effectively equipped with a folding steering wheel, jump seats, folding rear compartment footrest and an intermediate cowl with locking storage compartments. There is an absolute minimum of brightwork; in fact the only bright trim are the nickel plated Bausch & Lomb drum headlights, the hubcaps and the greyhound radiator cap mascot. Even the windshield frame is painted black.

Physical indications tend to support the displayed mileage because despite an old repaint and some rust bubbles in the bottom of the panels between the doors it appears to be complete, right down to the engine compartment drip pans which rarely survive. It bears a painted registration number on the rear valence which appears to be from the province of Buenos Aires, presumably in Argentina. The painted inscription below the number is "Provisoria", Temporary, indicating that it was never permanently registered and further explaining its apparent low miles. The doors fit and close well, with even gaps and flush fits. The engine appears to be original in all important respects, helping confirm the impression that this is a very sweet and surpassingly rare largely original survivor from the earliest days of the Lincoln Motor Co. Division of the Ford Motor Company.

There is an abundance of history in this Lincoln, a somewhat dowdy survivor from the days when Edsel Ford was turning Henry and Wilfred Leland's ugly duckling into a great performing showcase for the work of some of America's best body designers and coachbuilders. It is a Classic Car Club of American Full Classic[™], eligible for the full schedule of CCCA events, tours and awards.

\$50,000 - 70,000 Without reserve

529 1918 Locomobile Model 48-2 Sportif Touring Car

Chassis no. 14760

525ci Vertical T-Head inline 6-cylinder engine
85bhp
4-speed manual transmission
Front semi-elliptical and rear ¾-elliptical leaf springs with floating rear axle
2-wheel mechanical brakes

- * Believed to be formerly the property of ex-General of the Armies John Joseph "Black Jack" Pershing
- * Formerly in the Larz Anderson Auto Museum collection for more than 30 years
- * Offered from a Private European Museum Collection





DESIGNED BY LOCOMOBILE EUSTOMBODY DP

Former President Harry S. Truman rides in 14760, Kansas City, 1961

The Locomobile Model 48

Begun as a manufacturer of steam-powered carriages designed by the Stanley brothers, Locomobile was acquired in 1899 by Amzi Lorenzo Barber, "the asphalt king of America," who installed his son-in-law, Samuel T. Davis, Jr., as its treasurer. Davis eventually became President and ably guided Locomobile's transition from steam to gasoline automobiles, hiring Andrew L. Riker in 1901 to design the first gasoline Locomobile. Riker would remain as Locomobile's chief engineer until 1920, designing the finest quality automobiles in America. For a time Bridgeport, Connecticut, where Locomobiles were built, was the destination of choice for Vanderbilts, Carnegies, Wrigleys and Armours when seeking

automobiles of the highest quality in design, materials and construction.

Riker's masterpiece was the Model 48. Introduced in 1911 with the designation Model M, at its heart was a giant 6-cylinder engine, a massive affair of square bore and stroke ($4\frac{1}{2}$ " x $4\frac{1}{2}$ ", 429 cubic inches.) The iron T-head cylinders were cast in pairs and bolted to a bronze crankcase which contained a drop-forged alloy steel crankshaft that was both statically and dynamically balanced and rode in seven main bearings. An aluminum intake manifold mated up with a bronze-bodied carburetor while the gearbox casing was cast in manganese bronze. The exhaust valves were chrome-cobalt steel. Rated at 48 horsepower under the ALAM formula, the Locomobile Model 48 was reputed to develop 90 or more horsepower on the brake. A later increase in the Model 48's stroke to 5½" brought the displacement to 525 cubic inches and although the ALAM rating remained 48hp the actual horsepower must have been even greater than the first 429 cubic inch Model 48s.

The chassis was equal to the engine, with chassis members pressed from chrome-nickel steel, then heat treated and hot-riveted together. It rode on chrome-nickel-tungsten steel leaf springs, had electric starting and a four-speed gearbox. The company's literature noted that the "price





[\$5,000 for a 6-7 passenger touring car] includes top, top hood, windshield, speedometer, voltmeter, clock, tire pump, electric horn and demountable rims." There were no shortcuts taken in the Model 48's materials, construction methods or finishes and it was without doubt the best performing and most robust American luxury car of its day.

In keeping with its emphasis on quality Locomobile maintained its own coachworks design department headed by former Kellner designer J. Frank de Causse. De Causse's style was simple, individual and distinctive but also has stood the test of time to be recognized as some of the best designs of the period, elegant in their understatement and simplicity. De Causse's fenders, simple curves that followed the wheels' radius and equally simple straight extensions into the running boards, balanced the bodies' flat panels. His designs avoided compound bends, but picked out the edges of important elements with raised beads.

The Locomobile 48's quality and performance are abundantly obvious from its production life. Following its introduction in 1911 it remained in production, essentially unchanged with only evolutionary improvements, until 1929, an unparalleled span of nineteen years through a period of some of the most rapid changes in the automobile's history.

The Motorcar Offered

One who appreciated the Locomobile's attributes was the commander of the American Expeditionary Force in Europe following America's entry into World War I, General John J. Pershing, better known by his nickname, "Black Jack." Pershing had experienced the value of automobile transportation during fluid military campaigns while pursuing Pancho Villa in Mexico and when named to head the A.E.F. looked for guality automobiles to serve him and his senior officers. Familiar with the British use of Rolls-Royce automobiles he looked for similar characteristics of power, reliability, comfort and size among American manufacturers. He found what he was looking for in the Locomobile Model 48 and had them supplied for his personal use as Commander of the A.E.F.







This 1918 Locomobile Model 48 was built specifically for him by Locomobile in 1917 and was used after General Pershing returned to the United States following the Armistice.

Its history with General Pershing was substantiated in the early 1980s by Pershing scholar L.J. Andrew Villalon. It has a one-off body that resembles the basic Sportif shape but has thicker rear doors that have only external door handles, reflecting its use with a chauffeur. The fenders have a more formal rounded top shape to them and it is fitted with mounts for a cape style top, although one is not now installed. The front windscreen is marked Healey & Co. New York and Healey was well known for producing a variety of cape top coachwork. It has all original Locomobile branded lights and instruments.

Following Pershing's ownership it was sold or

given to a personal friend from whom it was acquired by Kansas City based collector Stanford Block. Mr. Block had only a little cosmetic work done, mainly a repaint and some plating, to the sound, largely original and carefully preserved Locomobile. An unusual feature is the combination of leather front upholstery and khaki bedford cord in the rear, said to be special request for General Pershing who preferred the cloth for its resemblance to his military uniform. While in Mr. Block's hands the car toured extensively and was used to transport honored guests in Kansas City parades, including carrying former President Harry S. Truman in a 1961 Kansas City parade.

From Bock it passed into the hands of the Larz Anderson Auto Museum – one of the truly great collections of automobiles in this country. Demonstrating preservation in its purest form, the Museum houses numerous cars which were Anderson family transport from new and have never been restored. It was acquired by the present owner five years ago, and has been little used. The restoration work done by Stanford Block is of high quality and has held up remarkably well. The upholstery is original and has some moth damage but is presentable and usable. There is some paint loss on the passenger side of the car.

The connection with General Pershing preserved this Locomobile Model 48 much better than many of its contemporaries. It has always been treated with respect and carefully preserved in recognition of its connection with one of American's greatest fighting Generals. Today it is remarkably well preserved. Aside from some cosmetic attention and regular upkeep and maintenance on the driveline and chassis it has not been altered at all from the way it was delivered to General Pershing over 90 years ago.





General of the Armies John Joseph "Black Jack" Pershing

Photo: Library of Congress





It is a striking car and would be truly unique with its cape top reproduced and installed.

It is not often that an automobile with the highest standards of quality construction, coachwork, power and performance also is directly connected with a legendary public figure like Black Jack Pershing. Combined with the remarkable preservation of this Locomobile and the exceptional rarity of the margue and model General Pershing's 1918 Locomobile Model 48 is a remarkable opportunity for collectors to add a truly unique vehicle that will be an important addition to the most exceptional collections. It is important not only to the history of the automobile but also to the history of the United States, and its originality and history commend it as a particularly appropriate participant in the increasingly important Preservation classes. \$120,000 - 150,000 Without reserve

General John Joseph "Black Jack" Pershing

Born to a general store owner in Laclede, Missouri in 1860, John J. Pershing grew-up in the ashes of the Civil War. Initially pursuing a career as teacher educating local African-American children, he entered West Point in 1882 and began to demonstrate phenomenal leadership skills throughout his tenure at the Academy. Following his graduation in 1886, Pershing went on to serve in various Cavalry appointments across the American West, including his 1895-6 leadership of the 10th Cavalry Regiment, composed of African-American soldiers serving under white officers. His service in the 10th Cavalry later helped form his famous nickname, "Black Jack".

Pershing's place in history was secured by his actions as a general in World War I. Exercising significant control over his command with the blessing of President Woodrow Wilson, Pershing created an army of two million soldiers from an initial base of just 27,000 inexperienced men, all in a span of less than two years. Working continually to operate as a separate, allied force with the French and British, rather than as a force of American soldiers under foreign command, Pershing built the strength necessary for the United States to promote itself to a global superpower following the German armistice in 1918.

Pershing's great success in WWI was rewarded in 1919 when the US Congress authorized the President to promote Pershing to the General of Armies of the United States, the highest possible rank for any member of the armed forces. He remained active in military affairs, but left the true leadership of WWII to the leaders he had helped create during his command 25 years prior. Pershing died in 1948 and is buried today in Arlington National Cemetery near the graves of the soldiers he commanded in Europe.

530 1924 Marmon Model 34 Touring with California Top

Chassis no. C85356 Engine no. 2610A

339.6ci OHV inline 6-cylinder engineSingle updraft Stromberg carburetor84bhp3-speed manual tranamission4-wheel semi-elliptical leaf spring2-wheel mechanical brakes

- * Formerly the property of the Museum of Science and Industry, Chicago, from 1953 – 2008
- * Offered from a Private European Museum Collection
- * Rare 'California Top' car







Marmon Automobiles

The Marmon car was built in Indianapolis, by Nordyke & Marmon. The firm had produced flour-milling machinery for more than half a century before automobiles came along. Family scion Howard Marmon built their first car in 1902. This brilliant, highly regarded engineer would lead the Marmon car to worldwide fame and acceptance.

In 1911, the first Indianapolis 500 race was won by a Marmon "Wasp" racer. By the 'teens and '20s, a sporty Marmon was quite the proper car for any occasion. In 1931, the powerful and massive Marmon Sixteen was introduced. Although the last Marmon cars were built in 1933, the company went on to produce Marmon-Herrington 4-wheel drive conversions for decades.

The Motorcar Offered

This Marmon 34 is an excellent example of the sort of large and sporty touring car destined to forever epitomize "the Roaring '20s." The Model 34, introduced in 1916 and offered through 1924, was powered by a large overhead-valve inline six. It was a big car for its time, riding on a 132-inch wheelbase.

This 1924 Marmon Model 34 Touring car is a very original and quite intact automobile. It was repainted and cosmetically upgraded in the

1950s or early '60s. Its touring body is fitted with a rare fixed top, often referred to as a California top. At first glance, the top appears to be of the standard, folding type, but it is actually a fixed, non-convertible top with a built in headliner.

The accessory fixed top is quite unusual today and the Marmon is likely one of only a very few touring cars in existence equipped with the feature.



Prior to its deaccessioning in 2008, the MSI staff inspected the Marmon, reporting that its body and fenders appeared to be extremely solid. Panel fit is good and consistent throughout. No signs of structural damage or repair were noted. A few small parts are missing, including the spark lever, ignition switch, tail lamp and clock. The rear bumper and brackets are damaged but appear to be complete. The chassis appears to be in original condition. The engine is complete down to its correct carburetor. The original cellular radiator is still intact. Very little has changed in its current ownership over the last handful of years.

The Marmon was repainted many years ago, in a hue believed to match the original color. Some mars to the finish have accumulated over the years, but is generally still in good condition. The California top retains its original fabric covering, with a few tears that have been repaired, and the headliner is intact and in good condition. The interior appears to be original and is in fair overall condition, with the front seat leather showing more wear than the rear. The nickelplated trim appears original and is reported to be in good condition.

This Marmon could potentially be made quite presentable with little more than a thorough cleaning and some detailing. Very few cars from the 1920s remain as original as this fine automobile, and with its Marmon heritage and unusual top, it will make an interesting car to own. **\$40,000 - 50,000** Without reserve

531 1934 Packard 1101 Eight 7 Passenger Touring

Chassis no.710-11 Engine no.374045

320ci L-head inline 8-cylinder engine
Single down draft carburetor
120bhp at 3,200rpm
3-speed manual transmission
4-wheel semi-elliptical leaf springs
4-wheel mechanical drum brakes

- * Formerly in the Richard C. Paine Jr. Collection
- * Offered from a Private European Museum Collection
- * Long time Maine car







The Packard Model 1101

For Packard the Eleventh Series 1934 Eight might have been its "standard" offering but by the standards of just about any other automobile manufacturer it was an heroic automobile.

With a silky smooth L-head inline eight engine of 319 cubic inches and 120 brake horsepower at 3,200 rpm, the Packard Eight was large and powerful enough to deal effortlessly with all but the largest, most elaborate and heaviest formal coachwork. It was offered in three versions, the base 129½" 1100 series with a 5-passenger sedan body, the 141¼" long wheelbase 1102 series with 7-passenger sedan and limousine coachwork and the standard 136½" 1101 series with a total of ten cataloged bodies ranging from rumble seat coupes and coupe roadsters to luxurious convertible victorias. By the mid-Thirties closed coachwork was far more popular than open cars. Technology and press capacity had advanced to the point where all-steel coachwork, even large panels for 5- and 7-passenger sedans, could be formed economically and the welding techniques to assemble them economically and accurately were well established. Wood framing was almost eliminated from production coachwork and fits and durability were better than ever.

Tucked snugly inside a tight, warm, dry metal box with luxurious broadcloth upholstery and good ventilation and heating mid-Thirties buyers could be forgiven for thinking that open touring cars with side curtains were best left to winter vacation homes in Florida and summer places along Mid-Coast Maine.

The Motorcar Offered

Fortunately for today's collectors that is exactly what this 1934 Packard 1101 Eight 7-Passenger Touring Car is.

As far as can be established it has spent its entire life in the picturesque community of Somesville within a few miles of Richard C. Paine Jr.'s Seal Cove Museum. It was acquired in January 1956 from Mary L. Ludington and is – aside from an old repaint – apparently completely, charmingly, irreplaceably original. Its odometer shows 48,825 miles while the June 21, 1957 service sticker from Haynes Garage in Northeast Harbor (Tel. Br. 6-3773) on the door post shows the mileage then as 48,820. Given its history and condition it is highly probable that it had only two (or perhaps two family) owners from new



before arriving in the Paine collection when it was just 22 years old.

It seems likely that the car must have been recommissioned each July when the family came back to Somesville for the summer, then returned to storage when the summer house closed in early fall, having seen little use and that only in fair weather. It passed from Paine 5 years ago to add one further custodian to its roster.

It is finished in dark blue with black leather interior and a beige cloth top and is equipped with dual sidemount spares in metal enclosures with mirrors, wide whitewall tires on body color wire wheels, wind wings, a spotlight, rear seat armrest, jump seats and a folding footrest. The repaint is old, cracked and blistered but other than a repair on the right front fender the bodywork is sound, straight and solid with no rot. The doors close perfectly with even gaps and even the running board treads look nearly like new. The top is fragile, but the interior leather is amazingly good. Most chrome is decent, except the taillights which are peeling.

Better yet, it is the open seven-passenger touring car coachwork which looks so wonderful on the mid-Thirties Packards, a combination of rare well-preserved nearly completely original condition and an example of the most desirable and sought after open coachwork. It is an amazing find, good enough to take anywhere with pride and confidence that no other car for miles will be so original, well preserved and built to such high standards. Its condition and preservation for over half a century by Richard C. Paine, Jr. is a tribute to the sympathy which he had for quality, well-preserved automobiles. Rather than compromise its originality Richard Paine chose to leave it alone so it could continue to tell its stories through ancient markings, lettering, decals, labels and the finishes and assembly techniques it received nearly three-quarters of a century ago in Detroit. **\$90,000 - 100,000**

Without reserve

532 1917 Pierce-Arrow 38-C-4 7-Passenger Touring

Chassis no. 38645 Engine no. C4-4183

415ci inline six-cylinder engine38bhp4-speed manual transmissionSolid axle suspension with leaf springsRear-wheel mechanical drum brakes

- * Renowned luxury made automobile
- * Sporting touring bodywork
- * Formerly in the Richard C. Paine Jr. Collection
- * Offered from a Private European Museum Collection





The Pierce-Arrow

The first Pierce automobiles were light Stanhopes designed by David Fergusson, who would be Pierce's chief engineer until 1921. The lightweight Pierces were a natural progression from Pierce's long experience building and marketing bicycles. Pierce's bicycle dealer network and distribution system distributed the earliest Pierce four-wheelers, giving the company a natural advantage over its competitors.

The first multi-cylinder Pierce appeared in 1903 and the four-cylinder Great Arrow followed in 1904. Three years later, Pierce entered the sixcylinder era that would so effectively define the company. The business was expanding so rapidly and its high quality standards required so much hand work that it outgrew its extensive existing facilities and in 1906 it erected a massive manufacturing facility that was for years the pride of Buffalo, New York.

In just five years the George N. Pierce Company 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. From 1910 on Pierce-Arrow was exclusively powered by six-cylinder engines of 36, 48 and 66 horsepower.

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. Unusually among luxury marques at this time Pierce-Arrows were almost always delivered with Pierce-Arrow coachwork. The bodies built used proprietary technology from the Aluminum Company of America to cast its body parts in very thin 1/8" thick flanged aluminum panels which were lightweight, stiff, dent resistant bodywork. It was unique and helped ensure Pierce-Arrow customers' satisfaction with their automobiles.

Pierce-Arrow kept expanding the state of the art in manufacturing luxury automobiles, extensively testing, refining and adopting new materials, techniques and processes, while staying true to its determination to build the best automobiles possible and regardless of cost. In the process it earned commercial success, great loyalty from its dealers and clients and the admiration of its competitors.


This 1917 Pierce-Arrow 38-C Fourth Series Touring Car is not only an outstanding example of the unsurpassed work of the Pierce-Arrow company but also a marvelously preserved and complete piece of history. Finished in maroon with black fenders, black leather upholstery, black cloth top and a tan cloth top boot, it is lavishly equipped and wonderfully original. In addition to its opening windshield, divided front seat, wind wings, jump seats, folding footrest, luggage rack and trunk, dual spares strapped to the right running board, Klaxon electric horn and bulb horn clamped to the steering column it has the very unusual feature on Pierce-Arrows of this period of optional standalone headlights in brass bell enclosures rather than Pierce-Arrow's signature fender-mounted lights. Other than the radiator enclosure all the brightwork is brass.

The suspension is fitted with lever friction shock absorbers and 3/4 elliptical rear springs. The rear wheels have contracting band brakes. Like all Pierce-Arrows through 1920 it has right hand drive.

Inside the left front door pocket is a tool kit with screwdriver, pliers, starting crank and a set of open end wrenches much of which looks to be original to the car.

It was acquired by former owner Richard C. Paine Jr. in 1988 in a trade with a collector in Connecticut and appears to have had very little done to it over the years other than an old repaint, a top boot and rebuilt and revarnished wheels with replaced tires. The engine appears to have been out, worked on, mildly refreshed cosmetically and returned to an otherwise largely undisturbed engine compartment. The odometer shows 22,459 miles which may well be the only mileage it has covered. The upholstery on the rear seat and jump seats is hardly worn and even the front seat coverings are sound although all the leather will benefit from being carefully professionally treated to restore its luster and flexibility. The patina in the engine compartment, chassis and other working parts of the car are worth a look if only to see how sympathetic care can preserve even a car that gets used occasionally.

With over 70 brake horsepower the 1917 Pierce-Arrow 38-C-4 conceded little advantage to competitors outside its 38hp class such as the Packard Twin Six with 424 cubic inches and a 43hp ALAM rating. This superbly maintained and preserved example likewise concedes little to restored Pierce-Arrows. It is a lovely, highly desirable piece of history that will grace the most discriminating collection. **\$90,000 - 110,000** Without reserve

533 † 1925 Rolls-Royce 20hp Two Door 'Landau' Coupe

Coachwork by Locke & Company, New York

Chassis no. GNK 66

3,127cc OHV inline 6-cylinder engine
Single updraft carburetor
53bhp
4-speed manual gearbox
Solid front and live rear axle with semi-elliptic leaf springs
4-wheel servo-assisted brakes

- * Rare American bodied 20hp Rolls-Royce
- * Early 'center change' gearbox derivative
- * Formerly owned by Richard C. Paine Jr.
- * Offered from a Private European Museum Collection





The 20hp Rolls-Royce

Rolls-Royce's 20hp was well ahead of its time in many regards. In the late 1990s when Bentley decided to look at a broader market for its products and introduced the Continental Coupe, it was hailed as genius and spurred marketing which brought them the Le Mans crown again after 70 years, this was a similar move. The 20hp was catering to the same market, the company wisely realizing that in the post- Great War era its market would head more towards the owner who was also the driver, or indeed to a slightly smaller budget than its clientele had traditionally had.

With it the company templated a new in line six cylinder engine, which would later form the basis in an enlarged capacity for the first two of its Phantom series, it also moved the gear and handbrake levers to the center of the car, improving access for the driver and enabling practical four door coachwork to be fitted to the chassis. The latter proved confusing to the British and within 3 or so years the cars reverted to a right hand lever arrangement, but in the U.S. this would be adopted for Springfield built Phantoms, showing that Rolls was very much in touch with the times.



20hp cars were never built in America, but the new Springfield, Mass. factory clearly took orders for the model and this is one such car. GNK 66 was originally supplied through Rolls-Royce America to William G. Loew of Madison Avenue, New York. U.K. Rolls-Royce records note that originally the car was intended to be an enclosed 5 seater, and that just prior to shipping from Liverpool this was changed to a 2 door coupe, presumably referencing the body that the car wears today. The car was guaranteed in June 1925, when we may presume it was ready for the road.

The Twenty was bodied by Locke and Co. of New York, whose heyday was the late teens and early 1920s, and who were known predominantly for

specifically tailored coachwork on luxury chassis, Duesenberg, Packard, Pierce-Arrow and Mercedes included. As the decade progressed they began to produce sets of standard coachwork for Chrysler, Graham, Franklin and Lincoln among others, and waned slightly after the untimely death of their Massachusetts born founder, Justus Vinton Locke in 1925.

It would be optimistic to assume that the coachwork that this car wears was anything other than a custom order, however, its quality of build and distinct appearance is without question and it is imagined that it was for its owner's use in the city. Quite how long Mr. Loew owned the car is not recorded, but it is known that Richard Paine purchased the car from the Webber family of Waterlooville, Maine, it is presumed in his prime buying time of the late 1960s or early 1970s and that it reflected another of his collecting traits being purchasing cars that he felt either had spent much of their lives in Maine or New England, or epitomized the region.

Today the car is in tidy but aged order, its paint and interior showing wear and use, but not excessively. Perhaps of most interest to marque aficionados is how it blends British features of the model such as split rim wheels with American 'drum' head and sidelights, for this reason alone it deserves close observation, as much as for its original and unspoiled appearance. **\$40,000 - 50,000**

Without reserve

534 c.1904 Oldsmobile Model 6C 'Curved Dash' Runabout

Engine no. 50214

117.5ci Single-cylinder Single down draft carburetor 7bhp at 600rpm Two-speed planetary transmission Longitudinal full length leafs springs with front and rear beam axles Clutch band on drive sprocket brake

- * Formerly in the Museum of Science and Industry, Chicago
- * Secured for the MSI by Ransom E. Olds
- * Offered from a Private European Museum Collection



The Curved-Dash Oldsmobile

Known as the 'Curved Dash' for obvious reasons, Ransom Eli Olds's gasoline-powered runabout was first offered for sale in 1901. following a fire at the factory that had destroyed every other prototype. Over 11,000 of the three Curved Dash models ('R', '6C' and 'B') were constructed before production ceased in 1907, making it the first volume produced American automobile. The Model 'R' runabout was powered by a single-cylinder, 1.6-litre engine of 114x152mm bore/stroke, mounted horizontally at the rear and producing 41/2 horsepower at 600rpm. Later '6C' and 'B' models benefited from a more-powerful (7hp) 1.9-litre engine, and all featured two-speed transmission and chain final drive.

Several improvements to the design were made during the course of production, but the engine's basic layout remained unchanged. Two mechanically operated overhead valves were set side-by-side at 90 degrees to the cylinder axis, and the rocker arms had roller ends. An ignition contact-breaker was mounted on the end of the camshaft, and sparks provided by a trembler coil. By 1902, the mixer-type carburetor had been replaced by a float-less design, while a manually adjustable valve in the exhaust system vented exhaust gases via the silencer box or more or less straight to the atmosphere, the two settings presumably being intended for town and country use respectively. Cooling water was contained in a reservoir above the engine and circulated by a crankshaft-driven pump, mounted on the side of the chassis. The radiator's copper piping wound its way back and forth beneath the floor.

Despite appearances to the contrary, the suspension's leaf-springs which linked the front and rear axles were not true half-elliptics like those fitted to the later model 'B' cars. On the 'R' and '6C' models, only the bottom leaf ran from front to rear, so it would be more accurate to describe these as four quarter-elliptics. Steering was by means of a tiller, a common enough method in the early 1900s, while there was a choice of brakes: one acting on the transmission, the other on the differential. The wheels were un-braked.







The curved-dash Oldsmobile offered here has an interesting connection to the pioneering automaker who gave Oldsmobile its name. In 1931, when the Chicago Museum of Science and Industry set out to obtain a curveddash Oldsmobile, a curator wrote a letter to Oldsmobile founder Ransom E. Olds asking for information and leads. The venerable pioneer replied with helpful advice and also made an observation about the curved-dash models, some of which were already 30 years old at the time: "These cars are getting to be quite scarce, and the day is coming when they probably will be quite a curiosity," Olds wrote.

In 1932, the Museum acquired a curved-dash Oldsmobile through the Oldsmobile Division of General Motors. That car is the very vehicle offered here. The ancient Oldsmobile remains in fair overall condition and appears to be mostly complete. The body shows signs of age and, as is typical of very old unrestored cars, cracks are evident throughout its wood structure. The paint and upholstery were redone decades ago, and now have a patina consistent with the paintwork. The front fenders are in good condition while the rear fenders are somewhat rough. All four fenders appear original. The floor mat has been replaced.

Although it has not been started for many years, the single-cylinder, 7hp engine turns and retains its correct carburetor. The 2-speed transmission (plus reverse) appears complete and in good condition. The wood artillery wheels are also in good condition and are fitted with replacement clincher-style tires. Wearing a Selden Plate with the number 12978, and carrying engine number 50214, this Model 6C dates from the perennially disputed era of late 1904 to early 1905 production. Its Selden Plate number being comfortably within the sequences of other known 1904 cars, its engine dates from the cusp of 1905 production. Bonhams has to the best of their ability tried to establish which precise year the car might have been built and will continue to do so with Curved Dash Oldsmobile Club expert Gary Hoonsbeen. More information on this aspect may be available at the time of sale.

Regardless of its age, cosmetically this is a highly original and charmingly aged example which would sit well in any collection of preserved automobiles and also among any preservation class. \$45,000 - 55,000 Without reserve

535 1911 Courier Stoddard 20 Commercial Wagon

Chassis no. D142

226.2ci L-Head Inline 4-cylinder engineSingle Stromberg Carburetor22.5hp (rated)4-wheel semi-elliptical leaf springsRear wheel internal expanding drum brakes

- * Formerly in the Museum of Science and Industry, Chicago
- * Offered from a Private European Museum Collection
- * Rare sister brand to a legendary manufacturer



Courier Motorcars

The very first Stoddard-Dayton, completed in 1904, was a standout fourcylinder car; in 1905 the company adopted the slogan, "As Good as It Looks." The massive, sturdy and luxurious models that followed sold well in their upper rung price class—for a while. But, fortunes changed after the company became affiliated with Benjamin Briscoe's U.S. Motor Co. in mid-1911. Despite new models powered by Knight-patent sleeve valve engines, Stoddard-Dayton was gone by 1913.

In 1909, Stoddard Dayton announced the formation of the Courier Car Company. Built in a separate factory in Dayton, Ohio, Courier allowed Stoddard to produce a lower priced car while preserving the Stoddard Dayton name for its flagship offering. The cars were produced from 1910 to 1912 and varied between 20-30hp. The models were offered at price competitive with many of the smaller sized cars, including Ford, but offered more performance than most of their rivals. Unfortunately, Courier and Stoddard Dayton failed with the implosion of United States Motors in 1912

The 1911 Courier Stoddard 20 Commercial Wagon combined the rugged utility of a light truck with the convenience of a four-passenger car— the rear seat could be easily removed and re-installed as requirements dictated. The Model was targeted at business men who needed a truck during the week but a car on the weekends.

The Motorcar Offered

This example is an older amateur restoration of a mostly original vehicle. According to an MSI condition report, the chassis appears to be original and authentic. The engine retains its original-type carburetor and magneto ignition system. The frame, suspension components, steering gear, and three-speed manual sliding-gear transmission are also correct and appear to be in good condition.

Prior to the vehicle's sale to the present owner in 2008, the engine was repaired as needed by MSI staff. The radiator is a modern replacement, with a steel frame that has been painted gold to suggest the appearance of the original cellular-core brass radiator.

The body, which is mostly constructed of wood, appears essentially solid and mostly original. The upholstery has a period look. The original fenders show evidence having been repaired over the years. The car is equipped with period-authentic brass headlamps, sidelamps and bulb horn. A periodauthentic accessory brass spot lamp and Presto-lite tank for illuminating the headlamps are also installed. The electric Klaxon horn is a later item.

The Courier Stoddard 20 shows well enough as-is to be used for parades, tours and local exhibitions. \$30,000 - 40,000 Without reserve

536 1910 Sears Model G Runabout

Chassis no. 1753

4-wheel full-ellipic leaf springs with solid front and rear axles

* Formerly in the Museum of Science and Industry, Chicago, for 67 years



The Motorcar Offered

This high-wheel Sears could be a valuable parts car for the restoration of a similar vehicle, or could be the starting point for a restoration. It is built on the same 72-inch wheelbase used by all Sears high-wheel automobiles produced between late 1908 and the end of the series in 1912. An estimated 3,500 examples were built during that period.

Being a 1910 model, the Model G Runabout offered here would have been produced at

the then-new Sears Motor Car Works factory located at Harrison and Loomis in Chicago.

The 1910 Sears is missing both its engine and transmission assemblies. The steel chassis frame is believed to be original, but does evidence repairs and weathering consistent with heavy use and the passage of time. The buggy-style wheels and hard rubber tires are in fair condition. The front and rear axles are complete and correct for the model and are also in fair overall condition. The vehicle retains its original chain-drive mechanism and suspension springs.

The wood body is a replacement and is not an accurate recreation. With the popularity of Sears automobiles, a replacement motor should not prove too be too much of a challenge for the restorer. \$15,000 - 20,000 Without reserve

537 1904 Knox 16/18hp "Touraine" 4-Passenger Stanhope

Chassis no. 2369

275ci Air-Cooled Opposed 2-cylinder Engine Single Knox carburetor 16bhp 2-Speed Manual Planetary Transmission Front and Rear Leaf Spring Suspension Rear Mechanical Brakes

- * An impressive and imposing American "Brighton" car with a proven track record
- * Four seats and a proper top
- * Well sorted out and maintained – ready to use condition
- * VCC dated



The Knox Twin

Knox automobiles were built in Springfield, Massachusetts from 1900 to 1914. The Knox 2-cylinder air-cooled engine had a rather massive 275 cubic-inch displacement and cylinder barrels were studded with 2-inch pins for cooling. The resulting prickly appearance caused some Knox owners to favor the nickname "Old Porcupine" for their cars. The engine was mounted midship in the chassis and was connected to a 2-speed manual planetary transmission, driving the rear wheels through chains. A tiller provided steering from the car's left-side driving position. Two-cylinder styles for 1904 included the "Tuxedo" touring car, "Tudor" surrey and the "Touraine" stanhope or runabout, as offered here. The Touraine stanhope featured a flat rear deck, suitable for carrying luggage and spares, while Tuxedo and Tudor models had a large rear seat mounted in that area. Seating for two auxiliary passengers was provided on all models and was neatly concealed when not needed in the forward body structure. The Knox was a relatively large and moderately expensive car in its time. The 1904 Touraine stanhope spanned an 84-inch wheelbase and sold new for \$2000. By way of comparison, a contemporary single-cylinder (98cid) Model B Cadillac runabout had a 76-inch wheelbase and listed for \$80 and the engine was rated at half the power. A Knox entry in the 1906 Glidden Tour finished the endurance run with a perfect score, contributing to the car's reputation for durability.



This car was obtained, in unrestored condition, from Canada. Following discover, a thorough restoration was performed. Paint and upholstery were redone in 2000. The restored top assembly was installed at that time.

Mechanically the car is remarkably complete down to its scarce original Knox carburetor. The car been demonstrated to be a reliable runner over the years and with its huge twin cylinder engine a strong performer. On a demonstration run, Bonhams staff witnessed the hill climbing power of the Knox as it seemed to maintain exactly the same speed on flats and inclines – not something one often experiences in cars of this era. A recently found original Knox side entrance "Roi des Bleges" body is included with the car. This exciting find opens up the possibility of making the Knox a four- or even five-seater with original factory coachwork.

Having been in the same ownership for the last decade, the Knox has seen a good number of road miles in the US. In 2006 it travelled to the UK and completed the London to Brighton run and was featured in the Regent Street Concours. The car was officially dated 1904 by the VCC and bears its brass dating plaque. It should be regarded as one of the more potent, reliable and most notably substantial American cars one can use to participate in the run.

Recently the car has been exhibited at the new Springfield Museum of History in Springfield, MA where it has been the representative exhibit for Knox cars for the last few years.

Now nearly 110 years old, the 1904 Knox is of sufficient vintage to participate in some of the most prestigious veteran car rallies and activities worldwide. It presents an uncommon opportunity to enjoy ownership of one of the more interesting and substantial historic early automobiles built in the Commonwealth of Massachusetts. **\$120,000 - 150,000**

538 1911 Panhard-Levassor Type Y 6.6 Liter 35hp Open Drive Limousine

Coachwork by J. Rothschild et Fils, Rheims & Auscher, Paris

Car No. 18278 Engine No. 18278

6,597cc T-Head Inline 6-Cylinder Engine Four speed & reverse gearbox with side-chain final drive Front and rear semi-elliptic springs 2-wheel rear drum and transmission brakes

- * Formerly the property of Dr. Augustus D. Juilliard, of Juilliard School of Music fame
- * ex-Richard C. Paine Jr.
- * Six cylinder car with period electric Bosch starter



The Panhard-Levassor Type Y

For the first dozen years of motorcar production from 1891 Panhard-Levassor occupied the preeminent position in the automobile industry. Initially, under the inspired leadership of Emile Levassor, the firm had established the overall pattern for the motorcar that was to become almost universally used in the decades that followed. This *système Panhard*, having a frontmounted vertical engine driving through a clutch to the gearbox with final drive by side-chain, came to be modified in only one significant respect as shaft drive was gradually adopted as the preferred method for transmitting the power to the back axle.

By 1900 Panhard-Levassor cars had won more races than all the other contesting makes put together, and this was an important factor in forming the opinion of many early motorists that the products of the *Société Anonyme des Anciens Etablissements Panhard et Levassor* were the 'best cars in the world'. In the early years of the new century demand was such that there was a significant waiting list for new Panhard-Levassors, and those fortunate enough to be shareholders in the firm received an annual 50 dividend on their investment.

In the sphere of racing others such as Mors, Mercédès, Richard-Brasier and Renault came to challenge and take the leading position from Panhard-Levassor, although the winning of two races in 1904, the Circuit des Ardennes and the Vanderbilt Cup here in America, where one fifth of Panhard-Levassor's output of passenger cars was sold, kept the name to the fore. However, it was in the market for passenger cars that the competition was fiercest and for several years the firm lost its momentum. Nevertheless it survived the 1908 financial recession despite a 40 per cent drop in sales and gradually began to reinvigorate its products. Wooden chassis were replaced with those of pressed steel, shaft-drive was introduced for three models in 1908, and at the Paris Salon the following year cars with sleeve-valve engines were introduced although Panhard-Levassor did not immediately abandon the use of conventional poppet-valve engines but made both types in parallel until 1920.

Also in 1909 came the introduction of two six cylinder cars, one chain-driven, the other with shaft drive, both models using the same five liter engine. These were not the first six cylinder cars made by the firm, but until 1909 Panhard-Levassor had only rarely toyed with the concept, despite the fact that Napier had introduced



the first viable six cylinder cars for the 1904 season and the success of these had created a strong demand that many other manufacturers, particularly of luxury cars, rapidly moved to satisfy. Prompted by its English agent, Harvey du Cros, Panhard-Levassor built a handful of 11-liter six-cylinder cars in 1906, all of which were exported, the model not appearing at all in the firm's French sales brochures. Two years later an even bigger 'six' was marketed. This 65cv Type U4 was among the largest production cars ever built, having an engine of just over twelve liter capacity. Considering their size, and a price of 29,000 French francs without bodywork, the selling of fifteen examples of these huge cars over a threeyear period represents guite an achievement.

In April 1910 a much more practical 6-cylinder model was introduced, this being the 6.6-liter Type Y, its chassis only price new was 20,000 French francs or £800. It was of similar mechanical specification to the U4, including the use of side-chain final drive, but the engine was of more advanced design. The early sixcylinder Panhard-Levassor engines had used individual cylinders, well spaced along the crankcase, and were therefore of exaggerated overall length - in the case of the U4 the engine appears to occupy almost half the total chassis length. When the five liter six cylinder cars were introduced in 1909 The Automotor Journal had commented: 'the construction of the engine is radically different, for the cylinder castings although separate units during the process of manufacture are rigidly bolted together in the

finished engine, giving the appearance of a monobloc.' It was this method of construction that was used for the larger Type Y and the result was both a significant reduction in length and a much more rigid engine.

The Type Y continued as a cataloged model until 1915 by which time 59 examples had been sold, the vast majority in 1910 and 1911. Panhard-Levassor advertising proclaimed the six-cylinder cars as 'the vehicle of the Heads of State', and the French government bought a number for official business. Period photographs show President Fallières using a Type Y with fine Rothschild limousine coachwork on formal state occasions, but he was also to be seen in an example bearing a consecutive registration plate and fitted with a tourer body.



The Panhard-Levassor works records show that car offered here left the Avenue d'Ivry factory on the 19th July 1911, to the order of a Monsieur Hogan of Paris. Nothing is known about this gentleman, but he could well have been the managing director of an agency or garage in the city, it not being uncommon for the name of the individual who placed the order being recorded rather than the name of the business that they represented.

The car was fitted with its open-drive limousine body by J. Rothschild et Fils, this firm, managed by Monsieurs Rheims and Auscher, being responsible for so many bodies that were fitted to Panhard-Levassor chassis from the earliest days. The 'Maison' Rothschild that had pioneered the use of aluminum for body paneling, replacing the traditional wood used for this purpose on horse-drawn vehicles, created in 1901 the original *Roi des Belges* body style that was so widely copied, and was one of the leading 'Carrossiers' of the *belle époque* era.

It is believed that this car's first owner was Augustus D. Juilliard; certainly it carries a small brass *plaque d'identité* on the dashboard, as required for motorcars in France under the decree of March 1899, bearing his name and address. However, the latter is given as 70 Worth Street, New York, which tells us a great deal. Not only must the car have spent some time in France, since such an owner's plate was not an American requirement, but it also confirms that the owner was a gentleman of distinction whose name is still well-known today. Augustus Juilliard was born aboard ship in April 1836 whilst his parents from the Burgundy region of France were in the process of emigrating to America. In the 1870s he established a successful textiles distribution business and went on to amass a fortune from this and investments in railroads, banking, and insurance. He was a generous supporter of the arts and learning, being a patron of both the Metropolitan Museum of Art and the American Museum of Natural History, whilst he was also President of the Metropolitan Opera from 1892 until his death in 1919. However, it was the \$5-million bequest that he made to the Institute of Musical Art in New York that caused this body to re-name itself as the Juilliard Foundation, becoming the Juilliard School of Music in 1946. 'The Juilliard', has a worldwide reputation and its distinguished alumni include Nigel Kennedy, Yo-Yo Ma, Pinchas Zukerman, and Miles Davis, to name but a few.



It seems most likely that Juilliard acquired the car in France and later shipped it to the U.S. The listed Worth Street address correlates with his business activities in this era, Juilliard being a noted on New York Company Director records at this address in 1915. The surviving Official Automobile Directory of the State of New York for 1914, note A.D. Juilliard as owning a Panhard at his home address of 11 West 57th Street, it seems most likely that was this car. By the late 1940s, contemporary rally reports in 'The Bulb Horn' recorded the ex-Juilliard Panhard as being in the ownership of C.R. Neidlinger of the insurance business of that name and clearly a pioneering collector. It seems most likely that the car had remained in the U.S. and perhaps in the Tri-State area to this point. Neidlinger is again noted as the owner of the car in the Princeton Alumni Weekly, on October 16, 1959.

The early 1960s were a particularly active period for another noted collector, Richard C. Paine Jr. of Maine. He would famously acquire the majority of Dr. Samuel Scher's collection in 1966/7, and so it is entirely possible that it was in this same period that the Panhard arrived in his collection. It was certainly there from the mid 1970s. In 2007 the car passed from the Paine Collection to the present owner, who after its many dormant years had the car recommissioned to run.

As befits a motorcar of the nature of this Panhard-Levassor, the passenger accommodation that includes two folding occasional seats is fully trimmed in corded cloth, whilst the chauffeur and footman have leather for their seat. Although it is still largely in original condition, at some stage early in its life the car received a subtle and practical upgrading. Dietz electric lighting was fitted, as were detachable wheel rims, a Carter carburetor replaced the original unit, and most importantly an American-Bosch electric starting system was installed. It appears that the profile of the back mudguards was probably changed at this time to encompass the wheels, rather than having the horizontal line, up-curved at the rear extremity, that is generally to be seen on Rothschild bodies of the period.

The Juilliard Panhard-Levassor is an imposing motorcar of refinement, with adequate power to perform effectively. It was made by one of the great names in the history of motoring, bodied by a leading coachbuilder of the day, and its original owner also occupies his own place in history. **\$225,000 - 250,000**

539 The ex- Edwin C 'Ted' Jameson

1929 Cord L-29 Town Car

Coachwork by D'Ieteren

Chassis no. 2926758 Engine no. FD1395

298cid L-Head Inline 8-Cylinder Engine Single Carburetor 125bhp at 4,000rpm 3-Speed Manual Transmission Front Wheel Drive - Solid Rear Axle 4-Wheel Drum Brakes - Inboard Front

- * Beautifully preserved example of the iconic L-29
- * Elegant European coachwork
- * ACD Certified
- ** Well-documented ownership history*
- * Excellent entry in preservation class Concours





The Front Drive L-29

Introduced in August 1929, the sublimely sleek Cord L-29 quickly became an international style sensation. Production models were honored with major awards at numerous automotive showings throughout Europe, and the L-29 rapidly became the car of choice for Hollywood celebrities. Built in Indiana, with engineering input from racecar builder Harry Miller and Indy FWD pioneer Cornelius Van Ranst, it was perhaps not surprising that a Cord L-29 "Front Drive" Cabriolet paced the 1930 Indianapolis 500. The L-29's front-wheel drive layout enabled its strikingly low silhouette, while placement of the transmission/differential ahead of the engine necessitated the especially long hood and lengthy 137.5-inch wheelbase. The beautifully streamlined L-29 radiator shell was inspired by that of the ultra-prestigious Duesenberg Model J, introduced by E. L. Cord's Auburn Automobile Co. in late 1928.

The Motorcar Offered

The remarkably original and preserved example of Cord's legendary L-29 model presented here, benefits from just four owners since new. Delivered new as a rolling chassis in the traditional way, chassis no. 2926758 was first purchased by Henry McVickar, possibly a personal friend and business colleague of E.L. Cord himself. As recounted by his son Harry, Henry McVickar was a car enthusiast who owned several high end coach built automobiles, typically several at the time. For 2926758, it is believed that Mr. McVikar decided to use the stylish D'leteren Town Car coachwork that was fitted to his 1927 Minerva. The level of craftsmanship of this transformation is very impressive, and was likely carried out by a member of the Brunn coach building family from Buffalo, New York. It is evident

not only in the quality of the workmanship, but also how well the Town Car coachwork from the much larger and taller Minerva is beautifully integrated with the low chassis of the L-29 Cord. According to old registration paperwork, the coachwork was adapted and fitted to chassis 2926758 by December 21, 1929. This is less than two months after the bare chassis was shipped from Indiana to New York in October 1929, so it is apparent that this coachwork, still present on the car today, was in fact the cars first coachwork.

The car remained with the McVickar family until 1940, when it was sold to Patrick Boyle. It remained unused in Boyle's Ridgewood, NJ garage until 1976 when it was acquired by noted collector Edwin C. 'Ted' Jameson, remaining in his care until his death in the







early 2000's when the immediately prior owner, only its fourth custodian, bought it, still in very original and well preserved condition. Under his stewardship, the car has undergone mechanical servicing, and had some very careful repairs done to the cowl by LaVine Restorations, and the roof reworked by Sharp's Auto Upholstery.

Cord specialists will note that this carefully preserved example still retains many rare factory features, such as the smaller spoke wheels, front brake covers without the vents, a four blade fan and under-hood battery location, just as it did when it was delivered in 1929. The car is a fabulous time capsule, with most finishes un-altered since the car was new in 1929. The history file included with the car is extensive and starts with the 1929 registration, and includes correspondence with the McVickar family, correspondence with D'leteren confirming that the body is the body originally fitted to McVickar's Minerva, as well as a wealth of other items including original Cord service bulletins issued by ACD and the ACD Certification.

This is a remarkably original automobile combining Cord's advanced front wheel drive chassis with high quality European coachwork and few, devoted owners since new, would be an excellent candidate for Preservation Class exhibition at the most prestigious concours as well as a stunning participant in the annual Auburn Cord Duesenberg Festival in Auburn, Indiana. It will surely be the only one of its kind wherever it appears. **\$175,000 - 225,000**





540 1951 Nash Statesman Super

Chassis no. K487570 Engine no. 35270951

184ci flathead inline 6-cylinder engine
Carter downdraft carburetor
85bhp at 3,800rpm
3-speed manual transmission
Independent front suspension with semi-floating rear axle and semi-elliptical leaf springs
4-wheel hydraulic drum brakes

- * Last year for the Airflyte design
- * Outfitted with police livery
- * Nicely presented





The Statesman Super

The new-for-1949 Nash Airflyte was a true departure from the look and design of the cars that proceeded it. The risky styling had an appearance all its own with heavily skirted front and rear wheels, an enveloping body, and plenty of interesting touches such as eye-level 'Uniscope' gauges (replaced in 1951 with more conventional 'Pilot Panel' gauges), a rolltop cover for the radio, and seats that folded flat into a bed. The two main series offered by Nash in 1951 were the top-of-the-line Ambassador and the lower priced Statesman. The Statesman line was further subdivided into the pricier Custom and entry-level Super. Similar in appearance to its bigger brother, the Ambassador had a smaller wheelbase thanks to shorter front clip—but the cabin remained generously proportioned.

The Motorcar Offered

This 1951 Statesman Super Sedan is trimmed in police livery; complete with a growler siren and red police light. One of 52,325 Statesman Super Sedans built in '51, it is rumored to have started life as a police car, it has since been subject to a repaint in the black and white scheme it carries today and a retrimmed interior. Mechanically the car is nice and original, however.

Currently liveried for the fiction town of Radiator Springs from the Pixar movie *Cars*, it is sure to bring smiles to the faces of anyone who sees it. **\$19,000 - 25,000**

541 1931 Ford Model A 2-Door Depot Hack

Engine no. A4696227

200.5ci flathead inline 4-cylinder engine Zenith carburetor 40bhp at 2,200rpm 3-speed manual transmission Solid front axle with transverse semi-elliptic leaf spring and ¾-floating rear axle with transverse leaf spring 4-wheel mechanical drum brakes

- * Unique bodywork in the style of a
- Depot Hack
- * Nicely refurbished



The Ford 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.

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.

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 Motorcar Offered

This Model A has been bodied in the style of a Depot Hack, style 150-B, but with only two doors instead of four. Nicely trimmed with a well-crafted wooden body, it is even fitted with a set of chicken cages should the desire to transport your poultry to market inspire you to do so in style. Finished in dark red with black accents, it is reported to start and drive nicely. **\$20,000 - 30,000**

542 1934 Aston Martin 1½-Litre Sports 2/4 Seater

Coachwork by Enrico Bertelli

Chassis no. F4/455/S Engine no. F4/455/S 1,495cc SOHC Inline 4-cylinder Engine Twin SU Carburetors 73bhp at 4,750rpm 4-speed manual transmission Semi-elliptic leaf springs front and rear 4-wheel hydraulically assisted drum brakes

- * Desirable Sporting 1930s Aston Martin
- * Long term custodianship of comedian Bill Cosby
- * Former ownership of Cosby's friend Bill Harrah







The Aston Martin MkII

Big-car enthusiasts are apt to think that effortless, fast touring is a quality exclusive to vehicles of high horsepower rating, but their views will be considerably altered after they have taken the Aston Martin over a 300 mile journey.' Motor Sport magazine on the Aston Martin MkII.

Manufactured by Robert Bamford and Lionel Martin, the first Aston-Martins (the hyphen is correct for the period) rapidly established a reputation for high performance and sporting prowess in the years immediately following The Great War. Unfortunately, the management's concentration on motor sport, while accruing invaluable publicity, distracted it from the business of manufacturing cars for sale, the result being just 50-or-so sold by 1925 when the company underwent the first of what would be many changes of ownership.

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick. Bertelli was an experienced automobile engineer, having designed cars for Enfield & Allday, and an engine of his design - an overhead-camshaft four-cylinder of 1,492cc - powered the new 11.9hp Aston. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia.





Like his predecessors, 'Bert' Bertelli understood the effect of competition success on Aston Martin sales and sanctioned the construction of two works racers for the 1928 season. Based on the 1½-litre road car, the duo featured dry-sump lubrication – a feature that would stand them in good stead in long distance sports car events – and this was carried over to the International sports model, newly introduced for 1929. Built in two wheelbase lengths (8' 6" and 9' 10") the International was manufactured between 1929 and 1932, mostly with bodies by Augustus's brother Enrico 'Harry' Bertelli.

The 'Le Mans' label was first applied to the competition version of the (1st Series) International following Aston's class win and 5th place overall in the 1931 Le Mans race. This conceit was fully justified when the model placed 5th and 7th in the 1932 race and collected the Rudge-Whitworth Biennial Cup. It may, in fact, be the first car named after the Le Mans Race, although many others have since followed Aston Martin's example.

The early 1930s was a period of economic recession and with sales of expensive quality cars falling off, some serious rethinking had to be done at Feltham. The prudent decision was taken to redesign the International chassis using proprietary components to reduce cost. A Laycock gearbox was adopted, mounted in unit with the engine, and the worm rear axle, which had never been completely satisfactory, was replaced by an ENV spiral bevel. There was a redesigned chassis frame and many other modifications resulting in what was virtually a new car, although it carried the same coachwork and was sold as the 'New International'. The original line-up of what would become known as the '2nd Series' did not last long, the New International and two-seater Le Mans disappearing from the range before the end of 1932. That year's Motor Show had ushered in the more familiar Le Mans 2/4-seater, which was also available on the long chassis as the Le Mans Special four-seater.

Introduced in 1934, the replacement Mark II model sported a new, stronger chassis and a revised engine with counter-balanced crankshaft. Short (8' 7") and long (10') wheelbase versions were built, the latter available with stylish four-seater sports saloon coachwork by Enrico Bertelli. Priced at £700, it was the most expensive model in the range.



This incredibly handsome sports Aston Martin has resided in the prestigious collection of noted car connoisseur Bill Cosby. It is understood that Mr. Cosby had acquired the car from his friend Bill Harrah in the mid 1960s. As well as these two noted ownerships, the MkII has the added benefit of being offered with copies of factory records from the Aston Martin Heritage Trust which confirm its original delivery to a Mr. Hadfield of Watford in the United Kingdom. As supplied to Hadfield when new, the car was finished in black with a red leather interior. Within its first few years it moved north within the UK to a Mr. Garner of Sutton Coldfield.



Viewed today, the car has certainly received a sympathetic restoration at some point and given the fine quality of its presentation today and knowledge that it was not attended to in the past ownership, it seems reasonable to assume that the work was carried out in Harrah's own esteemed workshops.

Close inspection shows that it is not only a matched numbers car, but retains most of the period details which give these cars such character.

Pre-war sports motoring from a strong British brand is rarely found today at this price point, let alone in this condition and with this interesting a provenance. \$230,000 - 250,000

543 1956 Jaguar XK140 SE Fixed-Head Coupé

Chassis no.A815713 Engine no.G 8255-8

3,442cc DOHC inline 6-cylinder engine
Twin SU carburetors
190bhp at 5,500rpm
4-speed manual transmission with overdrive
Independent front suspension and rigid rear axle with semielliptic leaf springs
4-wheel hydraulic drum brakes

- * Numbers matching
- * Well optioned example
- Delivered new to the US Embassy in Norway





The XK140 SE

Newly introduced for 1955, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators and larger bumpers, the latter adopted to withstand the cut and thrust of urban parking.

Special Equipment (SE) cars came with wire wheels and Lucas fog lamps, and could be ordered with the C-type cylinder head for 20 more horsepower. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary road-tests regularly recording top speed figures in excess of 120mph.

The Motorcar Offered

Built in June of '56, this XK140 SE was delivered new to Louis R. Emme at the US Embassy in Oslo, Norway. While indicated as a Special Equipment Model on the Jaguar Daimler Heritage Trust Certificate, it is also noted that the C-type cylinder head was not specified for this car hence the absence of that element today. This could be attributed to the difficulty to find higher octane fuels in Norway at the time.

Known by the current owner for more than a decade this Jag has survived in appealing honest condition. The British racing green paint is an older respray and the interior upholstery has been largely changed or dyed at some point,

but the whole car is quite even and honest in its presentation. The provided heritage certificate indicates the car was delivered in crème over red upholstery. It appears the car has never been torn down and fully restored and today is a nice straight car free of any major corrosion issues. The car runs well and is described by the vendor as in driving condition. Cosmetically the car shows nicely and would make an appealing driver or rally machine as is, but one would not be remiss to wish to freshen thing up. Number matching and honestly presented; it is a fine example that with a little bit of work would make an excellent and very usable machine. **\$40,000 - 50,000**

544 1937 Ford Model 78 Deluxe Phaeton

Chassis no. 3483357

221cu flathead V8 engine Stromberg carburetor 85bhp at 3,600rpm 3-speed manual transmission Solid front axle with semi-elliptical leaf springs and live rear axle with transverse leaf springs 4-wheel drum brakes

- * Fresh from 50 years of dry storage
- * Very clean and complete
- * The most expensive model Ford offered in 1937



The Model 78

The 1937 Fords made significant design changes, most importantly the teardrop-shaped covered headlights recessed into the catwalks between the front fenders and the revised sharp vee-shaped grille with horizontal elements. All the Fords now had "trunk" backs and stored their spare tires inside the bodywork. The hood now opened alligator-style from the front, and the windshield was a two-panel vee-shaped assembly with notable rake. Under the hood the now well-proven and refined Ford V-8 had one notable change. Instead of pulling hot water out of the top of the engine from the cylinder heads the flow reversed and the water pumps pulled cold water out of the radiator and forced it into the cylinder block. It was the final substantial change in the layout and function of the flathead V-8 that would continue in service until well into the Fifties.

The Motorcar Offered

The era of the Convertible Sedan was rapidly drawing to a close in 1937 as coachwork construction methods, materials and machinery made it easier and more cost-effective to build allsteel, enclosed bodies. Yet the appeal of the open four-seat, four-door automobile was apparent in Ford's continuation of the Convertible Sedan in its catalog where it was it's most expensive model that year selling 4,327 examples.

This car has been recently discovered after half a century of dry storage. Completely original save for floors in the front, which were recently replaced and painted flat black, the car extraordinarily complete. A fantastic starting point for a restoration, the engine turns freely and the body work shows well. These cars are highly sought after today as fun and usable machine that are equally at home on long distance tour or a trip to the park. **\$17,500 - 20,000**

545 1910 Detroit Electric Model D Brougham

Chassis no.1886

48-volt DC electric motor3bhp4-wheel semi-elliptical leaf springsRear-wheel mechanical drum brakes

- * One of the oldest surviving Detroit Electrics
- * Ideal preservation or restoration candidate
- * Formal Model D Brougham coachwork
- * Former long-term ownership



The Detroit Electric

The growing appeal of electric power for automobiles today reprises its popularity in the automobile's early days, when electric cars and trucks challenged steam and gasoline for supremacy. Electricity offered many advantages, particularly instant availability without warmup along with silent, clean running, simple operation and reliability.

Even with the battery technology of the day its range was more than adequate around town. Tests at the time of major manufacturers' electrics routinely produced effective ranges of 100 miles at the modest speeds they were capable of achieving. The electric automobile's greatest strength was its operating simplicity and silence, attributes that commended electrics to women of the time who were put off by the smelly, noisy, cranky gasoline engined automobile. None other than Henry Ford acquired two successive electrics for his wife, Clara – both of them Detroit Electrics.

Detroit Electrics were made by the Anderson Carriage Company. Originally from Port Huron, Michigan (coincidentally the home town of Thomas Edison) Anderson – as its name implies – was founded in 1884 as a maker of carriages and wagons. Its founder, William C. Anderson, moved his company to Detroit in 1895 and in 1907 began making electric vehicles under the name Detroit Electric. While Detroit Electric was never an industry technical leader, its products were soundly engineered and constructed, especially after the 1909 acquisition of Elwell-Parker, maker of the Detroit Electric's electric motor and its controller. Elwell-Parker's products were widely regarded as the best available.

Detroit Electric's vehicles were finely finished and trimmed, attractively adapted to the intended market of urban ladies, particularly the elegant, tall four-seat brougham which was one of if not the first to used curved glass in an automobile body.



This Detroit Electric Model D Type R Brougham was formerly preserved in the long-term ownership of the Pierce A. Miller Carriage Collection until earlier this year. It was shipped February 17, 1910 to the California Electric Garage in Pasadena and is one of the earliest known surviving Detroit Electrics. Its Model D Brougham body is one of the best-known styles, a tall, formal structure that is emblematic of early electrics. Although it is unrestored it retains many of its features including the curved glass front quarter windows, dual electric carriage lights on the body pillars, embossed decorative interior leather trim, interior appointments and vis-à-vis seating with left side mounted tiller steering. The two battery compartments are empty but importantly show no significant damage from acid. Substantially complete, it should prove a relatively straightforward restoration project, with plenty of original details to guide the restorer in getting it exactly right and when completed, should still make an excellent vehicle for attracting favorable attention around town. **\$30,000 - 40,000** Without reserve

546 1907 Jewel Model B 8hp Runabout

Engine no. 56

127.2ci two-cycle 2-cylinder engine 8bhp 2-speed planetary transmission Solid front and live rear axle with full-elliptic leaf springs Transmission brake

- * Previous long term ownership in a prominent Northeast Collection for more than 50 years
- * Rare survivor of the marque
- * Starter motor fitted for ease of use



be inter ested in THE JEWEL at sight, because it has the simplest possible motor, and is unequalled for ease of control and thorough reliability.

There are no valves to adjust, repair or replace-no small outer parts. No complicated machinery, therefore, to master. Operation of THF JEWEL is as nearly automatic as is possible for mechanism actuated by human will.

Important changes make the 1907 models even more desirable than former types. Write to-

ran front at Contemporary marketing for Jewel cars

The Jewel Car

The Jewel automobile had its start in Cleveland, Ohio, in 1905. Five businessmen ioined together to form the Forest City Motor Company, playing on their city's longtime nickname: The Forest City. They built a prototype car and began seeking investors. The best source of finance, however, came from Massillon, Ohio, about 50 miles to the south, so the Forest City Motor Company left the Forest City, and in 1906 began manufacturing a car called the Jewell. A single-cylinder highwheeler with rope drive, it had a runabout

body that could be tilted upward to access the engine. Sales were initially somewhat lackluster, so the car was updated in design, and along the way renamed as "Jewel", of which this is an example. Contemporary advertising material for updated Jewel played heavily on the ease of use of its two stroke motor. They stated that there were 'no valves to adjust, repair or replace, no small outer parts. No complicated machinery therefore to master. Operation of the Jewel is as nearly automatic as is possible for mechanism actuated by human will'!

The Motorcar Offered

Close inspection of this car reveals that the 'Jewel' is just that, for the mechanical or engineer-minded. The car appears beautifully and thoughtfully designed. Its bodywork sits atop a transverse mounted, fully elliptic leaf spring at the front and on either side at the rear, which will no doubt give a comfortable ride. The supporting bracketry throughout the car, from the body mountings to the wing stays, has shapely curves and the car is generally a joy to the eye. While on the mechanical side, the





purposeful 8hp water cooled motor is known not only for its reliability but also for its torque, some claiming that these cars will lift their front wheels on 'take off'!

This Jewel resided in its previous family ownership for roughly half a century, where in its latter years of custody, it sat alongside an impressive private collection. It was returned to running condition in 2003, and then shown at Hershey as well as at other Brass era events. Sold by Bonhams in 2009, the car subsequently passed into British ownership, where it was recommissioned and returned to use. Aesthetically, the Jewel's condition is that of a nicely mellowed older cosmetic restoration, which suits the car – it presents very well. The car is smartly presented in red and black livery with red chassis detail, with black upholstery and leather dash-board. It is equipped with brass oil lamps. Exceedingly rare and technically interesting, the Jewel enjoys the benefit of a recently fitted starter motor. One of only a handful of survivors of the marque, the handsome and attractive Jewel would make an ideal entry for the growing number of rallies for early 'single and twin' cylinder cars. **\$25,000 - 35,000**

547 1932 Cadillac 452-B V16 Five Passenger All Weather Phaeton

Coachwork by Fisher

Chassis no. 2458869 Engine no. 1400092

452ci OHV V-16 Engine Detroit Lubricator Carburetor 165bhp at 3,400rpm 3 Speed Manual Transmission 4-Wheel Semi elliptic leaf springs 4-wheel drum brakes



- * Offered from long term ownership
- * One of only 13 Fisher All Weather Phaetons built



The V16 Cadillac

Cadillac's development of the V16 was shrouded in the most complete secrecy yet seen in the automobile world and it was absolutely successful, a stunning accomplishment for an organization as large as General Motors and one which relied on a huge array of outside contractors and suppliers.

The new engine was sprung on an unsuspecting market in late 1929 in a flurry of announcements, dealer presentations, previews for privileged clients and public auto shows. The surprise was complete and, while competitors publicly scoffed at the V16's size and complexity, privately they marveled and quickly retired to their drawing boards where twelve cylinder engines bloomed like flowers in the spring. Only Marmon even bothered to try to emulate Cadillac's feat of creating the V16.

By adopting a relatively small 3" bore Cadillac was able to place the cylinders close together, minimizing the engine's length and, more importantly, the length of the crankshaft. The crank ran in five main bearings and the combination of short crank length and plenty of bearings eliminated annoying harmonics. The torque of the 3" bore and 4" stroke Cadillac's V16 was compatible with Cadillac's existing transmission and driveline. The V16's narrow 45° vee angle was chosen to minimize the engine's width so it would fit comfortably under the Cadillac's hood. Overhead valves with hydraulic clearance adjustment were chosen for quiet, reliable operations and for easy access to the valve train for service. The better breathing and specific power output of overhead valves was a side benefit.



With "enough" power assured and quality and silence promised, Cadillac looked for something else to distinguish its V16. It chose styling, and GM had just landed the man to provide it, Harley Earl, freshly arrived from Southern California.

Earl's talent had emerged at his father's company, Earl Coachworks, in Los Angeles. When it was bought by Don Lee, Earl's work was spotted by Cadillac President Larry P. Fisher. He had Earl design the LaSalle and following its acclaimed introduction was hired to run GM's new Art and Colour Department. Art and Colour's singular design statement for the V16 was under the hood. Hidden from public view but very important to Cadillac in conveying the sleek, refined, subdued image of the V16's quiet, confident power, the V16 engine was as much a triumph for the stylists as it was for Cadillac engineering. Everything suggesting the minutiae of function was hidden. The spark plug wires traveled from the distributor to the plugs under covers. The valve covers, manifolds and even carburetors were monochromatic with only carefully selected details and highlights. There were no exposed oil lines. It was a sleek, modern statement of machine age design, carefully detailed and refined. The first Cadillac V16s were enthusiastically received but soon ran into the reality of the Depression. Production ran virtually unchanged through 1931 but Cadillacs were redesigned in 1932 with longer, lower bodies and freestanding headlights among other changes. Cadillac built only 300 V16s during 1932, a huge drop from the nearly 3000 built in the enthusiasm of 1930 and the reality of 1931, making the 1932 Cadillac V16s extremely rare. It was the last year for the classic flat radiator grille and open front fenders style as well, reflecting refinement of the classic look with which Harley Earl had worked for so long and with such success in Los Angeles.





This remarkable automobile is one of only 13 examples to have been bodied with Fisher's handsome All Weather Phaeton design, a truly classic style which provides totally enclosed coachwork as well as having a top that, when lowered, sits closely on its horizontal lines providing a sleek and elegant profile rarely achieved by any coachbuilder. That just over a dozen of these cars were delivered most likely reflects its high price point at \$5,195.

What makes this high quality V16 Cadillac all the more special is that it is a two owner from new

car. It still carries its original Cadillac Identification card, which attests to its original delivery through the Jones Motor Car Company of Richmond, Virginia to Wilmer L. Hall of Richmond.

Mr. Hall's timely delivery is denoted as January 1, 1932 and he would keep the car a considerable time, still being owner by July 1959 as he noted on his original Operators Manual for the car. In fact it was not until 1970 when it passed to the current ownership, that of a renowned East Coast collection, where it has rubbed shoulders with other high quality automobiles of the Classic Era.





It is unquestionably this simple passage of ownership which has accounted for the honest and original order in which the car can be found today. The car's blue grey leather interior is for the most part the original, showing particularly well given its 80 year existence. At some point its top has been replaced, and there may have been some attention to its paintwork, but if so this has itself aged sympathetically to provide a consistency of condition throughout the car. Offered complete with its shop manual and aforementioned operators manual and original identification card, this stunningly designed and original Cadillac is deserving of close inspection.

A CCCA Full Classic®, this fine looking automobile offers potential for use in the multitude of events offered by this club, or indeed display in the growing number of preservation classes in Concours around the country. **\$250,000 - 350,000**



548 1930 Cadillac Series 353 V8 2-Passenger Coupe

Coachwork by Fleetwood

Engine no. 501725

353ci L-Head V-8 Engine
Cadillac Updraft Carburetor
95bhp at 3,000rpm
3-Speed Manual Transmission
4-Wheel Semi-Elliptical Leaf Springs and Semi-Floating Rear Axle

4-Wheel Hydraulic Drum Brakes

- * Beautifully preserved example of a rare Cadillac
- * Sporty Fleetwood coachwork
- * Formerly resided at a Landmark Frank Lloyd Wright home
- * Great CCCA touring car



The Series 353 V8

Cadillac first introduced its ground breaking V8 in 1915. Designated the Series 51, the new model set the tone for the direction of the industry. The V8 was so good that it remained relatively unchanged in the lineup until 1928, an amazing run for an industry that was changing rapidly. When the motor was finally altered for '28 the changes were subtle. The engine capacity was increased and the new Cadillacs received styling penned by Harley Earl that would define their early classic period. He imbued it with much of the European influenced flair he displayed with the LaSalle brand and each subsequent year Earl's subtle design changes would make the cars more refined and striking.



This 1930 Coupe is a rare bird indeed as few coupes were built in period and fewer survive today. The beautiful Fleetwood styling shines through in this elegantly proportioned car. In 1930 these Fleetwood bodies were identical to those on the V-16 chassis, so to find one that has not been switched is unusual since a large number of sporty Fleetwood V-8 bodies were cannibalized to replace the bulky formal bodies that were fitted to V-16 chassis in period.

This example survives in wonderful original condition. The paint and interior are extremely well preserved and it has a very appealing, authentic look that cannot be duplicated in a restored car. It is said to be a good running car and one that has been subject to quite a bit of recent mechanical work as well as new tires to insure it works as good as it looks.

This car has no doubt had an interesting life. While examining the file it was noticed that it was registered at 1031 Chicago Avenue in Oak Park, Illinois – the address of the famous Walter Gale House designed by none other than Frank Lloyd Wright. The house is considered a highly important work in Wright's career as it was one his first residential commissions.

A great opportunity to acquire a beautifully preserved sporty Cadillac from what many consider their finest period it is only made sweeter to know that such a special car resided at such at a land mark address. **\$50,000 - 60,000**

549 1963 Bentley S3 Continental Saloon

Chassis no. B 54 DF Engine no. 8S1613

6,230cc OHV Aluminum V8 Engine
Twin SU Carburetors
205bhp
4-Speed Automatic Transmission
Independent Front and Live-Axle with Semi-Elliptical Leaf Spring
Rear Suspension
4-wheel Girling drum brakes

- * Single family ownership from new
- * With the current owner since 1971
- * Well optioned from the factory
- * Unique South African history



The S3 Continental

Launched in 1962, the Bentley S3 and its Rolls-Royce equivalent, the Silver Cloud III, employed the V8 engine introduced on the Silver Cloud II/ Bentley S2, though with larger carburetors, a new distributor and raised compression ratio. Facing increasing competition from faster rivals and with development of its aging six-cylinder engine nearing its end, Rolls-Royce had turned to V8 power as the 1960s approached.

Most obvious among the many S3/Cloud III changes were the adoption of a four-headlamp lighting arrangement, the absence of sidelights from the fenders, and a slightly lower radiator shell. Inside there was revised accommodation with separate front seats and increased room for rear passengers. The last mainstream Bentley to employ a separate chassis, the S3 remained in production until it was superseded by the unitary construction T-Series in late 1965.

The Motorcar Offered

This Bentley has remained in the same family since it was delivered to its first owner in Cape Town, South Africa, in 1963. The limousine was purchased new by lssy Pasvolsky, the Chairman and Managing Director of the largest publicly-owned bus transportation company in Southern Africa. Issy, an Eastern European immigrant, had started the company with a single bus in 1928 and eventually built the bus company into the largest in Cape Town. The Bentley was used for all the Managing Director's official travel, driven by a uniformed chauffeur, and meticulously maintained. The car was well optioned and fitted with air conditioning.

When Issy purchased a Rolls-Royce in 1971, he sold the Bentley to his sister, Mary, who had always been quite keen on the car. Enjoying

the car in South Africa, it made the journey to New York when she moved to the US in 1977. Carefully maintained but sparingly used, the regal Bentley was pulled out of the garage for special occasions, family picnics and sporadic trips to the local supermarket.

Mary, now nearly 100 years of age, and her family have finally decided to move the Bentley on to its next, careful keeper. Always garaged and covered, the car still retains its original custom made luggage from Bentley, owner's handbook, and both sets of keys. Having been driven less than 2,000 miles a year since new, it still shows very well—this Bentley carries the same level of grace and style it did when it was first delivered!

\$18,000 - 24,000 Without reserve

550 c.1940 Sawin Ford "Big Car"

200.5ci Flathead Inline 4-Cylinder Engine 85bhp at 4,200rpm (est) "In and Out" racing transmission Transverse Leaf Springs with Houdaille Lever Shocks 4-Wheel Hydraulic Drum Brakes

- * Skillfully made car with documented history
- * Built by a noted New England builder
- * In good sound condition
- * Correct period livery



Sprint Cars

Even in the Great Depression racing flourished in America. It was more local, stock-based racing, but still creative and competitive. The backbone of Depression-era racing were the "big cars" or "sprint cars" that were lightweight, quick, rugged cars that could compete night after night on the bullrings that dotted America for starting and prize money and occasional points in season championships. It was "the show" that counted, coaxing nickels and dimes out of the pockets of spectators for whom inexpensive entertainment provided distraction from the depression of day-to-day reality.

Fortunately, the craftsmen who had honed their skills in the Twenties adapted them to the realities of the Thirties. They built exceptionally pretty, fast, and reliable cars that were economical to operate yet gave more thrills per dollar than any racecars before or since.

The Motorcar Offered

Sawin built the example offered here sometime in the '30s. A high quality Rhode Island based racecar fabricator, his cars are scarce and prized. Known primarilly as Midget builder this is thought to be one of his only big cars. Based upon a boxed rail frame, it is powered by a 1932 Ford Model B 4-cylinder block topped by a Lion high compression cylinder head that retained the Model B's side valve arrangement. Though currently running a Model B these cars ran a wide variety of power plants including 85hp Ford flatheads.

The front axle is "suicide" type, with the spring and front axle mounted ahead of the front frame crossmember, and it uses split trailing arms with reworked inner ends. 1935 Ford 16" wire wheels carry blackwall tires. The Sawin tagged bodywork is very nice. The steel construction of the tail shows much skill, and little damage over the years, and is paired up with a newly fabricated aluminum hood and period aluminum Kurtis type nose. The result is a very attractive headrest-era body.

The car looks to be at the tail end of a cosmetic restoration. With a bit of mechanical finishing and little cosmetic work one will end up with a great, usable vintage racer. Sprint cars like this offer tremendous bang for the buck in vintage racing. Used on road courses, a skilled driver can mix it up with cars costing 100 times the price. **\$10,000 - 15,000** Without reserve

Offered on a Bill of Sale.

551 1938 Rolls-Royce Phantom III Four Light Cabriolet

Coachwork by Freestone & Webb

Chassis no. 3 DL 94 Engine no. Q88N Design no. 1971 Body no. 1317 7,338cc OHV aluminum V12 engine 165bhp at 3,000rpm 4-speed manual gearbox Independent front suspension with coil springs, semi-elliptic springs rear 4-wheel-brakes servo assisted

- * Unique coachwork
- * Only center gearshift Phantom III built
- * Two long term owners from new, in the present family since 1962





The Rolls-Royce Phantom III

'The most captious critic is obliged to admit that a Phantom III provides all that can be wished for in a large luxury motor-car. The comfort, silence and road-holding with really impressive acceleration and maximum speed made a combination of virtues which few cars of the time could equal.' - Anthony Bird, 'Rolls-Royce Motor Cars', 1964.

Perhaps the most outstanding luxury car of the 1930s - certainly to have been built in the United Kingdom - was the Rolls-Royce Phantom III. Introduced in 1936, the 7,340cc V12-engined Phantom III succeeded the Phantom II, the sixcylinder engine of which was considered to be at the end of its development life. The choice of a V12 configuration was a logical one for Rolls-Royce, the company already having had considerable experience of manufacturing V12 aero engines such as that used in the recordbreaking Supermarine S6B seaplane. No doubt another consideration was the need to match the multi-cylinder opposition, notably the V16 Cadillac and V12 Hispano-Suiza.

A state-of-the-art design employing advanced materials and techniques such as 'skeleton' cylinder blocks with wet liners and aluminum alloy cylinder heads, the PIII V12 produced 165bhp in its debut form. The maximum output was subsequently raised to 180 brake horsepower, which was sufficient to propel later examples to 100mph, earlier models being capable of around 90. Its engine configuration aside, the Phantom III represents an important milestone in the history of Rolls-Royce cars, being the first with independent front suspension. A total of 727 had been manufactured when WW2 halted production, of which around 300 exist worldwide today.

By the late 1930s, coachbuilding design had evolved considerably from the 'Roaring Twenties' days, and there were far fewer open sporting bodies built at all on Rolls-Royce automobiles. Gone were the days of lavish spartan 'Torpedos' that were built on the first two series of Phantom chassis. The fashion was slightly more austere and inclined toward two door 'Drophead Coupes' which offered fully open or fully enclosed road conditions, and were more orientated to the owner-driver market. At the top end, luxury cars were still fully coachbuilt operations though, and the buyer of a Rolls-Royce was certainly in a position to decide precisely how their car would look and for what purpose it would be built, and a few of those clientele commissioned full 'all weather' bodies on the V12 Phantom III chassis. The numbers built were certainly modest at the time, and survivors such as this are even fewer.


Among its higher brow and rare brethren, this is by any standards a rare automobile. It was ordered new by K.L. Bilbrough of Chislehurst in Kent, in the U.K., a wealthy gentleman who was by then the Chairman of the shipping and marine insurance business his father had founded in 1862. The story goes that its unique creation reflected Mr. Bilbrough's previous penchant for driving Packard motorcars, but when he elected to change for the latest model, he discovered to his dismay that the new car would not fit in his garage! At this point, two domestic companies took over the mantel, Rolls-Royce and Freestone and Webb. Stipulating that the car must not exceed 17 feet, 7 inches, even with its bumpers fitted, the coachwork was designed. Other intriguing specifics were required, in order to match the central gear-change lever that he was used

to in his Packard, the Rolls-Royce was built in this way also, it being the sole example of this model so equipped. White faced instruments were required with black numerals and bezels, and they were to be on a dash panel rather than in the standard cluster. No clock was fitted, nor a Spirit of Ecstasy hood ornament either. Further, he required that it be registered for the road with a license plate that he wouldn't forget, that number was 'FKN1', and when it was delivered to him it must have its odometer zeroed.

There were a number of slightly dated aspects to the order, such as the fitment of a bulb horn when electric horns were of course then the norm, and a four piece windshield which harked back to 1920s coachwork styles more than current traits.







Freestone & Webb design drawing

courtesy of Steve Stuckey



The Phantom III as new, period image taken by Charles Bowers

courtesy of Steve Stuckey



Freestone and Webb's design drawings and photos taken in period by Chas. Bowers confirm that the car was very much completed as specified. In fact it must have made quite an impression as *Autocar* featured the finished Phantom in their magazine in July 1939.

It can also be safely assumed that Mr. Bilbrough was happy with his purchase as he would retain it for more than 23 years, in fact until his death in 1962, at the considerable age of 90. At this point the Rolls was sold by his estate, having covered a little under 34,000 miles in its lifetime.

The current owner's father was the purchaser, choosing to bring the car to his home in Missouri, where it would remain until his passing in 2007, a lengthy 45 years of custodianship. To that milestone, the car has been retained by his son ever since, for a cumulative ownership of 52 years within the same family.



This unique Phantom III must have had one of the simplest lives of any of these cars and for the most part remains highly original in detail and true to the form in which it was delivered new, save for a repaint to its fenders and re-upholstery of its seating areas, but never receiving a full restoration.

Its mileage remains extremely low, particularly for these motors, at only 34,640 miles. In more recent times it has been sympathetically maintained by the very capable local Pennsylvania expert Tim Jayne, of West Chester. Viewed recently by a Bonhams specialist with Mr. Jayne, he reported it to be running well and consistent with the mileage reading.

Opportunities to acquire unique, special bodied Rolls-Royce rarely present themselves, let alone open cars, or Phantom IIIs. With all of these desirable characteristics, the Bilbrough Phantom is a highly interesting car. **\$225,000 - 275,000**



552 *Ex-Harrah's Auto Collection* **1913 Ford Model T Touring Car**

Engine no. 347053

177ci flathead inline 4-cylinder engine
Single updraft carburetor
22.5bhp at 1,600rpm
2-speed planetary manual transmission with 2-speed Ruxtell rear axle
Transverse leaf springs and solid axles front and rear with 4-wheel
aftermarket coil springs
Rear-wheel mechanical Rocky Mountain drum brakes

- * A wonderful example of one of the most important automobiles
- * Equipped with all the desirable accessories
- * Highly authentic example with restoration work by Harrah's
- * Equipped with a Ruxtell twospeed rear-end
- * An excellent driving T with electric start that is ready to enjoy







The Model T

For years the Model T Ford was the backbone of car collecting. The perennial popularity in the T since it came has bred a vast number of collectors who have kept them alive. This has ensured that reference books, experienced mechanics junk yards full of parts, and even newly manufactured reproduction parts and supplies have always been available to support the population of Model Ts in various stages of restoration and preservation.

To those who haven't experienced a great "Brass T" they are about as much fun as you can have on four wheels. These cars exude charm and charisma like few other cars. Henry really got it right with the early Ford Ts and when properly set up they perform remarkably well. The examples from 1913 and 1914 are the last of the real vintage Ts and have a reputation for being the most drivable.



This example, which was owned and restored by Harrah's Auto Collection, is as nicely set up and sorted out as any Model T we have seen. It has been fitted with every desirable accessory one could want including a Ruxtell Two-speed axle, Rocky Mountain brakes, Hassler shocks, a water pump, and, most importantly, an electric starter. Clearly set up by Harrah's to be a great driver, the T lives up to this expectation on the road. The Ruxtell helps the T keep up with bigger cars on the hills, giving it a proper intermediate gear, and the Rocky Mountain brakes make sure she will stop reliably.

The fundamentals of the car are strong. The motor is a correct, early type and all of its sheet metal looks like original Ford steel. The interior looks possibly original or just broken in Harrah's upholstery which is often difficult to differentiate from the original. The car is nicely finished in its proper "any color as long as it is black" paint scheme.

Every proper collection needs a T and it would be difficult to find a more charming and better equipped example than this. \$15,000 - 20,000 Without reserve

553 1949 Cadillac Series 62 Convertible Coupe

Engine no. 496220204

331ci OHV V-8 Engine
Dual Downdraft Carter Carburetors
160bhp at 3,800rpm
3-Speed Hydra-Matic Automatic Transmission
Independent Coil Spring Front Suspension and Semi-Elliptical Leaf
Springs with Semi-Floating Rear Axle
4-Wheel Bendix Hydraulic Drum Brakes

- * Beautifully preserved
- * A Rhode Island car from new
- * Well documented



The Series 62

In 1949, Cadillacs were still very much Cadillacs. The division had its own brand new overhead-valve engine, its own identity, and a clientele that thought of it products as the very best. It didn't matter much that the body designs differed only in detail from the '48s. These were America's best and there was that silky V-8 under the imposing hood. While the V-8 engine produced only moderate power, it was incredibly smooth, had gobs of torque, and was only at the very beginning of its development potential. Frequently mated to the optional (\$174) Hydra-matic automatic transmission, the '49s were effortless cruisers and conveyed an image of success and discerning taste. Indeed none other famed American sportsman Briggs Cunningham drove a Series 62 himself. Indeed, in 1950 a Cunningham-entered Cadillac Coupe De Ville finished tenth at Le Mans that year driven - in lounge suits - by the Collier brothers.

Although the body style featuring GM styling chief Harley Earl's Lockheed P38-inspired tailfins had made its debut the preceding year, the 1949 Cadillacs are nonetheless landmark models.



This black over grey and tan topped Series 62 Convertible was *the* car to have in 1949. Owning one told the world that you've arrived, you've made it to the top. The first owner, Rubin Marks of Providence, Rhode Island no doubt received the prime spot in the front of the restaurant whenever he would valet park it. Retaining the car for a decade, its second owner, also of Rhode Island, would keep the car for about half a century, maintaining it in its beautifully preserved condition.

Meticulously maintained and babied, reams of service paperwork and history attest to the love and admiration this Caddy droptop enjoyed over the long duration of its second owners tenure. Today the car shows wonderfully throughout with the evidence of its age appearing in its original paint only when the car is closely approached. Inside the seating surfaces, door panels and carpets all belie the less than 85,600 miles indicated on the odometer. Only some paint flaking away around the ignition slot and on top of the gauge surround seem to reveal the age of things. Reported to be a strong runner, it is a most fitting a chariot in which to cruise on down to the local Cadillac Lounge. **\$65,000 - 90,000**

One-owner, less than 22,000 original miles **1986 Aston Martin V8 Volante**

Chassis no. SCFCV81C1GTL15468 Engine no. V/585/5468/LFA

5,340cc aluminum DOHC V8 engine
Webber sequential electronic fuel injection
300bhp at 5,600rpm
3-speed Torqueflite automatic transmission
Independent front and DeDion rear suspension
4-wheel ventilated disc brakes



- * Less than 22,000 original miles
- * Meticulously maintained from new
- * Exceptionally well documented







The V8 Volante

Aston Martin's soft-top version of its successful V8 first appeared in June 1978, some ten years after the launch of the DBS on which it was based, resurrecting the evocative 'Volante' name that had first been used for the convertible DB6. Introduced in response to customers' demands

for such a car, the Volante represented the ultimate in soft-top luxury, boasting a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.



This V8 Volante is a meticulously maintained, one-owner from new, less than 22,000 original mile car. From the day the car was purchased to today, virtually every scrap of paper that has been accumulated—from purchase records to services receipts—has been kept on file with a carefully compiled log tabulating the whole lot.

Bought new at Miller Motorcars in Greenwich, Connecticut on May 6th, 1986, the well optioned car was finished in Dover White over black Connolly hides with the Vantage front air dam affix, Pirelli P7 shrouding the rims, Cibie driving lights in the grill, and a full set of custom luggage in the trunk. The price was \$145,175 and copies of the original dealer paperwork, purchase invoice, and cancelled check are all on file. Over the ensuing two and a half decades, the car was sparingly driven fewer than a thousand miles a year in the summer months only. When not in use, the carefully detailed car was parked in a heated and air conditioned garage. Regularly serviced at Miller Motors, records indicate very thorough maintenance performed at a cost of tens of thousands of dollars to ensure that the car would operate and appear as new. With the vast majority of the records indicating regular, mechanical maintenance, the only cosmetic attention appears to be some minor repairs to the right front corner following a 2006 parking lot encounter. Today the Aston looks as good as a quarter of a century old car could look. Cosmetically the droptop shows beautifully throughout with mere hints at the car's age. The mechanical condition of the car is similarly up to snuff, as one would imagine from a car that knows not the meaning of 'deferred maintenance'.

As close as one can get to a 25 year old 'new' car, this one-owner Aston Martin is now ready to delight its next owner for at least another 25 years.

\$90,000 - 110,000

555From a prominent European Collection1912 Auburn Model 30L Speedster

Chassis no.TBA

323ci Rutenberg L-head Inline 4-Cylinder Engine
Updraft carburetor
30bhp (rated)
3-speed manual transmission
Front Semi-Elliptical Leaf Springs and Rear Axle with ¾ Elliptical
Leaf Springs
Rear-Wheel Mechanical Drum Brakes

- * Super sporty looks
- * Rare centerlock wire wheels
- * Powerful motor in a lightweight chassis
- * A great name with excellent club support
- * From a prominent collection



The Model 30

Today the Auburn name is most associated with its flamboyant speedsters of the late 20s and 30s and its association with the Auburn Cord Duesenberg Corporation. To ignore its early years would be to dismiss some of the more interesting and clever products the Indiana manufacturer produced. Auburn began production in 1900 and built singles and twins exclusively until 1909. The big twin was particularly impressive making 24hp. In 1909 the first of the fours were introduced and they would become the foundation for the new models going forward. The Model 30L was the smallest chassis offered and was reserved for the sporty two-seat models and the compact four-passenger tourer. The 112" chassis was 8" shorter than a Stutz Bearcat and offered nimble handling and light weight.



This sharp little speedster has real eye appeal. The businesslike bodywork has 'speed' written all over it—further enhanced by the great set of wire wheels. This Auburn is not all looks though—under the hood is an impressive thirty horse power four-cylinder – not far behind the Mercer. The combination of spare coachwork, light wheels, and strong engine make for very sporty machine that would be great fun on HCCA tours. One could rightfully look at this machine as the direct heir to the famous Auburn Speedster. The intentions are very much the same – lots of looks and performance without having a ridiculous price tag.

This example was acquired by a major European collection in the 1980s and has been on public display ever since. The car has been brought out for exercise occasionally and it is said to be in fine running order. The striking gray and red livery complements the sporty lines of the Auburn well and its cosmetics, despite being restored years ago, look fresh today.

This is one of the very few early four-cylinder Auburns surviving today. In such an appealing configuration, it would be great fun to own and enjoy. Because of its age and make, it has the backing of both the Horseless Carriage Club of America and the Auburn Cord Duesenberg Club for support. **\$20,000 - 40,000** Without reserve

556 1910 Packard Model 18 4-Passenger Touring Car

Chassis no. 12404 Engine no. 12404

265.7ci T-head inline 4-cylinder engine
53bhp
3-speed manual transaxle
4-wheel semi-elliptical leaf springs with solid front and live rear axle
Rear wheel mechanical drum brakes

- * Owned by a series of long term custodians
- * High quality Brass Touring Car
- * A proven tour car well set up for reliability
- * An appealing machine from one of the finest manufacturers of the period



Early Packard Cars

Dissatisfaction with his Winton motor carriage is said to have spurred James Ward Packard to build a superior automobile. Aided by his brother and two defectors from the Winton company, Packard set up shop in his electrical engineering factory in Warren, Ohio, from which the first Packard car emerged in November 1899. The Ohio Automobile Company's Model A Runabout was powered by a 142.6ci (2.3-liter), horizontally-mounted, single-cylinder engine equipped with a mechanical exhaust and atmospheric inlet valve in the fashion of the time, producing 9bhp.

The tiller steering, two-speed planetary gear transmission and chain final drive were equally conventional, but the Packard's automatic ignition advance - introduced for 1900 on the Model B - foot-operated throttle, and 'H'-shaped gearchange gate were in advance of most of its rivals. The Packard's innovative engineering and superior build quality were soon attracting the attention of wealthy clients, William D Rockefeller purchasing two at the New York Automobile Show in November 1900. 'Ask The Man Who Owns One,' was adopted as the company's advertising slogan. 1901 saw the introduction of the faster, wheel-steered Model C. Maximum power was now 12bhp, and the number of body styles had increased to four. The following year brought with it a change of name to Packard Motor Car Company and the introduction of the twin-cylinder Model G. The single-cylinder car continued as the Model F, the latter now larger than before and looking less like a runabout and more like a 'proper' automobile. By 1903 Packard's first four-cylinder car - the Model K - had arrived and the single-cylinder's days were numbered.



The Model F had gone by the end of 1903, but so too had the Model K, one of the most expensive cars in the USA at the time of its introduction, which was replaced by the cheaper Model L. Packard's four grew in engine capacity over the next few years before stabilizing at 431.9ci (7,080cc) in 1907 with the introduction of the Model 30, by which time the number of body styles offered had increased from one to four. In 1909 the company introduced a downsized Packard – the Model 18 – featuring a shorter wheelbase and smaller (265.7ci, 4,356cc) four-cylinder engine. Built to the same exemplary standards as the range-topping Model 30 yet \$1,000 cheaper, the Model 18 was nevertheless consistently outsold by its larger sibling until it disappeared from the range at the end of the 1912 season when Packard ceased to build four-cylinder cars.





An early survivor from one of America's most prestigious makes, this rare Model 18 Packard is highly unusual in having enjoyed only two owners up to 1971: Henry Buhl, from 1910 to 1918, and Gordon Ward from 1918 to 1971. The car was subsequently restored in the late 1970s by its third owner, Larry Givens. A nicely patinated older restoration with an attractive and unusual close-coupled four-passenger body, '12404' incorporates a number of sensible upgrades including an electric starter, concealed alternator, halogen lighting and a Dave Hentchel high tension ignition system. The beautiful 'T'-head motor retains its proper carburetor, together with weather protection in the form of full side curtains. One of this car's most attractive features is its generous compliment of brass fittings, all of which are polished and lacquered including the proper Packard-branded Model 18 lamps, working speedometer and clock. Reported to start easily and perform strongly, this proven and user friendly touring car is presented in ready-to-tour condition. **\$135,000 - 150,000**



557

Just discovered in 40 year storage, 24,000 miles from new **1967 Jaguar XKE Series 1 Open Two-Seater**

Chassis no.1E13205 Engine no.7E9476-9

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
- * Time warp condition
- * Beautifully preserved interior
- * Handsome color combination
- * Most comfortable and usable series one variant





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.

The Motorcar Offered

This car truly is a fresh discovery, literally unearthed from 40 years storage days before we cataloged it. Simply extracted and untouched, close examination reveals it to be an amazingly well preserved machine showing only 24,033 miles!

The interior condition fully supports the mileage as the original black leather is well preserved. The dash shows no cracking and even the original radio is still present. Documentation with the car additionally supports the low mileage.







Under the hood is untouched and the original motor and cylinder head underneath are still present—no changes or modifications have been made. The exterior is straight and quite free of the notorious corrosion issues. The only noticeable blemishes are in the area around the battery, usually caused by acid corrosion. The trunk and interior floor pans are free of any corrosion. The top has received a tear so will need renewing. In general it is an amazing find: a super desirable Series 1 E-Type roadster that has been stored in a storage lock-up since 1976. The car was put away with only 24,000 miles and has not seen the light of day till now. It looks the perfect candidate for sympathetic mechanical recommissioning and careful preserving of as much of the cosmetics as possible. **\$55,000 - 75,000**





5581932 Pierce-Arrow Eight Model 545-Passenger Sedan

Chassis no. 1050947 Engine no. 231105

366ci, L-head V8 engine 125hp at 3,800rpm 3-speed transmission Semi-elliptic leaf springs front and rear 4-wheel drum brakes

- * Original sedan coachwork
- * For restoration





Pierce-Arrow

Some idea of the rapidity of Pierce-Arrow's rise may be gauged from the fact that as early as 1909 The White House ordered two for state occasions. From then onwards Pierce-Arrow would be synonymous with the ultimate in motoring luxury, ranking alongside Cadillac, Packard and Rolls-Royce.

With its prestige and identity firmly established, Pierce-Arrow prospered into the 'teens and early 1920s. But the company would soon begin to slip. It clung to its large six-cylinder engines, some of which still used the by now antiquated T-head design, even as competitors almost universally adopted eight-cylinder powerplants. At the same time, Pierce-Arrow styling remained stiffly formal and overly conservative, while other prestige nameplates pursued the art deco flamboyance that was increasingly coming into style as the Roaring '20s sped on.

Pierce-Arrow was already developing an eightcylinder engine by the time its directors voted to accept a merger offer from Studebaker Corp. in 1928. At first, it seemed to be a marriage made in heaven. The 1929 eightcylinder Pierce-Arrows that soon issued forth were affordable, stylish and fast—and they sold like the proverbial hotcakes. With 1929 sales soaring, an ambitious custom-body program was planned for the 1930 Pierce-Arrow chassis. The classically proportioned 1931 Pierce-Arrows had longer wheelbases than earlier models.

The Motorcar Offered

This Pierce hallows from the 1932 season of Eights. A recent 'barn find' Pierce-Arrow that was extracted from long term hibernation in Lynchburg, Virginia, where it had resided for many years, also carries a license sticker indicating that it had once been resident in Connecticut. The original plate is present on its frame, and the correct body plate is on the cowl. Many spare parts, including an extra engine, are also included.

Sold 'as is', the car carries all of the hallmark Pierce-Arrow design traits such as the pronounced headlight openings and swept fender and running board lines. \$7,000 - 10,000 Without reserve

559 1921 Cadillac Model 59 7-Passenger Touring

Coachwork by Fisher

Chassis no. C 59 62 Engine no. C 59 62

315ci L-Head V-8 EngineSingle Carburetor70hp at 2400 rpm3-Speed Manual TransmissionFront and Rear Leaf Spring SuspensionRear Drum Brakes

- * Rare right-hand-drive example
- * Fun touring car for the whole family
- * Great entrant for caravans and tours
- * High-quality Fisher built coachwork
- * Well optioned example



The Cadillac V-8

With the introduction of the V-8 engine in 1915, Cadillac found the nearly perfect formula for success in the competitive automobile business. The high-quality automobiles from the GM prestige brand ran great, and with exciting coachwork by Cadillac's in-house coachbuilder, Fisher Coachworks, these cars were relatively affordable as supposed to a chassis-delivered, coachbuild car of the era. The robust Henry M. Leland designed L-Head V-8 produced excellent torque and power to compete with the finest and most potent automobiles of the time. The Model 59 was built from 1920 through 1921 and the latter year saw Cadillac move into a new 2 1/2 million square foot multi-structure facility that would be its home for many years to come. Built on 125 and 132 inch wheelbase chassis, a great variety of sporting and formal coach designs where available for Cadillac's discerning, upper-crust clientele.

The Motorcar Offered

Built on the longer 132 inch wheel base platform, this 1921 Cadillac Model 59 is fitted with the roomy, 7-passenger open touring car body. Finished in a striking red with black fenders and black leatherette upholstery, the car was recently fitted with a new black cloth top. An older restoration that has seen good use over the years, this right hand drive Model 59 is believed to have spent most of its life in India. The long list of accessories includes tilt reflector headlights, a hinged steering wheel, varnished wood spoke wheels, rear-mounted spare, spotlight and a Klaxon horn. A great Cadillac for tours and road events, or a highly enjoyable mount for weekend drives where these cars quality and performance can be experienced. \$30,000 - 40,000

560 1954 Jaguar XK120 SE Roadster

Chassis no. S675542 Engine no. F3044-8S

3,442cc DOHC inline six-cylinder engine Triple SU carburetors 220bhp (est.) at 5,300rpm Four-speed manual transmission Independent wishbone front suspension and live rear axle with semi-elliptical leaf springs 4-wheel hydraulic drum brakes

- * Single owner from 1957 to 2010
- * Outfitted with triple carbs and other speed equipment when new by its first owner
- * A Northeastern car from new
- * Numbers matching
- * Thoroughly documented



The XK120

The XK120 debuted at the 1948 Earls Court Motor Show, where the stunning-looking roadster caused a sensation. In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded speeds of 126mph and 132mph with the hood and windscreen detached and an under-tray fitted. The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price.

The Motorcar Offered

Built on May 6th, 1954 and dispatched a week later, this XK120 was delivered new through Max Hoffman's New York dealership to Litchfield, Connecticut gentleman racer and life-long sportscar enthusiast Philip Axel Litchfield. A serious enthusiast, Litchfield ordered the car with the 'Special Equipment' package that added an extra 20bhp; but being a fierce competitor who often went wheel-to-wheel with the likes of Bob Sharp and other up-and-coming racers at his local track in Lime Rock, more power was needed. A competition intake manifold was acquired from the factory onto which a triple SU carburetor set up was attached. Beyond the hotter specification provided by the C-Type heads that came with the SE package, the compression ratio was bumped to 10:1, Iskenderian racing cams were fitted, dualpoint ignition was installed, and the fuel pump was replaced with a high-flow unit.

The very swift Jag provided three happy years of racing for Mr. Litchfield before he focused



his attention on a Mercedes-Benz 300SL Gullwing that was sitting in Foreign Cars of Rockland's showroom. William Genader of Butler, New Jersey, a 22-year-old enthusiast had fancied the hot Jag, and when Litchfield traded it on the 300SL in 1957, Genader swooped in and bought is straight away on October 21, 1957. Genader drove the car until his growing family became too much of a priority, at which point it was put away in his garage. By the early '90s, with the kids grown up, the XK was brought back into the sun for a three-year restoration that maintained all of the original speed equipment that the car had always had, as well as its original color scheme. Upon completion, Genader and his wife drove the car to Mr. Litchfield's home for a memorable reunion. Genader would keep the XK120 until his death in 2010.

The restoration still shows well and evidences the careful attention to originality taken when it was done some 20 years ago. Thoroughly documented, voluminous records and photos accompany the car today along with its Jaguar Daimler Heritage Trust Certificate. Showing some 47,300 miles today and having had only two private owners—one of whom kept the car for 53 years—it would be an understatement to say that this is one of the finer XK120s out there. Reported to be a strong runner and a good driver; it appears today much as it did when Phillip Litchfield was rocketing it down the No Name Straight at Lime Rock Park in the early 1950s.

\$110,000 - 140,000

561

Ex-Doris Duke, James Melton and Dr. Samuel L. Scher 1910 Peerless Model 29 Park Phaeton/Victoria Coachwork by Brewster & Co.

Coachwork by Brewster & Co

Chassis no. 16124 Engine no. 5095

232ci L Head Four cylinder engine Approximately 25hp 4-speed transmission Front and Rear Leaf Spring Suspension Rear Wheel Contracting Band Brakes

- * Exquisite Brewster bodied Peerless
- * Illustrious ownership history
- * Formal Victoria coachwork by Brewster
- * A very authentic example with many original finishes







Peerless Automobiles

Peerless started in Cincinnati in 1874 as a manufacturer of clothes wringers, clothespins and washboards, later moving to Cleveland and becoming the Peerless Manufacturing Company. Peerless was the world leader in laundry equipment, but management was keen to expand and perceived new opportunities in bicycles; production started in 1891. Success followed but by 1900 it became obvious that the new opportunity lay in automobiles.

Louis P. Mooers was the man chosen to lead this effort. Peerless licensed De Dion-Bouton designs but quickly moved beyond the lightweight DeDion machines, and by 1904 had built a 60hp four-cylinder Peerless for competition for the company's new driver, Eli "Barney" Oldfield. Called the "Peerless Green Dragon", it would define Peerless's reputation for high performance and quality. Peerless also demonstrated its reliability in the early Glidden Tours, setting perfect scores in 1906, 1907 and 1908. In 1907 Peerless introduced its famous slogan, "All that the name implies", and it worked assiduously at living up to it.

In 1905, Mooers and Oldfield having decamped to the Moon company, Peerless hired Charles Schmidt from Packard, the designer of the famed Packard Gray Wolf racer. Schmidt moved Peerless into the realm of the six-cylinder engine in 1908, cautiously patterning it after the 30hp four designed by Mooers in 1905.

Peerless offered two four-cylinder engines and one six-cylinder engine on three different wheelbase chassis. Ten catalog bodies were offered by Peerless themselves, while some clients preferred their own bespoke coachwork from one of the major coachbuilders.

The Motorcar Offered

This Peerless, is in every respect 'All that the name implies' and more, with an incredible pedigree. It is a Model 29, introduced in mid-1910 and continuing into 1911; its engine is a 25hp four-cylinder with 4" bore and 4 5/8" stroke on a 113" wheelbase.

It is custom bodied by one of the foremost names of the day, Brewster & Co. in New York City, which at the turn of the 20th century was the coachbuilder of choice for New York society. The quality of Brewster's workmanship was legend and in 1925 it was acquired by Rolls-Royce.

The formal Victoria body is an eloquent adaptation of formal horse-drawn coachwork to an automobile chassis. The elevated seat for driver and footman are separate, in both place and caste, from the privileged, remote, partially concealed seat in the rear. The style was, as its name indicates, popularized by Queen Victoria





The Peerless as featured in *Life* magazine, in a garage in Somerville, New Jersey, 1938





The Peerless in James Melton's ownership

and is one of the most enduring styles of the era.

This particular Peerless Victoria was owned before the war by tobacco heiress Doris Duke. In an era pre-dating the stardom of movie actors, Doris Duke was a fascination for the press, who dubbed her 'the richest girl in the world' reflecting the fact that at age 12 in 1925, she had inherited the majority of her father's \$80 million fortune.

This aspect of its history is endorsed by a 1938 photo of the car in Life magazine, while stored at garage in Somerville, New Jersey, which was very close to Duke Farms. The image is captioned with a quote from the garagiste that "It belongs to Doris Duke Cromwell. It's a family heirloom, a 1910 Peerless and she has it insured for \$10,000, using it about once every six months for a drive around her estate". He went on to comment "But we never know when she will use it, so we wash it every day"! The mention of the car being a family heirloom suggests that the Peerless may indeed have been owned by the Duke family from new, particularly given its Brewster coachwork. But, since Doris Duke's husband James Cromwell was a Vice President of the Peerless Motor Car company, it is possible that the car had its ancestry on that side of her family.

Duke's ownership is further verified by its next owner, the famed opera singer and car collector James Melton. In the 1954 book Bright Wheels Rolling he wrote with Ken Purdy, his Peerless Victoria is described as follows:

"Here's a different bucket of bolts altogether: a Peerless of 1911 with a Victoria body. For sheer elegance and grace, I know of few automobiles that can match this lively carriage, which I acquired in 1946 from Doris Duke Cromwell [heiress to the Duke tobacco fortune and later married to Porfirio Rubirosa]. I'll always remember bringing this car home. With a friend, Paul Louis, I had gone to Mrs. Cromwell's home in New Jersey [the famous Duke Farms in Somerset] to get this car and another Victoria, on a Dodge chassis, and we drove them home across the Jersey Skyway in a pouring rain, I was driving this one, definitely not a wet-weather automobile. I kept thinking of a line I had once seen in a Locomobile advertisement: 'Nothing is quite as impressive of elegance as an exposed chauffeur.' Elegant – maybe. But miserable, for sure."

Melton sold the Peerless to another famed collector, pioneering plastic surgeon Dr. Samuel L. Scher, and in a 1964 article in Veteran and Vintage Magazine, detailing a visit to Dr. Scher's garage in Mamoroneck, New York, noted historian Michael Sedgwick references Dr. Scher's ' 1910 Peerless park phaeton formerly owned by tobacco heiress Doris Duke'.



When Dr. Scher made the group sale of a large part of his collection to noted Maine-based collector Richard C. Paine, Jr., the Peerless was included, joining another of the most prominent collections in America at that time.

Some 41 years later, on the death of Richard Paine, the car was auctioned by Bonhams, at which point it was acquired by a Private European Museum Collection.

While in Dr. Scher's custody, the car rewarded him with an AACA National First Prize, suggesting that it had recently been restored at that time, however, close inspection of photos of the car back as far as the 1930s suggest that it has had sympathetic restoration or refurbishment, but may in many respects still wear its original finishes. It is likely that the cloth trimmed rear cabin section, cape cart top and leather fenders are the originals.

Today, the car features highly unusual and very attractive Peerless-branded acetylene headlights made by Atwood, Dietz Empire Junior kerosene sidelights, an Atwood kerosene taillight and a Peerless bulb horn. The patent leather mudguards are old and have been carefully refinished to preserve their aged pebbled surface. The Victoria tonneau is finished in Brewster Green and upholstered in beige broadcloth while the rest of the Peerless is finished in black with Brewster Green wood spoke wheels. Now fitted with a town cap atop its radiator, it once wore a Surfer hood or-nament, as a reference by Doris Duke to her Honolulu home.

This is one of the most elegant, refined and attractive formal automobiles of the first decade of the century. Built to the uncompromising standards of Peerless, it is an appropriate carriage for the socialite daughter of one of America's great fortunes. Its elegance and imposing presence make it a centerpiece for any collection and a welcome participant in the most formal parades, tours, events and Concours. **\$160,000 - 200,000**

Please note the hood ornament is not included with the car.



562 1908 Sharp Arrow Runabout Recreation

Engine no. 2108

393ci L-Head 4-Cylinder Engine
Stromberg Carburetor
40 A.L.A.M. Horsepower
4-Speed Locomobile Gearbox, Shaft Drive
Front and Rear Leaf Spring Suspension
Rear Mechanical Brakes

- * Faithfully recreated Brass Era sporting car
- * Right hand drive
- * Known in this form for more than 50 years
- * Formerly owned by famed collector Richard C. Paine Jr.



Sharp Automobiles and the Speedster era

The Vanderbilt Cup was the premier American motorsport venue of the early teens, though Savannah, Georgia's "American Grand Prize" promised competitors a purpose built road circuit and a \$4,000 prize. The 1910 Grand Prize race in Savannah was scheduled for a total of just over 415 miles. Among the European specials and American modified stock cars was one American special, the Sharp Arrow of Trenton, New Jersey's William H. Sharp. Sharp was a photographer who doubled as a driver, and with his brother Fred, he built a sparse, lean racing machine, achieving success in races around New York. Their car was built around a Continental L-head four-cylinder engine and soon its racing success led the Sharp brothers to contemplate series manufacture.

Speed demon that it was, the Sharps named their new marque "Sharp Arrow" and gave it the snappy slogan "Speed King of American

Stock Cars." Some 25 Sharp Arrows were built in Trenton before a planned move to Stroudsburg, Pennsylvania - but before the move could be completed, William Sharp entered the 1910 Grand Prize race in Savannah.

He crashed during the first lap of pre-race practice, killing his mechanic instantly. Sharp died two days after. The Sharp Arrow marque died that day, with its production of Trentonbuilt cars being its whole history.



This sporting Sharp Arrow Runabout is thought to be a faithful recreation of its namesake, built with what is said to be an original Sharp Arrow engine and mainly proprietary components from its contemporary manufacturers. This is not unlike how the original Sharp Arrows were built as they source most components from established manufacturers. The car is known to have existed in this form for more than 50 years, but attempts to establish its precise early origins have proven unsuccessful.

The car spent much of its life in the Richard C. Paine, Jr. Collection, only leaving in 2007. It was purchased by Mr. Paine from W.J. and Genevieve N. Boden of Pottstown, Pennsylvania, noted pioneering collectors of the 1950s. Right hand drive, it is equipped with Rushmore acetylene headlights and a cowl-mounted Rose acetylene searchlight, but does not have an acetylene generator or Prest-o-lite tank. The two seat runabout body has a pair of bucket seats, dual spare tires mounted at the rear, a luggage or tool box and a cylindrical bolster tank.

The motor quite possibly served as inspiration to Mercer because, like the Mercer, it is a square bore and stroke design that is designed to give the motor more speed to aid in producing power above its rating. Most of the components used are of the highest quality and many are Locomobile items.

The car was restored some time prior to its Paine Collection/Seal Cove Museum display, where it received limited use. In the present ownership it has been in storage and unused and therefore will require mechanical re-commissioning. Arguably, the addition of lightweight fenders and general detailing would improve its current 'stripped for racing' look.

This Sharp Arrow is a memorial to an early independent racer, special builder and competitor whose vision helped to inspire one of America's most famous and important automobiles, the Mercer Raceabout. The Sharp Arrow story deserves more recognition than it has gotten and this handsome, powerful, sporting runabout has the style and performance to give renewed life to the marque. **\$50,000 - 60,000**

Please note that this vehicle is titled under its engine number.

563 1906 Ford Model N Runabout

Chassis no. 3705 Engine no. 3705

149ci Four-Cylinder Engine
Ford Float-Free Carburetor
15hp (rated)
2-Speed Planetary Transmission with Reverse
4-Wheel Full Elliptical Leaf Springs with Solid Front and Rear Axles
Transmission Band Brake and Internal Expanding Rear Brakes

- * Rare example of the predecessor to the Model T
- * In the possession of the current owner for over 30 years
- * AACA National First Prize winner



The Model N

Following his success with the flat-twin powered Model A, C, and F, Henry Ford decided to make a big leap forward and introduce a model that was more advanced and in line with the style of motorcars being produced. Powered by a fourcylinder motor mounted up front, it featured a familiar twin speed planetary transmission, handsome two-seat bodywork, sturdy Vanadium steel construction, and an attractive price of \$500—\$150 less than Oldsmobile's long-in-thetooth Runabout and a quarter the price of Ford's own preceding Model F. It would also represent Ford's entrée into mass production.

The recipe produced a very successful little machine. While Ford had sold a total of about 3500 Model A, C and F motorcars from 1903-1906, 13,250 Model Ns would roll off the line from 1906-1908 before the introduction the vehicle that evolved out of the success of the N—the Model T.

The Motorcar Offered

The early history of this Model N is currently unknown, but the trail picks up with a Gene James of Chicagoland who had restored the car in 1969-70. Following the restoration, the car was shown and awarded an AACA National First Prize in 1971. The current owner spotted the car at a show in Illinois in the mid-1970s. Enticed by the little Ford, he sat by the car until Mr. James turned up at which point he was able to purchase the runabout. More content beholding it than driving it, the Ford became a fixture in the seller's living room for decades before being recently removed for mechanical refurbishment. Reported to be a good runner, Model N's qualify for many fun events from groups like the Horseless Carriage Club of America. Retaining its top and looking sporty in maroon with black accents—the only color scheme offered—this little Ford is a welcome addition to any collection and certainly more unique than the millions of Model T's that followed it. **\$32,000 - 38,000** Without reserve

564 1959 Beardmore Mk VII Taxi

Coachwork by Windovers

Chassis no. BM71529D

1,703cc OHV Ford Consul inline 4-cylinder engine 47bhp at 4,400rpm 4-Speed Manual Transmission Coil spring front and leaf spring rear suspension Four wheel drum brakes

- * A rare variant of the famous London Taxi Cab
- * Simple Ford running gear
- * Same ownership for over 40 years
- * Great fun and easy to drive



The Beardmore Taxi Cab

Beardmore Motors, although having its roots in shipbuilding in Scotland, produced some amazing pieces of machinery over the course of its history including Locomotives, Sopwith Camels, motorcycles and some fine motorcars. Today they are best remembered for their iconic London Taxicabs, a business they began in 1919. The taxi line was highly regarded and lead to the reputation as the "Rolls Royce of Taxis". The design of London Taxis, because of the high regulations in place which mandated that all of the vehicles had to conform to a basic type, became the same sort of icon of Britishness as the Routemaster Double Decker bus. The MkVII was the final and most advanced incarnation of the Beardmore taxi. It had a reliable Ford Consul drive-train and an aluminum body by the distinguished coachbuilder Windovers. The fencers were of fiberglass for durability and the design of the machine was for reliability and easy serviceability. The custom for the period was that after five years of service the Beardmore was fully rebuilt from the ground up and after 10 years it was retired.

The Motorcar Offered

This Beardmore MkVII was acquired by the vendor in 1969 likely just as the car was retired from active service. The car was kept in the US where it was maintained in operational condition. Finished in the characteristic black with brown interior, the car is today in the same cosmetic condition as when it was acquired. It has been sympathetically preserved and used lightly over the last 40+ years. It is reported to be in running order though the gas tank should be cleaned.

Rare cars in America, the Beardmores are well regarded taxis and a nice alternative to the much more common Austin models. With straightforward Ford running gear they are easy and cheap to keep on the road and always turn heads where ever they are taken. \$9,000 - 12,000 Without reserve

565 1952 Chrysler Crown Imperial Limousine

Chassis no. 7815265

331ci OHV 'FirePower' Hemi V8
Single Carter WCD Carburetor
180bhp at 4,000rpm
4-speed Prest-O-Matic clutchless manual transmission
Front coil spring and rear leaf spring suspension
4-wheel power-assisted disk brakes

- * Extremely rare example of one of the most expensive American cars of its day.
- * Complete and original condition
- * Early example of the famous Chrysler Hemi V8
- * Owned by the Pew family





The Chrysler Crown Imperial

Originally an up-market Chrysler, Imperial was registered as a marque in its own right in 1954, a move which enabled the corporation to develop a separate identity for the cars. In the immediate post-war years though, the conservatively styled Imperials looked little different from mainstream Chryslers. Based on the Chrysler New Yorker, the new-for-'49 Imperial featured a canvas-covered roof and superior leather and broadcloth upholstery. A Cadillac-style radiator grille was new for 1950, the last year of the straight eight engine which was replaced by Chrysler's classic 'Hemi' V8. A direct competitor to Cadillac, the Crown Imperial was Chrysler's top-of-the-range and most exclusive model, being manufactured in relatively limited numbers.

The 1952 Imperial Crown was a low production year and the limousine was the rarest of the bunch. These exclusive long wheelbase machines have the distinction of being the longest production American car of the time. The Imperial boasted a number of innovative firsts, including power steering and four-wheel disc brakes.

The few limousines produced were made for heads of states or highly wealthy individuals who preferred a chauffeur-drive automobile. It is thought only about eighty of these Crown limousines were made in 1952.

The Motorcar Offered

This high-quality limousine is understood by its current owners of many years to have been delivered new to a member of the Pew family, whose name resonates owing to the success they created with the Sun Oil Company. The founder's son, J. Howard Pew, engineered at a young age a use for one of the residues from crude oil to make the first petroleum asphalt of commercial success, a springboard for widespread development of the family business. Learning from the Standard Oil break up in 1911, Pew steered his company conservatively through the hardest of times, taking great pride that none of his employees were let go throughout the Depression or even took a pay cut. In his later life, he devoted his resources and time to great philanthropy electing to give away a substantial portion of his fortune.

Mr. Pew and no doubt his family descendants would have appreciated the quality of the Chrysler Crown Imperial, and would have been able to afford its high price ticket when new. Similarly, the current owner's husband also prized its design and quality when he acquired it back in the 1970s.

Generally in well preserved condition, the main area of difficulty is the rear seat which has tears. The black paint is presentable and there is a bit of corrosion in the rear quarter panels. After some years of being laid up, a proper recommissioning should be undertaken before road use. **\$10,000 - 15,000**

566 1951 Packard Henney 'Nu-3-Way' Hearse

Chassis no. 24132277 Engine no. U411733

Packard Thunderbolt, L-head eight cylinder in line, 327ci 180bhp at 4,000 rpm Automatic, 'Selective-silent' synchronized Front suspension by coil springs, rear by semi elliptic leaf springs Four wheel drum brakes



Packard and Henney

Packard was the most prolific of America's prestige manufacturers, with Peerless and Pierce-Arrow comprising the "Three Ps" of upper crust automobiles. Of the three, only Packard emerged from the Depression, largely on the strength of a line of medium-priced cars introduced in 1935. Dramatic new "Clipper" styling in 1941 bolstered Packard sales, such that the more traditional "Senior" series were dropped after World War II. By 1950 Packard slipped behind rival Cadillac in sales. New president James Nance had a strategy for success, the seeds of which were sown soon after his arrival in 1952. Nance's plan was to distinguish the entry-level series from the larger Packards, both visually and in prestige.

Re-introducing the Clipper name, he applied it to the least expensive Packards, although his desire for a separate marque name was never fully implemented. Clippers had simple trim, smaller engines and fewer amenities, while the uppermost Patrician series featured longer wheelbases, more elegant trim and a line of executive sedans by professional car builder Henney Motor Company. Alongside these, Henney were also known for their work in designing commercial and professional vehicles including ambulances and hearses.

The Motorcar Offered

This is an example of the 'Nu-3-Way' side-servicing Henney Packard Hearse, a vehicle which the company would proudly proclaim as being 'For those that want the finest'. We leave you to learn from their marketing materials which described their product as: 'yesterday's traditions of HENNEY craftsmanship are joined by tomorrow's preview of advanced engineering to bring you this most distinguished and conveniently appointed funeral car. It combines a degree of individuality and serviceability not found on any other funeral vehicle.'

Residing in Lynchburg, Virginia for many years, where we believe that the car would have been in service, the Henney is reported by its owner to be in generally sound condition, equipped with original hydraulics to control seat and window movement and in running order. \$4,000 - 6,000
Without reserve

End of Sale

INDEX OF MOTORCARS

Lot No Year	Make/Model
5421934	. Aston Martin 1½-Litre Sports 2/4 Seater
	. Aston Martin DB6 Vantage Saloon
5541986	. Aston Martin V8 Volante
5551912	. Auburn Model 30L Speedster
5641959	. Beardmore Mk VII Taxi
5491963	. Bentley S3 Continental Saloon
5151956	
5111946	. Buick Special Series 40 Sedan
5591921	. Cadillac Model 59 7-Passenger Touring
5481930	. Cadillac Series 353 V8 2-Passenger Coupe
5471932	. Cadillac 452-B V16 Five Passenger All Weather Phaeton
	. Cadillac Series 62 Convertible Coupe
	. Chevrolet Special Deluxe Sedan
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	. Courier Stoddard 20 Commercial Wagon
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5451910	. Detroit Electric Model D Brougham
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5411931	. Ford Model A 2-Door Depot Hack
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5441937	. Ford Model 78 Deluxe Phaeton
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	. Hudson Hornet Sedan
	. Jaguar XK120 SE Roadster
	. Jaguar XK140 SE Fixed-Head Coupé
5571967	. Jaguar XKE Series 1 Open Two-Seater

Acknowledgements:

Dr. Fred Simeone as well as the staff and volunteers of the Simeone Automotive Museum Michaels Motor Cars Pawel Litwinski Sean Smith Library of Congress Rolls-Royce Owners Club Scott Nidermaier Simon Clay Rick Carey Chadbee Photography Jay Texter Box Brothers DeSio Studios Chris Amos Photography Aston Martin Heritage Trust National Automobile Museum

Quail Lodge Auction, August 16, 2013 Lot 188 – 1964 Rolls-Royce

At its Quail Lodge sale in August 2013, Bonhams offered for sale a Rolls-Royce Silver Cloud Drophead Coupe motor car, described as having been previously owned by Mr. John Bloom.

The catalog description, which was written by a consultant who was not an employee of Bonhams, alleged that Mr. Bloom had carried out dishonest business practices in the 1960s.

In relation to the company, Rolls Razor, the catalog description alleged that Mr. Bloom had fraudulently disguised the acquisition cost under a shell company to borrow more and inflate its margins.

Bonhams accepts that the allegations are damaging to Mr. Bloom's good character and apologizes unreservedly.

Bonhams would like to take this opportunity to acknowledge Mr. Bloom's charitable activities, including his support for Mission Motorsport, which raises funds through motor sport to assist in the recovery and rehabilitation of members of the armed services who have been injured in military service.

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5561910 Packard Model 18 4-Passenger Touring Car
5101929 Packard Standard Eight Series 626 Five Passenger Sedan
5311934 Packard 1101 Eight 7 Passenger Touring
5661951 Packard Henney 'Nu-3-Way' Hearse
5381911 Panhard-Levassor Type Y 6.6 Liter 35hp
Open Drive Limousine
5611910 Peerless Model 29 Park Phaeton/Victoria
5181912 Pierce-Arrow Model 36 Vestibule Town Car
5321917 Pierce-Arrow 38-C-4 7-Passenger Touring
5581932 Pierce-Arrow Eight Model 54 5-Passenger Sedan
5201983 Porsche 928S Coupe
533 †1925 Rolls-Royce 20hp Two Door 'Landau' Coupe
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550c.1940 Sawin Ford "Big Car"
5251907 Schacht Model K Runabout
5271910 Sears Model P Four Passenger Motorbuggy
5361910 Sears Model G Runabout
5621908 Sharp Arrow Runabout Recreation
5131911 Stoddard Dayton Model 11A Five Passenger Touring
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Photography Credits:

Chris Amos Photography: Lot 515 Chadbee Photography: Lot 512 Simon Clay: Lots 526, 528, 531, 532, 533, 561 & 562 DeSio Studios: Lot 503 Pawel Litwinski: Lots 502, 504, 506, 507, 508, 509, 513, 518, 519, 538, 539, 540, 541, 547, 548, 550, 551, 552, 553, 556 & 559 Scott Nidermaier: Lots 516, 517, 520, 542 & 554 Sean Smith: Lots 523, 549 and 560 Jay Texter: Lot 505

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding) Please circle your bidding method above.

Paddle number (for office use only)

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Automated Auction Results Tel +1 (800) 223 2854 ext. 3400

Sale title: Preserving the Automobile	Sale date: October 7, 2013
Sale no. 21223	Sale venue: Simeone Automotive Museum
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s	\$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
<u>Telephone bidders</u> : indicate primary and second next to the telephone number.	ary contact numbers by writing ① or ②
E-mail (in capitals)	ams to send you marketing materials and news concerning Bonhams email addresses.
I am registering to bid as a private client	I am registering to bid as a trade client

Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T -Telephone)	Lot no.	Brief description (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in US\$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone or should the connection be lost durina biddina.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND AGREE THAT YOU SHALL BE LEGALLY BOUND BY THEM. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:

Date

Bonhams E

Sample Bank Letter Of Guarantee

BANK LETTERHEAD

Bonhams 220 San Bruno Ave San Francisco, CA 94103 Telephone: 415 861 7500 Fax: 415 861 8951

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Preserving the Automobile auction on October 7th, 2013.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE) (DIRECT TELEPHONE NUMBER)

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+44 20 8963 2819 ben.walker@bonhams.com Featured in the "Art of Von Dutch" 1949 Triumph 6T Bobber \$20,000 - 30,000

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Above 1950 Berlin III BMW 328 Powered Speedboat by Kurt Gersch €180.000 - 260.000

1. 1954 Ferrari 212 Coachwork by Pininfarina €600.000 - 900.000

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Final call for entries, please contact the Bonhams motoring team.

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Co-published by the Simeone Foundation Automotive Museum and Coachbuilt Press.

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