



# Bonhams

## The Auction of the Estate of Dr. Ralph W.E. Cox Jr.

Saturday May 10, 2014  
NASW Aviation Museum  
Rio Grande, New Jersey



# **The Auction of the Estate of Dr. Ralph W.E. Cox Jr.**

Saturday May 10, 2014

Automobilia 11am

Motorcars 2pm

NASW Aviation Museum

Rio Grande, New Jersey

## **Bonhams**

580 Madison Avenue  
New York, New York 10022  
[bonhams.com/cox](http://bonhams.com/cox)

## **Preview & Auction Location:**

NASW Aviation Museum  
500 Forrestal Road  
Cape May Airport  
Rio Grande, New Jersey 08242

## **Preview**

Friday May 9, 9am to 6pm  
Saturday May 10, Motorcars only  
from 9am to 11am

## **Auction Times**

Saturday May 10  
Automobilia 11am  
Motorcars 2pm

## **Inquiries**

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## **Automobilia**

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## **Bids**

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

From May 8 to 12, to reach us directly  
at the NASW Aviation Museum:  
+1 (212) 710 1303

Automated Results Service  
+1 (800) 223 2854

Online bidding will be available  
for this auction. For further  
information please visit:  
[www.bonhams.com/cox](http://www.bonhams.com/cox)

## **Sale Number:** 22174

Lots 1 - 334

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

## **Illustrations**

Front and back cover: NASW,  
c.1961, Dr. Ralph Cox's  
Collection on display.  
First session page: Lot 12  
Second session page: Lot 308

## 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 of the Estate of Dr. Ralph W.E. Cox, Jr. Sale held at the Naval Air Station Wildwood Aviation Museum in Cape May, New Jersey on Saturday, May 10, 2014.
- 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 Lots offered in the Motor Vehicle section: If a purchased Lot consists of a motor vehicle offered as Lot number 300 or above in this Sale, the Buyer shall pay Bonhams a premium equal to 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 Lots offered in the Automobilia section: If a purchased Lot is offered as automobilia, including any Lot (whether motorized or not) offered below Lot number 300 in this Sale, the Buyer shall pay Bonhams a premium equal to 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 Monday, May 12, 2014. 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 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; Taxes and Documentation Fees

- 13.1 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 (whether delivered at or following the Sale) 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.
- 13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

### 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



## CONDITIONS OF SALE – Motor Vehicles & Automobilia (continued)

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;

(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 relationship of the parties 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 mediation process shall not be admissible in any subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above,

the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

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

(ii) the arbitration shall be conducted in the designated location, as follows: (A) in any case in which the subject auction by Bonhams took place or was scheduled to take place in the Commonwealth of Pennsylvania or Massachusetts or the State of New York, New Jersey 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 thereof; (ii) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (iii) Compliance with the above shall be enforced by the arbitrator in accordance with California law;

(D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days;

(E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof. To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

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

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

18.4 The headings and captions used in this Catalog are for convenience only and shall not affect the meaning of

the Sale Documents.

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

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

18.7 Time is of the essence of this agreement.

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

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

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

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

## Buyer Information

### IMPORTANT NOTICES TO BIDDERS & BUYERS

Lots are sold "AS-IS" and "With All Faults." Please see the Disclaimer of any Warranty and related provisions set forth in the Conditions of Sale published in this catalog.

**No Warranty of Operability:** Without limiting the foregoing, as many of the "barn finds," vintage automobiles and other Lots offered in this catalog have been sitting dormant for long periods, neither the Seller nor Bonhams makes any representation or warranty with regard to the operability of any Lot offered in this catalog or its suitability for any particular purpose, including without limitation its roadworthiness or suitability for transportation purposes.

Prospective bidders and buyers are strongly advised to attend the auction preview to inspect the Lots in person or otherwise contact the Motorcar Department with any inquiries.

**No Warranty of Title Document or Registrability:** Please see the disclaimer of warranty in the Conditions of Sale published in this catalog relating to the registrability of Lots and any title documentation that may accompany a Lot. Title documentation for many vehicles being offered in this catalog will necessarily be delivered one to several weeks following the Sale. In addition, in some cases, vehicles being offered in this catalog may not be registrable and/or may not pass state or local mechanical certification. Designated years of vehicle manufacture are approximate only, and some vehicles offered in this catalog have been heavily restored, modified and/or adapted.

#### Auctioneer

Malcolm J. Barber of Bonhams

#### Admission to Preview & Auction

Admission to the preview on Friday May 9 will be open to the public. Admission to the preview and auction on Saturday, May 10, 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 (lots 301 - 334) the premium is 10% of the hammer price.

For AUTOMOBILIA property (lots 1 - 226) 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 New Jersey, are subject to a minimum 7% New Jersey state sales tax rate, unless purchased for resale. Sales tax will not apply if a completed, valid resale certificate is furnished at the time of purchase.

Motor vehicle lots collected in New Jersey 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. New Jersey Automobile Dealers are exempt from sales tax. You will be required to supply a copy of your current dealer's license and complete a New Jersey 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 New Jersey 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 New Jersey.

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 New Jersey 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.

#### 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 being conducted under the applicable rules and regulations of the State of New Jersey.

#### 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 Monday May 12.

#### 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

## Buyer Information (continued)

pieces, and should not be interpreted as a representation or prediction of actual selling prices. They are determined well in advance of a sale and are subject to revision. Please contact us should you have any questions about value estimates.

### Reserves

The seller may place a reserve on his/her property, which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential. For Automobilia lots 1 through 226, the circle symbol (⊙) indicates a lot sold without 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 Monday, May 12. 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 Saturday, May 10, and then again on Sunday, May 11 from 9am to 6pm and Monday, May 12 from 9am 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 Monday, May 12. Lots are at the buyer's risk from the fall of the hammer. It is strongly

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

### Absentee Bids

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9007, or to Bonhams at NASW Aviation Museum from Thursday, May 8 to Saturday May 10 at +1 (212) 710 1303.

### 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.

advised that overseas purchasers and 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 Monday, May 12. 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 Monday May 12 until Thursday May 15 at 9am.* Automobilia lot removal and storage charges will be assigned by Box Bros depending on volume, size and fragility.

*For Automobilia shipping, uplift, storage and transport quotes, please contact* Chris Long with Box Bros at +1 (800) 355 7917, [chrislong@boxbros.com](mailto:chrislong@boxbros.com).

## Online Bids and Bidding

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at [www.bonhams.com](http://www.bonhams.com).

In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see [www.bonhams.com/22174](http://www.bonhams.com/22174) 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.

## 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 Monday, May 12.

## Removal & Storage Charges, Transport Arrangements

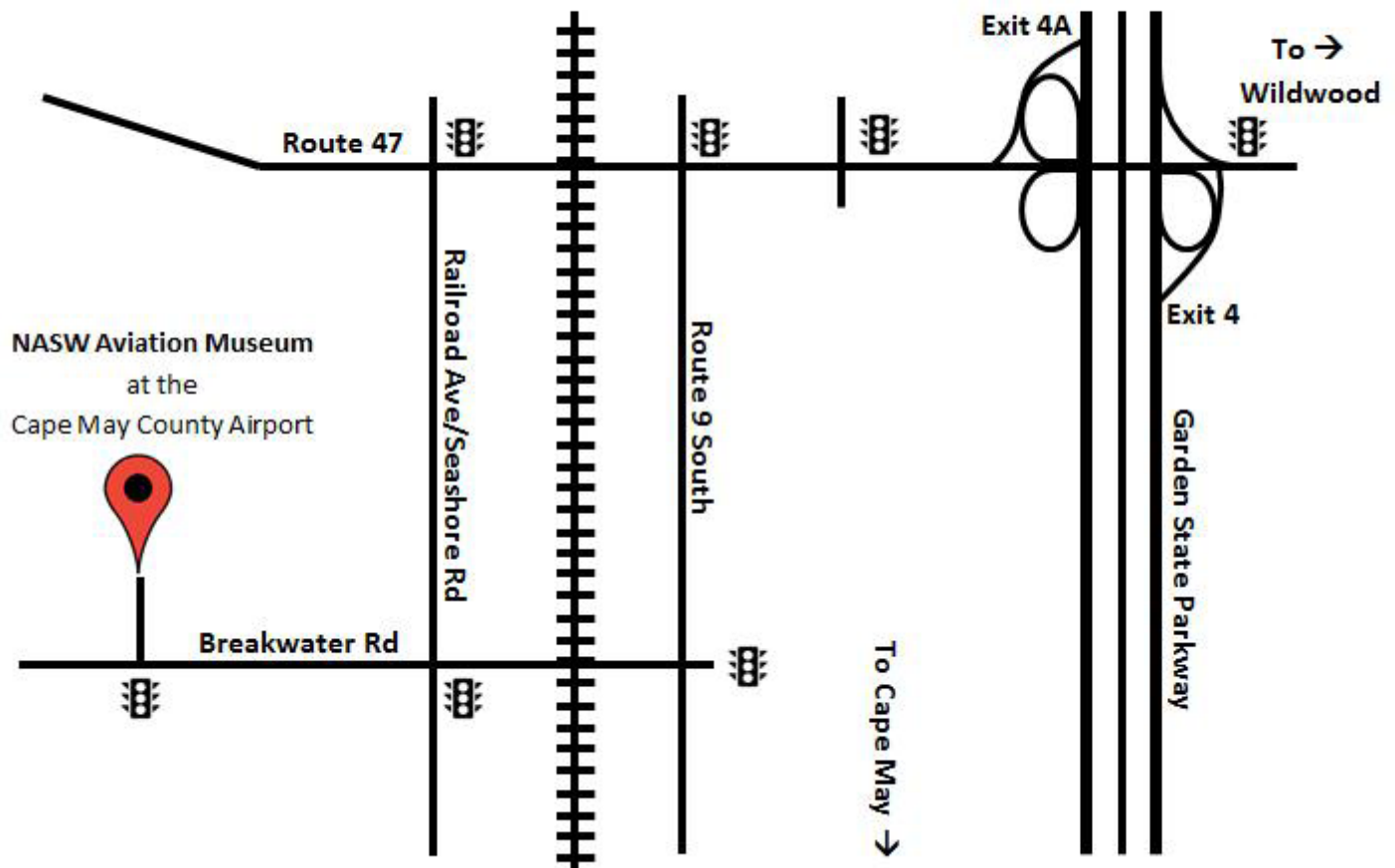
If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Monday, May 12, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and 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, contact Fiona Spence, +1 (310) 451 0020,  
[fiona@carsusa.com](mailto:fiona@carsusa.com)

**Domestic and International Motorcar and Motorcycle Transport**  
Schumacher Cargo Logistics, contact Warren Barnes, +1 (310) 626 7117, [warren@sclusa.com](mailto:warren@sclusa.com)

## Bonhams at the NASW Museum



Naval Air Station Wildwood  
Aviation Museum  
NASW Aviation Museum  
500 Forrestal Road  
Cape May Airport  
Rio Grande, New Jersey 08242

From Thursday May 8 to Monday May 12  
at 12pm, please contact us at:  
+1 (212) 710 1303  
+1 (917) 206 1669 fax

### Driving Directions

The Naval Air Station Wildwood Aviation Museum is housed inside Hangar #1 at the Cape May Airport in southern New Jersey.

### Southbound from Garden State Parkway (From New York)

Take Exit 4A on to Rt 47. Travel west to Rt 9 (second traffic light) and make a left onto Rt 9S. Travel to Breakwater Rd (traffic light) and make a right. Travel to Cape May Airport entrance and make a right into the airport complex. Follow Aviation Museum signs.

### Southbound from Route 47

47S to Railroad Ave (traffic light) and make a right. Travel to Breakwater Rd (next light) and make a right. Travel to Cape May Airport entrance and make a right into the airport complex. Follow Aviation Museum signs.

### Northbound on Garden State Parkway

Take Exit 4, make a left at light onto Rt 47. Travel west to Rt 9 (second traffic light) and make a left onto Rt 9S. Travel to Breakwater Rd (traffic light) and make a right. Travel to Cape May Airport entrance and make a right into the airport complex. Follow Aviation Museum signs.

### Northbound on Seashore Rd from Cape May

Take Seashore Rd out of Cape May to Breakwater Rd and make a left (light). Travel to Cape May Airport entrance and make a right into the airport complex. Follow Aviation Museum signs.

### GPS Coordinates

N 39°00.307' W 074°54.553'





Photo: John Schalcosky and the Ross Township Historical Society.

## INTRODUCTION

Bonhams is delighted to present the Auction of the Estate of Dr. Ralph Waldo Emerson Cox Jr.

A true pioneer, Ralph Cox was born in Pittsburgh, Pennsylvania. As evidenced from the featured photo of him holding the watercan, from his earliest days he was clearly intrigued by all things mechanical. His fondness for the Ford marque is even present here with this Model T powered tool cart! So, when the time came for him to follow a career he graduated as a Doctor of Dental Surgery from Pittsburgh University in 1937. But once this was achieved, he felt he'd backstopped a career in case his real desire fell foul and instead pursued his actual passion of aviation. He tried to follow his brother into the Army Air Corp but was unsuccessful, so he sneaked in the 'back door' by joining the Navy instead. This would lead him to a colorful career long association with the air industry. It would start with Ocean Air Tradeways, as once the war ended ex-military pilots were encouraged to use their talents to start their own independent airlines. It was then he purchased a Douglas DC-3 with a friend and began flying the Eastern Seaboard.

At first they based themselves in McArthur Airport on Long Island, and then Laurenburg, North Carolina as it was a convenient stopping point on South American runs. But when traffic dried up, they took the advice of one of their mechanics who was familiar with the former Naval Air Station at Cape May Country Airport, New Jersey. He said it was empty and would be a good base for them. After a careful inspection, in the summer of

1949, they founded U.S. Overseas Airlines at that very location which would become Dr. Cox's business and home base.

It is certain that the next decade proved to be the most fun and successful period in his life as the business developed into a major passenger and commercial aviation which flew all over the country and further afield to Europe, South America and beyond. Throughout this period they ingeniously flew and provided service for their clients, all the while battling the rather confusing red tape that the Civil Aviation Board implemented. At their peak some 18 planes were flying under the banner of US Overseas Airlines, but by 1964, Cox was forced into bankruptcy.

From the early 1950s Cox also began to collect old cars and as his collection developed he advertised for someone who could help him as an airplane mechanic and car restorer. That person soon became Ray Bassett, then at the Museum of Antique Autos in Princeton, Massachusetts. As Bassett had for Albert B. Garganigo, he helped Cox build a wide ranging collection of all things wheeled or self-propelled.

One of their earliest acquisitions was Cox's 1936 Mercedes-Benz 500K, which Cox had found on a Munich car lot in 1951 while on his honeymoon. That same car was sold by Bonhams earlier this year for \$1.43m. With Ray Bassett, Cox traveled the country following leads of interesting vehicles for sale. Mr. Bassett's daughter, Marade, recalls the two getting a tip off for the San

Francisco Cable Car from humorist and TV host Herb Shriner, himself a car collector and former owner of the famed Phantom Corsair. In those pioneering days, Cox and Bassett did such things as acquire the Double Decker Bus in California which they then attempted to drive home to New Jersey – although this wasn't completely successful. They made it only as far as the Mojave Desert before breaking down and needing assistance.

After a number of years of collecting and restoring the vehicles Cox decided to open his museum to the public in 1961, which he named the Frontier Village History Museum. As one can tell from the pages in this catalog, history was portrayed in many different ways. With the Airline's closure, so did the doors of the Museum in 1964. The contents were removed, and taken to be stored on the Cox Property in Rio Grande where they have remained ever since.

For this auction, the majority of items return to NAS Wildwood, a fitting tribute to Cox and his collection for the last time before they find new homes.

Bonhams and the Staff at NASW Aviation Museum look forward to welcoming you to this Museum.

*Footnote: Due to the nature of their long term storage, bidders are reminded that all items and vehicles are sold strictly 'as is'. Almost all are projects and will require appropriate recommissioning or outright restoration prior to use.*





# Automobilia

Saturday May 10, 2014 at 11am

Lots 1 - 226





1



3



4



5



6



7



8



9



10



11



12



13



15



16



17



18



19



20



All lots except lot 224 offered without reserve

## Miscellaneous Items

1<sup>st</sup>

A rare large antique cast iron coffee grinder, circa 1880, with original paint. produced by Enterprise Manufacturing Co. 59¾ ins. high overall.

**\$1,500 - 2,500**

2<sup>nd</sup>

A pair of barber chairs,  
**\$300 - 500**

3<sup>rd</sup>

A canvas kayak,  
**\$100 - 200**

4<sup>th</sup>

A collection of 1950s Mercedes-Benz sales brochures, comprised of type 180, 180-D, 220 and others.  
**\$100 - 200**

5<sup>th</sup>

A G&B 179 Visible Gas Pump, older restoration, original glass is intact, some parts are missing such as the hose and globe.  
**\$300 - 500**

6<sup>th</sup>

The Dyke's Progressive Chart Mannequin of the Automobile, a finely made set of operational technical diagrams. Each one has functional working mechanisms of various automotive systems. Believed complete with original handbook.  
**\$400 - 600**

7<sup>th</sup>

A pair of motoring gauntlets, in good condition considering age, together with an ornate lap robe clip.  
**\$50 - 100**

8<sup>th</sup>

A nice dealership display piece of a Ford Model T 'fat man' steering wheel, this rare counter-top dealership display was to advertise this as an aftermarket part for your Ford Model T. It is designed to unlock and swing to the up and out of the way while the driver entered or exited the vehicle, base is made of cast alloy and in good order.  
**\$300 - 500**

9<sup>th</sup>

A motoring desk piece in the shape of a touring car, cast alloy, some age with broken steering wheel, 7½ ins. long.  
**\$50 - 75**

10<sup>th</sup>

A grouping of motoring plates and tea cups, circa 1906, interesting early motoring lithographs, some with wear to gilt decoration. (Qty)  
**\$200 - 300**

11<sup>th</sup>

A collection of French lithographed motoring plates, circa 1905, 6 plates and 1 bowl, featuring a variety of motoring scenes, wear to gold trim on edge, lithographs in good order.  
**\$300 - 500**

12<sup>th</sup>

A fine grouping of Royal Doulton ceramics, 1903-1913, China; made in England, scenes created by the artist George Holden. Lot is comprised of 5 hand painted transfers including, 1 'Blood Money' pitcher, 1 'Deaf' spittoon, 1 'Deaf' plate, 1 'Room for 1' plate, and 1 'After the run' plate, all in exceptional condition with minor crackling to finish on each.(5)  
**\$200 - 300**

13<sup>th</sup>

An assortment of motoring glass and ceramic items, comprised of a grouping of glass cars from the 1920s, 2 advertising tire ashtrays and 3 hand painted shaving mugs, and others.  
**\$50 - 100**

14            **No Lot**

15<sup>th</sup>

A collection of toy cars, and a tin tricycle, lot features various scales, makes and models of early autos from the 1900s on, together with a scarce, Japanese tin litho 'The Gay 90's' Cyclist which is a barbershop quartet looking figure riding a high wheel tricycle.(Qty)  
**\$50 - 75**

16<sup>th</sup>

A lot of two toy trucks, consisting of a stake bed truck together with a Structo truck, stake bed truck appears to be a Keystone.  
**\$100 - 200**

17<sup>th</sup>

Two vintage Italian model horse carts, circa 1940s, made of wood with paper overlay, ornately decorated horses and carts, believed to be originally for the Sicilian tourist trade.(2)  
**\$50 - 75**

18<sup>th</sup>

A vintage 'Go-Trac' by AMF pedal tractor, chain-driven, pressed steel body, painted with similar details of a tractor in white on a green base, some wear of paint and play-worn.  
**\$50 - 100**

19<sup>th</sup>

An unrestored highwheeler bike, good quality, could be from the manufacturer Columbia.  
**\$1,500 - 2,500**

20<sup>th</sup>

A highwheeler bike, American, either an original or older restoration, by Victor Mfg.  
**\$800 - 1,200**



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56



57



58



59



60



## License Plates Collection

21<sup>st</sup>

A collection of New York license plates, the years ranging from 1913-28. Not all years are represented.  
\$200 - 300

22<sup>nd</sup>

A collection of Iowa license plates, the years ranging from 1924-34. Not all years are represented.  
\$100 - 200

23<sup>rd</sup>

A collection of New York license plates, the years ranging from 1922-34. Not all years are represented.  
\$100 - 200

24<sup>th</sup>

A collection of Iowa license plates, the years ranging from 1935-49. Not all years are represented.  
\$100 - 200

25<sup>th</sup>

A collection of Nebraska license plates, the years ranging from 1932-46. Not all years are represented.  
\$100 - 200

26<sup>th</sup>

A collection of Ohio license plates, the years ranging from 1941-57. Not all years are represented.  
\$100 - 200

27<sup>th</sup>

A collection of California license plates, the years ranging from 1927-32.  
\$200 - 300

28<sup>th</sup>

A collection of Missouri license plates, the years ranging from 1918-44. Not all years are represented.  
\$100 - 200

29<sup>th</sup>

A collection of New Hampshire license plates, the years ranging from 1931-41. Not all years are represented.  
\$200 - 300

30<sup>th</sup>

A collection of Ohio license plates, the years ranging from 1915-1934. Not all years are represented.  
\$200 - 300

31<sup>st</sup>

A collection of Nebraska license plates, the years ranging from 1916 – 1929. Not all years are represented.  
\$200 - 300

32<sup>nd</sup>

A collection of Massachusetts license plates, the years ranging from 1923-27. Not all years are represented.  
\$100 - 200

33<sup>rd</sup>

A collection of West Virginia license plates, years assorted.  
\$50 - 100

34<sup>th</sup>

A collection of Pennsylvania license plates, the years ranging from 1918-24. Not all years are represented.  
\$100 - 200

35<sup>th</sup>

A collection of New York license plates, the years ranging from 1936 – 1944. Not all years are represented.  
\$100 - 200

36<sup>th</sup>

A collection of South Dakota license plates, the years ranging from 1929-45. Not all years are represented.  
\$100 - 200

37<sup>th</sup>

A collection of New Hampshire license plates, the years ranging from 1921-30. Not all years are represented.  
\$100 - 200

38<sup>th</sup>

A collection of New Hampshire license plates, the years ranging from 1933-48 - including some war years. Not all years are represented.  
\$200 - 300

39<sup>th</sup>

A collection of Iowa license plates, the years ranging from 1915-43. Not all years are represented.  
\$200 - 300

40<sup>th</sup>

A collection of South Dakota license plates, the years ranging from 1918-28. Not all years are represented.  
\$100 - 200

## Parts and Spares

41<sup>st</sup>

A Corbin 60mph motorcycle speedometer, dirty but appears complete and functional, internal chip in glass.  
\$200 - 300

42<sup>nd</sup>

A 60mph Stewart speedometer, glass intact with bracket mount, wear with age.  
\$50 - 75

43<sup>rd</sup>

A 75mph Stewart dashboard mount speedometer, horizontal mile-meter, odometer and trip counter, with nickel bezel.  
\$50 - 75

44<sup>th</sup>

A Tapley gauge, with mounting clamp.  
\$50 - 100

45<sup>th</sup>

A Ford branded Johns Manville 60mph speedometer, glass intact, with mount.  
\$100 - 200

46<sup>th</sup>

A fine 50mph Jones speedometer, glass intact, brass body with mount and Veeder meter.  
\$50 - 75

47<sup>th</sup>

A good Jones 50mph speedometer, some wear to brass finish, dirty crystal in photo, nice fascia, complete with odometer and trip counter.  
\$300 - 500

48<sup>th</sup>

A 50mph Jones speedometer, with trip counter and odometer, light oxidation to body and chip on lens.  
\$50 - 75

49<sup>th</sup>

A Littleford 500rpm tachometer, with mount.  
\$50 - 75

50<sup>th</sup>

A good large Jones 60mph brass speedometer, brass bodied, with trip counter and odometer, lens intact, internal condition unknown but appears in good order.  
\$100 - 200

51<sup>st</sup>

An early Jones hub odometer for a 33-inch wheel, lens intact, in rough condition from age and use.  
\$50 - 75

52<sup>nd</sup>

A group lot of gauges, consisting of a Kienzle dash clock with glass intact, Stewart Speedo/odometer and a GJD Roberts thermometer, crack in glass though with mount.  
\$50 - 75





61



62



63



64



65



66



67



68



69



70



71



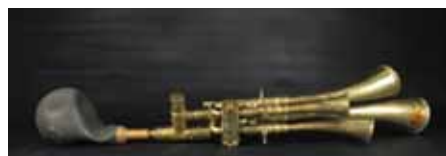
72



73



74



75



76



77



78



79



80



- 53<sup>a</sup>  
A Kienzel 8 tag clock,  
brass bodied, nickel-plated, nice clean graphic  
on fascia, complete with second hand at 6  
O'clock position.  
**\$200 - 300**
- 54<sup>a</sup>  
A rim wind-rim set Keyless clock,  
black-faced 8 day in a nickeled body with mount.  
**\$75 - 100**
- 55<sup>a</sup>  
A small century spotlight,  
brass with bracket and no glass, oxidized  
with some dings and dents but good overall  
condition, *7½ inch diameter*.  
**\$100 - 200**
- 56<sup>a</sup>  
A good small Gray and Davis spotlight with  
bracket and mount,  
glass intact and some dings and dents,  
*approximate 6 inch diameter*.  
**\$300 - 500**
- 57<sup>a</sup>  
A small Royal spotlight,  
no bracket and glass intact, some dings and  
dents, *approximately 6½ ins.*  
**\$50 - 100**
- 58<sup>a</sup>  
A very small brass spotlight with bracket,  
brass bodied, appears to be missing internal  
electrical components and lens but otherwise  
has great restoration possibilities.  
**\$200 - 300**
- 59<sup>a</sup>  
A small black painted Solar spotlight,  
appears complete but worn, *7½ inch diameter*.  
**\$50 - 100**
- 60<sup>a</sup>  
A medium-sized brass spotlight with bracket,  
no glass inside, half bracket but otherwise in  
good condition, *9 inch diameter*.  
**\$100 - 200**
- 61<sup>a</sup>  
An unusual hooded aluminum spotlight,  
electric, light wear, potentially brilliant with a  
proper polish.  
**\$50 - 100**
- 62<sup>a</sup>  
Three electric Fire Apparatus spotlights,  
styles specifically appropriate for both Ahrens-  
Foxx and American LaFrance. (3)  
**\$100 - 200**
- 63<sup>a</sup>  
A lot of two black painted nickel lamps,  
together with a floodlight, the pair measure at  
an 8½ inch diameter and have nickeled bezels,  
and floodlight has an 8 inch diameter, all in  
good condition with lenses intact.  
**\$50 - 100**
- 64<sup>a</sup>  
A lot of two large brass headlamps,  
a Gray & Davis and a Castle Lamp, no glass,  
basic brass bodies.  
**\$50 - 100**
- 65<sup>a</sup>  
A large pair of Classic era headlamps,  
glass intact, 1 with gash on side, dings and  
dents, *11½ inch diameter*.  
**\$100 - 200**
- 66<sup>a</sup>  
A pair of large Gray and Davis brass headlights,  
both missing a lens and some dents.  
**\$200 - 300**
- 67<sup>a</sup>  
A pair of late-teens Packard headlights,  
painted red, glass intact, appear complete  
with mounts.  
**\$200 - 300**
- 68<sup>a</sup>  
A large pair of Fleetwood branded, nickel-  
plated drum headlights,  
glass intact, *approximately 11 ins. in diameter*.  
**\$200 - 300**
- 69<sup>a</sup>  
A pair of CM Hall brass headlamps,  
gas powered, missing lenses and some wear.  
**\$100 - 200**
- 70<sup>a</sup>  
A pair of early twenties Packard  
drum headlights,  
equipped with Liberty lenses that are in good  
shape, minor flaws to body, *11 inch diameter*.  
**\$200 - 300**
- 71<sup>a</sup>  
A large pair of nickel plated headlights,  
electric drum style, nickeled bezel with glass  
intact, most likely for a fire truck, nice overall, *11  
inch diameter*.(2)  
**\$200 - 300**
- 72<sup>a</sup>  
A four whistle Pasche brand aluminum  
exhaust whistle, German,  
together with a brass Nightengale Adjustable  
pitch exhaust whistle.  
**\$50 - 100**
- 73<sup>a</sup>  
A four-tube nickel plated 'Etienne Le  
Testaphone' bulb horn, circa 1908,  
appears in functional order with some minor  
blemishes and without bulb.  
**\$600 - 800**
- 74<sup>a</sup>  
A large veteran four-trumpet horn,  
nickel-plated, missing rubber bulb.  
**\$100 - 200**
- 75<sup>a</sup>  
A large veteran four-tube brass 'Etienne Le  
Testaphone' bulb horn, circa 1908,  
nickel-plated, fitted with rubber bulb, *28 ins.*  
**\$500 - 700**
- 76<sup>a</sup>  
A three-trumpet horn,  
without bulb but in good condition,  
*approximately 15 ins.*  
**\$50 - 100**
- 77<sup>a</sup>  
A Mercedes-Benz air horn, made by Hella,  
together with compressor, *14 ins.*  
**\$200 - 300**
- 78<sup>a</sup>  
A lot of two black hand Klaxons,  
weathered condition but complete,  
*approximately 22 ins.*  
**\$100 - 200**
- 79<sup>a</sup>  
An electric Klaxon,  
brass bodied, good for a restoration.  
**\$100 - 200**
- 80<sup>a</sup>  
A group of four black horns,  
electric and hand operated.  
**\$50 - 100**



81



82



83



84



85



86



87



88



89



90



91



92

81°  
A large Bosch horn,  
in good condition, 13 ins.  
\$200 - 300

82°  
A Dewitt Electric Horn,  
manufactured by The Dewitt Auto Horn Co.  
\$100 - 200

83°  
A lot of two brass electric horns,  
one large unidentified brand, one small  
Klaxon, both in good order, larger horns bell is  
approximately 8½ ins. in diameter.  
\$100 - 200

84°  
A small brass horn,  
in good order with bulb, 16½ ins.  
\$50 - 100

85°  
A group of four small brass horns,  
with extra bulbs and parts.  
\$50 - 100

86°  
A medium-sized brass horn,  
\$50 - 100

87°  
A medium-sized brass horn,  
\$50 - 100

88°  
A lot of three brass horns and parts,  
\$50 - 100

89°  
A large pair of side lamps,  
brass bodied, lenses and jewels are intact,  
suitable for a Packard Model 30. Seem to be in  
good order, approximately 15 ins. high.  
\$300 - 500

90°  
A pair of electric coach lamps,  
brass bodied, with beveled glass, all lenses  
intact, approximately 10½ ins.  
\$100 - 200

91°  
A pair of unmatched brass sidelights,  
though closely similar, both in good overall  
condition.  
\$50 - 100

92°  
A Gray and Davis brass taillight,  
a crack in the clear lens but ruby lens is intact,  
together with 2 brass side lamps, 9½ ins.  
\$100 - 200



93



94



95



96



97



99



102



103

93<sup>o</sup>  
A pair of Solar dual sidelights,  
brass bodied.  
\$200 - 300

94<sup>o</sup>  
A large pair of electric coach lamps by Carey  
& Co.,  
matched set, brass and glass intact, some  
restoration, *approximately 20 ins. long.*  
\$200 - 300

95<sup>o</sup>  
A pair of steel and brass oil sidelights,  
matched set, brass and steel bodied, glass intact,  
in fair condition.  
\$50 - 100

96<sup>o</sup>  
A pair of 1912 Pierce-Arrow nickel-plated  
sidelights,  
by Adlake, jewels and lenses are intact, some  
wear with age, *approximately 10½ ins. long.*  
\$400 - 600

97<sup>o</sup>  
A pair of black and nickel electric car lights,  
reflectors and lenses intact, some dents but  
overall fair condition.  
\$200 - 300

98<sup>o</sup>  
A pair of large Maxwell sidelights,  
brass bodied, model 21, beveled glass is intact,  
some dents and dings, *approximately 12 ins. high.*  
\$200 - 300

99<sup>o</sup>  
A pair of brass sidelights,  
unmatched, glass and internal components intact.  
\$200 - 300

100<sup>o</sup>  
A pair of brass sidelights, medium sized,  
\$100 - 200

101<sup>o</sup>  
A pair of brass sidelights, medium sized,  
\$100 - 200

102<sup>o</sup>  
A pair of Japanned and nickered electric  
Brewster & Co. sidelights,  
in good order.  
\$200 - 300

103<sup>o</sup>  
A pair of Solar dual sidelights,  
brass bodied, matching set with good lenses,  
light wear.  
\$100 - 200



104



105



106



107



108



109



110



111



112



113

**104<sup>o</sup>**  
A pair of early Japaned and brass sidelights, brass bodied, mounting clamps attached, convex and beveled glass intact, in fair condition.  
**\$100 - 200**

**105<sup>o</sup>**  
A pair of brass medium sized sidelights,  
**\$100 - 200**

**106<sup>o</sup>**  
A pair of Locomobile branded Solar sidelamps, model 1133c, brass bodied with jewels, good overall condition.  
**\$200 - 300**

**107<sup>o</sup>**  
A brass E & J taillight, lenses intact, rough exterior with dents, 10 ins.  
**\$100 - 200**

**108<sup>o</sup>**  
A large brass taillight, unbranded, ruby and clear glass lenses intact, some dings, good for a light restoration.  
**\$100 - 200**

**109<sup>o</sup>**  
A pair of small buggy lights, unbranded, black bodied, nickel bezels, appears complete but slightly oxidized.  
**\$50 - 100**

**110<sup>o</sup>**  
A group of assorted sidelamps, various makes and conditions, none matching. (5)  
**\$100 - 200**

**111<sup>o</sup>**  
A nice early brass gas lamp, brass bodied, reflector and burner intact but cracks to lens.  
**\$100 - 200**

**112<sup>o</sup>**  
A small brass gas headlight, brass bodied, burner, reflector and beveled glass lens intact, appears in fair condition.  
**\$100 - 200**

**113<sup>o</sup>**  
A pair of Chalmers brass sidelamps by Solar, good for a restoration, some dings.  
**\$200 - 300**

**114<sup>o</sup>**  
A brass Saxon taillight, jewel and glass intact with bale handle.  
**\$100 - 200**





114



115



116



117



118



119



120



121



122



123

**115°**  
A pair of Indiana brass sidelamps,  
glass and jewels intact and good general condition.  
\$100 - 200

**116°**  
A good pair of large Gray and David  
sidelamps,  
Model 934, cracked lens.  
\$300 - 500

**117°**  
A good pair of Chalmers Branded Solar  
sidelamps,  
minor defects from use and age, glass intact.  
\$300 - 500

**118°**  
A pair of bicycle lamps,  
nickel-plated, both in fair condition.(2)  
\$50 - 100

**119°**  
A pair of E&J brass Ford Model T sidelights,  
brass bodied, interesting round and square  
beveled glass and intact, some light age cracking  
and tarnish.  
\$1,500 - 2,500

**120°**  
A pair of Solar model 932 sidelamps,  
brass bodied, mostly intact with good jewels and  
glass, with some restoration and converted to  
electric.  
\$100 - 200

**121°**  
A small Phare Solar gas headlight,  
lens cracked and some dings and dents, good  
for restoration, 6¼ inch diameter.  
\$100 - 200

**122°**  
A good pair of Cadillac branded Gray &  
Davis electric sidelights,  
brass with mild dings, glass intact, 6 ins. in  
diameter.  
\$200 - 300

**123°**  
Three large unmatched sidelights,  
two have convex shaped lenses and all in tact  
with bale handles, good quality.  
\$100 - 200



124



125



126



127



128



129



130



131



132



133

124°  
A pair of assorted lamps,  
\$50 - 100

125°  
Three small brass side lamps,  
a matched pair plus an extra one, brass bodied  
with some wear, glass intact.  
\$100 - 200

126°  
A brass Saxon taillight,  
jewel and glass intact.  
\$100 - 200

127°  
An extremely large brass Never-Out taillight,  
\$200 - 300

128°  
A Neverout No. 54 oil spot sidelamp with visor,  
mostly in good order with some minor dings  
\$50 - 100

129°  
A pair of large Westchester sidelamps,  
beveled glass intact.  
\$100 - 200

130°  
A pair of large Castle headlamps,  
brass bodied with some wear, beveled glass intact.  
\$50 - 100

131°  
A brass acetylene generator,  
running board mount type, minor dings and  
dents, slight restoration but appears complete,  
13 ins. high.  
\$200 - 300

132°  
A brass Solar acetylene generator,  
brass, body mounted, in very good condition  
and complete, 14 ins.  
\$300 - 400

133°  
A brass rectangular acetylene generator by  
Rushmore,  
body mounted, appears complete and in good  
order, 13½ ins.  
\$300 - 500



134



136



137



138



139



140



141



142



143



144

134°  
A small brass acetylene generator, rectangular body mounted, in good condition, 8 ins. high.  
\$200 - 300

135°  
A Mercedes flag holder with Mercedes emblems, with a letter 'D' and two cast 'Mercedes Benz' name badges, along with several other Mercedes associated items.  
\$200 - 300

136°  
A collection of vintage car bud vases, some etched and some with mounts.  
\$50 - 75

137°  
A quantity of hub caps, featuring Whippet, mostly aluminum.  
\$100 - 200

138°  
A quantity of hub caps, featuring International, mostly aluminum.  
\$100 - 200

139°  
A collection of antique auto tires, several pre-war white tires, not reproduction.  
\$200 - 300

140°  
A lot of 7 AC Titan spark plugs, 1 in original box, slightly oxidized.  
\$50 - 75

141°  
A grouping of Champion spark plugs, with period boxes and others.(Qty)  
\$50 - 75

142°  
A lot of 5 Bougie Mercedes branded spark plugs, slightly oxidized.  
\$50 - 75

143°  
An early Bosch DU4-dual magneto four-cylinder, un-tested and in as-found, garage kept condition.  
\$300 - 500

144°  
Two four-cylinder magnetos, includes a National and an unidentified magneto, distressed condition from age and use but good for a restoration.(2)  
\$100 - 200





146



147



150



151



153



154



162



166



167



168



169



170



172



173



175

<p><b>145<sup>a</sup></b> An autojumblers lot \$100 - 200</p> <p><b>146<sup>a</sup></b> A 22 ins. steel motorcycle wheel, painted red. \$200 - 300</p> <p><b>147<sup>a</sup></b> Two large copper Fresnel marine clear/ white lenses \$300 - 500</p> <p><b>148<sup>a</sup></b> A group of assorted spares \$200 - 300</p> <p><b>149<sup>a</sup></b> A group of assorted spares \$200 - 300</p> <p><b>150<sup>a</sup></b> A small stationary engine, by the Pittsburg Pump Company, \$100 - 200</p> <p><b>151<sup>a</sup></b> A Saxon four-cylinder engine, mounted on a stand, all accessories present, in nice order. \$500 - 700</p> <p><b>152<sup>a</sup></b> A group of Ford Model T parts \$300 - 500</p> <p><b>153<sup>a</sup></b> A RaJo overhead valve cylinder head conversion for a Model T Ford, complete engine with block, pistons, rods, manifolds, carburetor, etc. No ignition components included and engine is fully disassembled. \$1,000 - 2,000</p> <p><b>154<sup>a</sup></b> A Ford Model T hood, c.1912, original paint present. \$200 - 300</p>	<p><b>155<sup>a</sup></b> A 1914 Ford touring car body, complete with some upholstery and affixed to appropriate frame, corrosion issues in rear. \$800 - 1,000</p> <p><b>156<sup>a</sup></b> A hood for a "pre T" Ford car, likely for a Model N, R, or S. \$100 - 200</p> <p><b>157<sup>a</sup></b> A group of Ford Model A parts \$200 - 300</p> <p><b>158<sup>a</sup></b> A group of Ford Model A parts \$200 - 300</p> <p><b>159<sup>a</sup></b> A group of Ford Model T parts \$300 - 500</p> <p><b>160<sup>a</sup></b> A pre-Model T Ford engine, probably a Model N, R, or S. Complete with hogs head and pedals. \$1,000 - 2,000</p> <p><b>161<sup>a</sup></b> A Ruxtell rear axle for a Model T ford (incomplete) \$200 - 300</p> <p><b>162<sup>a</sup></b> A pair of Model T Houk wire wheels, with front hubs and locks. \$100 - 200</p> <p><b>163<sup>a</sup></b> A brass Rands windshield frame for a Ford Model T, \$100 - 200</p> <p><b>164<sup>a</sup></b> A Ford Model T Ruckstell rear axle, seems to be pre-1926. \$800 - 1,200</p> <p><b>165<sup>a</sup></b> A Model T engine, most likely 1914 or earlier, no hogs head. Number: 399260. \$200 - 300</p>	<p><b>166<sup>a</sup></b> An early Ford Model T hood, \$100 - 200</p> <p><b>167<sup>a</sup></b> An early Ford Model T engine, c.1915, has an aluminum hogs head. \$200 - 300</p> <p><b>168<sup>a</sup></b> An early open valve Ford Model T engine, likely 1912 or earlier, no hogs head. \$2,000 - 3,000</p> <p><b>169<sup>a</sup></b> Six Ford Model T cylinder heads, dirty and oxidized but appear in usable, restorable condition. \$200 - 300</p> <p><b>170<sup>a</sup></b> An assortment of Ford Model T accessory spare parts, lot includes a #5 'Kracker Jack' jack, Mazda bulbs, and others, original packaging. \$50 - 100</p> <p><b>171<sup>a</sup></b> A circa 1918 Ford Model T engine, \$100 - 200</p> <p><b>172<sup>a</sup></b> A circa 1910 Touring car body believed to be for a Ford, \$800 - 1,000</p> <p><b>173<sup>a</sup></b> A set of four wood-fellow Model T wheels, \$300 - 500</p> <p><b>174<sup>a</sup></b> A 1926/27 Ford Model T engine, \$100 - 200</p> <p><b>175<sup>a</sup></b> Eight Ford Model T engine blocks, \$1,000 - 1,500</p> <p><b>176<sup>a</sup></b> A large quantity of assorted Ford Model T parts, \$1,000 - 1,500</p>
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177



178



180



181



184



185



186



187



189



190



# Collectible Coin-Operated Amusements and Mechanical Instruments

177<sup>a</sup>

A "Play the Derby International" upright coin-operated horse racing game, circa 1928, produced by Chester Pollard Amusement Co., original top sign, playing field and background graphics, 5 cents to play. Appears to have been repainted and in used condition.

**\$800 - 1,200**

178<sup>a</sup>

A "Play Golf" upright coin-operated golf game, circa 1928, produced by Chester Pollard Amusement Co., original top sign, playing field and background graphics, 5 cents to play. Appears to have been repainted on its exterior in its lifetime but still quite charming.

**\$800 - 1,200**

179<sup>a</sup>

A hand cranked movie machine

**\$500 - 700**

180<sup>a</sup>

A rare and interesting small portable pipe organ, seven various pitched pipes, case is distressed and keyboard appears damaged.

**\$300 - 500**

181<sup>a</sup>

Two Edison wax roll phonographs, offered also with a quantity of rolls.

**\$400 - 500**

182<sup>a</sup>

A nickelodeon

**\$500 - 1,000**

183<sup>a</sup>

A Weaver Organ and Candle Co. (PA) organ,

**\$200 - 400**

184<sup>a</sup>

A cabinet Victrola,

**\$100 - 200**

185<sup>a</sup>

A rare coin-operated Mutoscope view machine, circa 1900, by American Mutoscope and Biograph Co. New York, cast iron clam-shell design, finished in silver and red. Some wear with age with oxidation on bottom and lacking the original marquee.

**\$800 - 1,200**

186<sup>a</sup>

An Electrova piano style 66 Nickelodeon, produced by the Jacob Doll & Sons of New York City, complete with colorful decorative leaded glass in a mahogany case. This particular piece appears mostly intact but could use a restoration.

**\$1,000 - 2,000**

187<sup>a</sup>

A lot of player piano rolls,

**\$100 - 200**

188<sup>a</sup>

A player piano,

**\$1,500 - 3,000**

189<sup>a</sup>

An upright player piano, circa 1900, ornately finished fretwork panels with some loss, in a hardwood case with a dark finish.

**\$200 - 300**

190<sup>a</sup>

A quantity of Mills Violano-Virtuoso song rolls,

**\$50 - 100**



191



191 (detail)



191 (detail)



191 (detail)



191 (detail)

191<sup>o</sup>

A Mills Violano-Virtuoso coin-operated instrument, circa 1915, distributed by The Mills Novelty Company of Chicago, twin column front detail, the double adverse-hinged doors to the front. Finished in brown mahogany and accompanied with the Mills decal on front as well as the piano action rail. This machine was comprised of a violin and a piano that played a variety of music in harmony. This instrument appears mostly complete and in good order. Electrically powered, the instrument used rolls of perforated song paper.

**\$1,500 - 3,000**

The Violano-Virtuoso was all electric and all the moving parts were set in motion by electric motors or electromagnets. It was a novelty specifically designed for public places, and for the price of a nickle, you would get a variety of which ever songs may have been loaded in the machine at any

time. They were designed to operate on 110 volts direct current so as to be played for home use.

The instrument used rolls of perforated paper. Most of the rolls had five tunes and a few rolls produced had ten songs or more(many of which, were popular songs of the day). Individual tunes could not be selected as the rolls played in order from beginning to end of the roll. Once in motion, the strings on a real violin were played by small electric powered rollers, which are self-rosining, and a set of metal 'fingers' would move through the 64 notes available. The piano had 44 notes which is half the number of keys found on a normal piano keyboard. It was played by regular hammers using a standard player piano action in a similar mechanical fashion as the violin. Approximately 5000 were manufactured by Mills Novelty Company from 1907 to 1930. It's believed that approximately 2000 still exist today.



192 (detail)



192 (detail)



193

192°

A Mills Violano-Virtuoso coin-operated instrument, circa 1915, distributed by The Mills Novelty Company of Chicago, combines the instruments of a high end nickelodeon with the additional feature of a violin. Twin column front detail, missing the double adverse-hinged doors to the lower front case. Finished in brown mahogany and accompanied with the Mills decal on front as well as the piano action rail. This piece is good for a restoration or rare parts.

**\$1,000 - 2,000**



192

193°

A lot of Seeburg model G music rolls, a rare accumulation of original rolls.(Qty)

**\$200 - 300**





194



194 (detail)

194°

A Coinola "A" Electric Piano, circa 1910, handsome oak finished case, original leaded, stained glass, illuminated upper and lower case, lower case appears to have been modified and covered with a pane of glass to provide viewing to the moving internal parts. Overall finish good with clean and complete internal parts. Vendor reports that it is in working order. Mild issues with decorative stained glass include; minor cracks towards center flower, and right green lenses are cracked.

\$6,000 - 8,000



195 (detail)



195 (detail)



195 (detail)



195

195°

**A J.P. Seeburg Style G orchestrion,** produced by J. P. Seeburg Piano Co. of Chicago and using a pneumatic action powered by an electric motor. The instrument is operated by changeable perforated paper rolls that each contain ten different tunes, both operatic and orchestral. The instruments inside, many of which can be seen when the doors are opened with a key, include a piano, two ranks of organ pipes (flute and violin), snare drum, bass drum, cymbal, and triangle. Artistically decorated with leaded art-glass panels which include pastoral scenes with cabins, windmills and lakes. Center doors are flanked by 3-dimensional touches all in multi-colored glass. Some wear to finish, 4th panel to right has small break to black-stained glass, cracks in tan lens, and 3rd panel has crack at top.  
**\$10,000 - 15,000**

J. P. Seeburg Piano Co. of Chicago was the leader in the automatic piano business in the teens and 1920's.



195 (detail)





196



196 (detail)

196°

A 1910 Wurlitzer Theater organ from the Capital Theater in Lebanon, NH, Please note due to this lot's size, it will not be available for preview at the NASW Aviation Museum. For viewing and collection, please contact the department.  
\$4,000 - 6,000

## Victorian Transportation

197°

A full-size light brown plaster horse with mane, standing 7 feet tall on rolling platform.  
\$300 - 500

198°

A full-size black with spots plaster horse, with saddle, missing paint, standing 7 feet tall on rolling platform.  
\$300 - 500

199°

A full-size light brown plaster horse, standing 7 feet tall on rolling platform.  
\$300 - 500

200°

A full size light brown plaster horse wearing a hat, with tail, approximately 7 feet tall.  
\$300 - 500





197



198



199



200



201



201 (detail)

201°

A circa 1900 Omnibus by Brewster & Co. of Broome Street, (B'Way & 47th Street), New York,

with a red body, straw colored wheels and undercarriage accents, the interior is upholstered in black button back leather. The carriage appears to be solid, and has previously been the recipient of a restoration/repaint and trim. Visually, the carriage appears to retain much of its period hardware/iron work. The rear door glass is missing, no lamps are present and the upper roof seat cushion is missing.

Long referred to by the Cox Family as a "Tally Ho" carriage, it has resided in the collection for decades, being displayed at the Frontier Village Museum and then stored indoors at the Cox Property in Cape May.

Offered on a Bill of Sale.

**\$15,000 - 20,000**

**Without reserve**





202

202<sup>a</sup>

A circa 1900 Barouche by C.P. Kimball & Co. of Chicago, a lightweight Barouche, with vis-a-vis seating behind the driver; this style is sometimes referred to as a Brett or Caleche. With a dark green body and black leather upholstery, the condition of both paintwork and upholstery is extremely old, particularly the leather to seats and cape top, and the carpeting may well be original. It is fitted with a large pair of lamps to the side of the driving seat.

This carriage is known to have resided in the collection for decades, being displayed at the Frontier Village Museum and then stored indoors at the Cox Property in Cape May.

Offered on a Bill of Sale.

**\$8,000 - 12,000**

Without reserve



202 (details)





203



203A

203°

**A Conestoga Horse Drawn Wagon,**

one of the most popular forms of heavy duty horse drawn haulage vehicles from the 18th and 19th centuries. Conestoga takes its name from The Conestoga River which flows through Lancaster County in Pennsylvania.

This example no longer has its bows or the canvas covered top which is normally associated with the design. It has clearly been repainted in a basic fashion at some point and would have been exhibited at the Frontier Village Museum in the 1960s. In recent years it has remained stored indoors at the Cox Property in Cape May.

Offered on a Bill of Sale.

**\$3,000 - 5,000**

**Without reserve**

203A°

**A vintage trailer, c.1934,**

with single axle and wooden box. High quality construction, including curved top bows for canvas cover. It's a great companion for a 1930s Ford car or truck.

This nicely made trailer was built using primarily Ford items. It rolls on a set of Ford V-8 wire wheels and hub caps. The wooden box has a set of curved bows that allow for a "Conestoga"-style canvas top. The trailer is complete with period lighting, it rolls easily and looks to be in fine order. It's a charming accessory for a Ford V-8 car or truck.

Offered on a Bill of Sale.

**\$1,500 - 2,500**

**Without reserve**





204

204°

**An Ice Wagon,**

liveried for the Eureka Ice and Hygeia Ice Co. of First Street and Duquesne Way, Pittsburgh, Pennsylvania. Both companies are known to have merged with Chautauqua Ice Company in 1905 to form the Consolidated Ice Company. This is believed to be a period wagon, either acquired by Ralph Cox because of its origins in the city of his birth, or simply liveried to reflect this. If accurate, this would place the date of the wagon to be around the turn of the 20th Century. It has clearly been refurbished/repainted at some point, but this would almost certainly have been more than 40 years ago and it has since either been museum displayed or stored indoors.

Offered on a Bill of Sale.

**\$2,000 - 5,000**

Without reserve

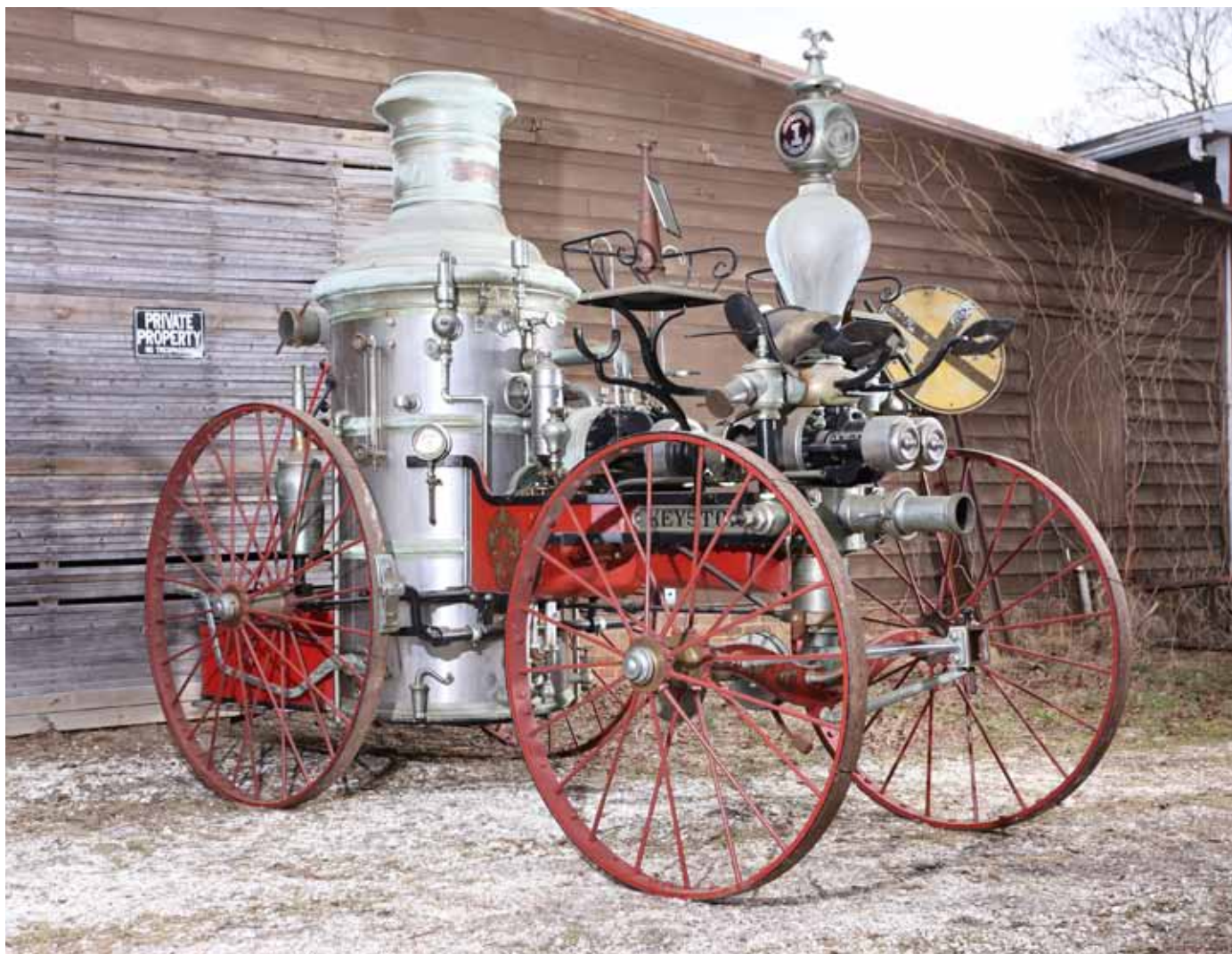


204 (detail)









205

205°

#### 1873 Silsby Rotary Steam Pumper

Silsby Manufacturing Company Seneca Falls, NY

A steam powered rotary pump driving a geared water pump with 600gph pumping capability (approximate). A magnificent machine from the "Golden Age" of the fire apparatus. Highly complete and authentic with a spectacular dome mounted original lamp, this is an icon of American manufacturing prowess.

The American Industrial Revolution ushered rapid growth and development in the latter half of the 19th century. Factories, mills, and foundries were springing up all over the country. With these new facilities and the often huge work forces they employed, new sophisticated fire suppression techniques and machinery were needed.

Many of these large factory complexes had their own private fire companies, often a requirement of their underwriters to protect their work force and assets. Today's building codes, sprinklers, and fire resistant materials were not even considered, so fires were especially disastrous and unfortunately all too common.

The answer to that problem was more professional and better equipped fire companies. The standard company practice had always been the employment of hand pulled, manually operated fire pumps. These surprisingly effective machines were, to say the least, difficult on the firemen. The men were often forced to hand pump a machine for hours as the same team would also try to put the fire out.

The development of practical steam power for both factories and locomotives had shown steam



205 (detail)



205 (details)

technology to be reliable and effective. Numerous manufacturers began to adapt this steam power system to a portable water pumping engine. The challenge, however, was not an easy one. To effectively control the fires they were faced with, these machines would need to have tremendous pumping power. The ability to project high volumes of water at a great distance required a great deal of energy.

A boiler and engine equivalent in size to a small locomotive would be needed. The problem was that this would be heavy and slow to "fire up". As opposed to hand pulling the pumps to the scene, horses would be needed to pull the heavy pumpers. When a city pumper was dispatched the residents would stop and observe the beautifully decorated and polished machine billowing black smoke behind a team of finely groomed horses. This image is no doubt why this era of firefighting is so special.

Silsby Manufacturing Company designed and built their first Steam Fire Engine in 1856. The company was founded in 1845 and ran through 1890. Their first engine weighed 10,000 pounds and was a marvel of the day. Over the course of steam engine history no other company manufactured more steam operated fire engines than Silsby. Producing well over 1,000 steam powered fire engines, Silsby introduced original and effective technology into the production of steam engines that was challenged by the constructors of the day. The Silsby machines went through nine model changes and today about two dozen of the 1000+ made, survive – mostly in museum collections.

This truly spectacular Silsby Pumper is exceptional for both its scale and presence and its wonderful authenticity and completeness. A close inspection shows that the details are all correct, and that this is a machine that has not been tinkered with by amateurs.

It wears the livery of the Keystone Fire Company and engine #1, complete with the motto: "When duty calls 'tis ours to obey"

A plate that refers to the pumper's rebuild by American Fire Company, the fire conglomerate that Silsby was merged into with American LaFrance, is present. This rebuild was done while the machine was in company service. It does show evidence of some restoration work—likely paint done in the 1950s but it would not be surprising if the brightwork was still original. There is no evidence that this machine has ever been neglected or left to weather outside. A good cleaning and polishing should restore it to its full magnificent appearance.

Great fire pumpers are rare things and exceptional examples seldom come to market. The chance to acquire such a lovely and well-preserved machine such as this Silsby is a special opportunity indeed.

Offered on a Bill of Sale.  
**\$70,000 - 100,000**  
 Without reserve





205 (details)





Car 11 in front of the Flood Mansion, 1950.

Photo credit - Ira Swett & Alan Fishell



206 (detail)



206 (detail)

206<sup>□</sup>

## 1906 Hammond San Francisco California Street Cable Car Car no. 11

As cities expanded, public transit system that could rapidly move people through the neighborhoods became a greater priority. By the mid-1800s, horse-drawn omnibuses provided swift intercity transport. San Francisco faced a unique problem borne out of its hilly terrain and steeply angled streets. In 1869, a young Andrew Smith Hallidie was inspired to action after witnessing horses struggling to pull a horse-drawn streetcar up Jackson Street on a damp day slip and get dragged to their death. Hallidie's solution was a steam-powered cable driven railway.

Hallidie's father was an inventor with a British patent for 'wire rope', so it was only natural that the younger Hallidie would employ the technology in his invention. Relying on a single steam-powered cable, multiple street cars could grip the cable to pull themselves at steady speeds up the steep hills. First tested in the morning of August 2, 1873 on Clay Street, the system proved to be a success and soon resulted in the construction of 53 miles of track laid by eight different cable car companies. Despite becoming obsolete in 1947 with the proliferation of buses, a coalition of citizens helped to save a few lines from ultimate destruction ensuring that this unique transportation system would not only survive into the future but go on to become a defining feature of San Francisco.

This double-ended Cable Car, number 11, is of the type still used today on California Street running from Market Street to Van Ness Ave. All California Street Cable Cars were destroyed in the fires that followed the 1906 San Francisco earthquake, this car is one of the replacements built in 1906 by Hammond (others were built by Holman up until 1909 and a small number were later built by Cal Cable in 1913 and '14).

A unique feature of car 11 is its pre-1906 livery and windowless ends. According to transit historian Emiliano Eschevarria, this car was part of the 1950 Cable Car Carnival in which local companies sponsored Cable Cars to be rolling advertisements. This particular car became a billboard for D. Zelinsky & Sons who were active painting contractors in the 1940s and '50s. As part of their sponsorship, and no doubt to highlight their abilities, they exactly replicated the pre-earthquake livery with the ribbon and lettering scrolls. They even did away with the windows front and rear—a requirement since 1904. For unknown reasons, this livery was maintained even after the Carnival ended.

Mr. Cox Jr. likely acquired car 11 at or very shortly following the 1954-55 San Francisco Municipal Railway selloff when cable car lines were cut back following the Railway's acquisition





206

of Cal Cable, which operated the California Street Cable Cars. Presented today in beautifully preserved condition, the exterior paint shows a lovely patina while the interior paint is suffering from the effects of age. Missing much of its interior lighting and lacking the Hallidie Brake hardware (the grips have been sawed off under the car), it does still retain all of its operating levers and even has period 1940s and '50s advertisements along the raised clerestory roof.

A rare opportunity to acquire a stellar piece of San Francisco history, it is the ultimate bit of memorabilia from the City by the Bay.

Offered on a Bill of Sale.

*Due to the size of this lot, the Cable Car will not be present at the preview/auction at the NASW Aviation Museum. For information regarding viewing times and collection, please consult the department.*

**\$25,000 - 40,000**  
Without reserve



206 (detail)



207 (detail)

207<sup>a</sup>

**c.1918 J.G. Brill & Company DT-9 Window Streetcar**

Exceptionally rare survivor of a bygone era  
Built by the most prolific streetcar maker in history  
Rare opportunity to start your own streetcar service

The J.G. Brill Company of Philadelphia, Pennsylvania started in 1868 making simple horsecars and would rise to become the largest manufacturer of streetcars and interurbans in the world. Quickly evolving to supplant the horse with steam and electric power as those motive forces became the primary means of propulsion for urban rail systems. From the Philadelphia works emerged innovations like the Convertible Car, which had removable sides to allow for comfortable use in both the summer and winter, the Semi-Convertible Car which had windows that could retract fully into the top of the body, and various streamlined and high-speed trolleys. In addition to trolleys, Brill also produced commercial bodies for cars and buses alike.

Riding high through the 1920s and continually growing through a series of mergers, the decline of both street-level railways and interurban trains hit the company hard. As more cities focused on subways and buses, Brill tried to adapt with its PCC-line (President's Conference Committee streetcar—made to a design developed by the streetcar industry in the late-1930s) and 'track-less trolleys'—essentially buses—but the change in how cities managed urban transport eventually led to Brill's demise in 1954.

Today, there are still a number of Brill-built vehicles operating in cities with historic streetcars such as San Francisco and Toronto.

A nicely preserved example of one of the more rarely seen streetcars, this Brill Double-Entrance 9-window is of the type that would have been often seen plying the street of Philadelphia and Brooklyn from the turn of the 20th century up until the late 1940s. Painted in Philadelphia livery and indicated as car number 17, very little on the early history of this car has been determined. Likely acquired at the same time as the San Francisco Cable Car during a time when most transit authorities were severely downsizing their streetcar fleets, it remains in largely original and unrestored condition. The elegant interior still covered in beautifully preserved wood trim with glassed-in lights hanging from the ceiling. Relying on overhead power lines for electricity, the hardware is still present atop the train.

Whether one wishes to try their hand at operating their own street car service or simply have a spectacular conversation piece, this Brill streetcar is hard to beat!

*Due to the size of this lot, the Brill Street Car will not be present at the preview/auktion at the NASW Aviation Museum. For information regarding viewing times and collection, please consult the department.*

Offered on a Bill of Sale.

**\$10,000 - 15,000**

**Without reserve**





207



207 (detail)



207 (detail)



208

## Aviation

208°

A lot of two model aircraft, appear to be Douglas DC-6 Airliners, wood and cast aluminum, approximately 12 ins. and 27½ ins. wingspan.

\$200 - 300

209°

A Hispano-Suiza aero engine instruction manual

\$200 - 300

210°

A Curtiss OX5 parts list, \$75 - 100

211°

A comprised lot of light aircraft parts for Aeronca & Piper Cub, including Aeronca C3 instrument panel and ID plate.

\$800 - 1,200

212°

A group of aircraft spares \$200 - 300

213°

Three propellers, \$800 - 1,000

214°

A bathroom sink cabinet component from an airliner, likely from a DC6 or 7.

\$300 - 500

215°

A pair of seats from a 1950s airliner \$100 - 200

216°

A Continental A40 aircraft engine, c.1935, the first of the long line of Continental fours. The 40hp A40 was most famously used by Taylor and was a reliable, affordable engine in its day. Engine is complete with magneto and carburetor and is mounted in a tubular frame work. This is a single plug example.

\$1,000 - 2,000

217°

A grouping of Curtiss Wright Engine parts and spares.

\$800 - 1,000

218°

A Wright R-760 Whirlwind Seven-cylinder rotary engine, c.1940, condition unknown.

\$500 - 1,000



209

210



216



219°

A Wright R-760 Whirlwind Seven-cylinder rotary engine, c.1940, condition unknown.  
\$500 - 1,000

220°

A 1945 Republic Aircraft-Ford JB-2 Loon "Buzz Bomb", a rare example of a WWII Jet Bomb and one of the first American self-guided weapons. The technology would form the basis of postwar rocket development. Nicely restored display piece.

The United States had discovered the existence of the top secret German V-1 when a unit crashed in Sweden in 1942. A detailed analysis of the wreck was made and in 1943 the US decided to begin the development of a similar Jet Bomb.

The advantage of the self-flown and self-guided bomb was obvious. It could inflict huge damages with almost no risk of lives to the operating side. The Germans exploited the weapon and unleashed huge damages with zero harm to their forces.

A contract to produce the JB-1 (Jet Bomb) was given to Northrup Aircraft in July 1944. The Northrup design was complex and a team at Wright Field were simultaneously reverse-engineering a German V-2 pulse jet engine. This design system would be the basis for the JB-2 Loon and it would replace the unsuccessful JB-1 design.

There were 1,391 Jb-2s built by Willys Overland (on subcontract from Republic Aircraft) and The Ford Motor Company produced the power plants. Ultimately the machines were too late to contribute to the War effort, but the development was still considered a technological success which laid the groundwork for many important projects.

The JB-2 Loon offered here from the Cox Collection has been restored for display purposes. The case, though authentic, does not contain the pulse jet engine or any of its guidance systems. The machine does show exceptionally well and makes a stunning display of this groundbreaking machine. The wings easily remove making transport relatively simple.

Historically the JB-2 Loon has enormous significance as much of its technology would be the basis for the American Space Race that would dominate the postwar era. With the increased use of drone warfare today, this JB-2 can be seen as one of the earliest American uses of such technology.

*This lot is presently at the Cradle of Aviation Museum in Garden City, Long Island, New York. For information regarding viewing times and collection, please consult the department.*

Offered on a Bill of Sale.  
\$10,000 - 15,000  
Without reserve



220



220 (detail)





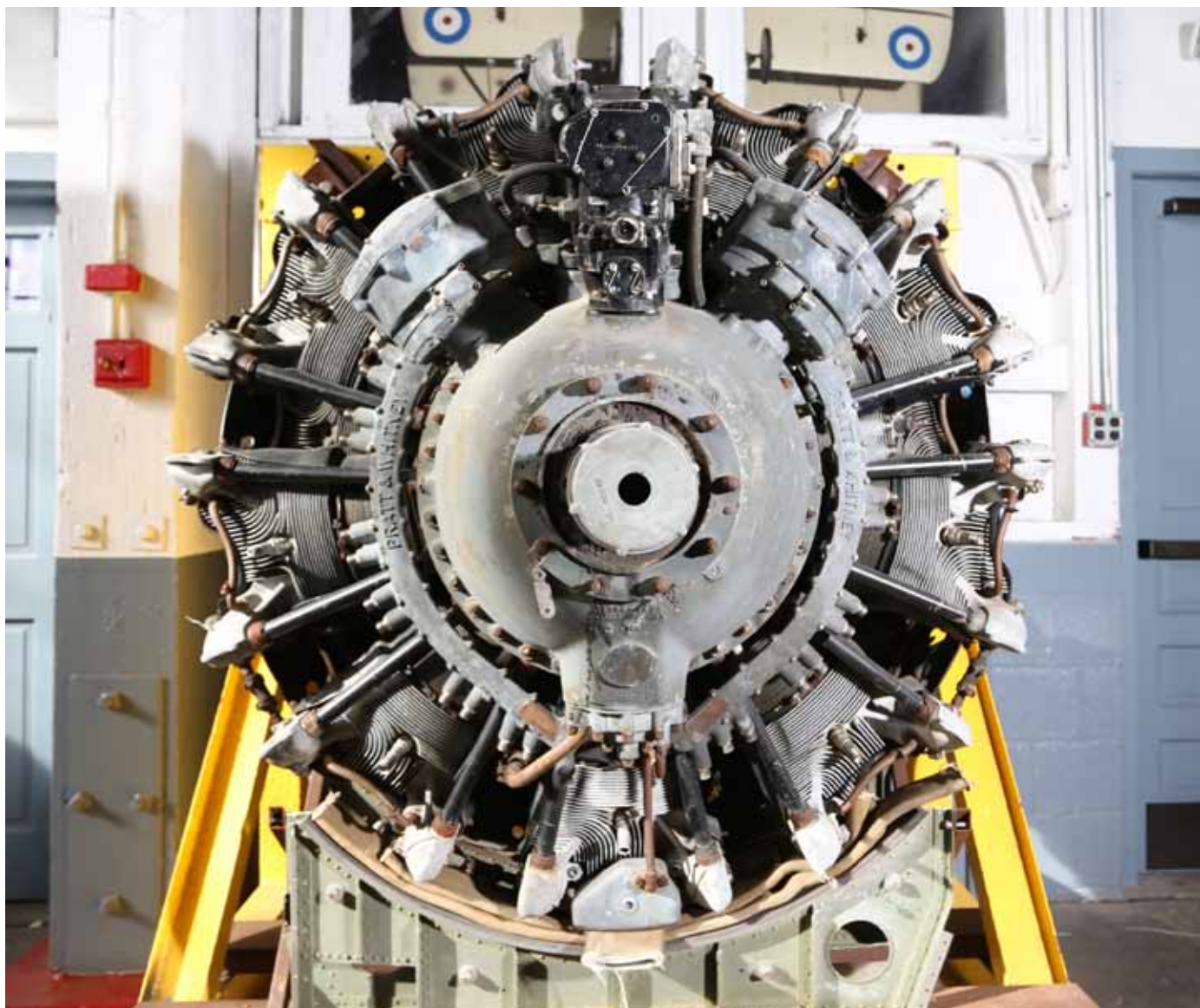
221



221 (detail)

221°

A Wright Cyclone R-1820 radial aircraft engine, the highly successful 9 cylinder rotary engine powered dozens of different aircraft most famously the B-17 and the Douglas DC-3. This R-1820 has been on display at Naval Air Station Wildwood Aviation Museum for years and is offered on a display stand with a three blade prop. \$5,000 - 10,000



222

222<sup>a</sup>

A Pratt and Whitney R-2800 "Double Wasp" radial aircraft engine, named after the two offset rows of nine cylinders. The P&W R-2800 "Double Wasp" was an enormous success for the company. Over 125,000 were produced, most for the war effort. It would continue to be used heavily after the war powering the Douglas DC-6, an aircraft that would become the mainstay of the burgeoning airline industry after the war. This R-2800 has been on display at the Naval Air Station Wildwood Aviation Museum for years and is offered on a display stand.

\$10,000 - 15,000





223



223 (detail)

223°

A Pratt and Whitney R-4360 "Wasp Major" radial aircraft engine, with 28 cylinders, supercharging, and displacement of 4360 ci. This making the "Wasp Major" a marvel of engineering. One of the largest piston aircraft engines built, it produced up to 4,300hp with the addition of twin turbochargers. The "Wasp Major" represents the last hurrah for large piston engines prior to the turbojet. The engine was well known for powering the Boeing 377 and its military variants but is best remembered for being fitted in a set of eight on the Hughes H-4 Hercules—better known as the "Spruce Goose".

This "Wasp Major" has been on display at Naval Air Station Wildwood Aviation Museum for years and is offered on a very impressive display stand, complete, and with its aluminum engine cowl.

\$15,000 - 20,000



224 (details)



224

## 224

### A Piper L-4 "Grasshopper", c.1943, N851 Serial Number 9851

The Piper J-3 Cub has its roots in the Taylor Aircraft E-2 Cub introduced in 1930. This simple tandem seat aircraft was intended primarily for flight training. Its excellent flight characteristics and undeniable charm made it a huge success in the new private aviation market, and is one of the best-selling aircraft of all time.

Taylor Aircraft went bankrupt shortly after the E-2 was introduced and William T. Piper purchased the company's assets. The E-2 was redesigned in 1936 and renamed the J-2. A redesign in 1938 would see the introduction of the now immortal J-3. The J-3 received the characteristic curved rear window and a steerable tail wheel. Powered by a Continental A40 engine the Piper retailed for just over \$1000. Not an immediate success in the market place, the early Pipers were slow to catch on but by 1940 over 3,000 units had been produced.

The outbreak of war in Europe and the realization that the US might enter saw the formation of the Civilian Pilot Training Program. The government needed to train thousands of new pilots if it would be successful in the essential air component of World War II. Proper training aircraft would be needed and the Piper J-3 was one of the best suited training aircraft of the day. By the end of the war over 80% of all flyers would have trained in the J-3.

This huge new demand for the J-3 required Piper to ramp up its production to one Cub leaving the factory every 20 minutes. In addition to its use as a trainer the J-3 was ordered in Army variants O-95, L-4, and Navy NE. These were used primarily for observational duties of spotting U-boats and patrolling the US coastline. The military versions, though mechanically identical to the civilian version, did have a distinct Plexiglas green house for improved visibility.

The military versions of the J-3 as well as those produced by Aeronca and Taylorcraft would be nicknamed "Grasshoppers". In addition to their patrol duties at home they did see extensive use on the front lines doing reconnaissance, transporting supplies, artillery spotting duties, and medical evacuation of wounded soldiers. However, they were likely best remembered for the success as tank spotters against the Germans in France. The famous "Rosie the Rocketeer" was even equipped with six bazooka rocket launchers and successfully eliminated six German tanks and numerous armored vehicles.

A total of 5,413 L-4s were produced as well as an additional 250 NE.

This L-4 offered from an important collection is a fine example of this important military

version of the Piper J-3 Cub. Last registered in 1990, it is finished in its proper livery and markings and complete with a distinctive plexy green house, the 65hp Continental A65 power plant and all other mechanicals are identical to its comparable civilian variant. Instrumentation includes the oil temp gauge, air pressure, airspeed indicator, altimeter, compass, tachometer, and tandem front and rear single seats.

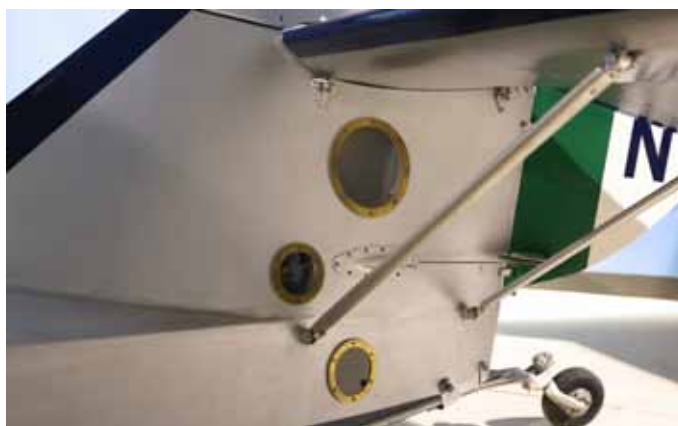
Today the Piper Cub is as popular as it has ever been. A true aviation classic it is immediately recognizable and has a classic friendly design. A huge network of parts support and knowledge base makes them easy machines to keep in airworthy condition.

As this machine has been on static display for a number of years it is being offered in NON-airworthy condition.

Offered on a Bill of Sale.  
**\$60,000 - 80,000**

This lot will be available for viewing offsite in Belle Vernon, PA . Appointments for viewing may be arranged through Bonhams by contacting Samantha Hamill at +1 212 461 6514 or [samantha.hamill@bonhams.com](mailto:samantha.hamill@bonhams.com).





225 (details)

225°

#### 1929 Savoia Marchetti S-56

Allesandro Marchetti was an innovative but little known designer when he joined the Societa Idrovolanti Alta Italia, aka SIAI, destined to be the largest seaplane maker in Italy. Marchetti achieved a measure of success with his elegant S.51 Schneider Cup racer in 1923, capturing the world's record for Italy with a speed of 174.07 mph. Until then SIAI's best customer was the Italian navy. Alitalia and other airlines would soon to be knocking on the sales office door.

It was Marchetti's S.55 twin-engined, twin-hull flying boat that brought worldwide acclaim through the goodwill flights of de Pinedo and Balbo, whose flotilla of 24 S.55s flew to Chicago for the 1933 World's Fair. The success of the S.55 led to licensed production in the U.S.S.R., Spain and the United States under the Savoia-Marchetti trademark.

Benito Mussolini, a keen flying enthusiast and certified aviator, did much of his air work in Savoia-Marchettis, beginning with the S-62 seaplane. He personally encouraged reciprocity between the Italian and the U.S. civil aeronautics authorities. The upshot of that was U.S. certification of a 14-passenger airline version of the S.55, the 2/3-passenger S.56 and the 6-passenger S.62, which featured a fully enclosed cabin.

U.S. production of the S.56 began in 1929, soon after the formation of the American Aeronautical Corp., which utilized a temporary factory at Whitestone, Long Island. The AAC had planned a \$1.5 million factory and seaplane terminal at Port Washington on Manhasset Bay, 12 miles from the heart of New York City, and work had reached an advanced stage when the stock market crashed in October 1929, marking the onset of the Great Depression.

The factory was ready for occupancy by early 1930, at which point about fourteen S.56s had been delivered. The economic decline, which would devastate the infant aircraft industry, was not yet evident, although sales had slackened noticeably. The NYPD had ordered six S.56s for its newly constituted aero squad, formed to patrol the Long Island shoreline. That order had been reduced to three.

An S.56, NC325N, S/N 8, was delivered to Charles H. Veil, a WW1 fighter ace who had served in France. Veil had celebrated the Armistice by whipping his Spad XIII under the Arc de Triomphe with only inches to spare. He had formed Airco, Inc., to distribute Savoia-Marchettis on the West Coast from his Los Angeles base at what is now LAX.

Veil, a man of the world with oil interests in

the Middle East, envisioned an airline linking L.A. with Ensenada and other resorts south of the border, using an S.55 he had on order. Veil planned to take factory delivery of another S.55 and fly home via the Azores.

Zachary Smith Reynolds, youngest son of the tobacco baron, ordered an S.56C customized for long-distance touring. He is said to have flown NR898W some 17,000 miles between England and China, using his yacht as a tender for exploring out of the way ports of call. Reynolds died at 21 of an unexplained gunshot wound in 1932, and his life became the subject of several books and screen play adaptations.

The Bonham's S.56, NC349N, s/n 12, was the first Savoia-Marchetti delivered to the C.T. Stork Corp. Stork, based at Roosevelt Field, also had the Stinson and Great Lakes Sport Trainer distribution franchise for N.Y., two of the most popular makes in the U.S. NC349N was their demonstrator. About a dozen sales followed, including the above mentioned NYPD order. Both C.T. Stork and his wife were newly licensed private pilots, but they hired two pros for demonstration work -- "Chubby" Miller (aka Mrs. Keith Miller) and Capt. Bill Lancaster, both well known for records and racing successes. "Chubby" and Bill were also romantically involved and when Lancaster went missing on



225

a flight across the Sahara it made front page headlines. Lancaster and his wrecked Avro Avian were not found for decades.

NC349N became the property of Charles Farrenkopf, operator of a Long Island joyriding concession with at least two S.56s. The gig lasted nearly a decade. World War II put a damper on pleasure flying for the duration. The little seaplane's postwar history is sketchy.

The airplane is thought to have served with the CAP during the war, on anti-submarine patrol. NC349N turned up in Texas in 1951 and was last seen at the Queens Seaplane Base on Long Island in 1956, at which point it was in need of a full measure of TLC. (Civil Air Patrol service unconfirmed)

NC349N's last gig was with the Long Island Cradle of Aviation Museum on Long Island, where Mitchel Field used to be. The aircraft arrived there in 1989 and was subsequently restored by the esteemed Museum. In carrying out the rebuild it was clear that the machine was quite tired and required extensive work. Owing to both this and the intention of both Dr. Cox and the Museum that the S.56 be displayed rather than flown, its restoration was completed to a high degree of aesthetic accuracy but without any capacity or the stringent qualities it

would need in order to be airworthy. Prospective purchasers should be mindful of this fact.

Although its all-wood construction had a life expectancy of ten years, two S.56s have survived in airworthy condition, one in the U.S. and one in Italy. An all-metal version of the improved S-56-31, known as the Budd "Pioneer", embodied the patented Budd process for spot-welding stainless steel.

This aircraft, NR749N, toured Europe promoting the Budd interests and was a featured attraction at the 1934 Paris Aero Expo. It may be seen today on its perch in front of the Franklin Institute in Philadelphia.

American Aeronautical declared bankruptcy in 1932. A receiver completed about a dozen unfinished airframes in 1934. Altogether, forty-five S.56s were built, plus a single S.55. Several S.56s were exported to Canada and Brazil.

Offered on a Bill of Sale.

*This lot is presently on display at the Cradle of Aviation Museum in Garden City, Long Island, New York. For information regarding viewing times and collection, please consult the department.*

**\$80,000 - 120,000**  
**Without reserve**



225 (detail)





226

226<sup>□</sup>

**A 1920 Baldwin 2-6-2 Locomotive,**

Matthias W. Baldwin's career, with humble beginnings in the production of bookbinding tools and cylinders for printing on calico, took a major turn when he built a small stationary engine to aid his business. Quickly recognized for its efficiency and quality by his peers, this would lead to production of other similar engines. Building a miniature locomotive in 1831 at the behest of the Philadelphia Museum, it was not long before he was building full scale machines, the first of which, christened 'Old Ironsides', took to the railroad in November 1832. Over the course of the next century, Baldwin would grow in stature and size—at its peak it employed more than 18,000 workers and turned out some 3,000 locomotives a year.

The Cox Baldwin Locomotive #26 dates from the 1920s, and is a 2-6-2 wheel configuration. According to known information it originally ran on the Surry, Sussex and Southampton Railroad in Virginia. During its ownership in the collection it has resided at the Pine Creek Railroad in Allaire State Park, in New Jersey, where it currently remains. For a number of years up until the early 2000s the #26 was operational, but it has not been used now for more than a decade and will require rebuilding/necessary certificates and licensing prior to future use. Offered on a Bill of Sale.

*This Locomotive is presently stored at the Pine Creek Railroad Museum in Allaire State Park, New Jersey. For information regarding viewing times and collection, please consult the department.*

**\$30,000 - 50,000**

**Without reserve**

**Motorcars**

Saturday May 10, 2014 at 2pm

Lots 301 - 334







## 301 1934 Ford Phaeton

Chassis no. Illegible

In the late Twenties and early Thirties automobile buyers were increasingly expressing their preference for larger, heavier enclosed bodies. Suppliers began to deliver wider steel sheets that body manufacturers' newer, larger presses could stamp into the bigger panels which enclosed bodies needed. That was quite a bit of "bigger" and no small amount of "heavier" for even mass-production marques like Ford, Plymouth, Willys and Chevrolet to handle, however, and this exerted an irresistible pressure upon the manufacturers to come up with longer, stronger chassis and more powerful engines. That affected even Henry Ford, who had long insisted upon the virtues of lightweight vehicles. For 1933 the Ford chassis grew six inches, to an 112" wheelbase. The frame was stronger and had a larger X-member for greater rigidity. The flathead V-8, already a superb compromise between lightweight and performance, got even better with ten more horsepower. Advances in tire technology allowed Ford to mount 1" smaller 16" diameter wheels with larger tires. Their functional advantage was a better ride but their aesthetic effect required completely restyled bodywork.

The resulting 1933 Ford and its very similar 1934 model would become a classic of the era. Vastly different from the iconic 32 Ford the 33 succeeded in being every bit as charismatic but in a more modern way.

The Phaeton offered here is a rare example of a body style more associated with an earlier era but much beloved today. Offered as restoration project, the body looks complete and reasonably straight.



Although the engine is removed, thoroughly disassembled and its completeness doubtful, it is only but a minor problem today.

All in all, this Ford represents a great project with an end result being one of the more desirable Fords of its era.

Offered on a Bill of Sale.  
**\$8,000 - 12,000**  
Without reserve



## 302 1911 Ford Model T Torpedo Roadster

Engine no. TBA

Without a doubt the most famous antique car of them all is the Ford Model T. Its significance cannot be argued and neither can its charisma. One of the key components of Henry Ford's enormous success has to be chocked up to style. Ford employed teams of stylists to ensure that his products looked as good and appealing as possible; nowhere is this more apparent than in these early "brass" Ts.

Ford was able to balance the line between handsome and cute with these cars. A T, although not a big car, has great dignity and presence. Anyone would be proud to own one. While the competition's low-priced cars looked cheap and small, the Ford did not.

Ford also realized he was selling cars to a market of new drivers transitioning to the motorcar, which meant the car needed to be simple and intuitive. To operate the car, one only needed to use their feet, while their hands could stay on the steering wheel where they belonged. The simple planetary transmission was easy to operate and is still great fun to drive today.

For those who haven't experienced a great "Brass T", they are about as much fun as you can have on four wheels. Ford really got it right with the early Ford Ts and, when properly set up, they perform remarkably well. In fact, most brass car tourers have a story about a pesky Model T driver keeping up with the likes of a Silver Ghost or Pierce-Arrow.









The Torpedo could be seen as Ford's first performance car, the standard T stripped down and with a little racer-type body. The hood was lengthened two inches, and the steering column was lowered. The result was a nimble and quick T with a look like no other. Any brass T is great fun for touring but the Torpedo is the ultimate.

This example has resided in the Cox Collection for at least 60 years. It was an active touring car back in the 1950s, participating at the Greenfield Village Meet in 1953 and touring regularly on VMCCA events in that period. It is very much a time capsule of a 1950s brass touring car. Nicely restored to the standards of the day, it has aged well and still remains very appealing.

Though in the same configuration as it was in 1957, this Ford has been equipped with later lamps and possibly a slightly later engine. At the time of cataloging the front seat cushion was not located.

Every proper collection needs a good Model T and a Torpedo really is the ultimate early Ford.

**\$20,000 - 30,000**  
**Without reserve**



The 1911 Torpedo on a tour in 1954.





### 303

## 1928 Ford Model "AR" Rumble Seat Sport Coupe

Engine no. A843315

The Model A had big shoes to fill in succeeding the legendary Model T. 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. The 200 cubic inch 40 horsepower four-cylinder engine had the legs to carry the heavier coachwork of Ford's new Fordor sedans.

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.

This desirable and charming Sport Coupe is a good example of a scarce bodystyle. As an early '28 production, it exhibits numerous features referred to as 'AR' items including the red steering wheel and powerhouse generator. The handsome soft back coupe also incorporates some of the roadster features, such as a fold up rear window.

The car seems to be a largely original car, with what looks like an original rumble seat upholstery. The rest of the car is either original or a very old restoration. Although the engine shows that some items have been removed, everything appears to be still with the car in the passenger compartment.

Overall it looks like a good example of a fairly rare Model A style. A good cleaning and some recommissioning should see a charming machine returned to service.

**\$7,000 - 9,000**  
Without reserve





## 304

### 1907 Ford Model N Runabout

Engine no. 5362

Henry Ford developed his first gasoline buggy in the closing years of the 19th century, a primitive quadricycle powered by a twin-cylinder engine. Commercial motorcar production did not however get underway until 1903 when the Ford Motor Co. was founded. The first commercial offering was the twin-cylinder-engined Model A, a well-designed and up-to-the-minute car with the engine positioned under the passenger seating, driving to the rear axle by chain. Unlike the contemporary mass-produced Oldsmobile, the Model A featured wheel steering with buggy-type suspension giving the car a comfortable ride. Production was established in a disused wagon works in Mack Avenue, Detroit. The Model A found a ready market and Henry Ford's dream was underway. It was still to be some time before Ford put into practice his one model mass production techniques.





By 1906 Ford was building his own engines and all manufacturing processes were taking place in-house. The Model N Runabout appeared in 1906, powered by a 15hp four-cylinder engine, mounted in a light but robust chassis and carrying two-passenger coachwork.

As a true enthusiast of the marque, Dr. Cox must have been extremely pleased to have secured such an original example of this rare model, the Model N Runabout. The car retains appealing features such as its Splitdorf coil box, body tag, and an original Ford floor mat, while its upholstery is certainly extremely old if not its original. It seems likely that the car has been repainted, but in one of the handful of colors that the factory offered, Dark Green. Even this is now well aged, and throughout the car has a pleasing patina of age. Another particularly appealing aspect of the 'N' is the presence of a full canopy top still with its Sterling, Detroit tag as well as roll down windshield panels.

Still wearing a California License tag, this may well be its original plate as existing information concerning the delivery information for these cars available from *Pate's Early Ford Automobile Encyclopedia* states that car 5362 was supplied new to the Standard Motor Car Co. of San Francisco, its delivered date being recorded as June 20, 1907. The car's subsequent history is not documented, but the car was certainly in the collection from the early to mid-1950s and was previously displayed here at Wildwood Airport.

In need of re-commissioning and perhaps sympathetic cosmetic detailing, this authentic and charming example of the model could conceivably prove to be of preservation quality and standard, having safely been kept in the Cox Collection for more than five decades.

**\$20,000 - 30,000**  
Without reserve





### 305

## 1941 Ford Super Deluxe Fordor Sedan

Chassis no. TBA

In Ford's 1941 model lineup, Standard became Deluxe and Deluxe became Super Deluxe. Ford had evolved dramatically in the last years of the Thirties into a more marketing-driven organization, listening to what its dealers and their retail customers wanted instead of following Henry Ford's idea that the company (and certainly Henry himself) knew what was best for clients.

It was particularly apparent in the demise of Ford's policy that the last year's Deluxe models became that same year's Standards. That became particularly difficult in 1941 because the bigger, faster, more luxurious, more powerful movement brought another two inches of wheelbase to Ford's entire lineup. Rather than building two completely different automobiles Ford created a modest differentiation in trim and equipment between its two models, signifying the scant difference by calling both "Deluxe" but elevating the upper trim level to the stature of "Super."

Among the most important changes, in addition of course to the longer wheelbase, were substantially softened and rethought suspension specifications. Ford had paid particular attention to ventilation the years prior and the windshields now were fixed with individual ventilation afforded by the front door vent windows.



This Super DeLuxe Sedan is one of more than 88,000 that the company delivered in 1941, accounting for some 15% of their production that year. It has resided on the Cox Property in indoor storage for a considerable number of years. Although little is known of its time of acquisition or prior history, it can safely be assumed that Dr. Cox acquired it owing to his passion for the marque. On inspection it appears that the paintwork and interior are original.

**\$2,000 - 4,000**  
Without reserve



## 306 1920 Maxwell Model 25 Five Passenger Touring

Engine no. 302772

Financed by Detroit sheet metal manufacturer Benjamin Briscoe and East Coast plutocrat J.P. Morgan, ex-Oldsmobile and Northern engineer Jonathan D. Maxwell built his first car - an advanced twin-cylinder design with water cooling, mechanical inlet valves, two-speed planetary transmission, shaft drive and righthand steering wheel - in 1904. The twin proved an enormous success; a four-cylinder model joined the line-up for 1906 and Maxwell expanded from its Tarrytown, New York base, opening factories in Auburn, Indiana and Rhode Island. Sound engineering was complemented by a series of headline-grabbing publicity stunts that helped boost sales, none more successful than a transcontinental trip from New York to San Francisco undertaken by a team of four lady drivers in 1909.

The following year the firm sold over 20,000 cars, a total exceeded only by Ford and Buick. From this high point Maxwell went into decline. Briscoe's ambitious expansion plans proved disastrous; most of the factories were sold off and Jonathan Maxwell moved production to Detroit. Hit hard by the post-WWI depression, Maxwell merged unsuccessfully with Chalmers and acquired a new president in the person of Walter Percy Chrysler, whose new marque would rise from the Maxwell-Chalmers ashes.

The Maxwell from the Dr. Ralph W.E. Cox Jr. Collection is a benchmark example of the final era of the company's existence. Introduced in its first season of 1914, the Model 25 would become the mainstay of their production until 1925. In these lean early 1920s, just four bodywork styles were offered: a Roadster, Coupe, Sedan and the Five Passenger Touring as offered. Purchase of the Touring model would set its owner back just \$1,055, a whisker under that of the contemporary Dodge, but perhaps critically twice that of a Model T.

The Cox Maxwell is clearly a highly original example, which was either restored sympathetically decades ago with a possible paint taking place, or perhaps more likely it retains its original finishes. As such it presents as a rather charming car, complete with some sidescreens and the various detail features with which it was no doubt delivered new.

It is unknown as to when the car might have been used or driven last and so we recommend full recommissioning prior to returning the car to the road.

**\$8,000 - 12,000**  
**Without reserve**





### 307

## 1952 Cadillac Series 62 Club Coupe

Engine no. 526244621

After 50 years of building cars, Cadillac's Golden Anniversary would produce some of the more memorable cars of the era. This two-tone Mist Gray and Savoy Gray Metallic Club Coupe featured sports the elegant lines that set the Caddys apart from the field. Bearing a strong resemblance to the Eldorado that would debut the next year, the Club Coupe retailed for \$3542. Motivated by the most powerful engine available in an American built car, it is little wonder that the motor would also find its way into everything from Allards to Bulldog tanks.

Unrestored and showing only 18,294 miles on the odometer, its tight panel fit and lightly worn interior allude to its originality. A diamond in the rough, a thorough cleaning and a bit of mechanical fettling would likely produce a fine motor for Sunday drives. Go for the full restoration and you'll certainly be the envy of the drive-in.

**\$2,000 - 4,000**

Without reserve





## 308 1904 Ford Model 'AC' 10hp Four Seater Rear Entrance Tonneau Engine no. 982

Henry Ford developed his first gasoline buggy in the closing years of the 19th century; like others of its generation, it was a primitive quadricycle powered by a twin-cylinder engine. Commercial motorcar production did not however get underway until 1903 when the Ford Motor Co. was founded. The first commercial offering was the twin-cylinder-engined Model A. As evidenced by this example it was a well-designed and up-to-the-minute car with the engine positioned under the passenger seating, driving to the rear axle by chain, and unlike the contemporary mass-produced Oldsmobile, the Model A featured wheel steering with full-elliptic suspension giving the car a comfortable ride. Production was established in a disused wagon works in Mack Avenue, Detroit, and Henry Ford's dream was underway.

Between 1903 and 1904, Ford produced a not inconsiderable 1500 of these voiturettes. Early on in production, the bore size was increased to provide 10hp. The timeline for these more potent versions is acknowledged to be after engine number 300, making this one of these more desirable versions.











Of that production run the survival rate is extremely modest, something in the order of 30 cars being listed by the Veteran Car Club of Great Britain and around 60 with the Horseless Carriage Club of America. Allowing for duplications in both lists that's still only 4% of the known production, making these early examples of one of the few brands that have survived to the modern day extremely rare.

The Cox Ford Model 'AC' has been in the collection for more than 60 years. In researching its history with early Ford expert Carlton O. Pate III, his analysis is that the car conforms closely to the 1904 specification of these cars, having the larger 6 by 3 bar radiator and open rear axle chain drive. Its bodywork conforms to supplying coachbuilder Murray's Tonneau body and, seeming to endorse the fact that this is how the car was built new, there is an additional transverse spring at the rear of the car to compensate for the additional weight of bodywork and passengers.

According to a plate on the car, it was used by Cox on the Antique Automobile Club of America "Cape May Run" in 1954. To judge from its present condition, we theorize that it would have been restored in the

years running up to this and that it may well have been the debut outing for the car. Certainly it was in use at this time and it is thought that by the early 1960s it would have been laid up in the middle of that decade. The car has remained in that same slumber for the best part of 40 plus years.

Aesthetically, the coachwork today appears solid and sound. The engine turns and has some compression, and in most general respects the car is complete. The upholstery shows age, but little wear, although the carpets have suffered over time. It may be best surmised that this represents a straightforward "tidy up and mechanical refurbishment", or alternatively a very sound basis for a restoration.

Unquestionably this is an important early Ford which by definition is eligible for a wide range of events for early or Veteran automobiles. Expert Mr. Pate regards its official dating as a formality and so upon acceptance by the Veteran Car Club of Great Britain the car would be able to compete on the world famous Bonhams London to Brighton Veteran Car Run.

**\$60,000 - 80,000**

**Without reserve**





309  
**1909 Premier Model 45 45/55hp**  
**6-cylinder Raceabout**  
 Chassis no. 1359

Outside of Detroit, Illinois, no area of the US is more associated with exciting automobiles than Indiana. Home to the legendary Speedway and its world famous 500 mile race, the list of great marques that came out of this state include Marmon, Marion, Duesenberg, Auburn, Cord, Stutz and, arguably one of the great names of early American motoring, the Premier.

Premier, like most of its fellow Indiana manufacturers, made a performance oriented product. They were heavily involved in racing and it influenced their production cars. They always created a high quality car that had innovative features, which resulted in a rather high price tag.



Dr Cox trying out the big Premier in the early 1950s



This racy machine is one of the few 6-cylinder Premiers that survive today. Powered by a big 6-cylinder T-head motor, it was rated at 45hp, a big number for 1909. The motor drives through a 4-speed transmission to a shaft drive rear end.

Having been delivered new as a formal town car, the body gave way to a much racier set of clothes in the 1950s. Given its performance and pedigree it was natural to "race up" such a car. Under Ralph Cox's guidance the car was transformed into a super racy speedster. The inspiration for the transformation was most certainly Mercedes, as it borrows its external side pipes and white color scheme. The look is pure excitement and the big motor should be able to live up to the image. The lightweight machine with the big, powerful engine is a great combination.

The Premier, like all the Cox cars, has not seen use in decades and its cosmetics have suffered a bit in the last 50 years. Mechanically the car is remarkably complete and displays some rare authentic equipment like its full "make and brake" ignition system. Being both a quality car and one that has always been stored indoors, this Premier should benefit from a recommissioning.

This Premier would be a delight to rejuvenate and get back into service. It's a car that should deliver great fun to its new custodian.

**\$45,000 - 60,000**

**Without reserve**





## 310 1957 Cadillac Series 62 Coupe DeVille

Chassis no. 5762137619

Cadillac was riding high in the '50s as the premier American builder of luxury motorcars. In keeping with the style of the times, a new X-braced chassis frame enabled the 1957 Cadillacs to feature longer, lower bodies - thirteen styles in total - all of which sported dual rear lights and tail fins larger than before. General Motors' chief stylist Harley Earl had introduced tail fins on the 1948 Cadillacs, and the device would reach its zenith in 1959 before fading away. The Series 62 Coupe DeVille was built on the 129.5" wheelbase chassis and, like all '57 Cadillacs, came with a 300bhp V8 engine, automatic transmission, power steering and power-assisted brakes.

Finished in Orion Blue with an Alpine White top, this top-of-the-line Coupe DeVille was the car you bought when you had made it to the corner office. Retailing for over \$5,000 new, it was fully loaded from the factory with few available options.

This Caddy shows just under 71,000 miles on the clock, a figure that appears original based on the presentation of the car. Its chrome trim shows well and all of the hard to find pieces are present. Inside the dark blue broadcloth is in serviceable condition while the dash is in nice shape save for some shrinkage in the padding and upholstery on top.



Ready to be brought back to its former glory, it will surely prove itself to be just as luxurious today as it was when it was new with a bit of fettling and restoration.

**\$4,000 - 6,000**  
Without reserve



## 311 1928 Franklin 11B 5-Passenger Sedan

Chassis no. 168238-11

Engine no. E116340

Air-cooled Franklin motor cars were produced in Syracuse by The H. H. Franklin Manufacturing Company from 1902 to 1934. Franklins used more aluminum in their vehicles than any other domestic maker. The engine block, transmission, and rear end were made from cast aluminum. Single cylinders were cast iron and bolted to the block. A three-ply ash frame carried the drive train along with an aluminum body over an ash framework. Franklins from 1904 until 1927 utilized a service brake on the transmission which slowed the drive shaft when applied. There was also a hand brake that activated rear wheel brakes.

The Series 11 Franklin was the first Franklin model to be styled by an outside designer. Previously, Franklin motor cars were styled by factory engineers. Franklins were long known for their progressive engineering, scientific light weight, responsive handling, and dependability, but had not previously been known for their design.

The Series 11 cars were the first low profile, sleek Franklins. The styling represented a radical change from previous designs. Gone was the tilting "Wilkinson Hood", replaced by a false radiator front and traditional center-hinged hood. With the "Roaring Twenties" in full bloom the public now demanded style and de Causse delivered.

The Series 11 Franklin was the first air-cooled Franklin to utilize a false radiator shutter front. The cars had similar engines to earlier models, however, copper fins were used on the cylinders in place of steel, which provided upgraded cooling, higher compression, and more power -- up from 25 to 32 horsepower. These lightweight cars sat on a 119"



wheelbase and used modern balloon tires. This Series is recognized as a Full Classic™ by the Classic Car Club of America.

A largely sound and straight car, this Series 11 Franklin saw some light restoration work decades ago. The paint was clearly redone and the engine compartment freshened up. The interior was removed and was unfortunately not located at the time of cataloging by the Bonhams staff. Most of the nickel work has been covered over in silver paint.

**\$5,000 - 8,000**  
**Without reserve**





## 312

### 1931 Ford Model A DeLuxe Roadster

Engine no. A4025231

The Model A had big shoes to fill in succeeding the legendary Model T. The very timidity of its changes reflected both Henry Ford's reluctance to put the Model T behind him and the corresponding reluctance of Ford's legions of satisfied customers to take anything but baby steps away from the tried, true and familiar Model T.

There was no planning for the changeover, and in the process Ford shut down its immense River Rouge plant, the legendary factory where iron ore went in one end and Model Ts came out the other, for months - losing momentum and market position to its faster-moving competitors.

When it was finally introduced in December of 1927, the Model A was substantially different from the Model T, but at the same time it was still a 4-cylinder and it still had transverse leaf spring suspension. There were many improvements, important evolutionary elements like pumped water cooling, coil ignition, sliding gear 3-speed transmission. The 103 1/2 inch wheelbase was longer, making room for bigger, more luxurious, bodies. The 200 cubic inch 40 horsepower four-cylinder engine had the legs to carry the heavier coachwork of Ford's new Fordor sedans.

Many of the visual changes incorporated in the Model A had been foreshadowed in the styling evolution of the Model T in the late Twenties. The Model A was different, but it still looked like a Ford, and that was probably a very wise and sensible thing for Ford to do.

1931 saw a milestone passed at Ford: the production of the 20 millionth Ford automobile, only 23 years since the first, hand-assembled Model T rolled out of Ford's shop and only about 17 years since the first moving assembly line began operation. The automobile itself was barely forty years old, an astounding progression that saw the automobile, led by Fords, permeate and influence the structure of society. A Model A Roadster was under \$500, even with DeLuxe trim and accessories, and therefore within reach of a modestly successful tradesman, farmer or clerk.

This desirable and charming DeLuxe Roadster has been part of the Cox Collection for more than half a century. Finished in a cheery Washington blue over red color scheme, the interior has what could be the original leather upholstery special to the DeLuxe model. The cylinder head of the engine is split but a replacement is with the car. Thanks to the simplicity of an A the work looks like it could be reassembled in an afternoon.

Of all the Model As it is hard to argue that the roadster has the most charisma. The body seems so perfectly proportioned and styled for its chassis. If you have not experienced good Model A Roadster they are a joy to drive: light and nimble with surprisingly quick performance and, for those inclined, eligible for the Mille Miglia as well as thousands of other events around the world.

This Ford is another Cox Collection car just begging to be made running again and enjoyed.  
**\$8,000 - 12,000**  
 Without reserve



## 313 1951 Ford Convertible

Chassis no. TBA

A new, longer wheelbase chassis was Ford's big news for 1941, the top-line models being renamed 'Super DeLuxe'. It was with this range in mildly restyled form that the company resumed production in 1946. With a transportation-hungry public eager to buy just about anything and everything that Detroit produced, there was little impetus for change in the early post-war years and Ford's first all-new design did not appear until the 1949 range was introduced. With the '49 model, Ford adopted wishbone-type independent front suspension and swapped the old transverse springing for longitudinal leaves at the rear, while fresh styling saw the rear fender bulge eliminated in favor of a straight-through line.

There were no significant changes made for 1950, though the designation of the top-of-the-range V8 series, previously 'Custom', became 'Custom Deluxe'. The latter comprised six different models for 1950, the most expensive of which, costing \$2,107, was the two-door 'woodie' station wagon. Chromed window moldings, a chromed horn ring, two sun visors, armrests on all doors, and chromed trim strips to the lower body sides were among the Custom Deluxe's distinguishing features. 'Step out in style - For the years ahead' Ford stated in their advertising for their early 1950s convertible.

This example is in need of restoration and appears to have been laid up after an engine fire. It is sold strictly as viewed.

**\$2,000 - 3,000**

Without reserve







## 314 1906 Waltham Orient Buckboard

Engine no. 2478

Marketed as 'The Cheapest Automobile in the World – Everybody Should Have One', the Orient Buckboard was the product of The Waltham Manufacturing Co. of Massachusetts. It should come as no surprise to learn that the Orient name first appeared on a Bicycle. In 1893 champion bicyclist Charles H. Metz, who later went on to build the Metz, organized the Waltham Manufacturing Company to build the Orient Bicycle. Pushed by investor and General Electric president Charles Coffin, in 1899 the company showed an electric vehicle in New York. Although the electric for Coffin wasn't the death of the company, neither Metz nor the employees who built it were happy with the vehicle.

By 1902 Metz had his fill of investor meddling in the company and he left Orient, which by that time was an American agent for deDion and was a producer of its own quads and trikes as well as a proper four-wheeled





motorcar. With Metz gone, investors Coffin and M.P. Clough brought in Leonard Gaylor, who promptly designed the elemental motor vehicle dubbed the Orient Buckboard. Looking almost exactly like a large rear-engine go-cart, the vehicle was powered by a rear-mounted, vertical, single-cylinder engine of 4hp, weighed just 400 lbs, had claimed a top speed of 35mph and would climb a 1:12 hill in top gear. Steering was by tiller and the flexible hickory wooden platform provided the suspension. The 'Buckboard' would remain in production through 1907, by which time the cars were marketed as Walthams and the name 'Orient' had become the model.

The example presented here is a good stock example of the model, seemingly retaining its original structure/bodywork, albeit currently shod with oversize tires and missing its front fenders.

On display here at the Wildwood Airport for a number of years in the 1950s/60s, it would almost certainly have been run and used in this period as displays and events were common. The car has since been in sympathetic storage on the Cox property, but it is clear that it has not been run for many years and will require recommissioning before use.

The Waltham Orient 'Buckboard' represents an individual statement, one theory on the development automobile from the early days of the American motor industry and, as such, there are examples present in numerous collections around the country. With some tidying this would therefore be equally at home in any early automobile collection, be it for display or use in Horseless Carriage Club Events.

**\$12,000 - 18,000**  
**Without reserve**





315

## 1922 Ford Model T Tudor

Engine no. 6195640

In the 1920s, closed bodies were in heavy demand by the buying public. Cars were seeing more year-round use in colder climates and buyers wanted more comfort. The T produced enough power and Ford did an excellent job of keeping the coachwork lightweight. Ford's heavy emphasis on styling made for attractive and appealing bodywork.

This 1922 Tudor has survived the test of time nicely and is offered in highly original condition. The body is straight and free of any noticeable corrosion issues.

**\$2,000 - 4,000**

**Without reserve**



316

## 1929 Buick Series 121 Model 41 Four Door Close Coupled Sedan

Engine no. 2366361

Under the stewardship of General Motors' President William C. Durant, Buick production rose dramatically. The company introduced its first 6-cylinder car in 1914 and for a period in the 1920s the range would consist entirely of sixes. A detachable cylinder head, strengthened chassis and axles, and 4-wheel brakes were new introductions on the 6-cylinder line for 1924, the last year of Buick's base-model four. Replacing the latter for 1925, the Standard Six boasted a new, overhead-valve engine displacing 191cu in and producing 50bhp, while the larger Master Six came with a 255cu in, 70bhp unit. The duo was restyled for 1926 and given larger engines of 207 and 274cu in respectively and continued almost unaltered throughout 1927. For this season, the cars were visibly distinguishable by their slightly rounded radiator edges and on Fisher bodies such as this car, a dual swage molding.

It was at this point that the Buick received the attention of rising star Harley Earl. Earl's mammoth contributions to General Motors' looks had begun with the LaSalle then the glorious post-1928 Cadillacs. He was on a roll when he began work on the new Buick line up, under the command of one of its most dynamic leaders, Harlow "Red" Curtice. Curtice saw that Buick's slide was induced by complacency and their styling was looking old-fashioned, also he was keen to revamp the cars in an effort to purge unnecessary weight and to improve their performance.

The Buick we present here is an example of their Close Coupled Sedan which was built by Fisher. Offered for restoration, from its condition today it would seem that the car was saved by Dr. Cox and was already in poor order when it arrived in his collection, and sadly no details of its history prior to his acquisition are known. In his ownership the car has been stored in covered but open sided storage.

**\$1,000 - 2,000**

**Without reserve**

317

## 1951 Mercury 2-Door Coupe

Chassis no. 51ME44517M

The all-new 1949 Mercury was introduced in April 1948. Originally intended to be the 1949 Ford, the design had originated at the in-house studio of E.T. "Bob" Gregorie. After the concept of outside designer George Walker was chosen for the new Ford, Gregorie's proposal was bumped up a notch to become the Mercury. A handsome car, it had a stepped sculpture line running from the front fenders, across the doors, back along the rear quarter and down to the bumper. It became a favorite of customizers in the 1950s, immortalized by its supporting role with James Dean in *Rebel Without a Cause*. Mercury's model year sales expanded sixfold from 1948, aided in part by a longer model year. In all, more than 300,000 were sold, of which most were the Sport Sedan.

Mercury, like Ford, had a revised engine for 1949. The cylinder heads were redesigned, and a new side-mounted distributor made servicing the breaker points much easier. The Mercury engine, designated 8CM, was enlarged to 255 cubic inches, developing 110 horsepower, to Ford's 100.

Today pure, original, un-chopped Mercurys as straight and rust free as this one are increasingly difficult to come by. This '51 Mercury is a blank slate to preserve an original in stock condition, or to use it as the basis for a new creation.

**\$6,000 - 8,000**

Without reserve



318

## 1926 Ford Model T Tudor

Engine no. 14959582

In 1926, Ford introduced the "Improved Ford" to try to reverse a declining sales trend. The ageing Model T was still, in essence, a 1910 car that had seen some basic enhancements over the course its 15 year production. Competition from Chevrolet in particular was strong and their product, though certainly less charming, was more technologically advanced.

The "Improved Ford" had a number of mechanical upgrades including larger brakes, a more robust engine mounting, a fuel system better suited for poor quality fuels and enhanced steering. The most noticeable change was the new styling, with modern bodies and fenders that looked more up to date. The buyers could now order bodies in paint colors as well as nickel plated grill shells and even sporty wire wheels.

This 1926 Ford has all the goodies one could get: a nickel shell, wire wheels and the attractive and comfortable Tudor body. Surviving today in "as last used" condition, it has likely been off the road since the 1940s.

Fortunately, the simplicity of 1920s Fords should make recommissioning as simple an affair as one can get in vintage motoring. When cleaned up it should be a handsome and fun vintage Ford representing the last era of the history's most significant car.

**\$2,000 - 4,000**

Without reserve







## 319 1926 Yellow Coach Open-Top Double-Decker Bus

Chassis no. TBA

Of all the collector vehicles today perhaps the ones that have survived in the least numbers are motor coaches. Their long service life, size and complexity often saw them scrapped long before they had the chance to be preserved. This truly remarkable Yellow Coach is amazing for the fact that it survives so well, a result of it being stored inside rather than outside for decades.

The Yellow Coach brand has huge significance in America for it, as well as its successor GMC, the transition from street cars to motor coach in most American cities – for better or for worse. The 5th Avenue Coach Company, whose livery this bus wears, was a successful early bus line in downtown Manhattan.

The Yellow Coach Company began as a subsidiary of the Yellow Cab Company of Chicago in 1923. General Motors acquired a majority stake in 1925 and eventually bought it outright in 1943, creating General Motors Coach or as we know it today, GMC. Yellow Coach produced a wide variety of coaches for different markets and charismatic open-top double-deckers are one of the rarest and certainly most iconic today.

This Yellow Coach is offered in remarkable cosmetic condition. Having the majority of its original signage and a lovely 5th Avenue paint scheme, the bus also unusually and significantly retains the interior. The seating is all original and wonderfully preserved. The parlor has full padded seating with original woven upholstery, and the upper deck has all the correct slatted deck seating. The lovely wooden flooring on the roof is all still nicely intact.

The motor is currently removed and what appears to be a bit newer GMC straight six is included with it. Fortunately the GMC motor was produced in such huge quantities that an authentic replacement should not be challenging to find.

The Yellow Coach has been recently moved and is reported to roll freely; the tires hold air and the steering operates smoothly.

This Yellow Coach would be the prize of any commercial vehicle collection and deserves a home that will continue to preserve it as well as Ralph Cox did.

**\$20,000 - 30,000**  
**Without reserve**







## 320 1914 Ford Model T Touring

Engine no. 640259

Car no. 602453

After spending his formative years as a motor manufacturer experimenting with a variety of models, Henry Ford pared the company's range down to just one - the Model T - destined to be the world's first mass-produced automobile. One of the most important developments in motoring history, the Model T arrived in October 1908, ushering in Ford's new one-model policy that would see more than 15 million sold worldwide by the time production ceased in 1927. Rugged, reliable and easy to drive thanks to its simple, pedal-operated transmission, the Model T introduced more people to motoring than any other car.

Despite its apparent simplicity, the Model T was an advanced design for its day. For example, the four-cylinder block was a single casting with a detachable head at a time when the majority of manufacturers cast their fixed-head cylinders in pairs. The so-called three-point method of engine installation was equally novel, being a triangulated system, also applied to the axles, that isolated these components from twisting forces applied to the chassis by the inferior roads of the day.

Another great survivor from the Cox Collection, this 1914 T is very complete and correct. The engine has been stored, oiled and turns freely. It is a great basis for a highly authentic restoration. Due to the great parts supply and knowledge base, Model Ts are one of the easiest and most enjoyable cars to restore.

**\$3,000 - 5,000**

**Without reserve**







## 321 1914 Ford Model T Touring

Engine no. 533230

Car no. 488112

For years the Model T Ford was the backbone of car collecting. The numbers in which it was produced ensured that thousands would survive, even while most of the millions of Model Ts built were used up, worn out and thrown away. More importantly, just about every potential collector a generation or two ago had a personal Model T experience that gave the car real, tangible, individual meaning.

Today we hear old stories about finding an untouched brass T in a barn in the 1950s and 60s. For 70 years the car collecting world has been searching the world for these elusive "Rip Van Winkle" Fords, so today it is all the more exciting as one of these has turned up. This 1914 T is just one of those sleepers – a truly untouched T that has been hidden away in a barn since it came off the road in 1924.

This highly complete machine has been stored with oiled cylinders and turns over freely. A weekend of fettling might see her spring back to life!

Here's a chance to relive the old days of the hobby and land a true Model T survivor guaranteed to be a crowd pleaser wherever it goes.

**\$3,000 - 5,000**

**Without reserve**







## 322 1926 Ford Model T Speedster

Engine no. 14025848

The Ford Model T is credited with getting the average man behind the wheel but also for launching the market for performance upgrades. The availability, light-weight and robust nature of the T made it an ideal choice for building a racing car or a speedster. Additionally, the industry of suppliers produced numerous speed parts and accessories to hop up your Ford.

Accessory speedy bodies were offered from dozens of manufacturers. Ames, Morton and Brett were among the most famous and they quickly transformed the car into a hot-looking machine.

This little speedster is a real period creation built by Ralph Cox prior to WWII. Using the improved 1926-27 style as the basis, this car has been heavily modified for performance. The body is reported to be fabricated by him and is done in the Weymann/aircraft style with leather cloth over a padded frame. The suspension has been lowered and a conventional (worm and sector type) steering box and column was fitted. Most notably the car is fitted with a Ruxtell 2-speed rear axle, a desirable feature that improves the flexibility greatly.

With significant interest in T speedsters today the discovery of a real period example is quite exciting. It would undoubtedly be a rewarding and manageable project to get this historic little speedster back in action.

**\$8,000 - 12,000**  
Without reserve



323

## 1917 Ford Model T Touring

Engine no. TBA

The venerable brass radiator era of the Ford ended in 1917. Likely the last maker in the industry to still have a polished brass radiator, it finally gave way to the black T. Though today most prefer the earlier type, the new T was a hit in its market carrying updated looks, some improved features, and a new super low price. At the time, the Model T sold like nothing else the world had seen.

This early tourer is an example of the definitive Model T, the type that put America on wheels. Refreshingly unmodified, it is a nice honest old car, and notably still has its wood-fellow non-demountable wheels.

Obviously in need of some work, it could be the basis of an authentic restoration or could even be nursed back to a largely original "survivor".

**\$2,000 - 3,000**

**Without reserve**



324

## 1926 Ford Model T Tudor

Engine no. 12462839

Ford introduced the "Improved Ford" in 1926 to try to reverse a declining sales trend. The aging Model T was still in essence a 1910 car that had seen some basic enhancements over the course of the 15 year production. Competition from Chevrolet in particular was strong and their product, though certainly less charming, was more technologically advanced.

The "Improved Ford" had numerous mechanical improvements including larger brakes, a more robust engine mounting, a fuel system better suited for poor quality fuels and improved steering. The most noticeable change was the improved styling, with more modern bodies and fenders that were more in keeping with the times. The buyers could now order bodies in paint colors as well as nickel plated grille shells and even sporty wire wheels.

This 1926 Ford is an honest old survivor. The body looks sound, rust free and the car seems largely complete and unmolested. The original paint on the body work looks intact and, with some work, a tidy, original car could emerge from this one.

Ease of restoration and great part supply makes a Ford like this a manageable and rewarding project on a modest budget.

**\$6,000 - 8,000**

**Without reserve**







## 325

### 1922 Ford Model TT Delivery

Engine no. 6256348

The success of the Ford car in the 'teens led to the development of a commercial truck chassis for the emerging market for motor trucks. Despite the wide spread acceptance of motor cars in that era, the horse and wagon was still in heavy use in the commercial industry.

Ford developed the rugged TT (Ton Truck) with only a minor amount of modification from the basic Ford road car. The standard engine, ignition and cooling system were all employed. A more rugged and lengthened chassis was used in conjunction with a heavy duty worm drive rear axle. For much of production, it was sold as a chassis with a hood, cowl and fenders, but would later be offered as a complete truck.

The Ford TT offered here is an example of a chassis equipped with a truck body by one of the many specialists in period. This particular style could have been for a farm stand or a street vendor, as the unusual side racks appear to offer display space. It survives in lovely preserved condition with nice crackled old paint. The wood looks largely sound and, like most of the Cox Collection, this lot has been stored inside for decades. These commercial TT's are rare survivors today and examples with original bodywork are all the more coveted.

**\$5,000 - 10,000**  
**Without reserve**



326

## 1923 Dodge 'Graham Canopy Express' Truck

Chassis no. 828476

Engine and transmission suppliers to Ransom Eli Olds and then Henry Ford, the highly respected Dodge brothers - John and Horace - diversified into automobile manufacture in 1914. Featuring a 212.3ci (3½-litre), 35hp, four-cylinder engine, welded all-steel body and 12-volt electrical system, the first Dodge was a robust, 'right-first-time' design that changed little, apart from a couple of extensions in wheelbase length, over the course of the succeeding ten years. Introduced in November 1914, the Dodge sold well and by the end of 1915 some 45,000 had left the Detroit factory, the US auto industry's best first-year performance thus far. And so production would continue to grow over the next few years, with minor refinements to a successful formula. In 1919 and 1920, production comfortably broke 100,000 units, easing a little for 1921 and in the season that this car was built, it came in at a whisker under six figures.

Around this time, Dodge's path would coincide with the Graham Brothers. Joseph, Robert and Ray Graham were born to a farming family in Indiana. All three were college educated, and ended up working together at a bottle factory, re-named 'Graham Glass Company' after they managed to acquire it. Presciently selling out to Libbey-Owens before the market for glass bottles collapsed, they began marketing kits for truck conversion of Model T Fords. Called 'Graham Truck Builder,' the kits could be used on cars such as Dodges, Cadillacs or Hudsons, as well as Fords.

By 1920, the Grahams were manufacturing complete trucks, four-cylinder 1-1/2 ton vehicles with the name 'Graham Brothers Speed Truck.' It was in 1921 that they entered into an agreement with Dodge Brothers Company to market and service their Graham Brothers trucks, a pragmatic arrangement since the Grahams had been using Dodge engines. By 1922, Dodge was building Graham trucks in Detroit, and, in effect, the Graham Brothers truck became the Dodge truck. Dodge took a majority interest in the Graham firm and the brothers all became vice presidents of Dodge.

Although clearly this 1923 Dodge has seen better days, this restoration project bears all the hallmarks of a Graham truck body, especially the open sided 'Canopy Express' which was offered as a custom option on Dodge from this year. The Canopy Express would grow to be an extremely popular light commercial vehicle design until the late 1940s.

The truck has remained in covered storage for a considerable number of years and it is not known when it was last used. On inspection, it correlates well with contemporary illustrations of Graham bodies and the general completeness of the vehicle should provide a good basis for a restoration.

**\$2,000 - 4,000**  
**Without reserve**





327

## c.1916 International Auto Wagon Model EX 1500lb Truck

Chassis no. 602

International trucks were produced by the commercial vehicles division of International Harvester, a company created in 1902 by the merger of a group of agricultural equipment manufacturers. International Harvester is best known for its immensely successful 'Farmall' tractors, production of which commenced in 1924, though before then the company had diversified into the production of light commercial vehicles and trucks.

The first of these was the high-wheeled, pickup-like Model A Auto Wagon of 1907, which was powered by an air-cooled 'flat twin' engine of 15hp. Production grew exponentially, rising from 73 units in 1907 to a staggering 2,465 by 1909. In 1916 an International became the first truck to scale the formidable Pikes Peak in Colorado.

Demand for motorized trucks rapidly increased, accelerating all the more so after the USA entered WWI in 1918. International built almost 57,000 trucks at its Akron, Ohio plant between 1915 and 1925.

The International offered here from the Cox Estate is badged as a Model EX, which dates it from the era of 1915/1916. These vehicles were configured for a wide variety of uses; period images show them as in use for everything from laundry delivery to rolling libraries or bookstores. In every fashion, the byline was that these were reliable and able to carry large weights.

This particular example carries a high-sided enclosed frame body, with some seating and side access. From these visual attributes we surmise that it would have been in use as a farm delivery vehicle, perhaps picking up staff to take to fields for picking, or maybe even some military connotation.

Its condition is well aged, but seemingly complete and with a rather appealing consistent patina. While the vehicle will inevitably require recommissioning after its long period of hibernation, when operational it will no doubt provide an interesting and entertaining sociable commercial vehicle.

**\$15,000 - 20,000**

**Without reserve**







328

## 1918 Mack AC "Bull Dog" 3 ½ Ton City Service Ladder Truck

Chassis no. 70061

The storied Mack Company owes much of its identity to their famous AC models produced in the World War 1 era. The tough and dependable look of the machines inspired the company to choose the "bull dog" as their mascot, and it continues to be so till this day.

The AC quickly established a reputation for ruggedness and reliability. The 377ci four-cylinder motor fed its power to the wheels through a dual chain drive. Its strength and rough terrain ability lead to 6000 orders during the World War for both the US and UK armed forces. The AC was produced in 3 ½, 5 ½ and 7 ½ ton variants depending on requirements.

The AC could be had in numerous configurations depending on application. The longest chassis were used for City Service Ladders and some logging applications. Because of the chassis length and the presence of a high tension distributor in addition to the magneto, this example was most likely used as a City Service Ladder Truck.

Unlike hook and ladders that used an articulated tractor, the service ladders used a continuous long wheelbase chassis. Their enormous length made them the least likely to survive as most were repurposed later in life with a shortened frame.

This Mack AC is therefore another great survivor. Having been stored inside for decades it has not seen the deterioration from the weather. The sheet metal is remarkable, appearing to be straight and free of corrosion issues. The truck rolls on 24" demountable cast Dayton wheels that appear to be original. The mechanical side looks complete, though part of the radiator appears to be missing. 'Almost all of its fire equipment is missing, indicating that it may have been adapted to a new chassis in period. We understand it to have been originally in service in the Baltimore area.

AC Macks are sought after collector pieces and increasingly difficult to find in unrestored condition. To find an example that has not been weathering outside for decades, such as this lot offered, is a rare occurrence today.

**\$3,000 - 5,000**

**Without reserve**









329

## 1929 American LaFrance Type #147 Service Car with 600gpm pump

Chassis no. 6516

Founded in 1873 by Truckson LaFrance and based in Elmira, New York, the LaFrance Manufacturing Company was originally famous as a maker of steam-powered fire pumps, some 500-or-so of which had been sold by 1900. In 1903 the firm merged with the American Fire Engine Company (itself formed by the amalgamation of four smaller enterprises), becoming American-LaFrance. Steam-powered appliances continued to be made until 1914, but seven years previously the firm had motorized its first apparatus using four-cylinder T-head engines designed by New York neighbors Simplex. Long famous for its high quality machines with their distinctive dual chain final drive, American-LaFrance was the most widely recognized name in the industry. Unfortunately 2014 saw the sad demise of one of the most storied names in fire apparatus history.

This extremely rare service car is another amazing survivor. 6516 was ordered on January 20, 1929 by Moore PA, who had ordered a LaFrance Pumper with tank just a week or so before this one. LaFrance refers to the truck as a #147 Service Car with a 600gpm pump powered by a T38 6-cylinder engine. The truck was eventually transferred to the Prescott

Park, PA Fire Department and from there it likely went into the Cox Collection. The #147 is an unusual model being a combination ladder and pumper – though the smallish pump likely means it was designated as a back up unit.

What makes this truck so special is its completeness. This truck has not been picked over like most old fire engines, and appears to have almost all of its equipment. The ladders, picks, and even the trampoline are present. On the dash all switch gears as well as its original speedometer are accounted for. The paint, though weathered, still reveals its extensive decoration and begs for a careful preservation.

Being a 1929, this truck represents the end of this classic period of American LaFrance. The new, more modern looking models would be introduced shortly after this type. This service car therefore represents the fullest development of the iconic American LaFrance.

**\$15,000 - 25,000**  
**Without reserve**









### 330 1927 Yellow Coach 16-Passenger Parlor Coach Chassis no. 2564

Yellow Coach was founded by John D. Hertz as an off shoot of his successful Yellow Cab brand. Hertz had lured G. J. Rackham from the London General Omnibus Company to help develop the new line of coaches. Rackham is credited with the low swept chassis design that made the Yellow Coach design so versatile and successful.

The Yellow Coach Manufacturing Company quickly caught the eye of General Motors and they purchased a majority stake in the company in 1926. With an excellent product and the secure backing of General Motors, the company would flourish in the 1920s and 1930s. By 1943 they would be absorbed into General Motors completely, eventually being rebranded as General Motors Coach or GMC.

Though produced in dozens of configurations in this time period, the 16-passenger parlor coach would be a staple of their product line. A good size for urban applications, it maintained excellent maneuverability and had good, comfortable passenger capacity for longer routes.

This 16-Passenger Parlor coach is a wonderful example of a rare surviving machine. Most notable is the highly complete condition of the interior – it appears to have all its wicker seating. Thankfully having spent the last few decades undercover the coach has survived in sound condition. Obviously the basis for a restoration it would be extremely difficult to find one as sound and complete as this example.

**\$8,000 - 12,000**  
Without reserve



331

## 1923 Ford Model T Fire Pumper

Chassis no. 8502542

During the depression years, financially strapped communities resorted to creative ways of satisfying the need for mechanized fire equipment. Many fire apparatuses were made from old passenger cars and often disused, powerful cars like Pierce-Arrows. These luxury cars did make fine machines although they were not easy to find in all communities and could prove expensive to maintain.

The Model T Ford, though not particularly powerful, was rugged, reliable and inexpensive to operate. Numerous T fire trucks were built including this nicely constructed pumper.

Possibly built on a factory delivered chassis, it is more likely a "shop built" example modified from a discarded passenger car or truck. Well-built, nicely equipped and showing a good level of workmanship, the truck survives today in weathered though largely complete condition with much of its specialized fire equipment. The piston water pump is intact and runs off a huge gear reduction flywheel. Being based on user friendly Model T components, the rejuvenation of this machine could be more straight forward than the average fire apparatus.

Overall, this is an interesting example of a rare survivor that is certainly worth saving.

**\$2,000 - 5,000**

Without reserve



332

## 1930 Ford Model A 5-Window Coupe

Engine no. A4385959

Seldom found today, original five window coupes have quite a following in the custom and hot rod world. For decades they have been preferable for drag racers and, in chopped form, they make excellent dry lakes speedsters.

It is rare to find an unmodified stock example like this one today. Though largely complete, it is missing a number of items, suffers from corrosion issues and would be an ambitious (though not impossible) project in order to bring it back to stock condition.

Due to its incomplete nature the car is being offered as a parts car on a Bill of Sale.

**\$4,000 - 6,000**

Without reserve







### 333

## 1955 Ford Fairlane Club Sedan

Chassis no. U5CT127067

#### The Motorcar Offered

An original example of Ford's full-size coupe, this Club Sedan left the Ford factory in Chester, Pennsylvania on March 1st, 1955. The 35th car to roll off the production line that day, it was finished in Neptune Green and trimmed in Dark Turquoise cloth and Medium Turquoise broadcloth. Fitted with the optional 272ci V8, it no doubt provided many happy miles to its original owner.

Today the car shows just over 52,000 miles on the odometer—a figure that is likely original. While most of its paint has faded or been sanded off, it reveals a good, straight car. Inside the upholstery shows well generally, but will need a thorough cleaning and restoration before use. The solid bones make it an excellent base for a restoration back to stock or the creation of a resto-rod.

**\$1,000 - 2,000**  
Without reserve



### 334

## 1930 Ford Model A Utility

In the 1930s Ford Model As were plentiful, simple and inexpensive. Their excellent mechanicals made them a popular choice for conversions into any number of utility vehicles. "Doodle Bug" tractors, saw rigs, air compressors and many more machines were all built from Model As.

This 1930 appears to have been some sort of tractor or fire apparatus. Although incomplete, it is still a Model A Ford with lots of possible uses.

Due to its incomplete nature the car is being offered as a parts car on a Bill of Sale.

**\$1,000 - 2,000**  
Without reserve

**End of Sale**

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## Acknowledgements:

Marade Bassett  
 John Schalcosky - Ross Township Historical Society  
 Dr. Joseph Salvatore  
 Investigator Bramley and the NJ Department of Transportation  
 Cradle of Aviation Museum  
 John Underwood  
 Carlton O. Pate III  
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Website: [www.carsusa.com](http://www.carsusa.com)

# Bonhams

## QUAIL LODGE AUCTION

August 15, Carmel, CA  
Consignments now invited



*The ex-Maharaja Nawab Sir Muhammad Hamidullah Khan  
Pebble Beach Concours d'Elegance award winning  
1936 Rolls-Royce Phantom III Sports Four Seater  
Coachwork by Thrupp & Maberly*

**For further information, please contact:**

+1 (415) 391 4000, West Coast

+1 212) 461 6514, East Coast

[motors.us@bonhams.com](mailto:motors.us@bonhams.com)



# Bonhams



## The Michael BANFIELD Collection

13 - 14 June, 2014

Bonhams is delighted to announce that in June the Michael Banfield collection will be offered for sale by auction on location in Kent.

The important collection of Veteran, Edwardian and Vintage Motor Cars, Historic Commercial Vehicles and automobilia has been carefully curated over many decades and will provide a rare opportunity for collectors' to acquire items which rarely come onto the market.

For further information please contact the Department.

**Motor Cars:**  
+44 (0) 20 7468 5801  
ukcars@bonhams.com

**Automobilia:**  
+44 (0) 8700 273 617  
automobilia@bonhams.com

**Catalogue: £25 (+p&p)**  
+44 (0) 1666 502 200  
subscriptions@bonhams.com



*Originally delivered to Señor Carlos Braun Menendez, Buenos Aires*  
1914 Rolls-Royce 40/50hp Landaulette  
**Estimate: £350,000-500,000**

**Main**  
*Only two long-term family*  
*ownerships since 1938*  
1904 Mors 24/32hp Roi des Belges  
**Estimate: £500,000-600,000**

# Bonhams

## GOODWOOD FESTIVAL OF SPEED SALE

Friday 27 June, 2014

The Dawson-Damer Collection  
Ex-Gold Leaf Team Lotus / Graham Hill  
1969 Lotus-Ford 49B  
Chassis no. R8w

**Entries invited**



### Contact

**UK**  
+44 (0) 20 7468 5801  
ukcars@bonhams.com

**Europe**  
+32 (0) 476 879 471  
eurocars@bonhams.com

**USA**  
+1 (415) 391 4000  
usacars@bonhams.com

Bonhams is delighted to announce that its Goodwood Festival of Speed Sale will feature one of the most iconic Grand Prix racing cars of all time. Lotus-Ford 49B, Chassis R8, enjoyed a successful Tasman, Formula 1 and subsequent privateer career before being acquired by respected Lotus collector, the Hon. John Dawson-Damer. Further entries are now invited to this most prestigious of auctions.

International Auctioneers and Valuers – [bonhams.com/cars](http://bonhams.com/cars)





*Greenwich Concours d'Elegance*  
A FESTIVAL OF SPEED AND STYLE

# Greenwich Concours d'Elegance Auction

Sunday June 1  
Greenwich, Connecticut





# Bonhams



For further information, please contact:  
+1 (212) 461 6514, East Coast  
+1 (415) 391 4000, West Coast  
[motors.us@bonhams.com](mailto:motors.us@bonhams.com)

Left page:  
*Fewer than 38,200 original miles*  
**1948 Chrysler Town & Country Convertible**

*Subject of a recent, thorough restoration*  
**1933 Packard 1004 Super Eight 7-Passenger Sedan**

*One of two surviving, ex-Bill Harrah*  
**1920 Kissel Model 6-45 'Gold Bug' Speedster**

Above: Offered without reserve from long-term ownership dating back to 1949:

**1856 Hunneman & Company Tub No. 3**  
\$25,000 - 35,000

**1855 Washington No. 1 Hand Pumper**  
\$25,000 - 35,000

**c.1900 Waterous 15hp 'Village Type' Fire Engine**  
\$20,000 - 30,000

**c.1900 Waterous Fire Hose Reel**  
\$3,000 - 5,000

*International Auctioneers and Appraisers – [bonhams.com/greenwich](http://bonhams.com/greenwich)*





## Fine Antique Arms from the Estate of Joseph A. Murphy

Monday June 9, 10am  
San Francisco

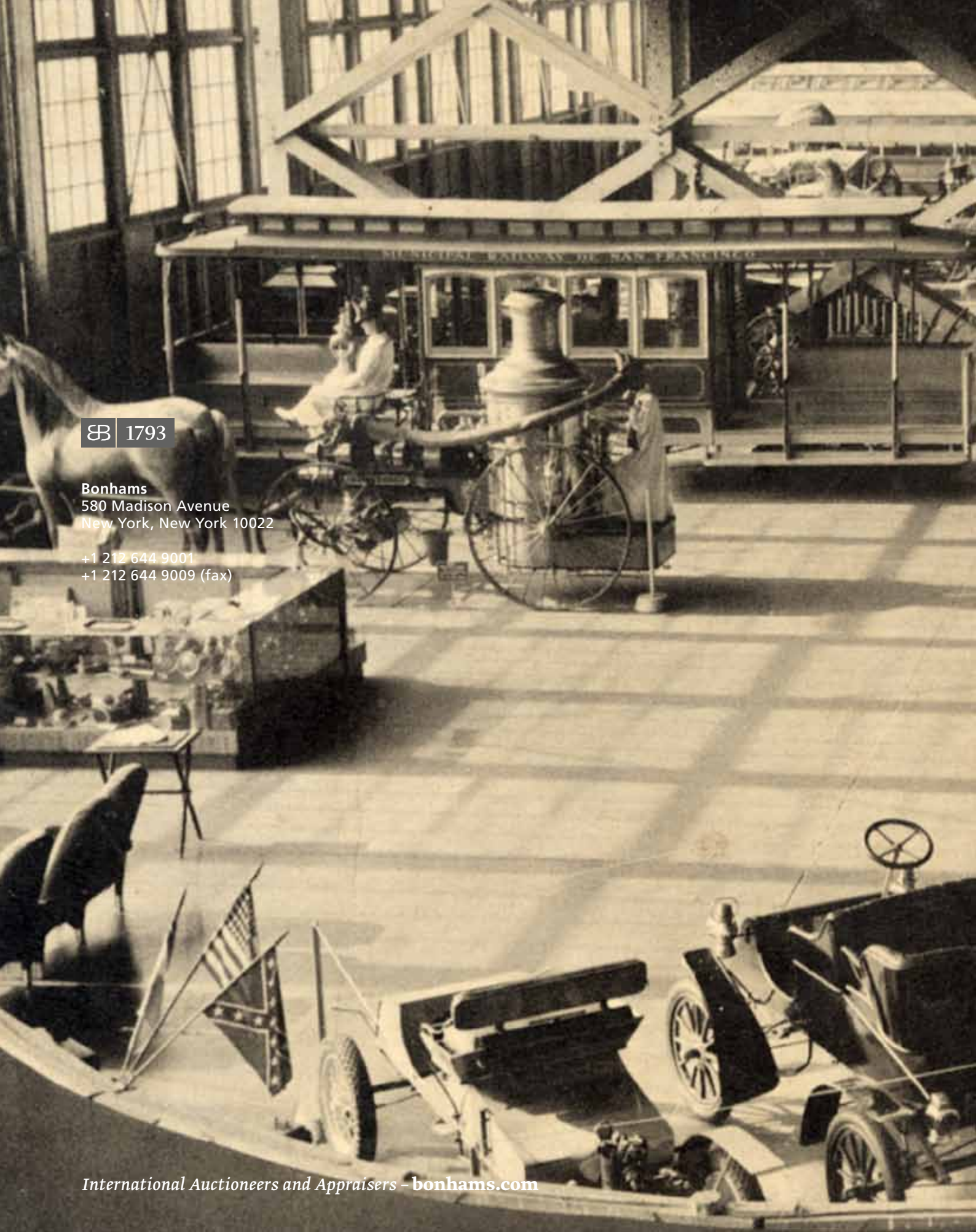
Preview  
June 6-8, 12-5pm

+1 (415) 503 3360  
paul.carella@bonhams.com

A cased and factory engraved Colt 3rd Model Dagoon  
percussion revolver from the estate of Eli Whitney, Jr.  
\$300,000 - 500,000







EB 1793

**Bonhams**  
580 Madison Avenue  
New York, New York 10022

+1 212 644 9001  
+1 212 644 9009 (fax)

*International Auctioneers and Appraisers – [bonhams.com](http://bonhams.com)*