

GREENWICH CONCOURS D'ELEGANCE AUCTION

Sunday June 1, 2014 9.30am Automobilia 12.30pm Motorcars Roger Sherman Baldwin Park, Greenwich, Connecticut

BONHAMS

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

PREVIEW & AUCTION LOCATION

Roger Sherman Baldwin Park 100 Arch Street Greenwich, Connecticut 06830

PREVIEW

Saturday May 31, 10am to 5pm Sunday June 1, Motorcars only from 9am to 12.30pm

BIDS

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

From May 29 to June 2, to reach us directly in Greenwich, CT:

- +1 (212) 710 1303
- +1 (917) 206 1669 fax

AUCTION TIMES

Automobilia 9.30am Motorcars 12.30pm

To bid via the internet please visit www.bonhams.com

SALE NUMBER: 21916

Lots 1 - 405

INQUIRIES

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Automobilia

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

General Information

Samantha Hamill

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Vehicle Documents

Veronica Duque +1 (415) 503 3322 veronica.duque@bonhams.com Automated Results Service +1 (800) 223 2854

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

www.bonhams.com/greenwich

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

ILLUSTRATIONS

Front cover: Lot 388
First session page: Lot 68
Second session page: Lot 398
Back cover: Lot 356

ADMISSION TO PREVIEW & AUCTION

Bonhams clients may enter the Concours and Bonhams preview on Saturday May 31 by showing their catalog at the entry to the Concours. For clients without a catalog, entry to both venues is by purchase of a Concours ticket for Saturday only. Bonhams clients may enter the Concours and Bonhams auction on Sunday June 1 by showing their catalog at the entry to the Concours and at the Bonhams tent. For clients without a catalog, entry to the Concours is by purchase of a ticket and entry to the Bonhams auction is by purchase of a catalog only. One catalog permits two people entry.

CONDITIONS OF SALE - MOTOR VEHICLES & AUTOMOBILIA

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

1. DEFINITIONS

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

- 1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local or affiliated entity Bonhams may engage to assist with the Sale.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means the property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held in conjunction with the Greenwich Concours d'Elegance in Greenwich, Connecticut on Sunday, June 1, 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.

6.2 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 'Buyer Information'.

7. THE BUYER

7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.

7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to TEN PERCENT (10%) on the Hammer Price, together with any applicable sales or use tax and any fees or duty due on the Lot.

8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia or other nonmotor vehicle property, the Buyer shall pay Bonhams a premium of TWENTY-FIVE PERCENT (25%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on the amount of Hammer Price above One Hundred Thousand Dollars (\$10,000) 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 p.m. local Eastern Time on Monday, June 2, 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

CONDITIONS OF SALE - MOTOR VEHICLES & AUTOMOBILIA (CONTINUED)

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 'Buyer 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 'Buyer 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 The 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 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 Sale takes place). Jurisdiction and venue for all dispute resolution shall be in New York City, New York or San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

MEDIATION AND ARBITRATION PROCEDURES

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

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

CONDITIONS OF SALE - MOTOR VEHICLES & AUTOMOBILIA (CONTINUED)

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

- (c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service:
- (i) the arbitration shall occur within 60 days following the selection of the arbitrator; (ii) the arbitration shall be conducted in the designated location, as follows: (A) in any case in which the subject auction by Bonhams took place or was scheduled to take place in the State of New York, Connecticut, or Florida or the Commonwealth of Pennsylvania or Massachusetts, the arbitration shall take place in New York City, New York; (B) in all other cases, the arbitration shall take place in the city of San Francisco, California; and (iii) discovery and the procedure for the arbitration shall be as follows:
- (A) All arbitration proceedings shall be confidential;
- (B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;
- (C) Discovery, if any, shall be limited as follows: (I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law;
- (D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days; (E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof. To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State and in other applicable jurisdictions and such other bonds as required by its licenses and permits. 18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled 'Buyer Information', any Important Notices, and the bidder registration form referred to above and any other telephone, absentee or online bidding form (collectively, the 'Sale Documents') constitute the entire agreement among Buyer, Seller and Bonhams concerning their rights and obligations with respect to the subject matter hereof. Any agreements or representations respecting the Lot or its sale not expressly set forth in the Sale Documents shall have no effect, except for a subsequent written modification signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control. 18.4 The headings and captions used in this Catalog are for convenience only and shall not affect the meaning of the Sale Documents. 18.5 No act or omission of Bonhams, its employees or agents shall operate or be deemed to operate as a waiver of any of Bonhams' rights under the Sale Documents. 18.6 This agreement shall be binding on the parties, their heirs, distributees, executors, legal representatives, successors and assigns. 18.7 Time is of the essence of this agreement.

19. AS-IS DISCLAIMER OF WARRANTIES AND LIMITATION OF LIABILITY

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTABILITY OF A LOT. THAT A LOT IS ROADWORTHY OR OF MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT

LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS. DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION. PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY **GOVERNMENTAL OR ASSOCIATION** STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

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

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

BUYER INFORMATION

CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

ADMISSION TO PREVIEW AND AUCTION

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

AUCTIONEER

Rupert Banner of Bonhams, working in conjunction with Ted Tine Motorsports, LLC., CT dealer N2562.

BUYER'S PREMIUM, TAXES & LICENSE FEES

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR VEHICLE property the premium is 10% of the hammer price. For Automobilia and other Non-Motor Vehicle Property, the premium is 25% on the first \$100,000, 20% of the amount of the bid price above \$100,000 up to and including \$2,000,000, and 12% on any amount exceeding \$2,000,000.

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

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

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

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

Buyers who take or accept delivery of lots in Connecticut or who have or will register a motor vehicle lot in Connecticut (including temporary registration) or who are residents of that state are required to pay Connecticut sales tax unless exempted by law. Purchases picked up by an ICC licensed carrier and shipped directly to the following states will be subject to any applicable sales and/ or use tax of such jurisdiction, unless exempted by law: Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New York, Pennsylvania, Texas, Washington D.C., and Washington state. Buyers who hold valid resale certificates for applicable states must file a copy with the cashier prior to or at the time of purchase. Any purchases picked up by a non-ICC licensed carrier would be subject to the same rules as apply to purchases picked up in Connecticut.

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

CONNECTICUT VEHICLE REGISTRATION:

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

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

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

FEES FOR REGISTRATION:

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

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

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

BIDDER REGISTRATION

To recognize bidders during the sale, all intending buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the sale which will enable them to bid by means of a number assigned 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 June 2.

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

RESERVES

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

BIDDING AT AUCTION

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

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

BUYER INFORMATION (CONTINUED)

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

Lots are auctioned in consecutive numerical order as they appear in the catalog. The auctioneer will normally open the bidding below the low estimate and usually proceed in increments of around 10% of the bidding price. The auctioneer may vary the bidding increments and may split or reject a bid at his or her discretion. The auctioneer may also execute bids on behalf of the seller 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 Client Services Department well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9007 or to Bonhams in Greenwich, CT after 2pm on Thursday May 29 at +1 (917) 206 1669.

TELEPHONE BIDS

If you are unable to attend the sale and require additional flexibility over an absentee bid, Bonhams is pleased to offer a telephone bidding facility. Should you wish to bid by telephone, please contact Client Services for a form. Please note that we do not accept telephone bids for lots with a low estimate below \$1000. Client Services can accept absentee bids for these lots instead.

ONLINE BIDS AND BIDDING

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com. In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/21916 or contact the Client Services Department to obtain information and learn how you can register and bid online.

DAMAGE

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

CUSTOMS DUTY

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

PAYMENT & COLLECTION OF LOTS

PAYMENT

Payment for purchased lots must be made no later than 12pm local time on Monday, June 2. 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 Sunday, June 1, and then again on Monday June 2 from 8.30am to 12pm. Vehicles can be cleared after the auction. 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, June 2. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Monday, June 2. 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, parts, 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/

reinived to a storage lacing in contection. The buyer's seller will be informed of this location and will be solely responsible for any expenses incurred. Sold lots are at the buyer's risk from the fall of the hammer.

UNCOLLECTED AUTOMOBILIA LOTS will

be removed to Bonhams' New York location for collection by the buyer or third party agent. Larger lots that require more storage space may be removed to our storage partner location at Cadogan Tate Fine Art Storage Facilities in Long Island City, NY. Appointments for collection at the Long Island City location can be made with Client Services. All removed lots are subject to an uplift fee and will not be available for collection after 12pm on Monday June 2 until Thursday June 5 at 9am. Depending on the size and fragility of a lot, uplift fees will range from \$10 to \$100 per lot. Storage charges will begin to accrue on Monday June 9 and will be \$5 per day per lot.

Bonhams NY does provide limited shipping services, or will work with your third party shipper of choice. It is very important that you give our Bonhams New York location 24 hours notice prior to collection of your property. Contact: +1 (212) 644 9001. 580 Madison Avenue, New York, New York 10022. Office hours for collection of property are 9am to 5pm Monday through Friday.

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, June 2.

MOTOR VEHICLE REMOVAL & STORAGE CHARGES,

TRANSPORT ARRANGEMENTS

onhams does not receive motor vehicle collection details from the buyer by 12pm on Monday, June 2, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

DOMESTIC MOTORCAR TRANSPORT

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

INTERNATIONAL MOTORCAR TRANSPORT

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

DOMESTIC AND INTERNATIONAL MOTORCAR AND MOTORCYCLE TRANSPORT

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

BONHAMS - GREENWICH DETAILS

100 Arch Street, Greenwich, Connecticut

From Thursday May 29 through Monday June 2, we can be reached at:

- +1 (212) 710 1303
- +1 (917) 206 1669 fax

GREENWICH CONCOURS D'ELEGANCE DIRECTIONS, MAP & PARKING INSTRUCTIONS

DRIVING DIRECTIONS

From New England:

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

From New Jersey:

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

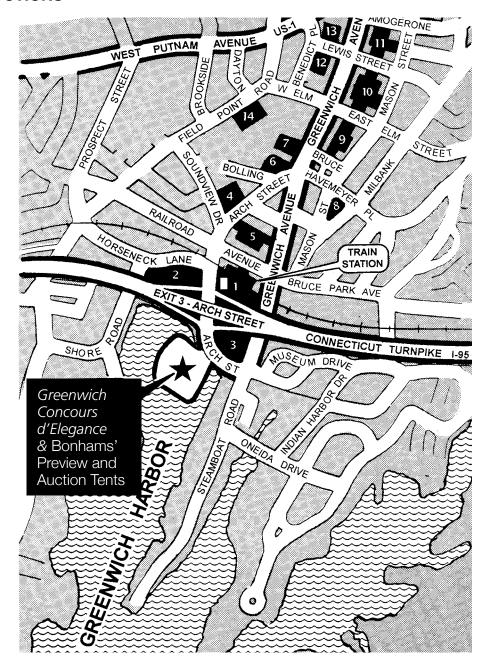
From Long Island:

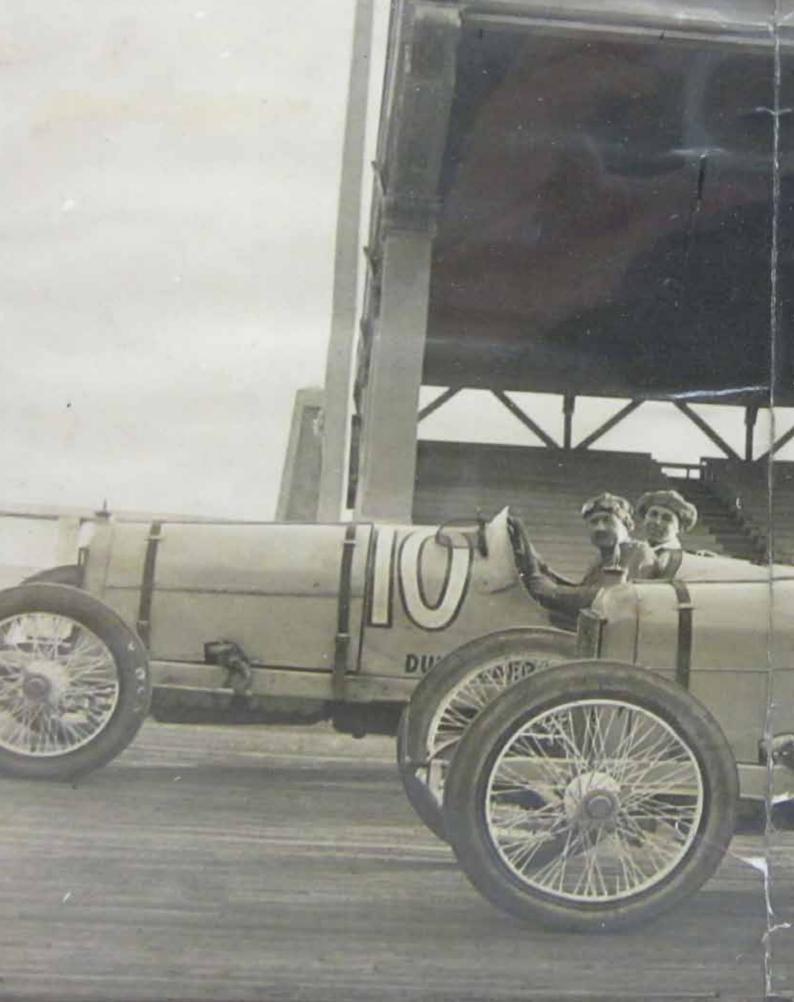
Throgs Neck Bridge, onto I-95 north, to Connecticut; get off at Exit 3 - Arch Street, in Greenwich

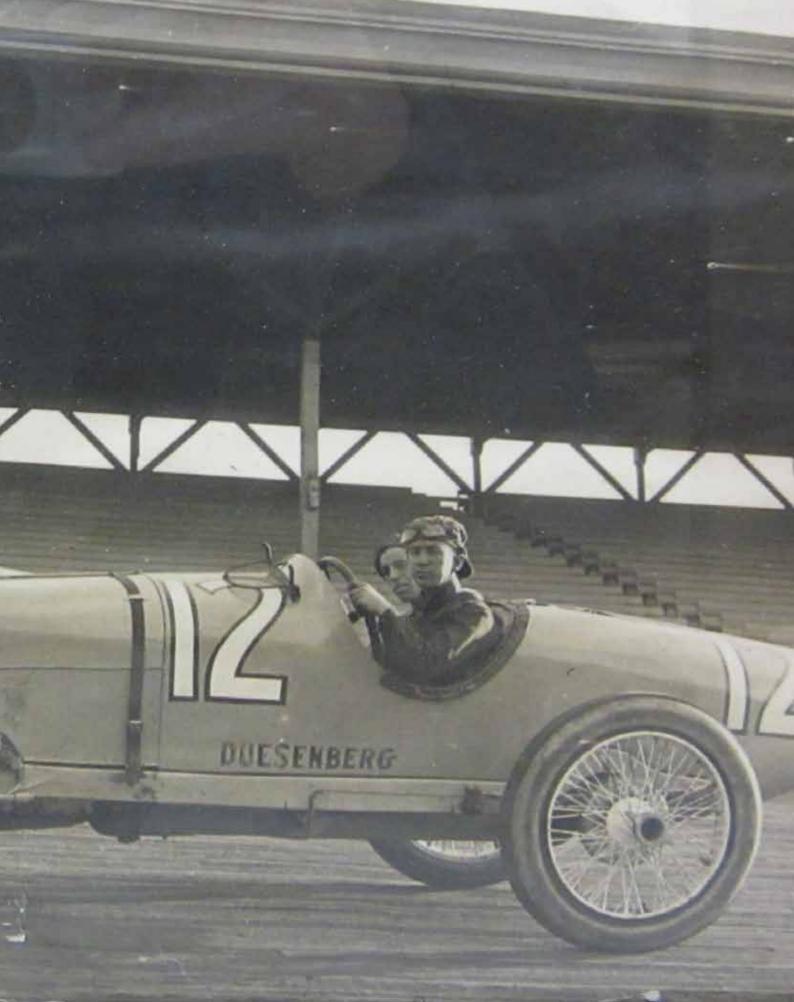
PARKING

- Parking in street-level of multi-story parking garage of Greenwich Plaza buildings.
- ② through ③ Parking in open parking lots throughout town.
 ③ Parking on all levels of multi-story parking garage at Town Hall.

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







AUTOMOBILIA SUNDAY JUNE 1, 2014 LOTS 1-252

AUTOMOTIVE BOOKS AND LITERATURE

1^D

A box of Four-Banger dirt track racing magazines with others,

together with 2 issues of Automobile Racing, Speedway Drivers of 1927 booklet and a framed picture of Cliff Woodbury at Indy in 1926, together with an original box of '100 Mile an Hour club' stationary. (Qty) \$50 - 75

2^a

A collection of Hot Rod titles.

comprised of Hot Rods; The Rodder's Journal (# 17, 20, 21); Heroes of Hot Rodding; Moon Equipped (Sixty years of Hot Rod Photo Memories); Hot Rods in the Forties a Blast from the Past; Hot Rods as They Were Another Blast from the Past (like new); Barris Kustoms of the 1950's; Hot Rod History Book One The Beginnings; Hot Rod Magazine The First 12 Issues; The Best of Hot Rod Magazine (1949-1959); Hop Up – Its about the Iron (vol. 2-4); The American Hot Rod (like new) (16)

\$300 - 400

3⁰

A good lot of American marque auto titles,

comprised of Ford at Fifty An American History 1903-1953 (minor water damage/has DJ); Hudson 1946-1957 The Classic Postwar Years (like new); California Classics Vol I-III; Lincoln Motor Cars 1920-1942 Photo Archive; The Marmon Heritage (like new); The Cars of Lincoln Mercury (like new); Auburn, REO, Franklin and Pierce Arrow Vs Cadillac, Chrysler, Lincoln and Packard (like new but no DJ – signed by author); The History of Hudson (1992 – like new); Classic Cars Fifty Years of the World's Finest Automotive Design; Fifty Years of American Automobiles; The Classic Car (13)

\$400 - 600

α۱

A grouping of American shop manuals and literature,

comprised of a Starting, Lighting, Ignition service manual for most American cars pre-1920, parts guide and service manuals for Hudson circa 1950, a workshop manual for Type 600 Mercedes, 1971, a Ford Motor Co. service bulletins manual for V8-V12, circa 1940, Official Auto Wiring guide 1917, and others. (Qty)

\$350 - 450

5^α

A good lot of high end American marque titles,

comprised of Beekman House Box Set (Sedgwick - Cars of the 50s and 60s, Sedgwick - Cars of the Thirties and Forties, Georgano - Cars 1886 - 1930); Duesenberg The Pursuit of Perfection; Duesenbergs the Mightiest American Motor Car; Auburn, Cord, Duesenberg (5)

\$300 - 400

6¤

A good grouping of Motor Racing reference titles,

comprised of The Anatomy and Development of the Formula Ford Race Car (like new); The Great Racing Cars and Drivers: The Illustrated History of The Indianapolis 500 1911-1994; Racing Cars and the History of Motor Sport: The Guinness Guide to Formula 1 Motor Racing; Fifty Famous Motor Races; Driver Profiles 8 Jim Clark; Grand Prix Tripoli 1925-1940: My Two Lives. Race Drivers to Restaurateur; Miller Cars and Biography; Richard Shuttleworth An Illustrated Biography: Legion Ascot Speedway (1920s-1930s); Racing Cars Seventy years of Record Breaking (1971); Portrait of the 60s Formula I; History of the Grand Prix Car 1966-91 (15) \$400 - 600

7[¤]

A group of 1950s era Chrysler brochures and literature,

including New Yorker, New Yorker Deluxe, Windsor Deluxe, and a 1957 "Mighty Chysler" brochure. (4)

\$100 - 200

8[¤]

A lot of motoring reference and encyclopedias,

The Second Motor Book (first printing-excellent cond.); T.R. Nicholson Series All 6 volumes (all in excellent condition, except 3 with small library stickers on spines); Sports and Classic Cars; A - Z of Sports Cars 1945 - 1990; The Book of Sports Cars (first Ed.-1959); The Great Cars by Ralph Stein (writing inside cover); THE ENCYCLOPEDIA OF SPORTSCARS; THE SPORTSCAR ALBUM (13)

\$250 - 350

qp

A collection of motoring encyclopedias and reference titles,

Cars of the 1930s; GREAT CARS OF ALL TIME; CAR SPOTTER'S GUIDE (1920-1965) (2 BOOKS SPLICED TOGETHER); MAN AND THE AUTOMOBILE A 20TH CENTURY LOVE AFFAIR; The Encyclopedia of the World's of Automobiles; A PICTORIAL HISTORY OF THE AUTO AS SEEN IN MOTOR MAGAZINE 1903-53; GREAT CARS OF ALL TIME; Classic Cars Richard Nichols; THE WORLD'S GREAT AUTOMOBILE STYLISTS; GREAT CARS OF THE 20TH CENTURY; 1916-1939 VINTAGE AND POST VINTAGE THOROUGHBRED CARS OF THE WORLD (11)

\$250 - 350

10[¤]

A mixed grouping of motor related titles, mostly Jaguar,

comprised of Acura NSX (like new); Million Dollar Automobiles: CABRIOLETS: A History of the World's Classic Cars; Delahaye sport et prestige; Motoring; First and Fastest (1st ed. 1963 Markings and library sticker); Road Transport (library sticker on spine and stamped); Wheels on the Road Methuen's Outline (torn out cover page); Speed Triumphant; Vanden Plas Coach Builders (1st ed. - like new); Royalty on the Road Lord Montagu of Beaulieu; The Jaguar XKs A Collector's Guide; The Jaquar XK; Jaquar Sport Racing Cars (1995 1st ed. like new); Jaguar A tradition of sports cars; The Metropolitan Story; Inside 100 Great Cars (like new); The Bosch Book of the Motor Car (19) \$400 - 600

11[¤]

A quantity of Motoring reference titles,

A-Z OF CARS OF THE 1930S; Automobiles of the World; The Encyclopedia of the Motorcar; Extraordinary Automobiles; Automobile Quarterly's World of Cars; CARS OF THE 1930S; Art and the Automobile (DJ spliced inside cover, writing on edges); Cars of the 40s By the Editor of Consumer Guide; Ken Purdy's Book of Automobiles; Cars in Profile; Cars, Cars, Cars, Cars; Cars of the Fascinating '40s; Cars of the Fabulous '50s; Jean-Paul Delsaux 1950; A HISTORY OF THE WORLD'S CLASSIC CARS (15)

\$300 - 400









16 17 19

2

12[¤]

A good library bound collection of Motor Age, 1919-1920,

bound for the Franklin Institute in Philadelphia, these five books cover issues from July 4th 1918 through Dec. 30th 1920. The condition is exceptional with only light discoloration to the paper and light wear to the exterior of the books. Bound in a dark blue cloth with gilt text on spine. (5)

\$300 - 500

13[¤]

A grouping of motoring restoration, engineering and development titles,

The Antiquity of the Internal Combustion Engine (1509-1688)(new); CHROME DREAMS AUTOMOBILE STYLING SINCE 1893; Engineer to Win; The Classic Twin-Cam Engine; Changing Gears-The Development of the Automotive Transmission (new); Automobile Design Twelve Great Designers and Their Work Second Edition; Auto Restoration from Junker to Jewel; The Custom Body Era; A Pictorial History of the Auto As Seen In Motor Magazine 1903-1953 (Child's scribbles on cover and pages); Automotive Chassis and Body (2nd ed,, pricing is for 3rd ed.); Motor Auto Engines and Electrical Systems (like new, but yellowed pages) (11)

\$350 - 450

14[¤]

A good lot of Veteran motoring titles,

Veteran and Edwardian Motor - Cars (stamped Property of C. Posthumus); American Vintage Cars; The Guiness Book of Car Facts and Feats; The Book of the Car; THE CENTENARY ENCYCLOPEDIA OF AUTOMOBILES; Vintage Cars; The Great Cars (Writing in front cover page); The World of the Automobile; A History of the World's Classic Cars; Cars with comprised of, Personalities; The Fun of Old Cars Collecting and Restoring...; The Greatest Cars; Veteran and Vintage Cars; Classic Convertibles; The Automobile Book Saturday Evening Post; Veteran and Vintage Cars (16)

\$250 - 450

15[¤]

A Packard One Twenty Eight-Super Eight Twelve Shop Manual and other literature,

original 80 page, card covers, staple bound, covers are also nice and crisp, yellowing and age to paper no signs of storage wear or smudging. The inside front cover has a stamped for library identification. *7 1/4 x 5 1/2* Together with a Stanley Steamer brochure and "Thompson Know How" manual.(3) **\$400 - 500**

16[¤]

A Lozier sales catalog, 1913,

staple bound embossed card cover with gilt letters, monochrome images, 39 pages, in good order.

\$200 - 300

17[¤]

A Locomobile noncolor catalog, 1905,

staple bound card cover, colorful red, green and gilt graphic on cover, monochrome images of 1905 selection of Locomobile's, 4to, in good order.

\$200 - 300

18

A 1941 Buick sales catalog,

embossed card covers, technical and models illustrations of that year, some stains to exterior. **\$200 - 300**

19[¤]

An original Porsche Type 356 Speedster driver's manual,

copyright 1955, appears complete. **\$200 - 400**

20^a

An original Porsche Type 356 C driver's manual,

1963 edition, appears complete. **\$200 - 400**

21^a

An original Porsche Type 356A driver's manual,

1957 edition, missing back cover. **\$200 - 400**

22[¤]

A group of Monza Annuario Ufficial and Automobile Connnoisseur,

Automobile Connoisseur (1 to 4 – all like new – hard cover); Monza Annuario Ufficiale 1960, 1961, 1962, 1963, 1964) (9) \$500 - 600

23[¤]

A large grouping of motor racing history and reference titles,

The Early History of the Motor Car 1769-1897; The Dawn of Motoring (1st ed. 1942); BP International Racing Successes 1958; Racing Cars (Collins Gem Guide) (pb); The Racing Car Development and Design; Controlling a Racing Car Team; The Encyclopaedia of Motor Racing; A Racing Motorist; Motor Racing Management; The Racing Driver The Theory and Practice of Fast Driving (1969); The Batsford Colour Book of Historic Racing Cars; Antique and Classic Cars (Wherry); The First Hundred Road Motors; The Mad Motorists The Great Peking-Paris Race of "07 (1st ed.); Racing Cars (Rand McNally); A Racer's Guide to the Universe; Tour Book for Antique Car Buffs; Hard Driving The 1908 Auto Race from NY to Paris (like new but no DJ); Racing a Sports Car (1st ed. 1951 no DJ); History of the World's Sports Cars; Directory of Historic Racing Cars; Racing Car Oddities; The British Competition Car (1st ed.); Cars of the Connoisseur; Competitive Driving -At the Wheel; Road Racing - a Collection of Photographs (1st ed, signed by author, number 667); Where they Raced Auto Racing Venues in L.A., 1900-1990 (2 copies, one is Special Edition); Brooklands Giants Brave Men and their Great Cars (29) \$400 - 600

24[¤]

A lot of Automobile Quarterly (24 issues),

together with THE WORLD OF AUTOMOBILES AN ILLUSTRATED ENCYCLOPEDIA OF THE MOTOR CAR (Qty) \$250 - 350



A large group of modern European marque brochures and manuals,

comprising a quantity of 1970s BMW brochures, a quantity of 1970s British marque brochures including Triumph GT6, TR7, TR8, MGB, as well as an Alfa Romeo Spider 2.0-liter engine overhaul manual. (Qty) \$50 - 75

26[¤]

A good grouping of Rolls-Royce titles,

comprised of 20 Silver Ghosts, Rolls-Royce catalogue 1910/11,Rolls-royce Siver Shadow 1965-1980, Rolls-Royce, The best Car In The World, Rolls-Royce, The Complete Works: The Best %99 Rolls-Royce Stories, Rolls-Royce, The Elegance Continues,by Lawrence Dalton, Bentley, Fifty Years Of The Marque, by Johnnie Green, Postwar Rolls-Royce and Bentley: A concise Buying Guide,The Classic Rolls-Royce, Rolls-Royce, The Living Legend. Together with others.

\$350 - 450

27[¤]

A lot of Motor Maids and Motor Girls books, c. 1910,

good condition novels with stories of early fictional female motoring pioneers, some editions with whimsical and striking cover artwork. (10) \$50 - 75

28[¤]

A lot of Auto Boys, Motor Boys, Motorcycle Chums and other early motoring titles, c. 1910,

good condition, featuring fictional stories of early motoring pioneers, striking cover artwork on some editions. (9)

\$50 - 75

A grouping of motoring related reference and history books,

comprised of SPORTS CARS BOOK TWO 1907-27; Illustrated Motor Cars of the World; A Picture History of the Automobile; The History of Hudson (1st ed. 1982- like new); There is no Mistaking a Pierce-Arrow (like new); The Encyclopedia of the World's Classic Cars; History of the Motor Car (writing inside); The Story of the Car; The Dawn of Motoring How the Car Came to Britain; Veteran Cars; Classics of the Road; Automobiles and Automobiling; The Automobile The First Century; The Classic Era (limited edition 452/750); Great Cars Veteran and Vintage; An Era of Motoring The Vehicle of a Past Age (16)

\$300 - 400

30^a

A good grouping of Dorris, Talbot-Lago, and Austin Healey instruction manuals and sales brochures,

also included is a 1926 Marmon design and construction brochure and other early motoring publications. (Qty)

\$400 - 600

31^a

A complete collection of Automobile Quarterly including indexes,

books kept in library condition with slip covers and indexes. (Qty) \$1,500 - 2,500

32

A rare complete copy entitled 'Offizieller Fuhrer zum Gordon Bennett Rennen 17 Juni 1904',

red cloth hard-backed covers, 264-pages in German, French and English text, including many photographs, illustrations and tipped in plates(with original pr tissue protection, with a 4-section gatefold of the course gradients and fold out color map of the area, a report on the 1903 event in Ireland, the earlier French and British Eliminating Trials, listing of the cars and drivers including Richard-Brasier, Mors, Napier, Wolseley, Mercedes, Opel-Darracq, Pipe and Lancia, three advertisement sections printed in green, red and blue, in overall good order.

\$1,500 - 3,000

ACCESSORIES

33[¤]

Four antique automotive clocks from the 1930s and 1940s,

two George W. Borg clocks, along with one from the New Haven Clock and Watch Company and another art deco inspired clock, each approximately 5 ins. in diameter. (4)

\$100 - 200

34^a

A vintage spare tire case,

\$200 - 300

35[¤]

A lot of four fire apparatus lamps,

late 19th century. \$300 - 500

36[¤]

A 'Neverout' brass spotlight without bracket,

brass bodied, appears complete and intact with the exception of a cracked lens, in need of a good polishing but in over all good order. \$300 - 500

37[¤]

An 'Autolyte' brass spotlight with bracket,

brass bodied with copper elements, mounting bracket intact, a good, rippled glass lens, appears complete and in good order.

\$300 - 500

38[¤]

An autojumbler lot of accessories,

lot includes a 1916 Massachusetts license plate, a vintage desert waterbag with historical article, 141/2 x 12 ins., three Packard Twelve wheel center hubs and a Packard automobile badge, a photocopy of a 1937 Packard shop manual, a very fine rare interior steering wheel driver's fan (6 volt), five vintage spark plugs, Simplex ignition tester, a rear seat vanity with clock. (Qty)

\$400 - 600

39[¤]

A vintage portable Victrola wind up record player by RCA Mfg. Co. Inc.,

complete with winding key and additional needles, 16 x 13 x 71/2 ins. \$150 - 250

A lot of two folding luggage racks,

two folding, steel luggage racks, painted with light surface rust.(2) \$75 - 150

An autojumbler lot of garage tools, featuring vintage hydrate junior cell tester,

also including a vintage high pressure motor car lubricator, a Boyce fire syphon, suitable for a vintage automobile. A vintage General Electric 'Tungar' battery charger, A 'Break-Not' battery kit with two hygronometers and bulb filler, A 'Tabloid' first-aid metal case with various medical contents; four tins and one box of automobile lamp bulbs; a two part 'Marvel Inverse Oiler', in two boxes.(Qty) \$250 - 350

42[¤]

A lot of two vintage lap robes,

one grey lap robe, 71 x 55 ins., and the other a green lap robe, 48 x 64 ins., both used in Pierce Arrow, Packard, and Rolls-Royce automobiles.(2)

\$200 - 300

MOTORING BADGES AND MASCOTS

43

A 'winged lady' mascot grouping, circa 1930,

comprised of a 'Victiore' by Z. Kovats F., 1925-30 and 'Printrinia' by H Payen. Victiore is silver-plated bronze on rolled wooden base, 7 ins. high and 9 ins. wide. Printrinia, nickeled bronze on a Bakelite radiator cap, 71/2 ins. high overall. (2)

\$500 - 700

44[¤]

A 'Speed Head' mascot, by Auscher, French, 1930s,

signed to left side of neck, silver-plated bronze, depicting a stylized head with flowing hair, on ebonized base, overall height 51/2 ins. \$800 - 1,000



A rare 'The Kid' mascot, by Verschneider, French, 1925,

from the Golden Age of Silent Film and the Golden Age of Automobilia. "The Kid" by Jean Verschneider is an exceptional and extremely rare car mascot made in 1925. Jackie Coogan is "the Kid" in this most successful film with Charlie Chaplin.

This mascot was fashioned as Jackie Coogan's personal mascot and cast in a limited edition in three different finishes and two sizes. This example here is the smaller *5% inch* size, with natural finish. The base is signed 'The Kid', on the front, and 'Jean Verschneider 122' on the rear. It is in exceptional and totally correct condition.

\$1,000 - 1,200

46

A good 'Officer O' Flynn' mascot, circa 1920s.

finely detailed, cold painted bronze mascot of an American Policeman, mounted on a rolled wooden base, 7½ ins. high overall.

\$800 - 1.200

47

A 'Longchamps' glass mascot by the Persons Majestic Co, Worcester, Mass, 1930s,

marked around the base, in light yellow glass, sold in the 1930s under license from Lalique, 5 ins. high.

\$400 - 600

48^c

A modern 'Chrysis' glass mascot by Lalique,

molded glass in a clear and satin finish, etched 'Lalique France' on underside of base.

\$300 - 500

40

A lot of two St. Christopher mascots, circa 1920s,

comprised of a bronze statuette style St. Christopher with Christ child on shoulder in natural finish, made by DSR, 6 ins. high and the other in a badge style by Desmo, on ebonized wood $7\frac{1}{2}$ high.(2)

\$400 - 600

50

A lot of four temperature gauge mascots,

including a Motor Eye, 1915, 7 ins. high; a Moore Semaphore with Brochure, 7½ ins. high; an Early Radio Boyce Moto Meter 6½ ins. high; an Essandee Glo Light 6½ ins. high/8 ins. wide; the Glo-Light is mounted on a dog-bone radiator cap and the others on varieties of wood bases. (4)

\$400 - 600

51

A lot of three Michelin Bibendum mascots,

comprised of three different reproduction varieties of the classic Michelin Bibendum Mascot, *all approximately 5 ins. high.* (3) **\$400 - 600**

52

A lot of four temperature gauge mascots,

including an Ornate Thurmont Moto Meter, 6 ins. high; a Prototype Van Dozer Radiator Thermometer, 8½ ins. high; a Warn O Meter-on wood base, 7 ins. high; a Haynes Branded Boyce with Winged Cap, approximately 5 ins. high and 9½ wide. (4)

\$400 - 600

53

A lot of two 1940s era motoring mascots,

featuring a Pontiac Indian Chief Resin Lucite mascot and a Packard mascot with acrylic wings, both approximately 14½ ins. (2) \$400 - 600

54

A rare 'Elephant hatching from an egg' mascot, French, circa 1920s,

natural and nickel-plated bronze, inscribed on base 'L'oeuf d'elephant', attributed to Goldsmith Cardielhac, retailed by Robert Benoît, Bugatti Agent at 46 Avenue Montaigne, Paris. Of the two sizes available, this is the larger and mounted on Bakelite radiator cap, 6 ins. high overall.

\$1,000 - 1,200



A 'St. George slaying a Dragon' mascot, circa 1920s,

cast bronze, once nickel-plated, mounted on period radiator cap, approximately 7 ins. high.

\$450 - 650

56

A 'Fox Riding a Hound' mascot,

enameled, approximately 4 ins. high and 41/2 long. \$500 - 700

A rare 'Eagle' mascot with flapping wings, circa 1930s,

alloy cast, articulated flapping wings bring this mascot to life when the auto moves, mounted to an ebonized display base, 61/2 ins. in length. \$800 - 1,200

An "Oh Tis Hot" mascot by J. Reeves, 1924.

signed, silver-plated bronze, comical example of a child experiencing the heat of the radiator, approximately 4 ins.

\$400 - 600

A 'Mohican' mascot by AREL, circa 1930s,

silver-plated bronze, some flea bites and wear to plating, good overall condition, mounted on a Bakelite radiator cap, 51/2 ins. high. \$800 - 1,200

An Antideluvian Order of Froth Blowers mascot, British, circa

stamped Birmingham Medal Co., Summer Hill Terrace, "No Heel Taps!" on front of barrel and A.O.F.B on back, brass mascot on brass radiator cap, approximately 5 ins.

\$700 - 900

A pair of reproduction motoring mascots,

including a 'Car in the Clouds' mascot after Lyon, 1925, bronze with pewter finish, 5 ins. long and a Stylized Indian Head by Auscher, 6 ins. long, both on Bakelite radiator caps. (2)

\$300 - 500

62[¤]

An eclectic mascot grouping,

comprised of an 'Icarus' mascot, silvered bronze on silvered bronze radiator cap mounted on ebonized wood. Overall height approximately 6 ins., together with two modern mascot reproductions of a Schnauzer and the "All American", both mounted on custom bases. (3)

\$400 - 600

63

An illuminated Lighthouse mascot with temperature gauge, British, 1922,

signed P Rossi with makers markings, numbered 29700, temperature gauge in working condition, the hollow brass mounting stud is totally correct and the bulb shroud and holder are intact, 61/2 high. \$600 - 800

64[¤]

A Pacard 'Goddess of Speed' mascot, American, circa 1926, chrome-plated on a clear acrylic base, 71/2 ins. long \$300 - 400

65[¤]

A Humber Pullman 'Winged Horse' mascot, English, c. 1935, nickel-plated brass on a marble base, some wear with age, overall height 51/2 ins.

\$300 - 400

66°

A Lincoln 'Greyhound' mascot, American, circa 1931-1934,

nickel-plated, "Lincoln Motor Company" engraved on cap, mounted on custom steel base, approximately 9 ins. long.

\$400 - 600

A Packard Pelican radio aerial mascot,

chrome-plated brass.

\$800 - 1,200



ART AND PHOTOGRAPHS

68

The collection of vintage racing memorabilia of Ben Duncan, ex-Peter De Palo Chief pit attendant, circa 1920s,

a variety of interesting keepsakes from Ben Duncan over the years he spent in racing and later on in life at the service station. Mostly custom framed monochrome images personalized by the drivers themselves to Mr. Duncan. Seeing a few of the drivers included, you can gather that he was well respected. Peter DePalo had written "To Benny Duncan my most valuable assistant with sincere best wishes Pete De Palo" This particular reference was to Ben Duncan's role as Chief Pit Attendant for Pete De Palo during his greatest victory at the 1925 Indianapolis 500 mile race. De Palo also achieved world record speeds at Indy for the time at over 100MPH all with the help of his reliable Benny Duncan. That record stood for seven years. Amongst the personal photographs are a few of Ben's spoils from that most important win for De Palo and the Deusenberg team. Items include the original Boyce Moto-Meter used on De Palo's winning car in the Indy 500, 1925. Enclosed in a custom display case, the Moto-Meter appears to have a small photo of De Palo in the temperature gauge. Probably added after the fact. Said to be the prized piece of the collection. Also, the trouble light and tire gauge used during the race.

Lot also includes a 1920 and a 1926 panoramic line up photographs for the Indy 500. (Qty)

\$3,000 - 5,000

69[¤]

John W. Barns: 1925 Rolls-Royce, pen and ink, framed. \$200 - 300

70°

John W Barns: 1909 Thomas Flyer, pen and ink illustration, framed. \$150 - 300

71[¤]

John W. Barns: 1914 Mercedes-Benz Grand Prix race car, pen and ink on artist paper, artfully matted, framed and glazed. \$500 - 700

72[¤]

John W. Barns: Alfa Romeo Monza,

pen and ink on artist paper, matted, framed, and glazed. \$500 - 700

73[¤]

Beaumont: Rolls-Royce 'Pall Mall' Tourer,

gouache and watercolor on artist paper, image depicts the profile of a white Rolls-Royce, artfully matted, framed, and glazed.

\$800 - 1,000



Beaumont: Duesenberg Dual Cowl Phaeton,

gouache and watercolor on artist paper, finely illustrated profile of a two-toned green, Duesenberg, artfully matted, framed, and glazed. \$800 - 1,000

75[¤]

Beaumont: Packard 734 'Runabout',

gouache and watercolor on artist paper, finely illustrated profile of a white with red trim and details, convertible top Packard, artfully matted, framed, and glazed.

\$800 - 1,000

76[¤]

Beaumont: Deusenberg Roadster,

gouache and watercolor on artist paper, finely illustrated profile of a two-toned red, convertible top Deusenberg, artfully matted, framed, and glazed.

\$800 - 1,000

77[¤]

Beaumont: 1910 Rolls-Royce Silver Ghost,

gouache and watercolor on artist paper, image depicts the profile of a white Silver Ghost, artfully matted, framed, and glazed.

\$800 - 1,000

78[¤]

A pair of technical line drawings for a 1933 Deusenberg "J" Tourster by Durham,

one illustrates the outside body and its elements, the other is a cut-away illustrating the chassis, engine, and drive train, framed.

\$600 - 800

79¤

Peter Hearsey: Rene Dreyfus, 1991,

signed by Hearsey and Dreyfus, print 231/250, showing Dreyfus in a Scuderia Ferrari P3 Alfa Romeo in the Grand Prix de Dieppe 1935. 29 x 22 ins.

\$100 - 200

80[¤]

Peter Hearsey: "1922 Tourist Trophy Race",

mixed media on artists paper, painting of Henry Segrave driving his Sunbeam in the 1922 Tourist Trophy race, matted, glazed, and framed. 17 x 14 ins.

\$350 - 450

An original styling illustration for the 1950-53 Oldsmobile hub cap logo,

gouache on artist board, multi-colored illustration for that period logo, matted, framed, and glazed.

\$500 - 700

82[¤]

A group of three Hispano Suiza styling illustrations,

gouache on artist board, lot features three individual concept drawings of 1930s model autos.

\$600 - 800

83[¤]

A lot of two Hispano Suiza Formal car styling illustrations,

gouache on artist board, boldly colored renderings of 1930s era body styles. (2) \$500 - 700

84[¤]

An original Minerva styling art, 1930s,

gouache on artist board, colorfully illustrated concept body style for Minerva together with another unidentified body style piece. (2) \$400 - 600

85°

A 1 Rally Internazionale Alfa Romeo Vetture D'Epoca, 1966,

original event poster from the 'Federazione Italiana Automotoveicoli D'Epoca', framed and glazed.

\$400 - 600

86

An original Atlas Batteries advertising painting by Albert Staehle, circa 1940s,

signed, gouache on artist board, America's Premier Dog Artist (and Legendary Smoky The Bear Artist), framed and glazed, 50 x 22 ins. \$2,000 - 4,000

87°

A collotype print after Tom Tomc, 1971,

123/1000, depicts hundreds of various motoring scenes and ads in one large collage, framed.

\$100 - 150

88°

A pair of Duesenberg SSJ Speedster illustrations,

watercolor on board, two renderings of the long and short body stylings.

\$400 - 600

89[¤]

A framed collage of Indianapolis 500 memorabilia from 1988,

Plaque at bottom reads *Dedicated to Rick Carrol He always had time for me*, comprised of pit badges and passes, ticket stubs all artistically framed and glazed.

\$400 - 600

90

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

an Italian/German co-production known as 'Nell'Inferno del Grand Prix' or 'Formel 1', or 'Maniacs on Wheels'. Featuring Graham Hill and Giacomo Agostini in the movie and both of them on this poster. A significant amount of stock footage from the 1968-69 F1 seasons makes this movie, professionally linen backed, framed and glazed, 69 x 52 ins. overall. \$300 - 500

91[¤]

A group of framed Automobile photographs,

lot features Ford Model A Touring car, a Ford Model A and two color Simplex, framed. \$100 - 200

92[¤]

A comprised lot of Puck magazine illustrations, circa 1910,

signed originals (1 with Keppler and Schwarzmann stamp on reverse), features three finely detailed images of comical early motoring. *All approximately 28 x 22 ins.*

\$400 - 600

93[¤]

A selection of comical and early motoring PUCK magazine illustrations, circa 1910,

signed originals (1 with Keppler and Schwarzmann stamp on reverse), lot features three comical pen and ink illustrations. Scenes depict humorous and exploitative early motoring situations. *All approximately* 21 x 15 ins. (3)

\$400 - 600

94[¤]

A grouping of early 20th century PUCK magazine illustrations, circa 1910,

signed, originals (1 with Keppler and Schwartzmann stamp on reverse), comprised of three, well executed and detailed pen and ink illustrations of fancy early motoring ladies.(3) \$400 - 600

95[¤]

An automobilia sign and art lot,

comprised of a porcelain Signal Gasoline sign, 11½ ins. in diameter, an Airport Straight Whiskey porcelain sign, 9½ x 8½ ins.; and a pencil drawing of Louis Myers winning Tydol-Meyer race car by Jo Henning, 10½ x 8½ ins. framed and glazed. Together with an early Stromberg advertisement. (4)

\$150 - 300

96[¤]

An RLSS 22/90 Alfa Romeo wall decoration,

early Alfa Romeo grille text together with a hood badge, also includes the manufacturer's I.D. chassis plate from an RLSS 22/90 Alfa. Together with a Alfa Romeo Owners club plaque mounted together in a handsome fashion.

\$400 - 600

97[¤]

A selection of vintage insurance advertising posters,

a grouping of loose posters and one framed and glazed. (Qty)

\$150 - 300

980

A wooden sign commemorating the 1907 Grand Prix winner.

Hand painted text, sign reads *Fiats 1907 Grand Prix winner driven by Nazzaro*, sign has a carved three dimensional profile of the 1907 Fiat G.P. car., Framed in yellow and green border.

\$300 - 500

99ª

A limited edition Jay Koka print entitled 'Ferrari Mondial', together with another modern Ferrari Advertising poster,

signed print 59/250, 1987, some damage to corner, gouache/watercolor/ink on board, 38 x 25 ins. The Ferrari poster by Rick McBride and C. Vandagriff, 1982, with caption reading "decisions, decisions". 31½ x 24 ins. (2) \$100 - 200

100[¤]

A collection of Nascar prints, signed by Tim Berry and drivers,

drivers include Rich Bickle #91 and Matt Kenseth. Other posters include The Milwaukee Mile poster 1998 and "America's Legendary Oval, 95th Anniversary 1903-1998. In various sizes, the largest being 25½ x 19½ ins. (6)

\$50 - 100

101[¤]

A quantity of Bugatti T-57C technical drawings and blueprints,

collection is believed to be originals and intermediates.(Qty)

\$100 - 200

102[¤]

An interesting grouping of Alfa Romeo prints together with modern Mille Miglia event posters,

features two Barry Rowe prints, an interesting Jack Juravotic Alfa Romeo Mille Miglia print, two '1000 Miglia Arrow' race signs, two 'Mille Miglia 1984' signs, some wear and stains. In various sizes, the largest being 38 x 27 ins. (9) \$100 - 150

1035

A quantity of modern BMW posters, featuring 6 Powerhouse Museum Art Car posters.

together with 2 BMW M1 posters, 2 BMW sprint motorcycle posters, and others. In various sizes, the largest being 46 x 33 ins. (Qty) \$50 - 100



An assortment of design blueprints for the Bugatti T35, collection is believed to be originals and intermediates.(Qty)

\$100 - 200

105[¤]

A Circuit van Zandvoort poster, circa 1930s,

original event poster, artwork by D. Rudeman, Automobiel en Motorraces, June 26, approximately 39 x 231/4 ins. \$400 - 600

106[¤]

A large Harrah's Automobile Collection advertisement sign, from Reno Nevada,

artwork by Bardwell on this digital print, says "All in the Family', 3 panels each approximately 48 x 64 ins., total approximately 1381/2 x 64 ins. \$100 - 200

107[°]

Harold James Cleworth: Two Woodies Parked at the Beach '01, AFAS member, giclée on canvas, limited edition 3/100, framed, approximately 42 x 26 ins.

\$50 - 75

108th

A collection of Ferrrari prints,

including: Harold James Cleworth: 64 Ferrari 250 GTB Lusso 1979, 678/950; A Ferrari Campione del Mondo poster by Harold James Cleworth 1983, and works after Daryl Adams and other. All matted, framed, and glazed in various sizes, the largest approximately 36½ x 28¼ ins. (Qty)

\$100 - 200

109[¤]

A grouping of mixed marque flat art and posters,

lot features such names as Aston Martin, Porsche, Mercedes, Duesenberg, and others. In various sizes, the largest being 36 x 27 ins. (Qty) \$100 - 200

110^{to}

A good lot of Bugatti posters,

featuring a signed watercolor of a Bugatti by Danielle Dessart: Bugatti watercolor, signed, showing different angles of the car, a F.S.I.A. artists impression of the Bugatti cruising on a country road, and a large 1975 Calendar with a cut-out of a 1931 Bugatti Type 55 Super Sport. In various sizes, the largest being 40½ x 28½ ins. (7)

\$100 - 200

111[¤]

A Dave Snyder Collection featuring 22 Dave Snyder prints,

featuring such titles as Delivery Day...The '70's; The Pickups; Route 66 Rootbeer; and Here & Wow, some duplicates, with the largest size being 36 x 22 ins.

\$50 - 100

112[¤]

A grouping of framed BMW motosport prints,

featuring three different images of the BMW 328, three posters of modern BMW motosports, two framed BMW M1 prints, and a modern reproduction tin sign of a BMW. In various sizes, the largest being approximately 37½ x 25¼ ins. (9)

\$100 - 200

113[¤]

A large Bugatti poster after Gerold Hunziker, 1932,

framed print, approximately 59 x 43 ins. **\$100 - 200**

114[¤]

A collection of 5 reproduction automobile event and advertising posters,

featuring A Victoire Francaise(Victory France) poster of a Grand Prix International of Pau 1938, a Hotchkiss poster by Kow, a Peugeot Motos poster by Dam, 1928. In various sizes, the largest being 31½ x 21 ins.

\$100 - 200

115[¤]

An Italian Elvis Prestley 'California Holiday' movie poster by Stefano,

multicolored lithograph, professionally linen backed, hole punched 12 687, approximately 24¼ x 12¼ ins.

\$100 - 200

116[¤]

A lot of two French racing posters,

including a 5th International Evian Mont-Blanc Rally Car poster from 1951, approximately 23¼ x 15½ ins. and a Grand Prix International at Rouen-Les-Essarts poster by P. Oliver, approximately 16½ x 12 ins. Both lithographs are professionally linen backed. (2) \$200 - 300

117[¤]

A grouping of three advertising posters,

including a Michelin advertising poster, circa 1950s, professionally linen backed, approximately 23 x 15 ins.; a British Castrol advertisement poster, professionally linen backed although two-sided, approximately 20 x 13 ins.; and a French Michelin Tire Ad, "Le Nouveau Pneu Michelin" (The new Michelin tire), believed to be for a counter top display, 13¾ x 10 ins. (3)

\$200 - 300

118[¤]

Two 1960s French racing posters from Pau and Paris,

including a Grande Prix Automobile PAU poster 1962, approximately 23½ x 15½ ins. and a 1000km De Paris race poster by Beligond 1961, approximately 23 x 15 ins. Both multicolored lithographs are professionally linen backed. (2) \$300 - 400

119[¤]

A good lot of two original postwar truck advertising posters,

including a Hotchkiss truck poster by G. Kow, 47×31 ins. and a French international truck poster, $37 \% \times 27 \%$ ins. Both multicolored lithographs are professionally linen backed. (2) \$700 - 900

120[¤]

A lot of two British Racing & Sports Car Club racing posters,

featuring a 1960-61 Racing Car Show poster by BK Bull and a Brands Hatch International Formula I poster. Both brightly colored lithographs are professionally linen backed and approximately 30 x 20 ins. (2)

\$200 - 300

121[¤]

A Champagne Edouard Besserat advertising poster, circa 1910,

this brightly colored lithograph is professionally linen backed, *approximately 18 x 21 ins.* **\$800 - 1,000**

122[¤]

Two 1960s era racing posters,

including a Caen le 24 Juillet Circuit De La Prairie poster, c. 1950s and a Zandvoort Grand Prix of Netherlands poster, c. 1960, approximately 31 x 21 ins. Circuit de la Prarie, approximately 23 x 15 ins., both professionally linen backed. (2)

\$350 - 450

123th

A lot of two French racing posters from the 1960s,

one is a 1961 1000km De Paris poster by Beligond and the other a Grand Prix De Paris poster 1968, both multicolored lithographs are professionally linen backed. *Both approximately 24 x 16 ins.*

\$300 - 500

124[¤]

A Coupes De Paris poster, by Geo Ham, 1962,

professionally linen backed, approximately 311/2 x 22 ins.

\$400 - 600

125^p

Two 1960s era French racing event posters,

including a 1963 Sur Le Circuit Des 24 Heurs poster and a Reims 12 Heures Internationals 1967 poster, artwork by Beligond. Both professionally linen backed and *approximately* 23½ x 15 ins. (2)

\$400 - 600

126°

An original 'Lub' advertising poster by OK Gerand, circa 1924,

this nicely colored lithograph is professionally linen backed, *approximately 22½ x 15 ins.* \$300 - 400

127[¤]

An international air races of St. Louis poster by Carl Walter, c. 1925,

this nicely colored lithograph is professionally linen backed, 21 x 14 ins.

\$600 - 800





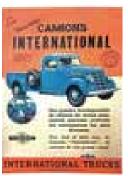




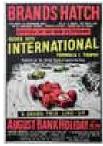










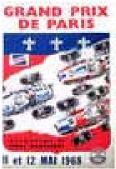








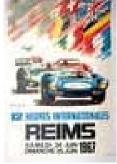














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128th

Two French racing event posters,

including a 43rd Course de Cote du Mont-Ventoux poster, Championnat d'Europe de la Montagne, 19½ x 12½ ins. and a Grand Prix International at Rouen-Les-Essarts poster by P. Oliver, approximately 16½ x 12 ins.. Both lithographs are professionally linen backed. (2) \$200 - 300

129th

A collection of four (vertically printed) aviation themed, hand-colored Pochoir lithographs after Marguerite (Gamy) Montaut, circa 1910,

comprised of four early French aviation scenes, boldly illustrated landscapes and machines in motion. (4)

\$1,500 - 2,500

130[°]

A collection of six French Aviation themed, hand-colored Pochoir lithographs after Marguerite (Gamy) Montaut, circa 1910,

comprised of six early French aviation scenes with finely colored Zeppelins, planes, and famous aviator caricatures. (6)

\$1,000 - 2,000

131[¤]

A lot of two gilt framed hand colored Pochoir lithographs after E. Montaut, circa 1905.

entitled: "Le Dirigeable Repulique", Moteur Panhard & Levassor", M.M. Paris copyright and "CIRCUIT des ARDENNES BELGES", both artfully matted in a giltwood frame and glazed, both approximately 41½ x 23½ ins. \$500 - 700

132

Robert Carter: Duesenberg.

oil on canvas painting depicting D. Lewis and riding mechanic racing the 303 cu. in. straight eight at Sheepshead Bay Boardtrack, the Colossus of Brooklyn. The Duesenberg racer set a new AAA class record for 10 miles at 115.5 mph in November 1919. 48 x 60 ins. \$6,000 - 8,000

133

Robert Carter: Bugatti at Spa 1934,

oil on canvas original depicting Rene Dreyfus driving the T59 at Spa- Francorchamps. The 3.3 liter supercharged straight eight went on to win the Belgian Grand Prix at 86.91 mph with Brivio's Bugatti making a 1-2 victory. 48 x 72 ins.

\$7,000 - 9,000

134[¤]

Ferron: painting of a 1986 Ferrari Testa Rossa,

multi-media illustration, three-quarter view of a black Testa Rossa, framed.

\$400 - 600

135[¤]

"The only thing better than one Testa Rossa", print after Randy Owens,

limited edition 17/99, signed in bottom right corner, colorful illustration depicting two Ferrari Testa Rossas, framed and glazed. \$300 - 500

136[¤]

A limited edition Ferrari poster signed by Phil Hill and Luigi Chinetti Sr.,

distributed by Road & Track for the Monterey Historic races of 1984, in good order. Together with a framed cut-a-way poster for the Ferrari F40 by Deneba Software. (2) \$250 - 350

137[¤]

The Chinetti Ferrari New York City Showroom, 1976, autographed plaque by Luigi Chinetti, Sr.,

limited edition, No. 1/50, two monochrome images, and personally signed by Chinetti and artist Marshall Buck, one photo shows the partial outside of the showroom which was located on the corner of 58th Street and 2nd Avenue. The other photo inside the showroom shows the following Ferrari's: 166 F2, 166 MM Barchetta, 250 SWB, 365 BB NART race car, artistically matted, framed, and glazed.

\$400 - 600

138

A lot of 5 color photos by Jesse Alexander of the Aston Martin AMR-1 at Le Mans 1989.

photos are all of the Aston Martin AMR-1 at Le Mans 1989. Jesse was retained by the team to document the entire AMR1 racing season. Photos were printed in 1989, and are traditional lab prints, NOT digital. Stored in protective sleeves inside a box since new. Together with one Aston Martin Owners Club 1989 Yearbook featuring the AMR1.

\$400 - 600

138A^o

A lot of 6 color photos by Jesse Alexander of the Aston Martin AMR-1 at Le Mans 1989

Jesse was retained by the team to document the entire AMR1 racing season. Photos were printed in 1989, and are traditional lab prints, NOT digital. Stored in protective sleeves inside a box since new. 9 x 12ins.

\$400 - 600

139[¤]

A lot of three large format color photographs by Jesse Alexander Aston Martin AMR-1 1989:

one photo is from Le Mans, the other 2 are from Brands Hatch. Note that only one of the Brands Hatch photos is signed by Jesse. Photos were printed in 1989, and are traditional lab prints.

These have been stored in protective sleeves inside a box since new. 16 x 20 ins.

\$400 - 600

140[¤]

A Karl Kling signed photograph,

the Mercedes team driver, Karl Kling, started as reception clerk in Daimler Public Relations Department. As a privateer, he competed in a Mercedes production car in rallies prior to World War II. In the early 50's he was invited to join the Mercedes Grand Prix and sports car teams. He was second to Fangio in the French Grand Prix and won the 1952 Carrera Panamericana in a 300SL. In a famous incident (see photo on reverse of frame), a bird struck the windshield, bloodying the face of his co-driver. Bars were replaced on the windshield and they drove on. Matted, glazed, and mounted in an ebonized wood frame. 20 x 16 ins.

\$100 - 200

141[¤]

Two early 1950s monochrome motoring photographs by Strother MacMinn,

the first depicting Jim Kimberly in the Ferrari Barchetta at Palm Springs in 1951, the other 'Better Used Cars' depicting a Delahaye on the forecourt, each matted for framing. *images 12 x 15 ins.* (2)

\$150 - 200

Please note these are contemporary photoprints of period images.

142[¤]

Two monochrome images of the Bentley team at Le Mans,

the first depicting Clement/Watney Speed Six at speed in 1930, the other showing the team including W.O. himself, each matted for framing.

images 12 x 15 ins. (2)

\$150 - 200

143[¤]

A large collection of photographs from the Pacific Auto Rental and of automobiles for the motion picture industry,

monochrome, silver gelatin prints of various early autos, together with a binder of Hollywood press photos and others. (Qty) \$400 - 600















130 13

13

131 131





132 133









134 135 136 137



147



147



148



144[¤]

A panoramic photograph of the line-up at the 1935 Indianapolis 500,

a period, silver gelatin panoramic print by Kirkpatrick of Indianapolis for the 23rd Annual 500 Mile Sweepstakes, May 30, 1935. Scene depicts drivers, crews, and officials posed in front of the main straightaway with racecars, officials tower, and grandstand C in the background. Matted, framed, and glazed. 44 x 15 ins.

\$400 - 600

145[¤]

An early Boardtrack racing (4) photo collage, circa 1920s,

comprised of the line-ups of four different races, one note worthy photo is of the San Joaquin Valley Classic won by Jimmy Murphy in Oct, 2nd 1920. It would be a safe assumption that three of the four are from the Fresno Speedway at the Mercer County Fairgrounds and the fourth is unidentified. Artfully matted, framed, and glazed.

\$400 - 600

BOATING

146[¤]

A large grouping of 1950's era boat racing photographs all period monochrome prints of exciting speed boat racing scenes.(Qty)

\$150 - 200

147[¤]

A good grouping of four boating themed, hand-colored Pochoir lithographs after E. Montaut, circa 1905,

comprised of four entitled: "Chantecler", "Paris, La Mer", "Coupe Du Salon-1901", and "Panhard et Levassor." Printed by MM, Paris. (4) \$800 - 1,200

148[¤]

A nice lot of two 1940s era boat racing posters,

featuring a 1946 Championnat Du Monde poster by Pernet and a 1948 Evian Les Bains International event poster, depicts a race boat at speed within a life ring. Both lithographs are professionally linen backed and *approximately 39 x 25 ins.* (2)

\$2,000 - 3,000

149^{to}

A collection of framed vintage mahogany boat prints,

includes four Jim Kelley limited edition prints, featuring other classic boating marques such as Hacker Craft, Chris-Craft, and Garwood, all matted and framed, in various sizes, the largest being 41×19 ins. \$100 - 200

150^{to}

A lot of boating prints, featuring Chris Craft and antique boat event posters,

including a black and white Chris-Craft photo, a Geneva Lakes Annual Antique & Classic Boat Show poster, and an Antique Race Boat Regatta event poster from 2002 in Clayton, New York. In various sizes, the largest being 43 x 33 ins. (Qty)

\$100 - 200

A lot of two boating models from Lilliput and NBK companies,

featuring the 161/2 inch Nautico 3001 model from Lilliput and a 11 inch streamlined motor boat from NBK. (2)

\$200 - 400

152th

A 1933 Northern California speedboat champion trophy,

awarded at Lake Yosemite, decorative plinth with racing speedboat on top, approximately 14 ins.

\$75 - 150

153[¤]

A Chris-Craft model boat, 'Roll out the barrel',

medium wood with red underside and white waterline, with American flag, Lake Tahoe, 28 ins.

\$100 - 200

154[¤]

A Bill Norby static model of a 1945 Chris Craft racing 'Runabout' boat.

scratch-built, constructed from birch, spruce and plywood, then covered with mahogany planking, similar to the real boats. Finely detailed hardware is applied together with upholstered seats. Complete with acrylic display stand, 29 ins.

\$700 - 900

155[¤]

A static model of a 1930s era Chris-craft custom 'Runabout' model boat,

scratch-built, ribs constructed from soft wood then covered with mahogany planking. Two tone deck and dark green interior upholstery. Finely detailed hardware, such as hand rails, cleats and wind shields finish this fine model. Mounted to display base. 26 ins.

\$800 - 1,000

156^{to}

A Mahogany boat model with canvas roof,

mahogany deck and hull green underside waterline, mounted with brass plinths on wooden display base.

\$400 - 600

157[¤]

A scale model of a 1925 27' Fay & Bowen boat,

constructed of fine lacquered wood, exquisite detail on the bright work, canvas awning and interior, wood painted white with dark green livery underside and red pinstripe at the waterline, complete with descriptive plaque on its display base, 27 ins.

\$800 - 1,000

158[¤]

A Stan Craft model boat, signed by Baldwin, 2001,

Scratch-built with fine detailing, some trim bright work is missing, believed to be a 1950s era Stan Craft Fastback, in its original plywood crate Approximately 30 ins. long

\$600 - 800

159[¤]

A Bill Norby, Gold Cup Chris-Craft speed boat scale model,

scratch-built, constructed from birch, spruce and plywood, then covered with mahogany planking, emblazoned with the G1 'Fast with Class' in gold leaf lettering adds a handsome touch to this finely built model. Complete with acrylic display stand, 35 ins.

\$800 - 1,200









160

A 1:43 scale of the 1939 Bluebird II (K4) Water Speed Record Boat,

factory hand built metal model by LSR Productions of England, built 1989. Beautifully finished and quite rare. Highly detailed, including cockpit and underside. Mounted on 9" x 4.5" wood base. The model is 7.25" long. Includes original box.

\$500 - 600

161[¤]

An American steam yacht model ship, "Corsair",

the hull, built up with black painted topsides, mahogany bottom and a gold waterline. The deck is planked in mahogany and is fitted with jackstaff, anchor davits, anchors, anchor windlass, bollards, deck plates, skylights, cabin structures, search lights, deck railings, ship's wheel, binnacle, engine telegraphs, ladders, ventilators, funnel, five ship's boats on davits, docking wheel, flagstaff, propeller, and many other details. Displayed on two brass pedestals within a glass case with mahogany base, trim and identification plaque.

\$1,500 - 2,500

Flagship of the New York Yacht Club, owned by J P Morgan and designed by H J Gielow.

162[¤]

A Neptune outboard motor together with a childs size wood boat from Tomahawk, motor is 24 ins. tall and boat is 87 ins.

\$200 - 400

163[¤]

A Super Elto 'Service Twin 4 h.p.' outboard motor, circa 1930s,

fully restored and repainted, highly polished bright work, engines free but internal condition unknown together with original wood crate and original instruction book, *36 ins. high.*

\$700 - 900

GARAGE EQUIPMENT AND SIGNS

164[¤]

A large grouping of mixed collectible oil cans,

featuring Wolf's Head, Standard, Phillips 66, Quaker State, Conoco, and others, some full, some empty, condition varies. (16) \$350 - 450

165[¤]

A mixed grouping of collectible oil cans,

featuring Trojan, Site-Lax, and Supra Lube. (15) **\$350 - 450**

166[¤]

A good lot of Texaco collectible oil cans,

mostly full, condition varies. (13)

\$300 - 350

167[¤]

An aircraft engine oil can lot,

featuring Texaco, Atlantic, Phillips 66, Skyway, and Mercury. (10)

\$300 - 350

168[¤]

A good grouping of collectible oil cans,

featuring Falcon, Kendall, Archer, Sinclair, Invader, Veedol, and others.(15)

\$350 - 450

169[¤]

A Thunderbird neon sign,

approximately 43 ins. in length.

\$100 - 150

170°

An illuminated Budweiser bar sign featuring a 1927 Kissel car,

molded plastic sign with graphic, appears in good working order.

\$150 - 300













166









169

170

171









178

179

180

183

171[¤]

A lot of two advertising clocks,

Dunlop Tires, which as had some restoration, and AC Spark Plugs, appears in all original condition. (2)

\$400 - 600

172[¤]

Two pairs of antique license plates,

a pair of tin painted 1919 Connecticut plates and a pair of 1916 Connecticut. (4)

\$100 - 150

173[¤]

A porcelain enameled vintage licence plate, white text on blue base.

\$75 - 100

174[¤]

A grouping of assorted 30+ license plates,

mostly California and highlighting the 1960s. (Qty)

\$300 - 500

175[¤]

A large assortment of vintage style motorcycle, car, and auto-related advertising reproduction signs,

including Volkswagen Bus and Beetle, Morgan, Austin-Healey, Chevrolet Corvette, Rolls-Royce, Norton, Velocette, BSA, and others. (Qty)

\$100 - 150

176°

A grouping of reproduction advertising signs,

including Gilmore, Flying A, Kendall thermometer, two Texaco Fire Chief pump plates and others. (7)

\$100 - 150

177[¤]

A grouping of collectible petroliana,

featuring Mobil, Skelly, Peerless, and others. (14) \$250 - 350

178th

A lot of two vintage advertising signs,

including Sinclair Gasoline, approximately 48 ins. in diameter and Atlantic Gasoline approximately 511/2 x 351/2 ins. (2)

\$350 - 450

179°

A vintage enameled Mobiloil sign,

wear with age. 36 x 30 ins. \$300 - 400

A lot of three enameled advertising signs,

including Shell, Quaker State, and a City of Westminster sign. (3)

\$350 - 450

181[¤]

A good grouping of vintage countertop displays,

including a Texaco light bulb replacement counter top display, together with a Champion spark plug ashtray, replacement and other collectible tins. (Qty)

\$400 - 600

182[¤]

A lot of five original service station advertising signs,

includes tin painted Voltmaster Batteries sign, tin painted Gates belts and gaskets sign, porcelain enameled Royal Triton 76 sign, tin painted Fram Filter Service thermometer, and Fram oil filter line display sign(38½ x 8 ins.).

\$200 - 250

183[¤]

A large double-sided, enameled Chicago Motor Club sign,

multi-colored porcelain, some wear with age and display, approximately 44 x 351/2 ins. \$400 - 600

184

A large Ferrari dealership sign,

sheet metal (yellow metal) with vinyl letters, believed to have been a dealership sign, it is mounted on plywood for display, Large 4 x 8 ft. \$1,000 - 1,500









193



194

LUGGAGE

185°

A lot of three traveling cocktail sets,

comprised of a drinking set with silver finish shaker, cups, strainer and two glass flasks, all fitted together in a black carrying case. (12½ x 9 x 6 ins.) The second is comprised of a honey-brown leather case, key for locks, fitted with aluminum cups, spoon, strainer and others. (15 x 8 x 4 ins.) The third being a traveling cocktail set by Abercrombie and Fitch, c. 1910, leather hand stitched cased set with leather carrying handle, lid opening to reveal fitted compartment housing two large glass decanters on either end, complete with glass stoppers and steel caps, cocktail shaker is centrally located with other accessories, the lid fitted with bottle opener, long-handled cocktail spoon and knife. (3) \$250 - 350

186[¤]

A lot of vintage wicker picnic sets,

one wicker picnic basket approximately $21 \times 14\frac{1}{2} \times 7$ ins. and one wicker picnic cooler approximately $22 \times 10 \times 14$, together with six vintage and modern thermos bottles.

\$100 - 150

187[¤]

A lot of two antique plaid picnic bags,

approximately 15 x 12 x 4 ins. and 13 x 13 x 4 ins. together with a matching plaid flatware case 13½ X 11 ins.

\$75 - 150

188[¤]

A lot of three vintage picnic cases,

\$300 - 500

189th

A leather case picnic set for four, circa 1930s,

consisting of two tin sandwich containers, service for four (4 plates, 4 cups), 2 wicker covered bottles and 2 other spirit flasks, and 1 condiment tray. Exterior has typical scratch and ding condition. Lid is not attached. *Approximately 24 x 7 x 101/2 ins.*

\$250 - 350

190°

A gentleman's Sterling vanity set,

a Sterling hair brush and comb, together with a hand mirror, all in a fitted case.

\$250 - 350

191[¤]

A Mark Cross Sterling vanity set,

black leather exterior with nickel catches and locks, silk lined, interior fitted with Sterling silver brush, mirror, shoehorn and button hook, and a variety of perfume and cologne bottles. *Approximately 18 x 11 x 6 ins.* \$700 - 1,000

192°

A H.E. Pimpton Trunk, circa 1920s,

manufactured by the H.E. Pimpton Co. of Walorf Mass., fitted with 3 interior suit cases with good interior, suitable for a Pierce Arrow or Packard's, in good order.

\$400 - 500



A Pickard Trunk, circa 1920s,

suitable for a Pierce Arrow or Packards, internal condition in light brown material and appears clean and garage kept, nickeled latches, reinforced corners, and 6' leather straps for surround, exterior clean but has typical nicks and dent from use.

\$400 - 500

MISCELLANEOUS

A 'National Mazda Automobile Lamps' tin painted countertop display, c. 1940s,

white letters and graphic on a dark blue base, good general condition for age.

\$50 - 75

195[¤]

A nice deskpiece after WMF,

hollow casted bronze in the form of an open seated racer with driver and riding mechanic, hinged boot missing.

\$600 - 800

196

An early race car desk piece by Wurttembergische Metalwaren Fabrik,

hollow cast, silver plated and very finely detailed, silver stamps on rear base of piece and makers mark on rear left foot of piece; depicts two race car drivers in a vintage car at speed, the hood and trunk open to reveal two compartments.

141/2 x 7 ins.

\$4,000 - 6,000

197[¤]

An Amelia Island Concours' d'Elegance First Place Trophy, 2006,

signed Johnny Rutherford, bronze Indianapolis 500 car on a marble base, 11 x 7 ins.

\$100 - 150

198[¤]

A cocktail shaker with an early Porsche steering wheel, Austrian,

Austrian made, stainless steel, complete with 4 shot cups, strainer, top/bottom of shaker, in good order.

\$200 - 400

199[¤]

A good mixed lot of Bugatti items, some Rene Dreyfus inspired,

featuring a ceramic Bugatti pitcher/decantor from Dreyfus' New York restaurant 'Le Chanteclair', a small bronze bust of Dreyfus by Nesse, together with a grill style decanter, clock, and bronze type 37 deskpiece. (5) \$400 - 600

200^a

A lot of two motoring cigarette cases,

cars depicted on the cases are that of an open seat roadster and a limousine. (2) \$400 - 600

201[¤]

A fine pair of vintage Wilson tortoise shell motoring glasses/goggles, circa 1922,

style Z1, supple leather eye guards or shades marked Wilson Made in the USA, tinted lenses and complete with nearly unblemished original tin carrying case. Together with an original Ford branded pair of safety glasses, in good order.(2)

\$400 - 500















A post war A.D.A.C. car pennant,

silk-screened Imperial Eagle ADAC logo with German colored surround, approximately 13 ins.

\$400 - 600

203th

A Jaguar 2.4 litre automatic wristwatch, circa 1950s,

German made, 25 jewel movement, square, gold tone body with British racing green face emblazoned Jaguar branding, date located at 3 o'clock position, black faux alligator skin band, appears in good, working order.

\$400 - 500

204[¤]

A rare Michelin 'Bibendum' cast iron bank,

painted white with yellow and blue sash, approximately 6ins. high.

\$400 - 600

205°

An early bronze cast Cadillac logo,

an early example of the crest, unidentified application, but finely made, *approximately* 10 x 12ins.

\$150 - 300

206[¤]

A grouping of antique pocket Compensated Barometers/ autojumblers lot,

comprised of a brass bodied model by J.Hicks of Hatton Garden London, an alloy bodied model by Taylor and a small dash mounted model by Lufft; together with an automobile thermometer, a grouping of badges, radiator temperature gauge, assorted mascots and others. (Qty)

\$450 - 550

MODELS

207[¤]

A collectible Texaco grouping,

featuring a nice 1920 Pierce Arrow tanker and a 1956 Ford Thunderbird. (9)

\$100 - 150

208[¤]

A promotional Texaco 'Wings of Texaco' bank lot,

comprised of four different historically significant planes, new in box. The Northrop Gamma "Skychief" has original counter top display. (4)

\$100 - 200

209[¤]

A good Texaco collectors bank lot,

mostly new in box, together with large fire truck. (10)

\$150 - 250

210^a

A promotional Texaco 'Wings of Texaco' bank lot,

comprised of four historically significant planes, new in box. Includes two Northrop Gamma "Skychief". (4)

\$100 - 200

211

A Porsche Heritage Dealer Series 1 diorama,

a small scale, illuminated dealership together with 6 cars, only 100 made for dealership promotion.

\$100 - 200

212^c

Two service station dioramas depicting modern scenes,

one showing a Chevrolet station which is approximately 36 x 24 ins. and the other depicting a Joe's Diner/Service station store front which is 24 x 12 ins.

\$100 - 200

213^{to}

A lot of 2 garage service station dioramas depicting scenes from the 1950s era,

lot features the Keystone Bus Terminal and the Keystone Service Station, some additional plastic toy cars included, both approximately 24 x 12 ins.

\$100 - 200

214[¤]

A lot of Porsche scale models,

together with Audi in various sizes, such brands include Revell-Praline, Herpa, Rietze Automodelle, and Starter. (Qty)

\$100 - 150

215^{to}

A good lot of BMW scale models,

various makes and models such as Western, BJ Model, and Herpa.

\$50 - 100

216^{to}

A Ferrari transporter 1:43 scale model by Old Cars.

together with 3 Ferrari car models. **\$100 - 200**

217^{to}

A good grouping of pre-war German racing car scale models,

including Casadio "Revival" and Auto Union "Revival". (3)

\$100 - 200

218th

An autojumbler lot of toys,

a rare, limited edition Ferrari Barbie, a modern Speedway Auto racer game, and others. (Qty) \$100 - 200

219[¤]

A grouping of Ford Thunderbird dealership models,

most incomplete with some damage.(Qty) \$100 - 150

220°

A grouping of Ford Thunderbird scale models and toys,

(Qty)

\$75 - 100

221[¤]

A lot of BMW Motorsport scale models,

various sizes from such brands as Solido, Corgi, Durango, and Grip. (Qty)

\$200 - 300

222[¤]

A lot of Land Rover scale models,

various sizes from such brands as Vitesse, Durago, Polistil, and Solido. (Qty) \$50 - 100

223[¤]

A lot of various era Motorsport racing scale models,

featuring Ninco, Grand Prix Models, ABC di Carlo Brianza, and Western Models. (Qty) \$150 - 200

224[¤]

A lot of F1 racer scale models,

showcasing 1/43 Western Models. (5) **\$100 - 150**

225[¤]

A large grouping of luxury marque car scale models,

mostly 1:43 scale, including brands such as Brooklin Models, MacKay & Company, and Mercedes-Benz Classic Center. (Qty) \$200 - 300

226^a

A lot of Bugatti scale models,

various sizes from such brands as Western Models and Brumm. (Qty)

\$150 - 250

227[¤]

A mixed marque modern Schuco 1:43 scale models,

featuring models from BMW and VW. (Qty) \$100 - 200

228th

A staged group of a Bugatti model and toy,

assembled lot of a resin model Bugatti Type 57 Atlantic by Rio and a modern Bugatti Type 37 tin toy from Paya. (2)

\$250 - 350

229[¤]

A lot of two Hubley cast iron toys,

together with replica racer and bronze BMW 328 deskpiece. (Qty)

\$75 - 100

230[¤]

A vintage Marx toy lot,

featuring a 1940s refurbished tin tanker, a Pan American World Airways plane, and a chinook style helicopter with missing rear rotor blade. (3) \$200 - 250 231^a

A lot of Ferrari scale models,

various sizes featuring makers such as Western Models, Idea 3, and Automodelli Hi-Fi. (Qty)

\$50 - 100

232[¤]

A good lot of two pre-war Italian race car scale models,

Featuring an Alfa Romeo P3 by Revival in 1:20th scale, together with a Fiat 1500 cc 1:12 scale. (2)

\$500 - 700

233[¤]

A good grouping of 1:43 scale Ferrari models.

including such brands as Provence Moulage, K & R Replicas, and Styling Models. (Qty) \$100 - 200

234[¤]

A Limousine Imperial glass sculpture by Cristal-Daum, France, 1980's, 1/14th scale, in the style of a Renault limousine.

\$400 - 600

235[¤]

A Coupe Riviera glass sculpture by Cristal-Daum, France, 1980's, 1/14th scale, \$400 - 600

236[¤]

A lot of two Wyandotte Toys tin litho cars, circa 1947,

comprised of a Wyandotte large tin Toy Town Estate Woody car, in good general condition, 20 ins. long and the other is a smaller convertible 12½ ins. long, together with a Town and Country advertising piece. (3) \$500 - 700

237

A 1949 Lincoln Cosmopolitan paint model, circa 1949,

a cast ceramic concept model designed to explore paint concepts and combinations. \$1,500 - 2,500

23

A 1:8 scale model Bruce Jennings Porsche 356 A Speedster Race Car,

handbuilt by Diamond Cars owner and master modeler Dr. Jan Freiwald of Munich, Germany. The centerpiece of each model, the body, is laminated using fiberglass and a silicon negative. Metal parts are handcast from pewter using a centrifugal procedure. Etched parts are made by hand from silver or brass, larger components like seats and door linings are cast from resin. Each model is hand built from several hundred components, model was ordered with working lights and RC motor. There is no remote controller or charger for the model. Complete with display case. 19 x 8½ ins.

\$2,500 - 3,500



234



235



236





238



239



A 1:8 scale model Porsche 550 Spyder,

handbuilt by Diamond Cars owner and master modeller Dr. Jan Freiwald of Munich, Germany. The centerpiece of each model, the body, is laminated using glassfibre and a silicon negative. Metal parts are handcast from pewter using a centrifugal procedure. Etched parts are made by hand from silver or brass, larger components like seats and door linings are cast from resin. Each model is hand built from several hundred components. It is complete and mounted with display base and cover, length 18 ins. and width 8½ ins. \$2,500 - 3,500

PEDAL CARS

240°

A lot of two 1960s-era Formula One racing pedal cars,

lot features a Ferrari 156 Sharknose F1 child's pedal car, by Morellet Guerineau, French, circa 1961,

pressed steel body, finished in *Rosso Corsa* racing livery with Prancing Horse decals and added Ferrari script, with stirrup pedals, steering wheel and wheels with solid rubber tires, together with a Honda Formula 1 racing pedal car, both with some weathering and play-wear.

\$500 - 700

241[¤]

A lot of two 1950s era racing pedal cars,

lot features one French racing pedal car dating to the 1950s, blue, in the style of a Gordini or similar, in original condition with original decal and ornate spoke wheels, well worn condition, together with a 1960s era "Baby Course" Grand Prix-style pedal car, play worn.

\$300 - 500

242[¤]

Two 1930s-era French pressed steel pedal cars,

from a collection of pedal cars acquired in France many years ago.

\$300 - 500

243[¤]

A lot of two 1920s/1930s-era French pedal cars,

from a collection of pedal cars acquired in France in the 1970s, this lot comprises a red pedal car, c. 1920s, believed to be of French manufacture, together with a more ornate 1930s-era French pedal car with flowing fenders and a body reminiscent of a pre-war Peugeot or similar, both with steering wheels intact.

\$500 - 700

A Citroën DS 19 Cabriolet pedal car, circa 1960s,

a charming French Citroën pedal car in the style of the Chapron-bodied "Decapotable". Pressed steel body, bright work and steering wheel intact.

\$500 - 700

245[¤]

An AMF "503" Fire Chief pedal car, 1968, pressed steel with steering wheel intact, playworn and weathered but with original paint and finishes, missing bell and bracket. \$200 - 300

246°

A yellow/black Citroen pedal car, c. 1950s,

a charming 1950s-era Citroen pedal car of French manufacture, in fair condition with steerable front wheels, steering wheel and Citroen grille intact, previously painted, from a pedal car collection acquired in France many years ago.

\$300 - 500

247[¤]

A 1930s-era racing child's pedal car,

of unknown manufacture, this pedal car was part of a collection acquired in France several decades ago. Previously restored and in good order overall, with tiller steering.

\$400 - 600

248[¤]

An unfinished childs size Bugatti pedal car, appears complete but unpainted.

\$2,000 - 3,000

249th

A Thunderbird Jr. electric kids car by The Powercar Co., circa 1955,

Built by the Powercar Company of Mystic, Connecticut, detailed replica of late 50s era Ford T-Bird, approximately 1/3 scale, unpainted fiberglass body over a newly powder coated steel frame. Complete with forward, neutral, reverse gears and a brake. The electric motor powered by 6V battery with charger included. This car has been prepped and primed for a paint job of your choosing. Bright work, tail lights and other accoutrement included. Approximately 66" x 30" wide and 19" high.

\$800 - 1,000

250[¤]

An Austin J40 Pedal Car,

professionally restored and finished in light pink, light beige seat cushion, chromed brightwork, faux dashboard components, headlights and horn.

\$3,000 - 5,000





249









251



251

A Bugatti Type 35 Grand Prix childs car by Group Harrington.

this is a very skillfully executed replica, finished in green livery and complete with fine detailing to the original. Multi-battery 2x electric motorbike 36v brushless motors on the rear wheels with a top speed of 14 mph. Highly polished chrome bright-work and active hand brake, aluminum dash with gauge, working horn, and power switches for lights. Wooden rosewood steering wheel and wooden floorboards with faux leather upholstery. Bespoke, period style wheels with inflatable tires. Complete with battery charger and keys. \$4,000 - 6,000

252

A 1/4 scale 'Offyette Sportster' childs car, circa 1950s,

finely restored, originally built by the Larc Douglass Company on Long Island just outside of NYC, the Sportster has been referred to as the most beautiful scaled / kid's car ever built. The Sportster is the second motorized, kid-sized racer designed by Carl Schiller, a pioneer of the so-called 1/4-scale--or quarter midget--genre.

The body is hand laid structural fiberglass and a full 3/8" thick. The coach sits on top of a traditional wooden deck made from 3/4" marine grade 11 ply birch. Per the original design, the rear 1" axle is supported by 2 pillow block bearings mounted on Oak towers. The front axle is made from 1" square tubing with 5/8" spindles and a sprung adjustable suspension. The original casting steering wheel is attached to a 1/2" steering shaft that makes its way to a rack and pinion steering box. For safety a dual piston hydraulic disc brake has been installed and the pedal length is adjustable.

Originally, the Sportster was powered by a Continental motor; however in the spirit of simplicity and reliability, this example has a new Honda GX120 motor with a centrifugal clutch, low and remote shut off on the dash. The rear sprocket is a Martins Gear 40 tooth solid sprocket driven by a # 40 chain. Top speed is estimated to be between 15 – 20 mph.

The car has 6" steel wheels with working polished knock off hubs and period correct Carlisle tires. All hardware and fasteners are Stainless Steel and all bracketry has been powder coated. The interior is glove leather imported from Europe so there are no barb wire scars in the hide. The paint is base coat clear coat and with hand painted pin striping and lettering The windscreen is a modified Brooklands windshield from a vintage MG. The car has a polished aluminum grill and Ford Model A cowl light lenses and bezels. There are small stainless steel nurf bars on the rear and a key lock on the trunk / engine lid. \$4,000 - 7,000

END OF SESSION



MOTORCARS SUNDAY JUNE 1, 2014 LOTS 301-404



MUSEUM OF SCIENCE AND INDUSTRY, CHICAGO (LOTS 301-304)

One of many innovative enterprises based in Chicago was Sears, Roebuck and Company, the mail order house that delivered nearly everything a frontier family could need. In 1916, Sears, Roebuck's chairman Julius Rosenwald visited the Deutches Museum in Munich, Germany, where exhibits moved and visitors were encouraged to push buttons and work levers. This experience sparked his determination to bring such an institution to his hometown of Chicago.

Rosenwald pledged \$3 million, at the time an astounding sum, toward the creation of an industrial museum and enlisted Chicago's industrial and commercial elite in support of the project. The Palace of Fine Arts, built for the 1893 World's Columbian Exposition but reduced to crumbling plaster over the years, was identified as the home for the new Museum. When the Museum of Science and Industry opened its doors on June 19, 1933 it was unique. No dusty spaces, no forbidding glass cases, no exhibitions frozen in time - the Museum was the first interactive museum in North America.

The Museum of Science and Industry's halo exhibits include World War II submarine U-505 and the Chicago, Burlington and Quincy railroad's futuristic streamlined Pioneer Zephyr streamlined train. The Museum's lavish collection of automobiles and transportation apparatus was assembled in part during its early days by Museum President Major Lenox Lohr. With legendary collector D. Cameron Peck and a team of enthusiasts, Major Lohr, a passionate enthusiast for the history of the automobile, put together a thoughtful and coordinated collection of important automobiles, carriages, wagons, trains, trolleys, and apparatus

which celebrated Chicago's position at the center of North America's lifelines of transportation.

Over the years the transportation exhibits - including the Fire Apparatus - have been among the Museum of Science and Industry's most successful and educational exhibits, attracting millions of visitors to the Museum. In 2007 the Museum began the process of evaluating its vehicle collection, some of which had been off display since 2001. In keeping with the Museum's original intention to advance the understanding and appreciation of automotive and transportation technology, it was decided that some of the Fire Apparatus were not likely to go on display in the foreseeable future and should indeed be placed in the hands of those who will take full advantage of their intrinsic value. The resources realized from this sale will be used to modernize the Museum's collections and inspire the next generation of engineers, designers, and enthusiasts.

With its elaborate interactive exhibits and many special displays over the years, Chicago's Museum of Science and Industry has established a standard for similar museums which Julius Rosenwald and his contemporaries could only have dreamed of witnessing.

Bonhams is once again delighted to have been selected by the Museum of Science and Industry to assist in bringing some of its significant vehicles back into the wider public view, and pleased to present the following four lots of exceptional early American Fire Apparatus.

Located at 57th Street and Lake Shore Drive in Chicago, no visit to the Windy City should be concluded without partaking of the Museum of Science and Industry.

FROM THE COLLECTION OF THE MUSEUM OF SCIENCE AND INDUSTRY, CHICAGO

C.19TH-CENTURY WATEROUS ENGINE WORKS COMPANY HOSE REEL

- Two-wheel hand-drawn Hose Cart with Hose
- A rare example of a basic 19th century American firefighting apparatus
- Manufactured by the Waterous Engine Works Company of St. Paul, Minnesota
- In the collection of the Museum of Science and Industry, Chicago since 1948
- Restored and in excellent condition







THE WATEROUS HOSE REEL

The Waterous Engine Works Company was founded in Brantford, Ontario, Canada by Charles H. Watrous in 1844, and began producing sawmill equipment, pumps, and fire engines. Over the years, the company gained a reputation for its high-quality farm and road-building equipment as well. Waterous' twin sons later moved to Winnipeg, where they established a manufacturing plant, and in 1886 moved its fire-engine manufacturing operations to St. Paul, Minnesota, which also produced cast-iron fire hydrants. The St. Paul branch is still in business. In 1898, the Watrous Engine Works Company introduced the first gasoline-engine-driven fire pump. The company built its last piece of fire apparatus in 1929, deciding to concentrate on manufacturing pumps and hydrants. Watrous has become a global concern; in 1965, it was purchased by American Hoist and Derrick, and in 1989 by Cast Iron Pipe Company.

THE APPARATUS OFFERED

This Watrous Hose Reel was used to bring lengths of hose - which was quite heavy in those days - to fire-fighting scenes, where the hose would be fitted to hydrants and whatever fire engine pumps were being used at the moment. Normally, a number of these hose reels were kept at each firehouse, and would be pulled by teams of firemen. Their relatively light weight and large wheels made them easy to roll and maneuver into position.

This example was donated to the Museum of Science and Industry, Chicago in 1948, along with several other pieces of fire apparatus, where they were all restored to period-correct form. This hose reel, a fine piece of 19th-century U.S. fire-fighting history, would be a fitting companion to the beautiful 1898 Waterous hand-drawn Village-type fire engine offered elsewhere in this catalog, and a welcome addition to any collection of vintage Americana.

\$3,000 - 5,000 WITHOUT RESERVE

Offered on a Bill of Sale

302 FROM THE COLLECTION OF THE MUSEUM OF SCIENCE AND INDUSTRY, CHICAGO

1898 WATEROUS HAND-DRAWN VILLAGE-TYPE FIRE ENGINE

Single-Cylinder 4-Stroke Gasoline Engine
Rotary Water Pump of 300 GPM, rated at 15 hp
Wagon-type Suspension
Front Beam Axle and Transverse Semi-elliptic Leaf Spring
Beam Rear Axle with Semi-elliptic Leaf Springs



- Part of the Museum's collection since 1949
- State-of-the-art technology from the dawn of the 20th century
- Believed to have been restored by the Museum to period-correct trim of the New Germany, Minnesota, Fire Department
- A rare and desirable piece of Americana
- Extensive historical documentation





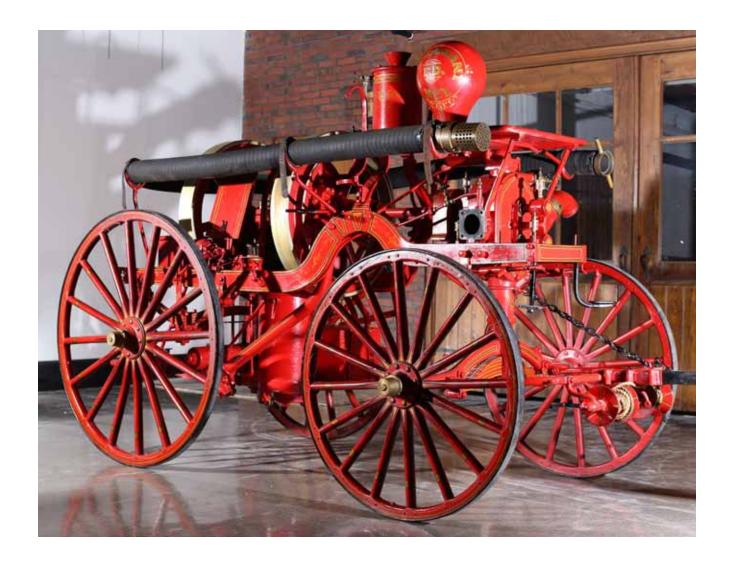
THE WATEROUS FIRE ENGINE

Fire "engines" at the end of the 19th century was still a combination of the primitive; wagon chassis that were either hand-pulled or horse-drawn, and what we might today see as rather advanced – water pumps powered by wood or coal-fired boilers, known as "Steamers". The advent of the internal-combustion engine in the late 1800s soon found this new invention, created to power horseless carriages, being adapted to drive powerful and efficient mobile water pumps.

The Waterous Company of St. Paul, Minnesota, was established in 1886. Its main products were rotary pumps and centrifugal pumps, as well as cast-iron fire hydrants, which were rapidly becoming an integral part of any larger city's fire-fighting system. Before hydrants were invented to make water instantly available from municipal water mains, fire crews had to haul their own water to the scene of a blaze, or pump water from a river or lake. The company soon conceived a practical way to power its large water pumps with gasoline engines, and the Waterous design soon caught the attention of many small communities.

THE APPARATUS OFFERED

According to historic documents included with this item, the Waterous Engine Works produced this 'village' type of fire engine in 1898. "It soon became popular with volunteer firemen, since the delay caused by 'getting up steam' was eliminated. The single-cylinder, 4-stroke engine is connected directly to a rotary pump, which is geared to move 300 gallons per minute. The engine is rated at 15 horsepower. The charge was fired with an "autosparker" - one of the make-and-break devices in common use with gasoline engines in the early 1900's. Two balance wheels regulate the mechanism."



The earliest history of this handsome Waterous Hand-drawn Village-type Fire Engine is unknown; but at some point it returned to the possession of its manufacturer in St. Paul. In early 1949, the company's President, Mr. Fred A. Waterous, wrote to the Museum of Science and Industry, Chicago in Jackson Park, offering to donate this apparatus and an associated handpulled Hose Cart to the Museum at no cost. Although the equipment was noted to be in non-operating condition, the Museum's Assistant Secretary, Mr. C.W. Fitch, expressed great interest at the offer, and negotiations quickly commenced, with the major question being how to ship this old pumper to its new

home. The donation value of this apparatus in 1949 was placed at \$200, and with the weight of the apparatus estimated at about a ton by the shipping company, ten cents a pound would seem a bargain.

Arrangements were soon made, and the Waterous Pumper was transported to Chicago, where it arrived March 9, 1949, and placed in the hands of the Museum's Architecture and Civil Engineering Department staff for restoration. The wonderful bright red and gold-leaf trim announces that it belonged to the "New Germany Fire Department", which is most likely to be that of New Germany, Minnesota, a tiny farming community about 42 miles due West of Minneapolis.

Lot number 301, the Waterous Hose Cart, was also donated at the same time. Mr. Waterous noted that it was intended to be used with the pumper. The descriptive documents go on to add, "The all-metal frame and large wire wheels (of the Hose Cart) are characteristic structural concepts for machines and vehicles popular at the turn of the century."

This beautiful old hand-drawn fire engine, having been on Museum display for over 60 years, would make a great addition to any collection of American fire-fighting equipment.

\$20.000 - 30.000 WITHOUT RESERVE

Offered on a Bill of Sale

303

FROM THE COLLECTION OF THE MUSEUM OF SCIENCE AND INDUSTRY, CHICAGO

C.1856 BUTTON HAND-DRAWN MANUAL PUMPER FIRE WAGON

Wagon-type Wood and Iron Chassis with Wooden "Piano"-style Condenser Box Double Crane Neck and Double Pumping Bars Steerable Front Beam Axle and Fixed Rear Beam Axle Wood Spoke Wheels Separate suction hose

- Extremely rare example of an early American fire-fighting apparatus
- Originally used by the Dubuque, lowa, Fire Department
- Part of the Museum's collection since 1949

for more than 60 years

- Restored by experts to periodcorrect appearance
- Extensive historical documentation





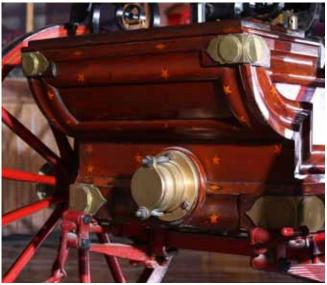
THE BUTTON FIRE WAGON

Fire-fighting was a critical part of urban life in the early years of the United States. Fast-growing, densely-populated cities were particularly vulnerable to an outbreak of fire, and unless quickly dealt with, could and often did lead to major conflagrations. The earliest fire-suppression method was the bucket brigade, but more efficient methods were soon developed, aimed at placing everlarger amounts of water on the flames. In the late 1700s and early 1800s, hand-drawn wagons of various types were fitted with rudimentary pumping systems. Manned by groups of volunteers, these vehicles would be hand-pulled to the fire scene and attached to whatever water sources were available. These wagons with their two-stage pumps were operated by large teams of very strong men. In the later 1800s, the development of much heavier wagons fitted with boilers and steampowered pumps required horse teams. These early fire pumpers were frequently celebrated in the etchings of renowned American lithographers Currier and Ives.

Documents accompanying this fine old hand pumper describe it as having been built in 1855 by the L. Button Engine Works of Waterford, New York. "It is the type known as a piano engine, or piano box, because the oblong condenser box, with its flat deck, suggests a flat piano. The engine has a crane's

neck. The eduction pipes in front of the box are arched high enough to permit the front wheels to be turned under the arch. Thus the engine can be turned around in a space its own length." This pumper is rated as a "first-class engine", operating at 60 strokes per minute, a stroke being a complete movement of the power bars or brakes - down and up. The maximum shift for the pumping crew was 10 minutes, sometimes as little as three. A firstclass engine required a crew of 60 to 80 very strong men. Usually the condenser box of a piano engine was made of rare woods, lavishly carved, and decorated with paintings. The box of this pumper is cherry wood with small buckeye inlays over the screw heads.







THE APPARATUS OFFERED

An extensive file of letters and other documentation suggests that No. 399 was originally delivered to Dubuque, Iowa. At some point, this pumper was made obsolete by newer technology and put aside. It eventually came into the possession of Richard Bissel, a local business owner and antique automobile enthusiast. In early 1948, another antique auto collector, Major Lenox Lohr - then the President of the Museum of Science and Industry, Chicago - learned of the Button's existence, and given Chicago's intense interest in historic fire apparatus, asked if the pumper might be available for purchase and restoration. Lohr proposed a trade involving one or more of his own classic automobiles, but Bissell asked instead if Lohr would simply wish to buy it. Eventually Mr. Bissell accepted \$100 for the Button pumper. Lohr immediately turned the old rig over to

the Museum, where it was renovated and made operable for demonstration at for the 1949 Railroad Fair. The restoration costs were estimated at \$\$2101.21, plus another \$62.34 for "a hose, nozzle, and rope."

Although the upper structure of this pumper was liveried with the name "Washington No.1", the museum was unable to properly tie that name to the Dubuque area, and subsequently began an intense effort to correctly identify the fire company. In 1948, Mr. Bissell wrote of his belief that that "it was an lowa engine, possibly from Dyersville". In the late 1960s, the museum sent inquiries to Fire Department historians in Washington, DC, Philadelphia, and New York hoping to identify the fire company known as "Washington No.1" but found little helpful information. In the mid-1980s, Dr, William

Wilke, a college professor and historian in Dubuque, wrote to Dr. Terri Sinott, Collections Coordinator and Registrar at the Chicago Museum, asking for a photograph of the Button pumper. He soon confirmed the museum that it was in possession of the old Dubuque Button pumper.

This extremely rare manual pump fire engine from the mid-1800s would make a wonderful addition to any serious collection of American fire apparatus.

\$25,000 - 35,000 WITHOUT RESERVE

Please note that the water buckets shown in the images will not be included in the sale.

Furthermore, this Apparatus will be offered on a Bill of Sale.

304

FROM THE COLLECTION OF THE MUSEUM OF SCIENCE AND INDUSTRY, CHICAGO

1856 HUNNEMAN "JAMAICA" TUB-TYPE FIRE PUMPER

Wagon-type Fire Engine
Fitted with Manual Water Pump and Condenser Box
5.5" diameter piping.
Front and rear beam axles with wooden spoked wheels.

- Manufactured by Hunneman Engine Works, the earliest American maker of fire apparatus in the U.S.
- One of 15 "Jamaica"-type fire engines produced between 1846 and 1867
- Hunneman fire engines were widely used in the US, Canada, and Asia
- Part of the Museum's collection since 1948





THE HUNNEMAN FIRE PUMPER

Described by a well-known fire equipment historian Ed Tufts as "The finest engine money could buy", the Hunneman pumper was designed by a brilliant engineer and metallurgist, William Cooper Hunneman, who apprenticed to the American silversmith and craftsman Paul Revere. The Hunneman Engine Company produced no fewer than 745 fire engines of various types between 1792 and 1883, and they were put to good use all over the United States. Some are known to have been shipped around Cape Horn to San Francisco. Others went to Canada, the Philippines, Japan, and China. Hunneman frequently experimented with the use of light metals, a science he learned at Revere's side. The first two of Hunneman's "Jamaica" design

of manual pumpers, Nos. 299 and 300, were sold to the City of Chicago on October 13, 1846. Based on documents obtained from a family descendant, 13 additional examples were produced through August 28, 1867.

Hunneman's sons, William and Samuel, continued the business after their father's death. Grandsons Joseph H. and John C. followed in their footsteps, manufacturing extremely-high quality fire apparatus in the Boston area. The Hunneman Engine Company is credited with building the first steam fire pumper in 1866. That machine cost some \$7000 to build, and was delivered to the City of Somerville, Massachusetts which paid just \$4500, a huge sum for the day.









THE APPARATUS OFFERED

The fine Hunneman engine offered here is No. 568, the sixth of the "Jamaica" series of hand pumpers. It was delivered May 28, 1856, to the city of West Roxbury, Masschusetts, where it served until 1878, when it was sold to the city of Wrentham, Massachusetts. Its history is then clouded, but it was likely put aside when newer machinery became available. No. 568 resurfaced in 1948, when employees of the E.L. Tebbet Spool Company, located in Locke's Mills, Maine, discovered it hidden away in an old warehouse. The company's owner, John W. Tebbets, was a frequent visitor to the Museum of Science and Industry, Chicago, and an avowed admirer of the Museum's fire equipment collection. In a letter dated August 18, 1948, Mr. Tebbets, offered to donate the old Hunneman pumper – which he described as being "in excellent condition" - to the Museum's collection. The museum

happily accepted the offer, and the historic old pumper was acquired that December for the princely sum of \$114.00. The Jamaica was no lightweight; the shipping invoice listed its weight as 1850 lbs, adding \$75.00 in shipping costs to the total.

There are no details as to the extent of restoration this pumper required when it arrived in Chicago, but its condition today speaks well of the work completed at the time. According to the Museum's notes, "When at rest, the power bars or brakes are held in position along the sides of the iron frame and over the wheels. In action, they swing around so that the pumping crew stands at the front and rear of the machine." The main bars of the metal frame are arched in front high enough to allow the front wheels to turn under the arch, adding to the mobility

of the engine. The machine's eduction nozzles are fitted to the bottom of the condenser box. It is also fitted with brackets to hold "squirters", or additional nozzles.

Here is a rare opportunity for a collector of rare and historic fire apparatus to acquire an outstanding example of William C. Hunneman's hand pumpers, and not only have a wonderful piece of Americana to display, but a link to one of the country's bestknown Revolutionary-era craftsmen.

\$25,000 - 35,000 WITHOUT RESERVE

Please note that the water buckets shown in the images will not be included in the sale.

Furthermore, this Fire Apparatus is offered on a Bill of Sale.

PROPERTY OF VARIOUS OWNERS

305

1967 BSA A50 ROYAL STAR

Frame no. A50RA-10144Y Engine no. A50RA-10144Y

498cc air-cooled OHV Parallel Twin
Single Amal monobloc carburetor
29bhp at 6,000rpm (1970/1962)
4-speed manual transmission
Front cartridge and rear twin spring swingarm suspension
2-wheel cable operated drum brakes

- Nicely present example
- Classic British café racer looks
- A perfect back road burner







THE A50 ROYAL STAR

Following Triumph's lead, BSA turned to unitary construction for its range of twins as the 1960s dawned, launching the all-new 500cc A50 and 650cc A65 'Star' models in January 1962. The basic architecture of the preceding A7/A10 models was retained, so the new engine remained an air-cooled parallel twin with 360-degree crankshaft and single camshaft mounted at the rear of the cylinder block. The cycle

parts remained much as before. When the range was revised for 1965, the touring twins were renamed 'Royal Star' (A50) and 'Thunderbolt' (A65) respectively and, together with the Lightning and Spitfire sports roadsters, received the superior two-way damped front fork from the offroad Victor model and a two-pipe exhaust system, the Siamesed exhaust used previously having been dropped.

THE MOTORCYCLE OFFERED

This numbers matching BSA Royal Star was purchased by the vendor seven years ago from sunny, dry Texas. Finished in rich dark blue paint with BSA's classic mirrored tank and a black saddle, it was restored to a nice standard prior to the current owner's acquisition of the machine. A smart looking bike with classic British café racer looks, it is nicely presented today correct details and minimal adornment—just a single rear-view mirror and speedometer. Zip on the leathers and find a windy road.

\$10,000 - 14,000 WITHOUT RESERVE

1942 BMW R75 MILITARY MOTORCYCLE COMBINATION

Frame no. 758660 Engine no. 7208153

745cc OHV Flat Twin Engine Twin Graetzin-Type Carburetors 26bhp at 4,000rpm 4-Speed Manual Transmission with Reverse Telescopic Front Fork with Rigid Rear End 2-Wheel Hydraulic Drum Brakes

- Rare and desirable WWII motorcycle rig
- Recent mechanical rebuild
- Exceptionally capable off-road
- Useful in both desert and forest environments







THE R75

The BMW R75 sidecar outfit that the Wehrmacht used so effectively and in such great numbers in every theatre of its operations during WWII was no mere sidecar combination but a purpose-built, crosscountry vehicle. Designed by engineer/racing driver Alex von Falkenhausen and powered by a 745cc overhead-valve engine housed in a tubular steel frame, the R75 employed an ingenious transmission system featuring shaft drive to both rear and sidecar wheels and two-stage gearing. The latter provided

four alternative ratios for both off-road and tarmac use, plus two reverses. There was a differential that could be locked when conditions became really tough and wide, interchangeable, 16"-diameter wheels shod with knobbly tires. Hydraulic braking was another unusual feature, but as the R75 weighed more than 900lbs unladen and could top 60mph it needed all the stopping power it could get. A total of 16,510 K75s had been built when production ceased in 1944.

THE MOTORCYCLE OFFERED

A 'must have' for any serious collector of automotive militaria, this superb example of one of the most famous military vehicles of WWII was discovered 20 years ago in Germany by an Midwestern collector seeking to acquire this workhorse of the German army. Shortly after acquiring the rig, an engine rebuild was completed with the heads redone. The current vendor acquired the machine two years ago and facilitated a transmission rebuild after his purchase of the machine.

Complete with luggage panniers, spare wheel, and oozing with character, it is ready to storm the beaches of the Hamptons or to motor through the woods of Westchester.

\$25,000 - 35,000 WITHOUT RESERVE

1970 TRIUMPH T120R BONNEVILLE

Frame no. ND30662 T120R Engine no. ND30662 T120R

649cc OHV vertical twin
Single Amal Concentric carburetor
49bhp at 6,200rpm
4-speed manual transmission
Telescopic front forks and swing arm rear suspension
2-wheel cable operated drum brakes

- Nicely finished machine
- Desirable oil-in-sump model
- A classic café racer







THE T120R BONNEVILLE

The café racers' favorite since its launch, thanks to lusty acceleration and a top speed approaching 120mph, the Bonneville arrived at what aficionados consider its ultimate specification with the launch of the 1968 model. By this time the frame had been sorted and 12-volt electrics standardized, but welcome additional improvements included shuttle-valve fork internals, independently adjustable ignition points, Amal Concentric carburetors and a long overdue twin-leading-shoe front brake. For the next couple of seasons the Bonnie continued essentially unchanged before the disastrous launch of the 'oil-in-frame' (OIF) models in 1970 precipitated the collapse of the entire BSA-Triumph Group. Today these late, pre-OIF Bonnevilles are becoming increasingly sought after by collectors on both sides of the Atlantic.

THE MOTORCYCLE OFFERED

Dating from the last year of production prior to the introduction of the oil-in-frame model, this numbers matching Bonnie came into the owner's collection in 2007. Sourced from a Texas garage, it was restored to its factory specifications at some point prior to purchase. Finished in two-tone burgundy and silver color scheme with a black vinyl saddle, it carries some of the modern improvements that had benefited the Bonneville after nearly a dozen years of production. It is a classic café racer that will bring delight to any motoring enthusiast lucky enough to kick a leg over it and go for a ride.

\$14,000 - 18,000 WITHOUT RESERVE

1959 TRIUMPH TR6 TROPHY

Frame no. TR6 023138 Engine no. TR6 023138

649cc air-cooled OHV Parallel Twin Single Amal Concentric carburetor 42bhp at 6,500rpm 4-speed manual transmission Front cartridge and rear twin spring swingarm suspension 2-wheel cable operated drum brakes

- Nicely restored
- Classic color scheme
- The bike of choice for rockers. mods and movie stars







THE TR6 TROPHY

Introduced in 1956, the Triumph TR6 Trophy was the kind of competent all-around machine that owners could modify in almost any direction. Many headed off-road, either as dual-purpose machines or as outright competition mounts in scrambles, enduros and desert races. Bud Ekins and Steve McQueen, among others, jetted across the Mojave Desert on TR6 650cc desert sleds. Not coincidentally when the two friends filmed the riding scenes in the move The Great Escape, many of the bikes involved were Triumph TR6s, including the climactic final chase in which Ekins, doubling for McQueen, flies over a barbed-wire fence near the Swiss border.

THE MOTORCYCLE OFFERED

This numbers matching 1959 TR6 was restored prior to the current owner's acquisition of the bike in 2006. Found in Pennsylvania, it is classic example of why Triumph builds aesthetically identical bikes today-because it is just so good looking and well proportioned. With its amply sized 649cc twin-which at the time was considered far bigger than it is today—it has plenty of power to motor down the road or putter around town. The two-tone white over light blue tank

with red pin-striping is a theme continued onto the fenders while the saddle matches nicely with its black vinyl and white piping. The 'pedestrian slicer' front license plate holder completes the package nicely.

While the 'Wild Ones' here in the states road Harleys, in the UK they road Triumphs. Looking at this bike, it isn't hard to figure out why.

\$14,000 - 18,000 WITHOUT RESERVE

1981 MERCEDES-BENZ 380SEL SEDAN

VIN. WDBCA33A4BB015932

3,839cc SOHC V8 Engine Bosch K-Jetronic Fuel Injection 201bhp at 5,250rpm

- 4-Speed Automatic Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Power-Assisted Hydraulic Disc Brakes

- Cost over \$48,000 new
- Nicely appointed and complete with two sets of wheels
- Garaged and well maintained since new
- The 1980s ultimate luxury sedan







THE 380SEL

Mercedes had cultivated a niche market for itself at the top of the luxury car heap with its line-topping Sonderklasse, or 'Special Class' series of cars. Introduced in 1972 with the W116-Series, the new-for-1979 W126-Series would go on to be produced for a record 12 years—the longest of any S-Class model-and come to be both the finest and best-selling luxury sedan on the market. A sleeker, more efficient, safer, and comfortable car than its predecessor, it was powered by a multitude of drivetrains, from 3.0 liter inline six to a 5.5 liter V8. When the car debuted at the Frankfort International Motor Show in September 1979, it was immediately showered with praise as magazines jumped to bestow it with awards.

THE MOTORCAR OFFERED

This 380SEL was produced in the same year that *Car & Driver* magazine named the model one of that year's '10Best Cars'. Listing for a hefty \$48,000—five times what it cost to buy a Chevy Caprice—this Benz was finished in black over tan. It spent the vast majority of its life in the warm, sunny climate of southern Florida in the care of Mount Kisco car dealer John Martabano, the proprietor of Marty Motors. Carefully maintained and always garaged at Martabano's summer home, according to its clean CarFax report it had a only 7,814 miles on the clock when it passed its 17th birthday.

Acquired by the vendor from the estate of Mr. Martabano, the big Q-Ship still shows very well today. Its lifetime of fastidious maintenance and garaged existence bely the less than 100,000 miles on the odometer as the car looks much nicer than the mileage would indicate. Reported to be a very good driver, it comes with both its original powder coated wheels and a set of chromed Mercedes wheels for more showy occasions. A favorite of everyone from titans of industry to drug kingpins, it is still a very stylish and comfortable way to motor around.

\$8,000 - 12,000 WITHOUT RESERVE

1958 ALFA ROMEO GIULIETTA SPIDER

Coachwork by Pinin Farina Chassis no. AR 1495 04505 Engine no. AR 1315 43835

1,290cc DOHC Inline 4-Cylinder Engine Single 2-Barrel Solex Carburetor 91bhp at 6,000rpm 4-Speed Manual Transmission Independent Front Suspension – Live Rear Axle 4-Wheel Drum Brakes

- Highly original and complete "barn find" Giulietta
- Parked in 1976, with less than 53,000 miles recorded
- Delivered new to Max Hoffman Motorcar Company
- A perfect candidate for a Concours restoration
- Documented by Alfa Romeo Centro Documentazione







THE ALFA ROMEO GIULIETTA

"The Alfa, in a few words then, is a small car with a rev-happy DOHC engine that can carry two people from point A to point B over all types of roads quicker than most cars twice its size. It does this not with blinding speed but with a wonderful combination of roadholding, compact size and sheer willingness" – Car & Driver on the Giulietta Sprint.

With the introduction of the 1300cc Giulietta in 1954, Alfa Romeo established the 'small car, big performance' formula that would characterize its finest offerings from that point on. The Giulietta's arrival caused a sensation; demand quickly outstripped supply, causing Alfa Romeo to rethink its production strategy and become a high volume manufacturer. The original Bertone-designed Giulietta Sprint Coupe of 1954 was soon joined by a more practical Berlina Sedan and a charming Spider, the latter sporting elegant coachwork designed and built by Pinin Farina.

THE MOTORCAR OFFERED

According to factory records from Alfa Romeo's *Centro Documentazione*, this Giulietta was completed at the Milianese Alfa Romeo plant on July 21, 1958. The new left hand drive Spider was finished in a sporting red color, configured as left hand drive, and destined for the United States, where legendary importer Max Hoffman Motorcar Company later took delivery the following month.

The new Spider was sold to a Mr. Hillman, residing in Florida and Illinois, and records show service and maintenance work performed while in Hillman's ownership. Hillman would keep the Giulietta until 1961, when he traded it in with circa 15,000 miles, at the Fancl-Bogan Chevrolet dealership in Oak Park, Illinois. In July of 1961, the Alfa Romeo was purchased by Mr. John A. Clark, a chemical engineer from Stroudsburg, Pennsylvania. Mr. Clark used the little Red

Spider over the next decade, before taking it off the road in 1976, with just 52,239 miles recorded. It remained in storage until Mr. Clark's passing in the late 2000s, when purchased by the consignor.

Accompanied by an abundance of receipts, records and the factory tool kit, this barn find Guilietta is an incredible original and complete example. The perfect candidate for a restoration, this low mileage Alfa Romeo still retains most of the factory finishes, as well as the rare Motorola radio surely mounted when new at Hoffman's. This Giulietta has been spared from mediocre restorations or modifications over the years, and really deserves to be put back on the road.

\$25,000 - 35,000 WITHOUT RESERVE

Please note this car is titled under chassis number: 149504505

1994 MERCEDES-BENZ S600 SEDAN

VIN WDBGA57EXRA179518

5,987cc DOHC V12 Engine Bosch LH-Jetronic Fuel Injection 389nhp at 5,200rpm

- 4-Speed Automatic Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Power-Assisted Hydraulic Disc Brakes

- Fewer than 47,000 miles from new
- Garaged and well-kept since new
- The ultimate Q-Ship
- Over \$130,000 new







THE S600

With each successive generation of Mercedes-Benz cars, the Stuttgart manufacturer maintains its tradition of offering the very finest automobiles across a wide range of classes. Debuted at the Geneva Salon in March, the new W140-series was developed at a cost of over \$1 billion and was unquestionably the most advanced motorcar on the planet when it came out. Offered in the US with a choice of a 3.2 liter V6, 4.2 liter V8, 5.0 liter V8 and a range topping 6.0 liter V12, standard equipment on these supremely well-appointed automobiles included a four-speed automatic transmission, traction control, double-paned glass, electronic stability control, and pneumatically self-closing doors. The S500 and S600 were electronically limited to a maximum speed of 155mph, surely fast enough for most mortals. In 1993 Mercedes-Benz changed the model designations of the 500SEL/600SEL to S500/S600. Often considered the last 'over-engineered' Mercedes, the W140-series is still believed by many to be the ultimate Q-Ship.

THE MOTORCAR OFFERED

This black on black S600 was the range topping Mercedes that year. Listing for some \$130,000, it was delivered new to New Jersey and first registered on February 16, 1994. The additional \$35,000 over the cost of an S500 bought you more than just four extra pots. In addition to all of the standard and optional luxury features that came equipped in the S500, additional wood and leather trimmed the cockpit, the headliner was finished in suede, the grill fitted was unique to the model and the discrete 'V12' badge affixed to the C-pillar hinted at the power underfoot.

This big Benz spent most of its life in garaged comfort as part of the collection of John Martabano, the owner of Marty Motors, a large Cadillac, Lincoln, Mercury, and Rolls-Royce dealer in Mount Kisco, New York. Driven sparingly, always garaged, regular maintained and complete with a squeaky clean CarFax report, the car still looks virtually unused with less than 47,000 original miles on the odometer. A favorite of bankers, diplomats, royalty and dictators, here is an opportunity to get a barely used example of the last great 'bank-vault' Benz for mere pennies on the dollar.

\$12,000 - 18,000 WITHOUT RESERVE

C.1970 LEGRAND MK10 SINGLE SEAT FORMULA FORD RACER

4-Wheel Adjustable Heim Joint Independent Suspension 4-Wheel Disc Brakes

- A rarely seen margue
- Closely related to the Formula B racing Mk6
- Largely complete save for its drivetrain
- An excellent entry into vintage racing







THE LEGRAND MK10

In the world of single-seat racing, the plethora of manufacturers offered aspiring racers and weekend road burners any number of options from Citation to Lotus to Zink. Among the options offered for the smaller formula cars was California-based LeGrand, started Aldin 'Red' LeGrand. A senior mechanical engineer in the aerospace industry, LeGrand started his eponymous company with a Renault-based special that completed in the early 1960s. He worked his way up to Formula 4 with his successful Cheetah in 1963 and later to Formula B with the Mk6 and then laterally to Formula Ford with the Mk10 in 1968.

Essentially a simplified version of the Mk6, the Mk10 was no slouch as it kept the hightech and light weight adjustable Heim joint suspension of it's bigger brother. Bodywork was shared between the two Marks. Initially fitted with magnesium wheels and front uprights, changes in the Formula Ford rules prompted a switch to steel. Bodywork also slowly changed to comply with Formula Ford regulations while the wheelbase and front and rear track grew over the years. After four successful years, the Mk10 was replaced by the Mk13F which featured new bodywork and inboard brakes.

THE MOTORCAR OFFERED HERE

This Mk10 is fresh from long term storage. Fitted with the later steel wheels and suspension uprights, this former Scuderia Aeronaut LeGrand includes its original red and white striped body work. The cockpit includes its original steering wheel and gauge cluster along with a fitted, padded seat. Offered without a drivetrain, it could is designed to accept a 1,600cc Formula Ford motor.

A fun and inexpensive way to get into motorsports, this Mk10 is an excellent basis for a weekend racer.

\$8,000 - 10,000 WITHOUT RESERVE

Offered on a Bill of Sale.

313

1990 JAGUAR XJS V12 CONVERTIBLE

VIN SAJNW4846LC172329

5,343cc SOHC V12 Engine Lucas-Bosch Digital Electronic Fuel Injection 260bhp at 5,250rpm

- 3-Speed GM Turbo Hydramatic Automatic Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Power-Assisted Hydraulic Disc Brakes

- One owner from new
- 28,000 original miles
- Always garaged and carefully maintained
- The ultimate V12
 Jaguar convertible







THE XJS

Conceived as a comfortable and long-legged *Grand Routier*, rather than an out-and-out sports car like the preceding E-Type, the XJS made use of the Jaguar XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJS debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 enabled it to weather the storm.

Jaguar's first response to demands for an open-top XJS in 1988 was somewhat conservative in engineering terms. The XJS had not been designed with an open version in mind, so the Targa-style arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof. Essentially an exercise in niche marketing to test public reaction, the Cabriolet's production was entrusted to outside specialist contractors, with bodyshells being transported back and forth across the Midlands before returning to the Brown's Lane factory prior to final dispatch. Following the Cabriolet's deletion, both the Coupé and conventional Convertible models lasted until the end of XJS production in 1996.

THE MOTORCAR OFFERED

This Diamond Blue over dark blue leather XJS V12 Convertible was purchased new by the vendor in Westchester County, New York. A lovingly maintained droptop, it has been garaged and meticulously cared for since new, enjoying the harsh Northeastern winters in heated garage comfort. Showing a mere 28,000 miles today and reported to be a lovely driver, it is complete with its service records, original owner's manual and even has both of the sets of keys with which it left the factory. 24 years on, this example of the first jaguar convertible to follow the E-Type is now ready for only its second owner.

\$15,000 - 20,000 WITHOUT RESERVE

314

1947 MG TC

Chassis no. TC/3043 Engine no. XPAG/3624

1,250cc OHV Inline 4-Cylinder Engine Two SU Semi-Downdraft Carburetors 54.4bph at 5,200rpm

- 4-Speed Manual Transmission
- 4-Wheel Semi-Elliptic Leaf Springs with Front and Rear Live Axles
- 4-Wheel Hydrualic Drum Brakes

- Concours restoration complete only 10 years ago
- AACA First Junior Award winner
- The car that launched the post-WWII sportscar craze
- Single owner since 1989







THE TC

The first of MG's T-Series Midgets - the TA of 1936 - retained the classic lines established by the J2 and its successors. A larger car than the preceding PB, the TA featured a new longer-wheelbase chassis and offered increased passenger room inside more spacious bodywork, thus starting the process that would see the Midget grow in refinement, and weight, as the years progressed. Three years later the outwardly-similar TB Midget debuted the all-new, 1,250cc, XPAG, overhead-valve engine, a power unit which would form the mainstay of MG production for years to come. Performance was improved over the TA's, for although slightly smaller in capacity than its predecessor the shorter-stroke XPAG revved higher and was more powerful, its 54bhp being sufficient to propel the Midget to a top speed approaching 80mph.

Announced late in 1945, the TC Midget was based on the 1,250cc XPAG-powered TB of pre-war days and possessed comparable performance (top speed was around 78mph) while featuring a widened (by 4") body and improved suspension incorporating Luvax-Girling hydraulic dampers. More than any other car, it was the MG TC that was responsible for starting the American love affair with the British sportscar, many of the 10,000 produced up to the end of 1949 finding customers in the United States.

THE MOTORCAR OFFERED

This black over red hides TC was acquired by the vendor in 1989. A complete but scruffy car, a complete restoration was carried out by New England Classic MG between 1992 and 1994. Taken down to the frame, it was fitted with a new tub made in England and mechanically redone with a new crankshaft, balance pistons, redone transmission and refurbished rear end. A Tompkins Steering Kit was also installed for more precise handling.

The finished roadster earned an AACA First Junior in Hershey, Pennsylvania in 1999 and later the New England MG T Register Award. In the decade since completion, about 2,200 miles have been enjoyed in the car, with regular maintenance conducted the whole time. Replete with service and restoration records, it is a rare opportunity to acquire a fine example of MG's ever popular TC, certain to provide the new owner with many enjoyable moments at the wheel.

\$28,000 - 34,000 WITHOUT RESERVE

1985 FERRARI MONDIAL 3.2 CABRIOLET

Coachwork by Pininfarina VIN ZFFUC15A4F0057179

3,185cc DOHC V8 Engine
Bosch K-Jetronic
266bhp at 7,000rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- A fine example of Ferrari's only Cabriolet from the 1980s
- Only 3,000 miles driven in the last 20 years
- Italian style and power for Japanese prices
- Often considered the most useful car out of Marnello







THE MONDIAL 3.2

Derived from the 308GT4 of 1973, which was the only production Ferrari not to have been penned by Pininfarina but by Bertone, the Mondial 8 was essentially a made-over 308GT4, but with Pininfarian-styled body and a longer wheelbase. It was the Maranello firm's first attempt at producing a 'world car' model and, to meet the increasingly stringent emission requirements of so many export markets, the famous 3-liter V8 engine had to be fuel-injected. A cleaner engine resulted in a loss of power and torque however. Happily for red-blooded Ferrari fans though, these vital statistics were restored with the introduction of the Quattrovalvole (4-valve) engine which became an option from the 1982 model year onwards. 1983 saw the introduction of a cabriolet version, the first softtop Ferrari had made since the Daytona Spider. While in 1985, the Mondial engine was enlarged to 3.2 liters, resulting in increased power output and improved torque.

THE MOTORCAR OFFERED

An example of the penultimate iteration of the Mondial, the 3.2, this *Rosso Corsa* over tan leather Cabriolet is document with a clean CarFax and service records. Spending its early years in South Florida, it had accumulated the bulk of its just over 46,000 miles by 1992. Moving up the coast, it spent the early 2000s in North Carolina before coming to the Northeast in 2009 after a brief stint in Michigan.

One of only 810 Cabriolets built from 1985 to 1989, it shows well today, and having been driven only about 3,000 in the last 22 years, it has been regularly serviced and maintained. One of the most affordable ways to get into the world of Ferrari ownership, this droptop Mondial is ready for a summer of Italian motoring for Honda prices.

\$22,000 - 28,000 WITHOUT RESERVE

1962 VOLKSWAGEN BEETLE "SUN ROOF" SEDAN

Chassis no. 47-83962 Engine no. 6810581

1,192cc OHV Flat 4-cylinder engine Single Solex Carburetor c. 55bhp at 5,000rpm

4-speed manual transmission

4-wheel Independent suspension

4-wheel drum brakes

- Long-term ownership
- Great driving example ready to use
- Period color-combination
- Full length fabric sun roof
- Charming example the iconic Beetle







THE VOLKSWAGEN TYPE 1 "BEETLE"

The Volkswagen's layout was the essence of practicality. The platform backbone frame was simple to build and adaptable, the rear mounted engine left the entire volume between the wheels free of obstructions and mated directly to the transaxle which eliminated the driveshaft. Porsche's favored trailing arm independent front suspension with transverse torsion bar springs imposed little upon the internal volume and the swing axle rear suspension coped with the typically rough roads of the day. Porsche preferred an air cooled engine because it eliminated the whole water cooling system of pumps, pipes, hoses and radiators as well as eliminating the risk of freezing in cold northern winters. From the late Fifties through the early Seventies, Volkswagens sold in hundreds of thousands in the United States, peaking at 572,573 in 1970. In 1973 the Beetle surpassed the Model T's 21 million unit total production and has continued to add to its margin for a further quarter century.

THE MOTORCAR OFFERED

This nice example of the rare Sun Roof bug spent more than 40 years in its second owner's care. Having been well maintained over the years it received periodic restoration work to keep it in fine form. A respray in its original color was performed and a new correct type white interior has been fitted. The car still remains quite original and appears to not have been pulled apart. Upon a recent test drive by a Bonhams specialist it was found to drive very well and was surprisingly sporty.

Always charming and great fun to drive, the Beetle is a true automotive icon. The pre-64 cars are always scarce compared to the late cars and a good sun roof example is not easy to find. With incredible parts availability and easy servicing, the Bugs are a great way of getting into collector cars. Considering the recent prices achieved for cabriolet versions, these sun roof cars represent excellent value.

\$15,000 - 20,000

1988 JEEP GRAND WAGONEER

VIN IJCNJ15U9JT127638

360ci OHV V8 Engine
Single 2-Barrel Motorcraft Carburetor
144bhp at 3,200rpm
3-Speed Automatic Transmission
4-Wheel Semi-Elliptic Leaf Springs with Front and Rear Solid Axles
Front Vented Disc and Rear Drum Hydraulic Brakes with Vacuum Power Assist

- Beautifully presented, original California car
- Just over 68,000 miles from new
- 3-owner car
- The original luxury SUV







THE GRAND WAGONEER

Luxury SUVs are nothing new, but when the Jeep Wagoneer came out in 1963, it was something genuinely different. Combining the rugged attributes of a truck with the luxury of a sedan made for a unique, segment breaking vehicle. So successful was the model that it survived until 1991.

In nearly three decades of production, the Jeep's architecture changed little. Sporting a body-on-frame design with solid axles and leaf springs all around, it was a classic example of "if it ain't broke, don't fix it!" Power was delivered to all four wheels via a viscous coupling center differentials allowing rear-wheel drive only operation for a bit of added fuel economy, if you consider 13 miles to the gallon 'economical'. Off road the Jeep was capable of going toe-to-toe with a new Range Rover and on road its handling proved adequate, if a bit primitive given its somewhat hoary underpinnings.

In a July 1988 comparison test against a Range Rover, *Car and Driver* waxed about the Grand Wagoneer's, "leather upholstery trim and, both inside and out, lots of chrome and fake wood" not to mention copious power features. While performance didn't exactly light the heather afire, taking 13 seconds to get to 60mph, the Range Rover took even longer to do the duty and still cost a third more.

THE OFFERED MOTORCAR

This three-owner from new Grand Wagoneer was delivered new to an elderly couple in Northern California in June of 1988. From the final iteration of the Wagoneer, it benefited from all of the upgrades that would be bestowed upon the model making it the most comfortable and desirable version available then and now. Sparingly used by its first owners, it was sold to another older couple in 1999 before coming to the collection of the current vendor a year ago.

Showing only a bit over 68,000 original miles, it is completely original. A luck recipient of two and a half decades of dry California climates, meticulous maintenance and minimal use has kept this white over burgundy Jeep looking extra fresh. The obvious decedent of the great woodies of yore, this Jeep is ready to continue its tradition of shuttling the family from the wilds of Westchester to the beaches of Southampton in comfort and style!

\$25,000 - 30,000 WITHOUT RESERVE

1959 FIAT 600 JOLLY BEACH CAR

Chassis no. 100.595511 Engine no. 100.000 648733

633cc OHV Inline Four Cylinder Engine Single Carburetor 28.5bhp at 4,600rpm 4-Speed Manual Transmission Independent Coil-Spring Front and Trailing Coil-Spring Rear Suspension 4-Wheel Hydraulic Drum Brakes

- Top-quality restoration
- The perfect car for the south of France or the Hamptons
- Makes a great yacht tender
- A most desirable coral color combination







THE 600 JOLLY

Undoubtedly the most endearing variant of the eponymous Fiat 600 was the Jolly, an open runabout intended for beach resorts and other tourist destinations. Created by Ghia on the 600 base, the cars featured weather-resistant wicker seats and a fringed surrey top for protection from the sun.

The 600, introduced in 1955, was Fiat's successor to the long-running 500 Topolino. Built on the original 500's 2,000 mm (79-inch) wheelbase, the new car had a larger, 633cc water-cooled four, with the added benefit of a water pump. The body was unitary and suspension was independent all around, with a transverse leaf in front and

coil springs and trailing arms to the rear. An efficient package, it seated four in a space no larger than the two-passenger Topolino. Debuted at the Geneva show, it was an immediate hit. By 1961, production reached 1,000 a day. The first prototype Jollys were seen in 1956, though production, which was always in small quantities, did not get under way until 1958. Some 200 were built initially, with one delivered to Henry Ford II. Comparatively expensive (nearly twice the price of the basic model 600), the tended to be purchased by wealthy owners with large yachts, among them Aristotle Onassis. A fleet of 32 furnished taxi service on Catalina Island off the coast of California.

THE MOTORCAR OFFERED

This 600 Jolly was acquired from the Italian Vintage Cars Collection offered in Greenwich in June of 2010. It had been found by that collection in what might be described as its native Florida and acquired in 2001. Advertised at the time as a low mileage example it was then as now in the coral pink color and with the standard wicker seats, but had quite some age to it and so a decision was made to restore the car using their in house facilities.

Today the Jolly is still looking fresh from its several year old restoration when it received new paint, newly redone seats, a new top and completely refurbished chrome. The transmission also received a new clutch. One of only 100-or-so survivors, it has been continuously stored in a climate controlled garage since acquisition. Described by its owners today as a good straight and correct example that drives strong and well it is ready to return to the beach this summer!

\$80,000 - 100,000

1940 LINCOLN ZEPHYR CONVERTIBLE COUPE

Chassis no. H-102607

292ci Flathead V-12 Engine
Single 2-Barrel Carburetor
120bhp at 3,500rpm
3-Speed Manual Transmission with 2-speed Columbia rear end
Solid Front and Live Rear Axle with 4-Wheel Semi-Elliptic Leaf Springs
4-Wheel Hydraulic Drum Brakes

- Two owners from new
- Lincoln's most expensive model in 1940
- A CCCA Full Classic®
- Excellent tour car







THE CONTINENTAL

Introduced in late 1935 as a 1936 model, the original Lincoln-Zephyr combined the aerodynamic efficiency of streamlined styling with an early form of unit body construction that reduced weight while enhancing rigidity. A style leader from the beginning, the original Zephyr featured a tall, prow-like grille for its first two years. A new face appeared on the 1938 Zephyr, featuring a low-mounted, horizontal grille that would have a tremendous influence on automotive designers everywhere—by 1940 many American cars were frankly copying the late '30s Zephyr frontal ensemble.

The 1940 model year was a transitional year for Lincoln, as the new and very exclusive Continental, based on the Zephyr chassis, went into production just as the last of the huge Lincoln Model Ks super-luxury cars were delivered. Meanwhile, the 1940 Lincoln-Zephyr was a clean, beautifully detailed car that appeared to have evolved from the 1939 models. But it was in fact an essentially all-new car.

The new second generation Zephyr continued the basic frontal design pioneered on the '38, although the low grille was larger and the headlamps mounted in the fenders were the new sealed-beams that were being adopted industry-wide in

1940. At the rear, the dramatic taper of earlier Zephyr bodies was replaced by a fuller design that allowed wider rear seating and added luggage room.

An L-head (or 'flathead') V-12 continued to power the 1940 Zephyr. Displacement, however, was upped to 292 cubic inches and maximum horsepower was now 120. The rugged Zephyr 3-speed manual transmission (which would become a legend among hot rodders of a later generation) was now shifted via a steering column-mounted lever. Instrumentation was new, as well, with most instruments placed directly in the driver's vision...instead of in the center-mounted clusters found in earlier models.







THE MOTORCAR OFFERED

The original Zephyr of 1936-1937 had not been offered in open models. During 1938 and 1939, though, both Convertible Coupe and Convertible Sedans were offered. Although attractive, they were obviously built from modified closed bodies. The 1940 Convertible Coupe, then, was the first Lincoln-Zephyr that looked like it had been designed as an open car. It also featured an interior with more room, especially in the rear seat area and was now designated a six-passenger model. The massive convertible top was power-operated for the first. Standard rear-wheel shields - aka 'skirts' - added to the Zephyr's smooth lines.

Among the 10 Zephyr regular-production body styles offered for 1940, the Convertible Coupe, with its factory list price of \$1,770, was the most expensive. Built on the standard Zephyr 125-inch wheelbase, it was both sized and priced as an alternate to convertibles offered the 1940 Packard 160 and Cadillac Series 62 convertibles although both of those cars were powered by eight-cylinder engines.

Only 700 Lincoln-Zephyr Convertible Coupes were built for 1940. This example, which is fitted with the desirable Columbia 2-speed rear end, was purchased by the vendor in the early 1980s its original owner in Stamford, Connecticut and restored in the early 1990s as a driver. Following the restoration, however, the Conti was never actively used. Recently cosmetically refreshed, it is a CCCA Full Classic® that provides many of the comforts of a modern car, and long legged cruising capabilities thanks to its twin speed rear differential, but all of the qualifications of a pre-WWII machine.

\$55,000 - 65,000

1960 AUSTIN-HEALEY 3000 MKI BN7 TWO-SEATER

Chassis no. HBN7L/5919 Engine no. 29D/RU/H7178

2,912cc OHV Inline 6-Cylinder Engine
2 SU Carburetors
132bhp at 4,600rpm
4-Speed Manual Transmission
Independent Front Suspension – Live Rear Axle
Front Disc – Rear Drum Brakes

- Documented history from new replete with original paperwork
- Gold level certification by the Austin-Healey Concours Registry
- Five owners from new
- All books, tools, and weather equipment included
- Canadian history from new





THE AUSTIN-HEALEY 3000

The "Big Healey" retained the essence of its curvaceous long hood/short deck progenitor, the Austin-Healey 100/4 roadster of 1953. Designed as a sports car and indeed quite successful in rallying and racing, the Austin Healey had by 1960 evolved into the far more civilized and capable machine as offered here. The enlargement of its C-Series six-cylinder engine to 2,912cc and the adoption of Girling front disc brakes differentiated the new-for-1959 Austin-Healey 3000 from the preceding 100/6. Contemporary road tests typically recorded performance figures of 114mph top speed and a 0-60mph time of approximately 11 seconds.

In 1960, the second production year for the sixcylinder Healey's, the marque saw great success on the competitive international rally scene, with Pat Moss and Ann Wisdom winning the Liegecars were light enough to perform admirably with extra power of the three-liter engine.

THE MOTORCAR OFFERED

Offered here is arguably the most desirable model of the six-cylinder model range; a left-hand-drive BN7 two-seater. According to original dealer invoice, this BN7 purchased from Ensign Motors Limited in Toronto, Ontario on May 14, 1960 by Mr. Francis H. Devereux of nearby Rexdale, Ontario. The new Healey was finished in white with red interior and black soft-top.

Mr. Devereux enjoyed the car for a score of years before selling it to Grégoire Guay—an official Austin-Healey judge—in 1980. Guay had the car professionally restored to concours condition in 1989 and shortly thereafter listed the car for sale in the Quebecois Austin-Healey club magazine, *La Clef Anglaise* in April of 1992. Fellow French Canadian Richard Couillard acquired it and kept the Healey for eight years before moving the car onto its fourth owner,

Claude Jauron. The restoration performed on the car 12 years earlier had mellowed a bit by 2001 when Mr. Jauron undertook a refurbishment of the body and mechanics. Documented in photos and a complete docket of receipts, the finished product earned a Concours Bronze at an Austin-Healey meet and numerous additional awards over the course of the next seven years.

In 2007 the car's fifth owner, an Austin-Healey enthusiast and the current vendor, acquired the car. While Concours Bronze is nice, Concours Gold is better—and after a thorough restoration of the interior and trunk with all correct pieces, as well as a thorough appraisal of the rest of the roadster with the help of marque expert Richard Chrysler to correct any inaccuracies, Austin-Healey Concours Registry Gold level certification







was achieved in 2009 with the certificate to prove it. As the car was intended for use, however, improvements were made to carefully incorporate additional soundproofing, insulation, and vibration deadeners without disrupting the authentic appearance of the car. For all intents and purposes, this BN7 is as proper as one that just rolled off the production line.

Having spent its entire life in Canada, with the vast majority near Montreal, its five careful owners have taken exceptional care of the car. Since 2000 the car has been used in the driver's parade for the Montreal Formula One Grand Prix with the likes of Nico Rosberg and Ralf Schumacher waving to the fans from atop this car. In 2002 the white Healey visited by John Healey, the son of Donald Healey, and in 2009 it had a joyful reunion with its

original owner, Mr. Devereux (both events are recorded in photographs).

Today the car continues to show very well inside and out. Said to be a strong performer and lovely driver, it is accompanied with a thorough dossier of service records, photographs, and original paperwork including the original dealer invoice, warranty card, driver's handbook, and service manual. Additionally coming along with the roadster are its original tool roll, jack, and sidescreens as well as both the canvas soft top and black vinyl tonneau cover. One would be hard pressed to find a nicer example.

\$65,000 - 85,000

Please note this car is titled under chassis no. HBN7L05919. Furthermore, this lot is applicable to customs import duty.



1973 VOLKSWAGEN TYPE 181 – THE THING

Chassis no. 1833023202

1,584cc air-cooled OHV flat 4-cylinder engine Single Solex 34 PICT 3 carburetor 46bhp at 4,000rpm

- 4-speed manual transmission
- 4-wheel independent suspension
- 4-wheel hydraulic drum brakes

- Lots of dealer installed options
- Complete with top, side curtains, and wooden floormats
- Nary a more perfect summer ride exists







THE TYPE 181—THE THING

Volkswagen's "Thing" had its roots in a military project. Loosely based on the World War II Kübelwagen, it was intended as a lightweight, four-wheel drive utility car for several European armies. Although Volkswagen decided not to enter the competition for this "Europa Jeep," company management felt that a "fun vehicle" in that formula could be popular in the consumer market. Thus was born the Type 181 Kurierwagen, called "Trekker" in the U.K., "Safari" in Mexico, where many were built, and "The Thing" in the United States.

Based on the mechanicals of the Type 1 Beetle, it used a Karmann Ghia floorpan and 1,500 and 1,600 cc versions of the familiar aircooled flat four engine. Transmissions were all VW's four-speed manual. Production began in 1969 in Germany, with early units delivered, ironically, to the German Army, as well as Dutch and Belgian forces. Civilian sales began in 1971, by which time Mexican production had started. Marketing in the U.S. commenced in 1972. In all, more than 90,000 were built through 1983, though civilian sales halted in 1980. Difficulty in meeting safety requirements resulted in withdrawal from the United States market after 1974.

THE MOTORCAR OFFERED

So square it's cool, this Blizzard White "Thing" is about the most fun you can have with your pants on. Outfitted with a number of dealer options including roll bar, front push bumper, and rear tire carrier—all useful safety features should things get too fun—as well as oak stave 'floormats', shift console and 'The Thing' side stripes should anyone inquire just what it is you're wheeling around.

A well-kept car that is free of rust, it was resprayed in its original color in 2003 while its black vinyl interior, top and side curtains are all in very nice order.

On the road "The Thing" is reported to drive beautifully with a smooth transmission and the ability to cruise at over 60mph with ease. Between this and its tidy aesthetics, it creates a smile for driver, passengers and those that you pass by on the road, all in all a great weekend/vacation car.

\$15,000 - 20,000 WITHOUT RESERVE

1952 MORGAN PLUS 4 ROADSTER

Chassis no. P2616

1,991cc OHV Inline 4-Cylinder Engine 2 SU Carburetors 105bhp at 4,800rpm 4-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Drum Brakes

- Classic example of Morgan's most popular model
- Well-maintained car that drives very well
- Beautifully finished in black over red leather
- Desirable two-seat configuration







THE MORGAN PLUS 4

Morgan's first four-seater, four-wheeled sports car—the 4/4—appeared in 1937. By 1950, the old motor was being phased out and a more powerful replacement was sourced. It was felt that a change of name was justified for the new model; 'Plus 4' was chosen and an old advertising slogan resurrected - 'fastest at the price'.

The Plus 4 represented a major step forward in the evolution of the Morgan sports car. Although the traditional chassis layout was retained—what else would one expect from Morgan?—the frame did undergo extensive

alteration, gaining in both wheelbase and track dimensions while being considerably strengthened. The centrally mounted Moss gearbox was carried over from the 4/4.

With supplies of the old flat-fronted radiator and separate headlamps coming to an end, Morgan opted for a front-end makeover in 1953 that would eventually produce the rounded radiator cowl appearance that Morgan retains today.

In the end, a mere 117 'Flat Rad' Plus 4s were dispatched from Malvern Link.

THE MOTORCAR OFFERED

This nice "flat front" Morgan is an older restored but well-presented example. A strong running and well sorted car, it looks particularly good in the black over red livery. It is in what one would describe as great driver condition.

Close examination shows a well sorted car. The correct and authentic details are well attended to. A few performance upgrades like Koni shocks are fitted at the front, and the engine has a great exhaust system with just enough bark to let you not forget you are driving a proper sports car. The red leather interior has aged just enough so that it is soft and supple while still having a nice charming appearance.

These early Plus 4s have really been sought after recently and this is a particularly nice example of a great driver.

\$40,000 - 50,000

1963 MASERATI 3500 GTi SUPERLEGGERA COUPE

Coachwork by Touring Chassis no. AM101-2638 Engine no. AM101-2638

3,485cc DOHC Inline Six Cylinder Engine
Lucas Indirect Fuel Injection
235bhp at 5,500rpm
4-Speed Manual Transmission
Independent Double Wishbone Front and Semi-Elliptic Leaf Spring Rear
Suspension with Live Rear Axle
4-Wheel Disc Brakes

- An unrestored survivor
- 40 years spent with a single California owner
- 31,370 miles from new
- Perfect candidate for restoration of preservation







THE 3500GT

Introduced at the Geneva auto show in 1957, the Maserati 3500 GT was produced through 1964. More than 2,200 of these sleek 2+2 pillarless coupes were built, each one a tribute to the racing heritage of one of Italy's most storied car builders. The 3500 GT's alloy body was styled by Carrozzeria Touring and utilized the firm's famous Superleggera lightweight construction techniques.

A derivative of the engine designed for the world championship-winning Maserati Tipo 250F Formula 1 racer, the 3500 GT's 3.5-Liter

DOHC six-cylinder engine produced 220bhp in carbureted form. The 1961-1964 production was equipped with a ZF five-speed manual transmission, replacing the 4-speed used earlier. The GTi designation arrived in 1962—the "i" signifying Lucas-sourced fuel injection, introduced that year, that bump power to 235bhp. Built initially with drum brakes and a four-speed gearbox, the 3500GT was gradually improved, gaining five speeds, front disc brakes and, finally, all-disc braking. By the time the 3500GT was discontinued in 1964, around 2,200 of all types had been made.







THE MOTORCAR OFFERED

A rare survivor, this very original 31,370-milefrom-new 3500GTi spent four decades in the care of a single California owner. The Amaranto Rame paint has taken on an added layer of character over the years while the tan leather interior is clean and inviting. Benefitting from all of the final production upgrades bestowed upon it within the last two years of production, this injected 3500 retains its original engine. It is reported that a recent drive by a Maserati specialist produced enthusiastic comments on the car's performance and preservation. As with any

unrestored motorcar, it is recommended that a degree of mechanical inspection is done prior to active use.

Unquestionably one of the best looking models to leave the Maserati works, 3500s continue to represent good value when compared with the contemporary offerings from Maranello. Whether purchased with an eye toward restoration or preservation, this Maserati will make an excellent addition to any garage.

\$140,000 - 180,000





1954 CHEVROLET CORVETTE

Chassis no. E54S003858 Engine no. 076904IF54YG

235ci OHV Inline 6-Cylinder Engine
3 Carter Carburetors
150bhp at 4200rpm
2-Speed Powerglide Automatic Transmission
Front Independent Suspension - Live Rear Axle with Semi-Elliptic Leaf Springs
4-Wheel Drum Brakes

- Numbers-matching example
- Recent Concours restoration to high standards
- Completely overhauled engine and transmission
- Three owners from new
- Fewer than 32,000 original miles







THE CHEVROLET CORVETTE

The sports car boom was in full swing by the early 1950s, fueled by the desire of American Gls returning from WWII who wanted something like the lithe Jaguars and MGs they had seen overseas. American manufacturers like Chevrolet therefore felt pressure to introduce a competing model. Introduced in 1953 at the Autorama display of the New York Auto Show, the Harley Earl-designed Corvette started life as a comfortable, leisurely six-cylinder boulevard cruiser. It was built with a fiberglass body over a Chevrolet sedan powertrain and chassis. However, thanks to its more pedestrian underpinnings, the Corvette was available at an accessible price, and a strong dealer network meant that buyers would not have to endure long waits for British or Italian parts to come from overseas. For 1954, production was moved to the St. Louis plant

in expectation of high demand. The overhead valve 235ci Blue Flame Six, which already had dual exhausts and solid lifters for performance, was upgraded with triple Carter carburetors and a new camshaft for increased power. Unfortunately, sales were still below expectations, and only 3640 were built for that year, nearly resulting in the Corvette's demise.

Luckily for the Corvette, there was a second chance. Thanks to the introduction of the Thunderbird, the Chevrolet 265ci V8, and Zora Arkus-Duntov's influence, the very first Corvettes did not fade away. Instead, the new V8-powered Corvette was sent back into battle in 1955, making these earlier cars the genus of what is arguably the most popular American sports car.









THE MOTORCAR OFFERED

This beautifully restored second year 'Vette has covered fewer than 34,000 miles with three different owners in the 60 years since it rolled off the line in St. Louis. Its original owner kept the car only briefly and drove it sparingly before it was acquired by its second owner in 1958 with a mere 2,000 miles on the register. A carefully loved and well maintained car, only 29,000 miles were driven in the subsequent 48 years that the car spent in Pennsylvania with its second keeper.

The current owner purchased the car in fall of 2006 as a nicely preserved, original car. For three years the car was stored awaiting its turn with other projects until the final decision was made to restore the car back to the condition in which it had left the factory. In January 2010, a careful and

thorough two year restoration was begun that would bring the car back to its former glory without over restoring the car beyond how it would have begun life. The frame-off restoration left no component untouched and no expense spared.

The body was professionally prepped and repainted using paint produced by Bill Hirsch in its original Polo White while the chrome was all expertly replated. Under the hood, the Blue Flame straight six engine and Powerglide transmission were torn down and restored by marque specialist. The Torch Red interior was restored to factory-correct standards by House of Customs in Bountiful, Utah and installed by early Corvette specialist John F. Kennedy—who also did the installation and restoration of the interior in Chevrolet's serial

number 01 '53 Corvette-over the course of five days at the vendor's shop.

The finished product is one of the nicest '54 Corvettes extant with a keen attention to the finer points to ensure that the job would be indistinguishable from how the roadster would have looked when it was built by the plant workers in St. Louis. Based on inspections last year by NCRS judges, the car was said to be the 'perfect color' and in excellent nick. Complete with all of its restoration receipts and recent service history, as well as its expertly restored softtop and rarely-seen side curtains, it has covered less than 100 miles since restoration. Having spent the last two years in climate controlled comfort, it is now ready for its fourth owner.

\$75,000 - 85,000

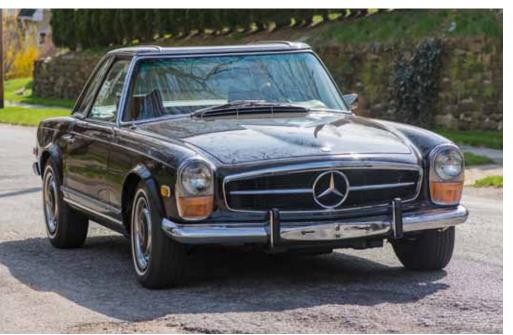
1971 MERCEDES-BENZ 280SL ROADSTER

VIN 113044-12-022076

2,778cc SOHC Inline 6-Cylinder **Bosch Mechanical Fuel Injection** 170bhp at 5,700rpm

- 4-Speed Automatic Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Disc Brakes

- Freshly refurbished 280SL
- Delivered new in Tobacco Brown
- Optioned with both soft and hard top





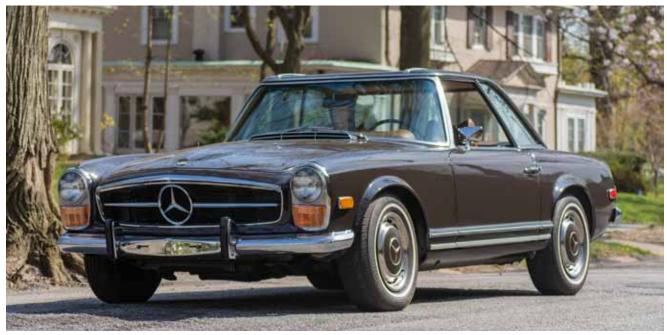


THE MERCEDES-BENZ W113

Launched at the Geneva Motor Show in March 1963, the 230SL - or W113 as the model range was internally labeled at Mercedes-Benz – was really a completely new car through and through. A truly modern car for its time and constructed to the high level of craftsmanship expected from a Mercedes-Benz product, the model quickly became a very popular sporty 2-seater among the elite. Mercedes-Benz would call the W113 "a Grand Tourer in the traditional sense" and "a unique combination of sports car performance and saloon car comfort." Many of the design and technical features were industry firsts, including the hard-top designed to withstand the cars

weight for safety reasons, and with a distinct design from where the W113 series got the nickname 'Pagoda'.

After the 230SL came the 250SL, which had about 200cc more cubic centimeter capacity than its predecessor; after that, both were replaced by the ultimate evolution, the 280SL, which was introduced in 1967. The enlarged 2.8-liter 6-cylinder SOHC now produced 170 horsepower, and the car was outfitted with disc brakes in all four corners. The classic Pagoda models are becoming increasingly collectible, featuring exceptional build quality and low maintenance, easy access to spare parts and all around just a great collectors car.







THE MOTORCAR OFFERED

This example was built late in the series for the model and as such carries desirable specified features such as an electric heated rear window for its hard top. Decoding its build plate confirms it to have originally been delivered in the desired scheme of Herberts Tobacco Brown with a matched hard top. With automatic transmission and power steering, it carried one external rear view mirror and had a Becker Radio. Not listed on its specification but likely an early additional feature is its FrigiKing air-conditioning, one of a handful of brands that were commonly fitted by selling agents around the country.

In the last few years its owners report that the car has been subjected to a sympathetic refurbishment with new paint, attention to the interior including new wood, while mechanically the car received a full engine tune and engine bay detailing, new exhaust, new tires and thorough servicing of all systems. As a result today the Mercedes presents in very tidy order.

To drive one of these iconic 'Pagoda' Mercedes is a clear reminder of how far ahead of their contemporaries the company really was. It provides an aesthetic classic with a surprisingly modern driving experience, and it is easy to see why these cars are so well appreciated for these attributes.

\$55,000 - 65,000





1991 ALFA ROMEO SPIDER VELOCE

VIN. ZARBB32N6M6010778

1962cc DOHC inline 4-cylinder engine Multipoint Fuel Injection 120bhp at 5,800rpm 5-speed manual transmission 4-wheel independent suspension 4-wheel disc brakes

- A meticulously maintained example
- Only driven in the summer months
- Rare, desirable color scheme
- Final series convertible







THE SPIDER VELOCE

A modern classic by Pininfarina, the simple-yet-elegant Spider bodywork premiered on the 1966 Alfa Romeo Duetto would prove enduringly popular, lasting on into the 1990s. The Spider's mechanicals were essentially those of the Giulia saloon, comprising independent front suspension, coil-suspended live rear axle and four-wheel servo-assisted disc brakes while the engine was the Sprint GTV's 1.6-liter, double-overhead-camshaft four. The Duetto was produced for just two years before being superseded by the 1.8-liter '1750' Spider Veloce, the latter lasting until the advent of the 132bhp 2000 model in 1970. Wind tunnel testing resulted in the 2000 and final 1750 models sporting a drag-reducing Kamm tail while other improvements included bigger brakes and a limited-slip differential. Outstanding speed, acceleration and handling were all characteristics of this class-leading model, which nevertheless possessed a quite remarkable docility, even at high speeds.

THE MOTORCAR OFFERED

This Series 4 Alfa Spider is among the final iteration of the Spider to be imported into the United States. Finished in the rare and desirable color combination of *Vino Rosso* over tan leather with a black top, it is a Georgian car from new that has spent the last few years in the Boston area only driven in the summer, enjoyed garaged comfort for all of the winter months and has been meticulous maintained throughout the rest of the year. Kept as factory original as possible, the only deviations from stock are the elegant wood shift knob and a high performance stainless steel exhaust system with a throatier roar.

The level of care of which this Alfa has been the recipient is apparent in its original paint, soft leather, and over all finish. Taken to Alfamarque specialist Accel Automotive and Glynn Motors, recent service work includes a transmission rebuild, new rear springs, suspension bushings, tires, motor mounts, Stay-Fast top and rear window, as well as speedometer and tachometer restoration.

Reported to be a strong runner with its power features in working order, it shows fewer than 56,000 pampered miles on the odometer. The perfect car in which to meet Mrs. Robinson.

\$20,000 - 25,000 WITHOUT RESERVE

1955 MG TF 1500

Chassis no. HDE43/9637 Engine no. XPEG/3382

1,500cc OHV Inline 4-Cylinder Engine
2 SU Carburetors
63bhp at 5,500rpm
4-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- Fastidiously restored example
- Matching numbers
- Factory US delivery, left hand drive TF
- Owned by MGT register member #3 George Taylor
- The final evolution of the T-Series MG Sports car







THE MG TF 1500

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

After the TD came the TF; the new model was given an evolutionary makeover, with a swept-back radiator grille and more sweeping fenders. Headlamps were nestled into the inner surface of the front fenders. Mechanically, the new TF model was TD-based, using the same XPAG 1,250cc engine, but with valve and carburetor improvements. In mid-1954 a new enlarged XPEG 1500cc motor was fitted making 63hp and the model was now designated the TF 1500.

MG's TF is the final evolution of the T-series, a lineage dating back to the TA of 1936. The inherent rightness of MG's concept when designing the TA is evident in the long life enjoyed by the T-series, and in the effect these cars had in the years just after World War II, when they formed the foundation for the sports car movement in America.

THE MOTORCAR OFFERED

This TF 1500 has received a full nut and bolt restoration and shows extremely well today. The work was done to a very high standard, with a neatly installed top and interior, excellent panel work and paint, and a beautifully detailed engine compartment and undercarriage. Done to factory correct standards, the car still retains its matching numbers XPEG engine.

This car was restored while in the ownership of George Taylor, who was MGT register member #3. The only concessions made were an accessory oil cooler and the fitting of 3.90 gears – a big improvement over the stump pullers the factory fits. A close inspection underneath the car reveals the lengths the restoration went to, and the quality of the work.

The combination of the expert restoration with the taller gears makes for a great driving TF. On a recent demonstration run the car thoroughly impressed with its smooth engine and tight chassis. The TF felt like a car that had been well sorted out and set up for maximum driving performance. This is a great example of the beloved MGTF. \$37,000 - 45,000

328 THE 91ST LEFT-DRIVE E-TYPE BUILT, EXTERNAL BONNET LOCK, FLAT FLOOR

1961 JAGUAR E-TYPE SERIES 1 3.8-LITER ROADSTER

Chassis no. 875091 Engine no. R1073-9

3,781cc DOHC Inline 6-Cylinder Engine 265bhp at 5,500rpm

- 4-Speed Manual Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Disc Brakes

- One of only 300 external bonnet lock examples
- Fantastic period hill climb success at the hands of Jim Ladd
- Numbers matching example finished in its original color scheme
- · Complete with original hand book and tools
- Offered with Heritage Trust Certificate





THE JAGUAR E-TYPE

Jaguar would make a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls to rock popular culture, yet not even Jaguar's founder, Sir William Lyons, could have predicted the impact of the Jaguar E-Type. When introduced at the 1961 Geneva Salon, the new Jaguar stirred passions with its extremely sleek and timeless design backed by staggering performance.

Constructed using methods derived from the D-Type sports racing car, the E-Type was a technical marvel. The light and rigid monocoque

chassis used the engine itself as a structural part of the car, with the long and sleek bonnet hinged at the front. The headlights were beautifully recessed in the fenders, and covered with contoured Perspex for a free flowing design and improved aerodynamics. The car featured 4-wheel independent suspension, disc brakes all around and a Moss-type 4-speed manual transmission. The proven XK power plant was carried over from the XK150, and made sure the lithe Jaguar would exceed the 150mph mark. Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed.



Among the first 100 E-Type constructed, this E-Type was completed at the Browns Lane Jaguar works on June 7th, 1961 - only about three months after the first E-Type had rolled off the production line. Destined for the American market, the Heritage Certificate indicates 875091 was dispatched to Jaguar Cars New York before being sold to its first owner, Eleanor B.K. Scheil (or possibly Eleanor B. Kscheil, the last name on the record is listed as 'illegible') of Grantsville, Pennsylvania by Ladd Motors in Lebanon, Pennsylvania. Finished in the very attractive combination of Opalescent Dark Green over Suede Green hides and a Gunmetal Grey convertible top, it is one of only six '61 Roadsters finished in this color combination.

Jim Ladd, the eponymous dealership's owner who would later go on to race for and perish while part of the Austin-Healey Works Team, would soon have the first E-Type roadster he sold back in his possession. According to Jim's brother, Mrs. Scheil had terminal cancer and sold the car back to Ladd Motors-and Jim chose to keep it and use it for hill climbs. A highly skilled driver, Jim would take 875091 to a series of victories in 1962 and 1963, including a number of Fastest Time of the Day (FTD) records, often battling for the podium against Al Loquasto in a Corvette. A photo shows Ladd in the green Roadster powering up Giant's Despair in '62 to winning his A Production class that day. Addition photos show the Ladd and his Jag participating in other hill climbing events. Mrs. Scheil, despite no longer owning the car, still enjoyed watching it power to victory.







After its hill climbing career, and a few subsequent owners, 875091 ended up stored in a barn in Boyertown, Pennsylvania. When the current owner discovered the car in 1994, it was a good, straight, mechanically complete car that started and ran, but its interior had worn out over the years with the carpet replaced with indoor/outdoor rugs and bucket seats that had not started life in a Jaguar—let alone this Jaguar. According to the penultimate owner, her son had driven the car and maintained it as necessary to keep it running. When he passed away, it was put in the barn.

Driven from the farm under its own power, the original intention to restore the car was delayed until 2001 when it was sent to Jaguar specialist Lou Ottovani of Lindley Motors in Sanatoga, Pennsylvania. The body was completely restored and repainted in its original

color before Mr. Ottovani passed away suddenly. After a brief limbo between shops, the restoration was restarted and finished by another Jaguar specialist, Steve Helms of Classic Motorcars in Reading, Pennsylvania in 2011.

Today the car, which has been in Keystone State since new, shows beautifully in its gorgeous, original color scheme. As an early production car, not only was it a flat floor, but also one of the first 300 E-Types finished with external hood release locks. Complete with its Jaguar-Daimler Heritage Trust Certificate, complete tool roll, jack, and owner's manual, file of service receipts and thorough photo documentation of its restoration this Jaguar is a rare opportunity to own one of the most desirable and earliest E-Types.

\$200,000 - 250,000









JIM LADD'S PENNSYLVANIA HILLCLIMB ASSOCIATION VICTORIES IN 875091:

1962

Spring Hershey, April 7-8: First A Production (Tom Robinson beat him for FTD)

Duryea, June 9-10: First A Production and FTD (fastest overall) Giant's Despair, July 27-28: First A Production (John Meyer beat him for FTD)

Hyner View, October 27-28: First A Production and FTD Spring Springtown, April 21: First A Production (George Wintersteen beat him for FTD)

Weatherly, October 13-14: First A Production and FTD Fall Pocono, September 29-30: First A Production and FTD

1963:

Duryea, June 8-9: First A Production

* FTD - Fastest Time of the Day



Jim Ladd in 875091 at Giant's Despair, July 1962.

Credit: Pennsylvania Hillclimb Association

1974 TOYOTA LAND CRUISER FJ40 HARD TOP

Chassis no. FJ40-170614

4,230cc OHV Inline 6-Cylinder Engine
Single Carburetor
135bhp at 3,600rpm
4-Speed Manual Transmission
Front and Rear Semi-Elliptical Leaf Springs – Live Rear Axle
Front and Rear Drum Brakes

- Three-owner vehicle with 27,000 original miles
- Striking example restored to factory specifications
- Restored by a Toyota dealer using OEM components
- Desirable factory one-year-only Nebula Green
- Original Toyota Winch and heater







THE LAND CRUISER

The Toyota Land Cruiser, in its many sizes and configurations, has a long and successful history of reliable service in the most rugged conditions. Patterned after the ubiquitous Jeep and Land Rover utility vehicles, the Land Cruiser demonstrated that Toyota could produce much more than just economical cars.

The Land Cruiser's popularity and utility is reflected in the number of variants in which it was built. It is probably impossible to identify all of them -- they came in short, medium, long and extra-long wheelbases, with a variety of roofs, half cabs, soft tops and doors, and with four- and six-cylinder gasoline and diesel engines. They climb mountains, cross deserts, cross rivers, balance their way over rocky falls – they are one of the archetypical utility vehicles and today finding a good vintage example can be difficult.

Introduced in 1960, the FJ40 series and its variants remained in production for a quarter century, the kind of longevity that demonstrates true value and quality. They became indispensible in unsettled and remote areas of the world, hauled safaris through Africa, developed a devoted following among America's off-road culture and have spawned a host of imitators. Toyota itself paid its homage to the model in 2004 when it introduced the retro-styled FJ Cruiser to capitalize on the continuing image and popularity of the Land Cruiser, some twenty years after the original's production run ended.



This striking, Nebula Green 1974 Hard Top is a real rarity in FJ40 circles - a true low mileage example, with only three owners during its life and a mere 27,000 miles. Imported to the US from Canada in the mid-2000s by the owner of a Toyota dealership, this car was painstakingly restored over a three-year period at the dealership with an eye towards detail. The dealer searched long and hard for a clean and straight example to serve as a basis for restoration, finding this well-kept model in the rugged Great North.

The idea was to bring the FJ back to stock, factory configuration, as shown on the original showroom brochures. A complete nut-and-bolt restoration was performed with a no-expense-spared approach. The engine, transmission and transfer case were all

rebuilt, while the body was media blasted and repainted in its original factory color of Nebula Green - a color that was available for one year only in 1974. OEM Toyota components were used throughout - with consideration for the setting in which it was restored – and the result is nothing short of spectacular.

Accompanied by its user manual and original tools, this FJ40 has been described as a representative example of the model and has recently been in the care of renowned FJ40 specialists at The FJ Company in Miami, Florida. They have recently inspected the entire vehicle to ensure proper operation of all systems. A complete tune-up was recently performed, including changing all fluids as well as transmission seals. The combination of this exhaustive restoration of a low mileage original produces a striking new-car feel.

The condition of this Land Cruiser makes it extremely rare, featuring all-original sheet metal. Details like its door handles, dashboard knobs and buttons and engine water-hoses would probably be impossible to find today. It also has an original heater and a factoryoriginal winch that came with the car when it first rolled out of the dealership.

As a finished product, this vehicle is rugged and handsome. Its Nebula Green paint complements its 4-Wheel-Drive capabilities. The Land Cruiser draws incredible attention from onlookers on the road, and should do the same once the road becomes a rocky trail. We are proud to present a stunning example of Toyota's legendary ute, perhaps the original "sport utility."

\$55,000 - 75,000 WITHOUT RESERVE

1967 MERCEDES-BENZ 250SL CONVERTIBLE

Chassis no. 113.043-12-000881 Engine no. 129.98212000363

2,496cc SOHC aluminum inline six cylinder engine Bosch mechanical fuel injection 170bhp at 5,600rpm Four-speed automatic transmission Four-wheel independent suspension Four-wheel servo-assisted disc brakes

- Only a handful of careful owners
- A Pennsylvania car from new
- Always garaged and well maintained
- Nice, preserved condition with fewer than 89,000 original miles







THE 250SL

The stylish Mercedes-Benz W113 was presented at the 1963 Geneva Motor Show, and replaced both the expensive 300SL and entry-level 190SL with one mediumpriced two-seat sports car. The SL was a huge success, with 48,912 sold in 9 years, and is now considered a true masterpiece. Legendary Mercedes Chief Engineer Rudolf Uhlenhaut and Technical Director Fritz Nallinger did the chassis, while equally famous designers Paul Bracq and Bela Barenyi styled the car under the direction of Friedrich Geiger. The body combines the elegantly trim look of contemporary Mercedes sedans with a simple grille derived from the 300SL. Bela Barenyi conceived the patented concave hardtop, soon called the "Pagoda." Like the best designs, the W113 has proven to be timeless in its appeal.

Built on a typical Mercedes chassis derived from the new W111 sedan, with independent front suspension, patented low-pivot rear suspension and powerful disc brakes, the SL is one of the best-handling classic sports cars. The body boasts an aluminum hood, trunk lid, doors and tonneau cover, so that at just under 2900 lbs., the W113 is remarkably svelte for a fully-equipped luxury Grand Tourer. The virtually indestructible Mercedes fuel-injected SOHC Inline-6 was literally decades ahead of the competition. The 230SL, built from 1963-67, derives 150bhp from 2308cc. The 250SL, built only from December, 1966 to January, 1968, derives 150bhp from 2496cc with significantly improved performance thanks to more torque and a wider powerband. The final 280SL, built from 1967 through 1971, derives 170bhp from 2778cc.

THE MOTORCAR OFFERED

This automatic transmission, no. 717
Papyrus White over dark blue MB-Tex and blue convertible top 250SL has spent the majority of its life in Northeast Pennsylvania with only a handful of owners. Sold new by David Ertley Motors in Kingston, Pennsylvania, its first owner kept the Benz until the mid-1980s when it was bought by its penultimate owner, Mr. John Hughes. Hughes continued to enjoy and maintain the droptop for a few decades before eventually selling it to the vendor in 2010.







Always garaged and minimally used in the winter months, it has survived today in largely original condition save for a single exterior repaint—the original factory paint is still present under the hood and trunklid-and a new top that has been recently installed. Even with a touch under 89,000 original miles on the clock, the unrestored interior and chrome show well. Within the last 2500 miles a thorough mechanical servicing was completed by W113 expert Alan Dukes. While completing the service, many items were service or replaced include a new head gasket, water pump, battery, spark plug wires, belts, hoses, clamps, brake pads, brake rotors, starter, steering coupler, and

mounts for the engine, transmission and differential. Additionally, two sets of wheel caps are included, one in Papyrus White and the other in Dark Blue.

Today the car presents nicely in its elegance color scheme and carefully maintained condition. Said to be a fine driving car, 250SLs are often regarded as more enjoyable cars to wheel around than their more expensive 280SL brethren. With W113-Series prices on the rise, there is no better way to enjoy the comforts of a modern car with the rising values of a collector car than in a 250SL like this one.

\$45.000 - 55.000 WITHOUT RESERVE





2007 SHELBY COBRA 427 S/C CONTINUATION SERIES

Chassis no. CSX4942

427ci OHV V8 Engine
Single Holley Four-Barrel Carburetor
Approximately 500bhp at 5,600rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Carroll Shelby's Continuation of the 1960s Shelby Cobra legacy
- Assigned with new CSX number, and listed in the Shelby Registry
- Exquisite presentation in every way
- The right looks, sound and driving experience
- Less than 1500 miles from new







SHELBY'S CONTINUATION SERIES COBRAS

Undoubtedly the most copied automobile in the world is the Shelby Cobra. So few were built, so simple was the original concept, and so appealing was the completed product, that almost as soon as Carroll Shelby got out of the business of building Cobras others jumped in.

Carroll Shelby finally realized that he had a marketable identity even a generation after the original Cobras became uncompetitive on racetracks and in the marketplace. He experimented with continuation cars, completed some leftover chassis, dealt with the successors to AC and finally created a complete Cobra product offering sold by Shelby American, Inc. as the CSX 4000 and 7000 series official continuation series Cobras.

The authenticity of each continuation cobra is documented by Shelby American, Inc, with a CSX chassis number assigned to each car, and a Statement of Origin (MSO) signed by Shelby personally. Improvements over the 1960s era Cobras include a stronger frame and better alloys used in the components, better cooling and additional heat shielding to make these cars safer and more drivable without loosing their classic character. With 0-60mph times in less than 4 seconds, and 12 second quarter mile performance, these cars offer the looks and exhilarating drive of the Cobras built in the 1960s, at a much more sensible price tag.









CSX4942 was completed at the Shelby American plant in November of 2007, near the end of the Shelby Continuation Series Cobra production, as a 427 S/C model with fiberglass bodywork. The Shelby issued Statement of Origin lists Performance Auto Group, LLC of Summit, New Jersey as the original purchaser.

The new Cobra was finished as seen today, sporting a classic silver metallic exterior over the optional black leather interior. It was fitted with all the correct 427 S/C features; side pipe exhaust, quickjack lifting points instead of bumpers, a paperclip-style roll bar, wide Halibrand-style alloy wheels and a quick-filler gas cap placed prominently atop the right rear fender. The engine choice was a

balanced and blueprinted 427FE engine, fitted with aluminum heads, headers, and nearly every performance upgrade available, and installed by the noted Shelby specialists at HRE Motorcars.

Having most recently resided in a Connecticut-based collection of classic and modern supercars, CSX4942 is believed to have had just 3 owners from new, and is currently registered as a 1965 model year Cobra Shelby in Connecticut. With its stealth looks, raw power yet sensible road manners, this Continuation Series 427 S/C offers a whole lot of fun and good looks for the money.

\$75,000 - 90,000

This vehicle is titled as a model year 1965.

1971 MERCEDES-BENZ 280SL ROADSTER

Chassis no. 113044-12-02354 2,778cc SOHC Inline 6-Cylinder

Bosch Mechanical Fuel Injection 170bhp at 5,700rpm 4-Speed Automatic Transmission 4-Wheel Independent Suspension 4-Wheel Disc Brakes

- Both soft and factory hardtops
- Elegant original color scheme of silver
- Four owners from new







THE MERCEDES-BENZ 280SL

'For those who value engineering finesse and high quality construction, it's alone in the field,' enthused the highly respected American motoring magazine Road & Track after testing a 280SL in 1968, while its manufacturer considered it 'a Grand Tourer in the traditional sense' and 'a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally).'

These attributes help explain the 280SL's phenomenal success, particularly in the all-important North American market where the optional automatic transmission was considered an essential feature by the majority of customers. The fact that it looked like 'sex on wheels' helped enormously too, of course. The 280SL's essential user

friendliness broadened its appeal beyond the traditional sports car-enthusiast market; many celebrities and film stars owned 280SLs.

The last of a popular and extremely successful line begun with the 230SL of 1963, the Mercedes-Benz 280SL was introduced in 1967. The new 2.8-liter six-cylinder engine produced 180bhp, 20 horsepower more than the preceding 250SL's. The 280SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor's. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and remain highly sought after by collectors.



This desirable late model 280SL has a known history from new and is recorded as a three previous owner East Coast car. A 1971 year model, it is thought to have been the penultimate car delivered in December 1970. Its first owner kept the car for two years, the next, being a lady from New Hampshire acquired the car in 1973 and kept it until the middle of the 1990s, one further custodian owned the Mercedes before it arrived with the present keeper a little over a decade ago.

As new the car was delivered in the appealing and desirable color scheme of DB180 Silver, with a matched Silver hardtop and black Tex interior, and with dual rear view mirrors. As a

late example it has the heated rear window on its hardtop. Its owner has had the car's paintwork refinished during his ownership, actually in preparation to show the car here at the Greenwich Concours in 2005. Its interior remains the original and is in very good order included the wood panel on the top of the dash, only the driver's side carpet has been replaced at one point.

A well presented example of the model, it offers the possibility to be used in the current tidy driver quality order, or perhaps a great basis for a concours restoration.

\$65,000 - 75,000

333

THE EX-WILLIAM A.C. PETTIT III

1937 CORD 812 PHAETON

Chassis no. 1339H Engine no. FB2454

289ci L-Head V8 Engine
Single Stromberg Carburetor
125bhp at 3,500rpm
4-Speed Pre-Selector Transmission
Independent Front Suspension – Live Rear Axle
4-Wheel Drum Brakes

- Beautifully restored example
- Longtime part of esteemed Classic Era Collection
- Finished in the essential Cigarette Cream over Burgundy
- Desirable Phaeton model with room for four
- Eligible for CCCA and AACA events







THE CORD 810/812

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

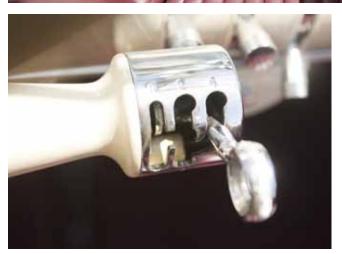
The 810's arrival marked the end of a hiatus in Cord production, its predecessor - the L29 - having disappeared in 1931. Errett Lobban Cord had introduced the latter in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and

Duesenberg lines. Powered by a Lycoming straight eight, the Cord L29 featured front wheel drive, a chassis layout then in vogue at Indianapolis. Its front-drive layout made for a low-slung frame, and the freedom this gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic.

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









Formerly part of the renowned collection of the late William "Bill" Pettit Mr. Van Iderstine went through the car both mechanically and collection, the fine example of the classic coffin-nose Cord offered here has benefitted from devoted and thoughtful stewardship. Mr. Duesenberg trio, most notably "Blue J", the exceedingly original and rakishly styled Model J Duesenberg.

Believed to have originated from a Maryland-based collection, the Cord was purchased by Mr. Pettit in the early 1990s. In need of restoration, Mr. Pettit entrusted the Cord to his long-time friend and fellow classic car collector, Harry Van Iderstine, who soon began a thorough restoration. Well known within the ACD community, Mr. Van Iderstine is familiar with these cars inside and out.

cosmetically. The livery chosen was the appropriate and correct Cigarette Cream over a dark red interior, beautifully accented by wide Pettit's collection housed exceptional examples from the Auburn-Cord- white-wall tires shod on the iconic Cord steel wheels. It should be noted that, although the body is believed to be original, the replacement body tag, believed to have been fitted prior to restoration, displays a number that does not correspond with the Cord factory sequencing.

This 812 beautifully illustrates the models pioneering features, such as the front-wheel-drive, preselector gearshift arrangement and popup headlights. This desirable, open-top Phaeton presents beautifully throughout, with a nice, glossy paint and clean trim and bright work. A had restored a number of cars from the Indiana based companies, and fine example of Gordon Buehrig's masterpiece, this classic Cord would be a welcomed entrant to ACD meetings, and would fit right in with any collection of prewar, American automobiles.

\$120,000 - 150,000

LOTS 334-337 PROPERTY FROM A PRIVATE COLLECTION

334

LESS THAN 13,000 MILES FROM NEW

1973 VOLVO 1800ES SPORT WAGON

Chassis no. 1836353004700

- 1986cc 4-cylinder engine
- 125hp and fuel injection
- 4-Speed transmission with O/D
- 4-Wheel disk brakes

- Incredible low mileage survivor
- In the original ownership till 2010
- Working factory A/C
- Three owners from new







THE 1800ES SPORT WAGON

Introduced in 1960 and popularized by *The Saint* television series, Volvo's pretty P1800 sports coupé, although no hairy-chested tire-shredder, was nonetheless something of a radical departure for the sober-sided Swedish concern. Based on the 121 saloon, the P1800 was built by Jensen Motors until production transferred to Sweden in 1963 and employed Volvo's rugged, four-cylinder, overhead-valve engine in 1,778cc form. Breathing through twin carburetors this unit produced 100bhp, an output sufficient to propel the solidly built coupé to a top speed of around 105mph. The running

gear was conventional, with independent front suspension and live rear axle, and all versions came with servo-assisted front disc brakes. The introduction of the successor P1800S in 1963 brought with it a capacity increase to 1,985cc, power going up to 108bhp as a result. Fuel injection was standardized in 1969, maximum power increasing to 130bhp, with four-wheel disc brakes arriving at the same time. By the end of the 1960s, the model was beginning to look dated but the introduction of the 1800ES sports estate extended its lease of life into the early 1970s.









This remarkable, original ultra-low mileage example was in the possession of its original owner until 2010. It was purchased new by James Powers from Harbor Motors in Keene, NH in 1973. He used the car to drive to NYC to take courses. As this purchase coincided with OPEC embargo, Mr. Powers had the car professionally fitted with a high capacity 28 gallon fuel tank. This allowed for wide refill intervals for this fuel-efficient car. When the courses ended, the car was stored and used only occasionally in summer months. After nearly thirty years he decided to sell the car onto another Keene resident Gerald Wolf, who

put a mere 900 miles on the car before selling it to the current owner. Upon acquisition, the current owner contacted the Leo Watkins Auto Center in Keene, who serviced the car from new and verified its low mileage.

Recognizing the remarkable preservation of this car, the current owner set about sorting out any minor issues with the car and detailing it back to its like-new condition. The brake system was renewed with new calipers, hoses, pads rear rotors and master cylinder. Electrical issues were solved and the engine received ignition and valve timing work.

This 1800ES, in addition to having incredible originality, a great story and super low mileage, is also an excellent spec. The ES is a fuel injected model, equipped with over drive and air conditioning all of which make the car pleasant to use on modern highways. With only about 8,000 produced we doubt a better, more original and lower mileage 1800ES Sport Wagon will appear on the market making this a special opportunity to acquire a benchmark example.

\$30,000 - 40,000

1963 JAGUAR E-TYPE SERIES 1 3.8-LITER ROADSTER

Chassis no. 880753 Engine no. RA 4734-9

3,800cc DOHC Inline 6-Cylinder Engine 3 SU Carburetors 265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Matching numbers example
- Many tasteful and subtle performance upgrades
- Complete with books and tools
- Desirable factory hard top
- Offered with history file and Heritage Trust Certificate







THE JAGUAR E-TYPE

Jaguar would make a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls to rock popular culture, yet not even Jaguar's founder, Sir William Lyons, could have predicted the impact of the Jaguar E-Type.

When introduced at the 1961 Geneva Salon, the new Jaguar stirred passions with its extremely sleek and timeless design backed by staggering performance. Constructed using methods derived from the D-Type sports racing car, the E-Type was a technical marvel. The light and rigid monocoque chassis used the engine itself as a structural part of the car, with the long and sleek bonnet hinged at the front. The headlights

were beautifully recessed in the fenders, and covered with contoured Perspex for a free flowing design and improved aerodynamics. The car featured 4-wheel independent suspension, disc brakes all around and a 4-speed manual transmission. The proven XK power plant was carried over from the XK150, and made sure the lithe Jaguar would exceed the 150mph mark.

Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed. With spare parts readily available, a number of marquee clubs to join and many driving and concours events to attend, the E-Type is an excellent collector car.







According to its Jaguar Daimler Heritage Trust Certificate, this Jaguar was manufactured on December 18, 1963 and delivered to Jaguar Cars New York. It was sold to Fleischman Car Leasing on January 8, 1964. The next owner of record was Francis Koo of Troy, NY, who then sold the car to Peter Wrisley of New Hampshire in 1972. Thirteen years later, in 1985, ownership passed over to Mr. Wrisleys uncle, Donald Hatch. However it was purchased back by Wrisley in 1992 and remained there until it was sold to the current owner in 2004.

The car was subject to a bare metal respray in 1995. An authentic re-trim of the interior in the correct original color hides was also

performed at this time. A new top with shotfiled canvas was installed to prevent high speed buffeting. The paint job still shows well today though there are some minor indications of its age.

In the early 2000s the suspension was completely torn down and crack tested. All bushings, ball joints, tie rod ends, steering column u-joints, torsion bars, shocks and coils were all renewed, mostly with upgraded components. Adjustable coil over shocks and stiffer sway bars and mounts were all fitted at this time, and the rear axle u-joints were replaced along with the timing chain and engine seals.

Importantly this E-Type includes a rare original factory hard top, arguably one of the best looking hard tops offered for a car of this era. When fitted to the car it is transformed into a striking GT coupe. Made of light weight Fiberglas the hard top is relatively easy to manage and can be removed with minimal effort.

It goes without saying that this is an expertly prepared and well-presented machine. It has been lovingly maintained and stored in a climate controlled facility for the last decade. It is offered in ready to use condition from a very good home.

\$90,000 - 120,000

Please note this car is titled as a 1964.

1952 MERCEDES-BENZ 300 "ADENAUER"

Chassis no. 1860110241852

2,996cc SOHC Inline 6-Cylinder Engine

2 Solex Carburetors

- 115bhp at 5,000rpm
- 4-Speed Manual Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Drum Brakes

- Exceptional original condition
- Desirable floor shift example
- Matching numbers
- The top-of-the-line Mercedes-Benz model







THE 300

One of Mercedes-Benz's first all-new designs of the post-war era, the 300 debuted at the Frankfurt Auto Show in 1951 and would succeed in re-establishing the Stuttgart firm in the front rank of prestige car manufacturers, marking as it did a return to the marque's tradition of building high-performance luxury automobiles of the finest quality.

The 300's cross-braced, oval-tube chassis followed the lines of the 170S and 220, with independent suspension all round and four-wheel drum brakes, but incorporated the added refinements of hypoid bevel

final drive, dynamically balanced wheels and remote electrical control of the rear suspension ride height. Initially developing 115bhp, the 3-liter, overhead-camshaft, six-cylinder engine - used in fuel-injected form in the 300SL sports car - was boosted in power for the succeeding 300B and 300C models, finally gaining fuel injection in the re-styled 300D of 1957. Other improvements along the way included larger brakes (with servo-assistance from 1954), optional power steering (on the 300D) and the adoption of three-speed automatic transmission as standard on the latter.

Custom built by Mercedes-Benz's most experienced craftsmen, the 300 was luxuriously appointed and trimmed with materials of the highest quality. Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds. It was the car of choice among West German government officials, and throughout Europe and the USA was widely favored by businessmen, financiers and politicians. Indeed, 'Adenauer' became the 300 saloon/limousine's unofficial model name, after German Chancellor Konrad Adenauer, its most famous customer.







This fine example of Mercedes top of the range 300 sedan has been lovingly preserved and maintained. Finished in black with a rich and appealing original red leather interior with the distinctive heavy Mercedes Benz hides and fine wood appointments, the car has likely seen some paint work but the majority of the car remains highly original. Fitted with an extremely rare floor shift instead of the standard column unit, the car has been well maintained and has had some extensive recent service work all of which is documented in its thick history file.

A peek into the trunk will show the original mats and tool sets. Having recently been demonstrated for Bonhams specialists it was found to start quickly and run smoothly. The car has been used regularly by its current fastidious owner and it has proved a reliable and comfortable tourer. Under the hood is as proper and correct as the rest of the car.

Offered with the aforementioned documents file, this Adenauer represents a rare opportunity to acquire a well preserved and ready to use example of Mercedes-Benz's much sought after 1950s flagship at a most affordable price. \$50,000 - 70,000





1955 JAGUAR XK140 3.4-LITER ROADSTER

Chassis no. S811237 Engine no. G28708S

3,400cc, DOHC inline 6-cylinder 210hp triple SU carburetors 5-Speed fully synchronized manual transmission (see text) 4-Wheel disk brakes

- Expertly restored to a high standard
- Fully synchronized5-speed transmission
- NOS Abarth exhaust system
- Great driving example







THE XK140

The Jaguar XK140, produced from late 1954 into 1957, generally continued the beautiful styling and impressive performance of the gutsy race-bred XK120 that preceded it—albeit with a bit more civility added into the mix.

XK-140 models included a cabriolet-type Drophead Coupé (DHC), a Fixed-Head Coupe (FHC) and an Open Two-Seater (OTS) roadster, as represented here. Jaguar designers moved the DOHC 3.5-liter inline 6-cylinder engine forward in the XK chassis for the new model. The revised placement permitted more legroom in the cockpit, even as the previously used dashboard and seating locations were retained. For the first time, a bit of open space was also provided behind the front seat.

THE MOTORCAR OFFERED

This XK140 was the subject of an extensive restoration by Stuart Bailey of Walpole, NH in the mid-1990s. Mr. Bailey, a highly experienced XK restorer, restored this car for his own personal use. Said to have been the second to the last of the more than 30 XKs he restored, the car was used by Mr. Bailey for over 30,000 miles after completing the restoration, and attended numerous shows and events.

Mr. Bailey restored the car to be highly authentic with the exception of the transmission—a Ford T-5 and the very desirable Abarth quad pipe exhaust. These minor changes absolutely transform the way the car drives. Having proper synchros along with a nice overdrive fifth is a wonderful thing when combined with the delightful exhaust

note. For the purist, the original transmission is included with the car.

The car was sold by Mr. Bailey to the current owner in 1998. It has been looked after diligently in that time and any small issues have been corrected. When not being used to enjoy the New England back roads the car has been stored in a climate controlled garage.

It is offered with an extensive file documenting all the work the current owner has done, as well as with its original handbook and service manual. This beautifully presented, lovingly maintained and great driving Jaguar is highly recommended. \$80,000 - 100,000







OTHER PROPERTIES

338

1960 MERCEDES-BENZ 220SE 'PONTON' CABRIOLET

Chassis no. 128030-10-003295 2,195cc SOHC inline six engine Bosch mechanical fuel injection 113bhp at 4,800rpm 4-speed manual transmission 4-wheel independent suspension with rear swing axle

4-wheel hydraulic drum brakes

- Well-optioned example
- Meticulously maintained
- Gorgeous color scheme
- A brilliant touring or rally car







THE 220S

Mercedes-Benz reintroduced six-cylinder models to its range in 1951 with the 220 and 300 types, both of which were shown at the Frankfurt Show in the spring of that year. Both featured single overhead camshaft engines, with the valves set across the head, rather than in line, and actuated by rockers. The 220 was powered by a 2,195cc engine which in standard form produced 80bhp at 4,600rpm. A separate chassis was retained for these models, which were replaced in 1956 by a new range featuring unitary construction bodyshells employing large, box-section side-members - hence the term 'Ponton'. All-round coil-sprung independent suspension had long been a fixture of the Mercedes-Benz range, and that of the newcomers benefited from the newly developed single-pivot rear swing axle. A shorter wheelbase was adopted for the Cabriolet model that appeared in May

1956 and also for the Coupé introduced the following year when the Hydrak semiautomatic transmission become available as an option. Luxuriously equipped in the best Daimler-Benz tradition, these superbly constructed Gran Turismos were priced some 70% above the 220S saloon.

In 1958 the 220 range was updated with a fuel-injected version of the 2.2-litre overheadcamshaft six, becoming the 220SE. Maximum power increased from 106 to 115bhp, and while top speed remained unchanged at around 100mph, there was a useful improvement in acceleration, the 0-60mph time reducing by two seconds. By the time production ceased in November 1960, fewer than 2,000 220SE Coupé and Cabriolet models had been manufactured, and today these elegant and exclusive limited edition Grand Tourers are highly prized.







Finished in light green with red leather upholstery and a green cloth top this 1960 Mercedes-Benz 220SE Cabriolet is beautifully restored and well kept. Acquired by the vendor in 2006 from a collector in Florida who had previously restored the droptop, it has been carefully maintained since it was purchased. Refurbished to factory correct standards, the only addition made was a artfully installed air condition system that provides comfortable motoring without causing an affront to the original look of the car either inside or out.

The 220SE is nicely trimmed inside and out with a column-shift four-speed manual transmission, body colored hubcaps, radial tires with wide whitewalls, a Becker Mexico cassette radio and driving lights. The interior is very inviting with its richly hued leather trim attractively set off by attractive and unusuallyfigured wood moldings and trim.

Maintenance work has been regular and meticulous. All new shocks, rear axle bushings, belts, thermostat and tires were installed less than 2,000 miles ago and a full complement of receipts is included. Replete with books, manual, original tool roll, jack, spare, and additional extras, it is little wonder that the convertible has placed well at the local car shows and Mercedes club events that it has attended.

Examples like this - particularly desirable models and body styles like the 220S Cabriolet - are increasingly hard to find and make stylish, reliable open-topped entries for tours and rallies.

\$125,000 - 150,000

This vehicle is titled with the VIN 220SE003295 and as a model year 1961.



1966 JAGUAR XKE SERIES 1 4.2 COUPE

Chassis no. 1E33423 Engine no. 7E10120-9

4,235cc DOHC Inline 6-Cylinder Engine 3 SU Carburetors 265bhp at 5,500rpm 4-Speed Manual Transmission

4-Wheel Independent Suspension 4-Wheel Disc Brakes

- Matching numbers example
- Fully restored mechanicals
- Beautifully preserved
- Complete with all its original tools
- Offered with history file and Heritage Trust Certificate







THE SERIES I

Although enormously popular, the early XKE, as Jaguar's E-Type was sold in the United States, had a number of shortcomings. The transmission, while sturdy, had an unsynchronized first gear, and the seat backs were non-adjustable, fine for short trips but tiring on a long journey. The cooling system, too, was marginal in some of the warmer American climates.

For 1965, these drawbacks were addressed, the gearbox given full synchros, and the seat backs made adjustable. At this time, too, brushed aluminum trim in the cockpit gave way to molded plastic and leather, and a new brake booster was adopted. The engine was enlarged to 4.2 liters, but horsepower remained the same. Torque output, however,

was greater and this made for better tractability in traffic situations. A larger radiator was used to improve cooling.

The car retained its pure form—no external changes had been made—but was now more comfortable and responsive on the road. Plaudits from the press were universal, *Motor Trend* calling it "unquestionably the fastest car to be made in quantity and offered to the public as a package." *Road & Track* enthused that it was "possible to drive at 15mph in 4th gear without jerking or back-lashing," all the while achieving up to 21mpg. At home in Britain, *The Autocar* said: "It offers what drivers have so long asked for, namely, sports-car performance and handling, combined with the docility, gentle suspension and appointments of a town car."

But for many its greatest asset was that it looked the part, and that nothing else looked like it. Whether "XKE" or "E-Type", it made a statement about its owner and all who rode in it.

Not long afterwards, the onslaught of safety and emission regulations began having their way with the E-Type, altering both its appearance and its performance. So-called "Series 1.5" cars, an unofficial designation, had exposed headlamps and new switchgear. Most important, twin Stromberg carbs for emission control emasculated the 4.2 to 246bhp, and the Series 2 from 1969 continued the evolution with larger bumpers and further performance degradation. For this reason, it is the Series 1 cars, built from 1961 to 1966, that are most highly prized.







This wonderfully preserved Series 1 E-Type coupe is a highly appealing machine, handsomely finished in the rare black over colored color-combination that suits the coupe perfectly. The original red leather interior is fully intact and displays a wonderful rich patina. Don't let the originality of this car fool you - this is a fully sorted out car. Under the hood shows a very tidy and clean engine that has been the recipient of extensive service work. The silky smooth engine has strong performance and the chassis has the buttery smooth feel that few restored cars ever do. The car was in the ownership of an expert Jaguar technician for many years. A perfectionist about the mechanical details, great effort went in to make sure the car drove as well as it possibly could.

The body has likely seen a respray many years back but has mellowed to the point that it complements the originality of the car perfectly. Close examination shows the original radio and speakers still fitted and no injustices done to its so appealing original interior. A look in the boot shows the complete original tool kit and jack as well as the original Dunlop spare that appears to have never touched the road.

Some cars just come together well. This Jag, with its great originality, wonderful color combination and fully sorted out mechanical condition is a very appealing E-Type indeed. \$85,000 - 100,000

Please note this car is titled as a 1967.





340

1948 JAGUAR MARK IV 3½-LITER DROPHEAD COUPÉ

Chassis no. 637228 Engine no. SL3200

3,485cc OHV Inline 6-Cylinder Engine

Dual SU Side-Draft Carburetors 125bhp at 4,250rpm

- 4-Speed Moss Manual Transmission
- 4-Wheel Semi-Elliptic Leaf Springs with Solid Front and Live Rear Axles
- 4-Wheel Girling Mechanical Drum Brakes

- One of only 376 left drive Dropheads produced
- Nicely restored
- A CCCA Full Classic®
- Classic English motoring experience







THE MARK IV DROPHEAD COUPÉ

Only 376 left-hand drive examples of Jaguar's Mark IV 3½-liter model were built in the short production run spanning the period December 1947 to September 1948. The post-war Jaguars were similar in almost all respects to their pre-war counterparts and mechanical variations were essentially only to compression ratio and gearing. The 3½-liter model boasted a top speed of 91mph and, carefully driven, would return 18mpg. The Drophead Coupé cars were long awaited as initial post-war Jaguar production had

been restricted to saloon cars. The new dropheads were eagerly snapped up by the home and overseas markets. William Lyons, in typically astute fashion, had seized the opportunity to purchase Standard's engine manufacturing plant at the end of hostilities, ensuring continued supply of engines for his new model at a price which enabled him to maintain his pricing structure at a level that challenged his competitors. Nevertheless the Mark IV 3½-liter car was expensive at £1.263.

THE MOTORCAR OFFERED

This left-hand drive Mk IV Drophead It is attractively liveried in black with superb burgundy leather upholstery, red carpets and excellent walnut veneer door cappings and dashboard. Driving equipment includes Lucas lighting, twin SU carburetors and a comprehensive fitted tool kit in the trunk lid. Nicely restored, the swoopy exterior is both elegant and sporting with the richly trimmed interior is inviting and comfortable. The Three position top allows for fully enclosed, sedenca, or completely open motoring. A CCCA Full Classic®, the Mark IV represents a wonderful value as a usable tour car that has the presence of a Bentley with adequate power and supreme waftability.

\$95,000 - 125,000

1967 AUSTIN MINI COOPER S MARK I **TWO-DOOR SEDAN**

Chassis no. CAZS7L101Z522A

1,275cc Inline Four-cylinder Engine Twin SU Carburetors 77 Horsepower at 5800 rpm 4-Speed Manual Transmission Hydrolastic Suspension Front disc and rear drum brakes

- Factory Mark 1 Cooper S
- Left-hand drive
- Slightly modified motor
- Repainted gold with black vinyl interior
- Interior modified for the trackday enthusiast







THE 1967 AUSTIN MINI COOPER S MARK I

Leonard Lord, the head of the British Motor Corporation, had a thing for German "bubble cars" - he hated them. He vowed to rid the streets of them by designing a proper miniature car. A team led by Alec Issigonis created the budget-minded 1959 Austin Seven, a unitbody, front-wheel drive, two-door saloon with a transversely-mounted 848cc four-cylinder motor and a four-speed manual transmission. By 1962, it was rechristened the Austin Mini, and would go on to be built into the millions. More significantly, it served as the template for the modern compact car.

Starting in 1961, in a collaboration between Issignonis and race car builder John Cooper, the sporty Mini Cooper hit the streets. Featuring a stroked, race-tuned motor, twin SU carburetors, and front disc brakes, the Cooper was destined for Group 2 rally racing. Two years later, an even more powerful Cooper S debuted, which was built with several different motors depending on the homologation requirements of different rally classes.

THE MOTORCAR OFFERED

This 1967 Mini Cooper S Mark I is one of the factory homologation versions with the larger, more powerful 1275cc motor like the one that won the 1967 Monte Carlo Rally. The motor has been rebuilt and slightly modified for more performance including larger carburetors. Outside, the body has received one gold repaint; inside, the interior has been modified in a "track-day" style. It's not easy to find a LHD Mini Cooper S, but this one is ready for you to hop in and carve some turns in the Connecticut backroads.

\$25,000 - 35,000 Without reserve

1933 PACKARD SUPER EIGHT MODEL 1004 7-PASSENGER SEDAN

Vehicle no. 654-I63 Engine no. 751263

385ci Side-Valve Inline 8-Cylinder Engine Single Stromberg Carburetor 145bhp at 3,200rpm 3-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Servo-Assisted Drum Brakes

- Subject of a \$250,000 restoration
- 2013 AACA Senior First Place winner
- High quality Packard from the peak of the classic era
- CCCA Full Classic™







THE PACKARD EIGHT

Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. First introduced in 1924, the Eight was notable as the first Packard to employ four-wheel brakes. Its side-valve straight-eight engine developed 85bhp from 5.9 liters, and the model Eight line-up initially comprised ten models on two wheelbase lengths. In 1927 the engine was enlarged to 6.3 liters and a smaller 5.2-liter Standard Eight introduced for 1929, the larger engine continuing to power the Custom and DeLuxe Eights. The latter was re-christened

'Super Eight' for 1933, by which time all Packards featured synchromesh transmissions.

The height of the Depression did not dampen the artistic inspirations of the automobile industry. The years 1930–1937 produced some of the finest styling seen in the automotive world even to this day. Packard in particular, though always producing beautifully styled and functioning machines before, truly spread its wings during this period. Like many great works of art, some of humanity's greatest triumphs are inspired during the toughest times.









1933 Packards are wonderfully made and styled automobiles - it was only a shame there were so few who could afford to buy them. 10th series production totaled a meager 4,800 units, a far cry from the 16,613 for the 9th series, and way down from the nearly 55,000 sold in 1929. The 10th series would represent Packard's smallest output of the Classic era.

Built on the 142-inch wheelbase, the model 1004 was offered with 14 individual body styles. Priced at \$3,090, the 7-Passenger Sedan was one of the more expensive body styles available but was still one of the more popular ones for its luxurious practicality. All the same, only 1,327 Super Eight chassis were built, 788 of which were the longer wheel base models.

This specific sedan has been the fortunate recipient of a restoration the likes of which

is usually reserved for custom bodied open topped examples. About a quarter of a million dollars was spent turning this Packard into the true jewel it is today. Inside and out, the car is just resplendent. The driver and passengers enjoy soft, fine light tan cloth upholstery and highly polished wood trim throughout. All of the chrome has been carefully prepped and professionally redone. The gauges look as if they have just been installed at the Detroit factory. All of the correct fittings are present and the jump seats in the back look unused.

Outside, the Thistle Green Dark paint is rich and lustrous, the product of meticulous preparation and application that the factory could have only dreamed of in '33. The chrome is all highly polished as well. A set of Trippe Speedlight graces the front, flanked by a set of auxiliary horns. Above them

and astride the fenders are headlights and driving lights from a 1005/6 Packard Twelve. The bumpers front and back are sourced from a '33 Packard Twelve as well with their recognizable counterweights at the ends. The sidemount spares are topped by optional side mirrors too. Opening the hood reveals a cleanly present, highly detailed and correctly finished straight eight motor.

A recipient last year of an AACA First Place Senior, the car has its complete tool roll as well-all of which has been restored to the same level as the rest of the car. A CCCA Full Classic®, it qualifies for numerous shows and tours, not to mention the AACA events that can be done with it as well. A Sedan like this is a rare opportunity to acquire a spectacularly restored car at a fair discount of what it would cost to do yourself.

\$150,000 - 175,000

1948 CHRYSLER TOWN & COUNTRY CONVERTIBLE

Chassis no. 7408313 Engine no. C39-77928

324ci L-head inline eight-cylinder engine
Single Stromberg carburetor
135bhp at 3,400rpm
Fluid-drive transmission
Independent front suspension and live rear axle with semi-elliptical leaf springs
Four-wheel hydraulic drum brakes

- Five owners from new
- Low mileage example
- Open Town and Country
- U.S. Icon







THE TOWN & COUNTRY

Wood-bodied station wagons began as utility vehicles, often cataloged in the manufacturers' commercial lines. During the 1930s, however, the style developed a certain vogue, particularly as prestige manufacturers like Packard and Chrysler began offering them. In 1941, Chrysler created a sensation with the Town & Country, a stylish barrel-backed four-door wood-bodied station wagon. Based on the six-cylinder Windsor line, it came in either six- or eight-passenger form and had swing-open clamshell doors at the rear. About 2,000 were built in 1941 and '42 before automobile production was suspended for World War II.

After the war, Chrysler had designs on a vastly expanded Town & Country line, and made plans for five body styles. The sedan-wagon was eliminated, but a brochure was published for two- and four-door sedans, a three-passenger roadster, and both hardtop and soft-top convertibles. In the end, only the four-door and the soft-top made it to production. Reportedly seven prototype hardtops were built, and a single two-door; the roadsters seen on the auction circuit are latter-day replicas. Production sedans were Windsor sixes, convertibles were in the eight-cylinder New Yorker line.

A prime example of Chrysler's flagship of the postwar period, a Town & Country convertible is a desirable addition to any collection.









This lovely Polo Green example shows less than 38,200 miles, which is believed to be from new. The interior is finished completely in striking green and cream leather upholstery, a rare option back in 1948 (supposedly only 10% were ordered with the leather option). It is complemented with matching green Wilton wool carpeting and is well appointed with a plethora of factory correct accessories including a driver's side cowl-mounted spotlight, dual side-view mirrors, a rear view mirror, a deluxe push-button AM radio, a clock, optional dual MoPar Model 54 heater units, front and rear bumper guards, and wide whitewall Firestone Deluxe Champion Gum Dipped 8.20 - 15 tires mounted on steel wheels.

Originally purchased by Ms. Mary Maloney of Des Moines, Iowa, the car was lovingly maintained by her before heading to Mrs. Romaine Heither, originally of Des Moines and later of Fort Worth, Texas. After decades of care in the garages of ladies of fine taste, the Woody moved onto its first gentleman owner when it was acquired by Robert Ulm of Des Moines, Iowa who kept the car for about eight years. The fourth owner of the car, Sonny Abagnale kept the car briefly before it came into the ownership of the current vendor in 1996.

Cosmetically refreshed with new paint and interior trim as well as revarnished wood at some point prior to the current owner's acquisition, the car has otherwise never been fully apart. Since buying the Chrysler, over \$15,000 has been spent on perfecting the droptop's mechanicals, with receipts on file to prove it. Today the car is in lovely shape and reported to be a very nice driver.

All of these awards are testament to both the car and the enduring appeal of the model. A Town and Country is one of the easiest tickets to simply step back in time and revel in the warmth and fun of another era. Top up or top down, this is a spectacular ride whether your travels take you to town or out in the country. \$110,000 - 140,000

Please note this car is titled as a 1949.

1960 MERCEDES-BENZ 190SL ROADSTER

Chassis no. 121042-10-014520 Engine no. 121921-10-014637

1,897cc SOHC Inline 4-Cylinder Engine

- 2 Solex Carburetors
- 105bhp at 5,700rpm
- 4-Speed Manual Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Drum Brakes

- 2 owners from new
- Handsome white and black color combination
- Much recent refurbishment







THE MERCEDES-BENZ 190SL

Alongside its hyper-expensive race-bred sports car - the 300SL - Mercedes-Benz offered the less exotic but no less refined 190SL. Announced in 1954 and based on the 180 saloon whose all-independentlysuspended running gear it used, the 190SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. 'Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz,' observed Road & Track magazine. Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering,

the power unit was a 1,897cc overheadcamshaft four - the first such engine ever to feature in a Mercedes-Benz.

Breathing through twin Solex downdraft carburetors, the M121 unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 100km/h in 13 seconds and on to a top speed of 170 kilometers per hour. The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports cars could out-perform it while costing a good deal less, did nothing to deter sales. The model was a big hit in the USA, where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.







The owners report that this example of the 1950s era four cylinder SL Roadster is known to have an uncomplicated two custodians since its original supply in 1960. The first of those would retain the car until last year.

Back in 2006 in its original ownership the car had been repainted in its original scheme of Ivory white, at the same time its engine was rebuilt, and most of the chrome work was replaced. Since coming into the present custodian's hands, the car has received further sympathetic restoration work retaining

the essence of its originality, while enhancing its aesthetics to make it more attractive and ready for use. This work has included the fitting of a brand new German canvas top, complete with chrome strip, and a new black leather top boot.

Now freshly detailed and presenting very finely, it is described as running exceptionally well also. Complementing its visuals, is a nice documentation file with original books and numerous bills for the above mentioned work. \$90,000 - 120,000





345

EX-HARRAH AUTO COLLECTION

1922 KISSEL MODEL 6-45 GOLD BUG TWO-PASSENGER SPEEDSTER

Chassis no. 1964 Engine no. 451964

338ci L-Head Inline 6-Cylinder Engine 61bhp Single Updraft Carburetor 3-Speed Manual Transmission Front and Rear Leaf Spring Suspension 2-Wheel mechanical brakes

- Formerly part of the famous Harrah Auto Collection
- Favored model among celebrities of the day
- The epitome of the "Roaring Twenties" motoring style
- One of the most celebrated designs of the 1920s
- Nice older restoration that has aged well







THE KISSEL MOTORCAR COMPANY

Few cars from the 1920s are more memorable and enduring than the Kissel "Gold Bug". They embodied the spirit of the carefree "Roaring Twenties" better than just about any car. Their dynamic sporty looks and novel features, such as their dual golf bag mounts, made them an icon of the day. They were the favored transport of many celebrities of the era, including Amelia Earhart, Indy 500 winner Ralph DePalma and Roscoe "Fatty" Arbuckle.

The Kissel Motorcar Company was started by the German immigrant brothers George and Will Kissel in 1906. Based in Hartford, Wisconsin, the company initially called its motorcars "Kissel Kars". The anti-German sentiment around World War 1 saw the 'Kar' dropped from the name. The firm produced good quality, mid-priced cars exhibiting sound engineering, and they soon garnered a reputation for reliability and good performance. Their initial effort was quite an undertaking - a 4-cylinder 30hp car in 1907; shortly thereafter, in 1909, a 6-cylinder model was introduced, and the ambitious company even produced a V12 powered car in 1917. But it would be their L-head long-stroke six, introduced in 1915, that would prove to be their most venerable product, staying in production till 1928.

Kissel's most famous and enduring product, the "Gold Bug" Speedster, was actually the mastermind of one of the company's dealers. New York distributor Conover T. Silver commissioned the Speedster to his own design. The sporty Silver-designed Kissels even carried his name for a time. The "Gold Bug" designation came from a naming contest for the sports car organized by Kissel and was chosen from over 500 submissions.

The Kissel Speedster's sleek two-seat body with its sporty cycle fenders wrapped the proven Kissel drivetrain and chassis. The stout Kissel-built long-stroke six powered the machine. This reliable engine made over 60hp and offered strong torque, the result being snappy performance thanks to its lightweight two-place body. The engine runs through a three-speed transmission and is mated to a rear axle with sufficiently tall gearing for the daring high-speed motorist.







Formerly part of the Harrah's Auto Collection, this is a fine example of the definitive Kissel "Gold Bug". Wearing an older but high quality restoration that shows well today, it was sold in the mid-1980s at the Harrah collection dispersal auctions. It is finished in the characteristic yellow and black appropriate for a car that was not meant to blend in with the crowd. The engine compartment is quite tidy and good attention has been put into the authenticity of the restoration.

Recently demonstrated by a Bonhams specialist, the car was found to be easy to start and it ran smoothly. It cruised along the back roads at a comfortable turn of speed. The car displayed the precise handling and good road manners these models are known for.

Few early American cars attract more attention and turn more heads than a Kissel Gold Bug Speedster. With stunning looks, good road manners and the potential for many laurels on the show circuit, they represent great value as one of America's first true sports cars.

\$150,000 - 175,000

346

1949 CADILLAC SERIES 62 CONVERTIBLE COUPE

Chassis no. 496207047

331ci OHV V-8 Engine
Dual Downdraft Carter Carburetors
160bhp at 3,800rpm
3-Speed Hydra-Matic Automatic Transmission
Independent Coil Spring Front Suspension and Semi-Elliptical Leaf Springs with Semi-Floating Rear Axle
4-Wheel Bendix Hydraulic Drum Brakes

- Nicely restored example
- Elegant color scheme
- Recent mechanical service







THE SERIES 62

In 1949, Cadillacs were still very much Cadillacs. The division had its own brand new overhead-valve engine, its own identity, and a clientele that thought of it products as the very best. It didn't matter much that the body designs differed only in detail from the '48s. These were America's best and there was that silky V-8 under the imposing hood.

While the V-8 engine produced only moderate power, it was incredibly smooth, had gobs of torque, and was only at the very beginning of its development potential. Frequently mated to the optional (\$174) Hydra-matic automatic

transmission, the '49s were effortless cruisers and conveyed an image of success and discerning taste. Indeed none other famed American sportsman Briggs Cunningham drove a Series 62 himself. Indeed, in 1950 a Cunningham-entered Cadillac Coupe De Ville finished tenth at Le Mans that year driven - in lounge suits - by the Collier brothers.

Although the body style featuring GM styling chief Harley Earl's Lockheed P38-inspired tailfins had made its debut the preceding year, the 1949 Cadillacs are nonetheless landmark models.









This black over burgundy and tan topped Series 62 Convertible was the car to have in 1949. Owning one told the world that you've arrived, you've made it to the top. This car came pretty loaded from the get go with power windows and top as standard features—but that wasn't enough as the option boxes for the Hydra-Matic automatic transmission, radio and antenna, white wall tires, and chrome wheel discs were also ticked. Short of ordering a much more expensive convertible from a certain British company with interlocking R's in their logo, you would be hard pressed to find a finer open motorcar.

Acquired by the vendor about 15 years ago from New Jersey collector Ray Catena, the Caddy has been carefully maintained and recently received \$3,500 worth of refurbishing and service work. Reported to be a strong runner, it was the subject of a restoration prior to the current owner's acquisition, it's fitted with seatbelts for both front and rear passengers. It's no doubt a most fitting chariot in which to cruise on down to the local Cadillac Lounge.

\$75,000 - 95,000

1986 FERRARI 328GTSI

VIN. ZFFWA20B000060121

3,185cc DOHC V8 Engine
Bosch K-Jetronic Fuel Injection
270bhp at 7,700rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Major tune-up and belt service less than 100 miles ago
- Classic Ferrari color scheme
- An affordable and attractive ticket to the world of Ferrari collecting
- Offered with books and tools







THE V8 FERRARIS

Introduced as a replacement for the V6-powered 246 Dino, the 308GT4 received an all new, DOHC V8 engine, with a displacement just under three liters. The new engine powered a model-range of Ferraris that still runs to this day at the Maranello works, the current 458 being the latest iteration. With the power-plant placed transversely above the rear axle, these cars proved to be agile handlers, and their relative affordability makes them a great entree to the world of Ferrari ownership. Many V8-models have come and gone over the past four decades; most memorable being the 288GTO model of the mid-1980s, the supercar of its day, and the more usable 308 and 328 models of the same era.

THE MOTORCAR OFFERED

Presented here is a European delivery 328GTS with the desirable targa top and 10 more horsepower than that emissions choked American versions. Finished in the classic Ferrari color scheme of *Rosso Corsa* over tan leather, it is in lovely, original condition as the recipient of regularly and meticulous maintenance its entire life. Arriving in the US in 2004 for just under 30,000 miles on the clock, it shows only a bit over 36,000 miles a decade later.

A recent major tune-up including engine-out belt service was done less than 100 miles ago. Offered with the original maintenance and owner's handbooks, the CARFAX report and the original tool roll, this beautiful 328GTS offers open top Ferrari touring in elegant Pininfarina style, at an affordable and attractive price when compared with its older and younger siblings.

\$45,000 - 55,000

1963 BUICK RIVIERA SPORT COUPE

Chassis no. 7J1032117
401ci OHV V8 engine
Single Carter AFG carburetor
325bhp at 4,400rpm
2-speed Turbine Drive automatic transmission
Independent front and rear swing arm suspension with rigid rear axle
4-wheel hydraulic drum brakes

- A nicely preserved survivor
- 4-owners from new
- 74,800 original miles
- A desirable American GT







THE BUICK RVIERIA

Buick's 1963 Riviera was General Motors' impressive response to the popular four-passenger Ford Thunderbird. The boldly understated coupe featured a crisply sculptured roofline, low profile, and frameless side glass. At 117 inches, its wheelbase was a full nine inches shorter than that of Buick's flagship Electra. In addition to using a specially adapted version of the bigger Buick's "X" frame design, the Riviera was also powered by the same 401 cubic inch Buick V-8 engine found in the larger cars.

While successfully taking on Thunderbird, the Riviera also brightened Buick's prestige image. Seeking to ensure exclusivity, then Buick general manager Edward D. Rollert limited first-year Rivera production to exactly 40,000 units.

THE MOTORCAR OFFERED

This lovingly preserved Riv was bought new by Ms. Alice Walker on December 22nd, 1962. Kept in top shape and driven fewer than 2,000 miles a year, it wasn't until June 22nd, 2000 that the car went to its next owner, a collector in Warsaw, Kentucky, with 70,024 miles on the odometer. Another careful keeper, the car accumulated fewer than 3,500 miles selling it on March 20, 2007 with 73,466 miles to its third owner, a gentleman from Cullman, Alabama. Bought for his wife, who had owned a similar car new, 40 years hence she now found it to be a bit too big for her. It was carefully stored in her husband's hanger before it was acquired by the consignor earlier this year.

Still showing well today and totally unrestored, it has only been driven 74,800 miles in the last half a century. The factory Arctic White finish, which was repainted some time ago, is complimented by an uplevel "Custom" Saddle interior with

leather seat trim and genuine wood accents.

The Riviera is equipped with factory air conditioning, power steering, windows, seats, and truck release, and an AM/FM radio—a new option in 1963. Underhood, the engine compartment showcases the powerful Buick Wildcat V8 which is mated to an optional automatic transmission.

The car's factory owner's manual and the special plaque engraved with the Ms. Walker's name—a touch included in every 1963 Riviera—are included.

This is a spectacular fully equipped first-year Riviera, a nice survivor that may be enjoyed as is. Combining a rare and attractive color combination with originality that is unlikely to be surpassed, here is a Riviera that will always stand out.

\$20,000 - 30,000 WITHOUT RESERVE

1991 ASTON MARTIN VIRAGE COUPÉ

VIN SCFCAM2S7MBL5022

5,340cc DOHC V8 Engine Electronic Fuel Injection 335bhp at 5,300rpm 5-Speed Manual Transmission 4-Wheel Independent Suspension 4-Wheel Disc Brakes

- Desirable 5-Speed example
- Exquisite presentation inside and out
- Low mileage
- Offered with clean CARFAX report
- Elegant color combination







THE ASTON MARTIN VIRAGE

Introduced at the 1988 Birmingham Motor Show, the Virage was Aston Matin's replacement for the 20-plus year old V8 model line. The Virage was launched and promoted as the luxury carmakers top model, and as the DB7 arrived in 1994, it was slotted in below the Virage in exclusivity and price.

The new Virage was entirely hand built with bodywork in aluminum, and sported a fresh and modern design penned by a duo of design tutors from the Royal College of Art, John Heffernan and Ken Greenley. William Town's sharp-edged Lagonda Saloon had dated quickly, but the Heffernan/Greenley Virage shape was a more timeless design, which successfully blended traditional Aston Martin styling cues, such as the grille shape and front fender vents, into a sleek fastback devoid of excessive exterior decoration.

Power was plentiful from the 32-valve DOHC V8. "Acceleration just never seems to run out", claimed *Sports Car International* in a road test. Just 1,050 Aston Martin Virage where produced, a rather low production number comprising to contemporary Aston Martin models.

THE MOTORCAR OFFERED

The Virage offered here must be one of the finest and bestoptioned examples on the market today. Completed at the Aston Martin Works in March of 1991, this Virage was equipped with the desirable 5-speed manual transmission, rigged as a left hand example, and finished in an elegant dark green metallic over a black Connolly leather interior.

The cars CARFAX attests to decades in the Tristate area, and records the car's low mileage periodically. The paint shows very well, and attests to careful and devoted enthusiast ownership. The interior has a feel of class and exclusivity, and present equally well. A recent service included replacement of the engine management computer; a common fault on this model.

A great GT car from the legendary maker of thoroughbred sports cars, this Virage must be considered a future collectible that offers fast and spirited performance with era-evoking styling.

\$70,000 - 90,000

1959 TRIUMPH TR3A

Chassis no. TS67590L0 Engine no. TS64327E

1,991cc OHV Inline 4-Cylinder Engine 2 SU Carburetors 100bhp at 5,000rpm 4-Speed Manual Transmission Front Independent Suspension - Live Rear Axle Front Disc Brakes - Rear Drum Brakes

- A nicely restored and great driving example
- Recipient of a thorough older restoration
- Recently serviced
- The classic Triumph sports car
- Fun weekend companion







THE TRIUMPH TR3

Lacking a sports car capable of competing with those of MG and Jaguar, Triumph started developing a new sports car, the TR2, which it displayed proudly at the Geneva Motor Show in March 1953. An enormous success both at home and abroad, it was to be expected that its successor - the TR3 - would represent evolution rather than revolution.

Introduced in October 1955, the TR3 was, indeed, little different from the preceding TR2. Changes to the 2.0-liter engine boosted power from 90 to 95bhp, but the most obvious difference was the adoption of an 'egg box' radiator grille. The engine developed 100bhp courtesy of a new cylinder head by mid-1956; then in August, Girling front disc brakes were introduced. The TR3A was introduced during 1957, with cosmetic changes including new front-end styling featuring a full-width grille incorporating sidelights/indicators, and locking door and trunk handles plus an improved interior. Today these charismatic Triumph sports cars remain popular for their usability, ease of maintenance, good looks and the fact that they are immense fun to drive.

THE MOTORCAR OFFERED

Offered here is wonderful example of the TR3A model. A left hand drive example, this Triumph was most likely delivered new to the US. A comprehensive restoration was performed about 10 years ago. It appears every area of the car was attended to; interior, top, exterior paint, chassis and engine compartment. Finished in a classic light blue, the car is elegantly fitted with chrome wire-wheels mounted with period looking white-wall tires. The interior is neatly appointed in a darker blue, with contrasting white piping. Close examination of the car reveals a thorough restoration done with a good degree of skill.

A strong running car with healthy appearance it has been owned by a marque specialist for the last several years. Offered in ready to enjoy condition, this little TR3A should prove great fun over the summer months.

\$25,000 - 30,000

Please note this car is titled as a 1960.

1913 RAMBLER MODEL 83 CROSS COUNTRY TOURING

Chassis no. 32374

318ci Side-valve 4-cylinder engine 42hp single updraft carburetor – dual iginition 3-Speed transmission with overdrive 2-Wheel mechanical brakes

- Proven dependable tour car
- Very good performance enhanced by the overdrive
- Nicely restored condition
- Electric start and lighting







THE RAMBLER

Thomas Jeffery was a bicycle manufacturer, his Rambler model the second-best-selling cycle in the United States during the 1890s. At the turn of the 19th century, Jeffery became interested in the automobile, and built a single-cylinder car in 1897. The following year, with his son Charles, he built two more and exhibited them in shows in his home city of Chicago and in New York. The new cars had front-mounted two-cylinder engines and left-hand drive and were given a good reception by show-goers and the press. Although the cars were not displayed with a particular name, the press generally referred to them as 'Ramblers,' the brand with which Jeffery was well known.

In 1901, the Jefferys sold the bicycle business to Colonel Albert Pope's conglomerate, the American Bicycle Company, and went decisively into automobile manufacturing, taking the 1898 car to a new plant in Kenosha, Wisconsin, to work up production. The car that they introduced in February 1902, however, was rather different, having its single-cylinder engine under the seat and being steered by a tiller on the right. Customers found it attractive and 1,500 were sold in the first year at a price of \$750.

Rambler cars enjoyed excellent sales, placing third in 1905 and 1906 and remaining in the top ten throughout the decade. Thomas Jeffery died of a heart attack in 1910. In 1914, to honor his father's memory, Charles Jeffery re-christened the 'Rambler' car with the family name. But in 1915, having narrowly escaped death at the sinking of the Lusitania, Charles experienced an epiphany and chose to retire. He sold the company in 1916 to Charles Nash, after which the Nash name was gradually phased in.









This 1913 Cross Country model is from the last year prior to the cars being re-named 'Jeffery.' Restored by a previous owner in 2001, it is painted in the correct colors of Brewster Green with black fenders, splash aprons and hood. The seats are also in the correct pattern, upholstered in black leather.

In 1913, Rambler produced a single series, the Model 83, in four body styles. At the top of the catalog was a seven-passenger 'Gotham' limousine, below it a four-passenger 'inside drive' coupe. The four-five passenger touring car and two-three passenger roadster

were both given the name 'Cross Country,' a designation revived in 1954 for a station wagon version of Nash's popular Rambler, a name retrieved in 1950 for the company's new compact car.

The recipient of a quality restoration, this car runs and drives well. Its 42 horsepower, 318 cubic inch four-cylinder engine has individually cast cylinders and magneto ignition. It is water-cooled, with pump circulation, and has an accessory speedometer, folding windshield and full canvas top. The current owner has used

the car exclusively for brass sera touring. Over the winter the car received extensive engine work. When recently demonstrated for a Bonhams specialist it was found to having good performance and the over drive made for pleasant higher speed cruising. A versatile car, it is just modern enough to have electric start and full electric lighting, making life with a car of this era that much simpler. Nicely restored, well maintained and sorted out this Rambler is a "turn key" brass touring car that is ready to enjoy.

\$65,000 - 80,000

1967 ASTON MARTIN DB6 SPORTS SALOON

Chassis no. DB6/2415/L Engine no. 400/2334

3,995cc DOHC inline 6-cylinder engine
Triple SU carburetors
282bhp at 5,500rpm
5-speed ZF Manual Transmission
Independent front suspension with unequal-length A-arms and live rear axle
4-wheel hydraulic disc brakes

- Factory left-hand drive
- Fitted with A/C from new
- Numbers Matching
- The ultimate British GT car







THE DB6

Last-of-the-line models are always sought after by discerning collectors and few are more highly prized that the final flowering of the glorious 'David Brown' six-cylinder series, considered by many to the last of the 'real' Aston Martins. Culmination of this long-running line of 'DB' sports saloons, the DB6 was introduced in 1965. Recognizably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Superleggera body structure of its predecessors in favor of a conventional steel fabrication. The wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter

windows. Opening front quarter lights made a reappearance, but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds.

'The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space,' revealed Motor magazine, concluding that the DB6 was one of the finest sports cars it had tested. 'The DB6 with its longer wheelbase and better headroom makes an Aston Martin available to the far wider four-seater market, and the design is in every way superior to the

previous model. A purist might have though that the longer wheelbase would affect the near-perfect balance of the DB5, but if anything the DB6 is better.'

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









This 1967 Aston Martin DB6 came from the factory trimmed in its current shade of Fiesta Red over black Connolly hides. Lefthand drive from new, the boxes were ticked for chrome wire wheels and optional air conditioning system, too. According to the factory build sheet included with the car, the original owner had specified a Borg-Warner 3-speed automatic, but this was changed early in life to the factory correct ZF 5-speed manual that the car still has today.

Retaining its original engine, it has the lovely finish and patina that only a car that has never been apart can have. Previously part

of the collection of a well-regarded Aston Martin enthusiast, the car begging to be driven and enjoyed, the original leather interior invites you behind the wheel for some back road motoring.

The popularity of Aston Martins continues to reach new peaks as more and more collectors are discovering the usability and comfort of the creations of Newport Pagnell. This numbers matching, factory left drive DB6 is a wonderful opportunity to join Aston fans. With its edibility for exciting events and rallies, there is no end to the exciting drives that lie ahead.

\$325,000 - 375,000

1952 LAGONDA 2.6-LITER DROPHEAD COUPÉ

Chassis no. LAG/50/476 Engine no. BCA 50/554

2,580cc DOHC inline 6-cylinder 105Hp, Twin SU carburetors 4-Speed transmission 4-Wheel hydraulic brakes

- The first post David Brown Lagonda model
- Sophisticated chassis
- Interesting piece of Aston Martin history
- Alloy coachwork
- Thoroughly sorted out car







THE LAGONDA 2.6-LITER

It's said that when David Brown acquired Lagonda in 1947 all he got was a famous name, a collection of engineering drawings and a handful of prototypes. And although Lagonda's chief engineer and designer, the great W.O. Bentley, quit the firm when Brown took over, he did leave behind the 2.6-liter, six-cylinder, twin-overhead-camshaft engine that would power the Aston Martin DB2 and the next generation of Lagondas.

Although it retained a separate chassis, Bentley's 2.6-Liter Lagonda was advanced in other ways, featuring independent suspension all around: by double wishbones and coilsprings at the front - a layout similar to that adopted on the DB4 - and semi-trailing arms at the rear where the brakes were mounted inboard to reduce un-sprung weight. It had been intended that the new Lagonda would exploit a perceived gap in the luxury car market between Jaguar and Rover at one end and Rolls-Royce and Bentley at the other. W.O.'s design succeeded brilliantly in this, being able to carry five persons and their luggage at high speed and in great comfort.

One of Lagonda's, and David Brown's, greatest assets was stylist Frank Feeley, the man responsible for the Italianate flair of the

DB2, and while Feeley's 2.6-Liter looked back nostalgically at the Lagondas of prewar years, his prototypes produced on that chassis in the late 1940s hinted at the 3-Liter model to come.

A Mark 2 version arrived in the autumn of 1952 boasting revisions to body and interior, as well as a Jackall self-jacking system. Coachbuilders Tickford had begun to play an increasingly important role as body suppliers during manufacture of the 2.6-Litre and when the new 3-Litre model was announced in 1953, the Newport Pagnell firm assumed sole responsibility for body production.







This fine Lagonda was purchased new by Dr. B. McCall Smith, Victoria Infirmary, Glasgow Scotland on January 29, 1953. The build sheet indicates it was later sold in to Major J.G. Fyfe, also of Scotland. The car would later end up in the US via a Christie's auction in the mid-90s, and would eventually be purchased by the current owner on December 3, 2000.

While being relatively original when acquired the car was in need of paint and mechanical work. The job was entrusted to Spencer Restorations (then in Framingham, MA) now in Canterbury, CT. Spencer commenced with the bare metal respray finding the alloy coachwork to be in fine order. A true engine tuner, Spencer proceeded to make the Lagonda perform as well or better than new. No expense was spared and the entire car was sorted and renewed with the intention of creating an excellent driving car. The motor was gently massaged to extract as much

output as possible and, aside from the tubular exhaust header, looks factory stock. The interior was re-trimmed in fine brown hides and a new top with a fabric that compliments the green paint handsomely.

Since restoration the car has been used regularly and proven a reliable and good performing car. When demonstrated by a Bonhams specialist it was found to start easily with strong acceleration and an excellent chassis. The gear shifts were smooth and precise and the brakes halted the car evenly.

Done as a true labor of love, this Lagonda has been rejuvenated with the utmost care and no desire to skimp on the details. One is always advised to buy the best possible example of a particular model and we feel one would be hard pressed to find a better prepared and sorted Lagonda than this one.

\$40,000 - 60,000





1991 FERRARI TESTAROSSA

Coachwork by Pininfarina VIN ZFFSG17A1M0086824 Engine no. 23997

4,942cc DOHC Flat 12-Cylinder Engine
Twin Bosch K-Jetronic Fuel Injection
380bhp at 5,500rpm
Five-Speed Manual Transmission
4-Wheel Independent Suspension with Double Wishbones, Coil Springs and
Co-Axial Koni Dampers
4-Wheel Hydraulic Disc Brakes

- Fewer than 22,000 miles from new
- Carefully maintained with the 30,000 belt service only 200 miles ago
- Complete with books, tools, and records
- An icon of motoring history







THE TESTAROSSA

Ferrari's flagship model, the Testarossa supercar revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine, which now boasted a maximum power output raised to 390bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of around 180mph. Rivaling Lamborghini's Countach for presence, the Pininfarina-

designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognizable styling devices. A larger car than the 512BB - the increase in width being necessary to accommodate wider tires - the Testarossa managed the trick of combining high downforce with a low co-efficient of drag, its body being notable for the absence of extraneous spoilers and other devices. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather.









This Rosso Corsa over tan Testarossa is the embodiment of the Miami Vice era. Delivered new to New York and first registered on January 20th of 1991, it spent the first four years and 5,900 miles with its first owner before moving to Nashville, Tennessee with its next keeper. Carefully maintained and enjoyed in Tennessee until 1999, the new millennium brought the car out to Southern California with less than 10,000 miles on the clock. Regularly

maintained at Ferrari of Newport Beach, it was showing about 21,700 miles in 2012 when Ferrari specialist Gary Bobileff Motor Company performed the notoriously complex and expensive 30,000 miles service including belt servicing.

Acquired by the current vendor in the winter of 2012 with 21,949 miles on the odometer, it shows today with about 50 more miles on the ticker. An excellent example complete

with all of its books, service history, tools, and clean CarFax report, as a final year model it enjoys all of the detail improvements that were made regularly throughout the Testarossa's seven-year production run, including the adoption of dual door mirrors and five-bolt wheels, as well as a desirable Tubi exhaust setup. Popularity in these cars is growing and few finer redheads are available than the presented sportscar. \$70,000 - 90,000

1959 JAGUAR XK150S 3.4-LITER ROADSTER

Chassis no. T831532DN Engine no. VS 1486-9

3,442cc DOHC Inline 6-Cylinder Engine
3 SU Carburetors
250bhp at 5,500rpm
4-Speed Manual Transmission with Overdrive
Front Independent Suspension – Live Rear Axle
4-Wheel Disc Brakes

- More than 50 Concours wins
- 100 point JCNA status
- Matching numbers, factory left hand drive example
- Three owners from new
- Fewer than 18,000 original miles







THE JAGUAR XK150

"The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money," declared *The Autocar*.

Introduced in 1957, the '150' is the ultimate expression of Jaguar's XK series. Revisions to the bodywork retained the traditional XK look but the revised fender line made room for a wider cowl and windshield and fed into thinner doors that much improved comfort. Jaguar adopted the disc brakes which had so dramatically demonstrated their effectiveness in the C-types at Le Mans, improving not only braking performance but also the XK 150's marketing.

In standard form, it retained the 190bhp of its predecessor. But for those requiring a little more 'poke', 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph.

At first the '150' was available in fixed and drophead coupé forms; the open roadster version didn't appear until the following year. The roadster version would become the rarest XK 150 model, now with rollup windows and thorough weather protection to make it the ideal vehicle for a day's enjoyment or a long trip through variable weather. Looks were not to be compromised, however, as the XK150 Roadster retained the traditional roadster's window sill dip and top that was fully enclosed when retracted for an especially attractive profile.

THE MOTORCAR OFFERED

There can be few cars of this marque or model that can lay claim to such achievement in Concours events across this country. Over the course of the last 13 years, the XK150S offered here has won more than 50 Concours awards, including numerous 'Best in Class' trophies. Today, the car still holds 100 point status with the Jaguar Club of North America and has won North American Champion as well.

That the car came to be in such extraordinary condition is testament to its owners, keen enthusiasts of British motorcars, and reflects their passion, keen eye for detail and quality workmanship.









An original U.S. delivered example, this 'S' was built on October 10, 1958, dispatched 20 days later and supplied to this country through Jaguar Cars New York. Finished in Black with Grey hides and a Black top, it was delivered with the exact technical specification and matching numbers components that it retains today, as verified by its Jaguar-Daimler Heritage Trust Certificate.

The first owner of the car was J.P. Squire of Mentor, Ohio who took delivery on July 19, 1960. Squire kept the car for four years before selling it to W.O. Oden of nearby Cleveland, Ohio in June of '64. Oden enjoyed the car for two subsequent years before putting it into storage in his garage in August of 1966. The Jag would sit closeted in Oden's garage for the next three decades until it was acquired

by the current owner in May of 1997. When the car was pulled out of the garage, it was in complete and showing less than 18,000 miles on the clock.

Sent to marque specialist Jeff Locke of Foreign Car Specialties in Tallmadge, Ohio in 1998, an exhaustive, body-off, concours quality restoration was begun. In completing the restoration, exacting detail features were sourced - items which are so often copied, but rarely are originals as found on this car.

This exhaustive process took three years from start to finish. Completed in its original color scheme, it has achieved consistent success where ever it has been shown. With preciously few miles added since it was completed to its already very low mileage

total, and detailed to the highest degree, the car looks today much as it did when the exacting rebuild was finalized. The car is replete with it original owner's manual including its annual maintenance chart, tool roll, and 'Supplementary Instructions...for the XK150 "S" Model'.

Bonhams can only endorse the judgments of so many experts across the country who have consistently prized and placed this car above all others they have seen. It is an utterly beautiful example with only three Ohio owners and fewer than 18,000 original miles, which should comfortably provide its next owner with further awards, or hold its own among any world class collection of automobiles.

\$170,000 - 200,000

356 EX- OTTO ZIPPER, WILLIAM HARRAH – MILLE MIGLIA ELIGIBLE

1927 AMILCAR CGSS TWO SEATER SPORTS

Chassis no. CGSS41239

1100cc side valve engine
35hp Single Solex side draft carburetors
3-Speed transmission
4-Wheel mechanical brakes

- Pedigree pre-war sports machine
- Fantastic provenance with ownership by two American legends
- One of the best looking of all the Amilcars
- The only Mille Miglia eligible Amilcar







THE CGSS

Amilcar was founded by Andre Morel and engineer Edmond Moyet to build cyclecars with sufficient performance for Morel to realize his dream of competition success. Emile Akar, a Paris businessman, and Joseph Lamy, an executive at cyclecar maker Le Zebre, backed Morel's and Moyet's prototype, which was enthusiastically received. Powered by a diminutive 904cc four-cylinder sidevalve engine, Amilcar's first model, the CC, commenced production in 1921. The CC was praised for its excellent, responsive handling and adequate power, attracting a large and

loyal following and setting the pattern for future models. It also provided Morel with his desired competition success when he became the 1100cc Class champion of France in 1922.

The Chassis Gran Sport Surbaisse or CGSS was introduced in 1926 and represented the ultimate development of this series. The engine was highly tuned and new wide sump was fitted. What made the CGSS special was the lowered chassis and its distinctive long frame rail projections in front

of the radiator. This new lowered grand sports Amilcar was delivered in attractive coachwork in the form of a grand prix type two seater sports. The earliest of the CGSS had the attractive upswept cowl for driver protection. The CGSS was well equipped with full instrumentation including tachometer and le Nivex fuel gauge all fitted in a polished aluminum dash.

The CGSS would be the only Amilcar model to compete in the Mile Migllia and as a result is the only type eligible for the event today.







The CGSS offered here has wonderful American provenance. Having been purchased from its original owner in Paris by famed racer, owner, Bugatti aficionado and Porsche dealer Otto Zipper. Zipper had the car for several years and displayed the car at numerous shows, always trailering it. He sold the car on to none other than William Harrah in 1962. Harrah's team proceeded to research the car heavily and contacted many of the premier marque authorities (letters included in the history file). It stayed as part of the Harrah's Auto Collection until the dispersal auctions of the mid-1980s. After its sale, Harrah's still active restoration shop was commissioned to restore the car by its new owner. Today it wears this restoration and presents very well.

It was acquired by the vendor in 2006 and has enjoyed regular use and careful maintenance since. The car has competed in vintage hill climb events but mostly has enjoyed sporting outings in the New England countryside.

These Amilcar CGSSs, though highly rare in the marketplace, still represent tremendous value, having the charisma and looks of sports machines costing many times more. With eligibility for many of the world's most exclusive events including the Mille Miglia, they are an extremely reasonable entry into a very exclusive club. This example with its impeccable provenance, excellent specification and fascinating history file is highly recommended indeed.

\$90,000 - 110,000

Please note this car is titled as a 1926.



1966 FITCH PHOENIX

Chassis no. 107375W224558 Engine no. T0930RB

Flat-six, 140 cu.ins. 170bhp 4-Speed manual transmission Independent suspension front and rear by coil springs Front, Girling Disc brakes, rear drums Left hand drive

- Unique road-going prototype vehicle
- Offered from the Estate of John Fitch
- Never offered for sale before







THE MOTORCAR OFFERED

The fantastic Fitch Phoenix, the first of a projected series of 500 cars remains today the only one in the world. Strangled aborning by the bureaucracy and red tape of Washington, D.C. the Phoenix was Fitch's concept of what a luxury grand touring machine ought to be, and was a dramatic departure from production cars of its day. The body styling was the result of a three-year collaboration between Fitch and illustrator Coby Whitmore, his good friend and neighbor. Together they constructed a full-scale mockup which they spent countless hours developing and refining. The final design was executed in steel by Frank Reisner's Intermechanicca Group in Turin, Italy and wedded to a highly modified Corvair drive train and running gear. Building on a base of readily available mechanical parts was essential to ensure that spares would be available and to simplify servicing.

As assembled by Fitch, the Phoenix's Corvair underpinnings gave sensational performance and handling. The car weighed in at just 2,150 pounds dry and the flat-six air-cooled engine, fueled by multiple Weber carbs and tweaked to 170bhp got to 60mph in just 7.5 seconds and had a top end of 130. Brakes were Girling discs for and 9.5 inch drums aft. Tires were radials, but mounted on 6 inch rims in front and 7 inch rims in the rear, so that two spares were required, one of each size. A classic touch was mounting the spares in front fender wells.









Fitch premiered his dream car in New York, on July 7, 1966. Priced at \$8,700, it created a sensation. Unfortunately, 1966 was also the year Congress passed the Highway Safety Act, legislating the establishment of a Highway Safety Bureau to set safety standards for automobiles. However, until the bureau was set up, a director appointed, a staff hired, and standards established, Fitch was unable to go into production with any assurance that his car would meet the as-yet-unspecified standards. Interim standards were established but challenged in the courts by Ford and Chrysler and it wasn't until January 1, 1968, that things were finally firmed up. But by then Nader's criticism of the Corvair had killed it and Fitch had his source of mechanical components knocked out from under him.

Despite its shelving, the Phoenix would become synonymous with Fitch, being regularly used and displayed by him. It is certainly no stranger to the Greenwich Concours d'Elegance were it was driven to and shown by him a number of times.

In his latter days, in 2009 John Fitch was reunited with another of his creations, the Fitch-Whitmore Special in the Bonhams tent at this Concours when that car passed into new ownership, we're delighted to present the creation which he was best known for directly from his Estate.

\$150,000 - 200,000

Footnote - The Fitch Phoenix is titled by its base identity of a 1965 Corvair.

358 ORIGINAL LEFT HAND DRIVE, U.S. DELIVERY FORMERLY OWNED BY SARAH JEFFORDS AND THREE OWNERS FROM NEW

1958 ROLLS-ROYCE SILVER CLOUD LONG WHEELBASE SEDAN WITH DIVISION

Coachwork by Park Ward, Ltd. Chassis no. LBLC4 Engine no. C4B



THE SILVER CLOUD

In a boom period for Rolls-Royce, there were a considerable number of Silver Clouds built on the final series of the long lived six cylinder engine, before the introduction of the V8 came. By this stage, it is generally accepted that this power unit had perfected over the course of its decades of production in various forms. Although production of the stock model was numerous, variants of this were rather less so. There were still a few options that the surviving coachbuilders completed on this chassis, but it was hard to better the undeniable elegance and grace of the factory coachwork. By this era, it was generally assumed that the owner of the Rolls-Royce was also its driver, a trend that had started just before the war. But this was not always the case, and for those with the luxury of being chauffeur driven it made a lot of sense to order a long wheelbase

car, allowing for some extra leg room in the back. These extended cars were built in house by Park Ward.

That is precisely what the original owner, Mrs. Sarah Jeffords would have wished for, when she ordered her Silver Cloud at J.S. Inskip. Delivered in April 1958, this original U.S. import was as new to left hand drive specification, another aspect which was not at all common in this era, as it took longer for these cars to be built and clients frequently did not wish to wait.

Today, Jeffords name may not resonate internationally, but in U.S. and local Philadelphia circles it most certainly will. Walter Jeffords, was a successful investment banker who together with Sam Riddle, the well known socialite and millionaire, owned what has been described

as one of, if not the greatest Thoroughbred racehorses of all time - Man O'War.

Jeffords married Riddle's niece Sarah Dobson Fiske in 1911, and around this Riddle gave his niece a small farmhouse on a piece of land just north of Philadelphia. This house was entirely transformed by Wilson Eyre Jr, in 1914 into Hunting Hill Mansion, a 38 room old world style residence. Between then and the mid 1960s the Jeffords would accumulate the surrounding land, until their estate comprised more than 2,000 acres, by far the largest privately owned parcel of land in the state, all the more remarkable in that it was just 16 miles from downtown Philadelphia. Walter Jeffords died in 1960 and his wife in 1967 at which point the land was subsequently acquired by the state and today forms Ridley Creek State Park.







As Man O'War was, this is a very fine and rare example of its breed, with a good lineage. It is known that Mrs. Jeffords enjoyed being chauffeured in the car, and on occasions would travel to visit local friends, such as members of the du Pont family. When she became too old to appreciate it, the car was sold through famed auto dealers The Vintage Car Store in Nyack, at which point it passed to the second owner.

While in the second owner's possession and being regularly exercised at RROC events, it came to the attention of the present owner, a noted enthusiast of the marque. Over time, a friendship developed and when the second owner also became too old to enjoy the Rolls it passed into its current third ownership, this being in around 1996. By this stage the car was in good original order throughout, but was showing its age a little and the decision was made to sympathetically refurbish its paintwork and interior to return the Rolls to as new condition. This comprised a repaint in the original livery and replacement of the interior with new Connolly hide.

Featured as the cover car of the Flying Lady May/June edition in 2000, it has been shown by the current owner at numerous Rolls-Royce Owners Club and other events. Some measure of its condition can be gauged by the fact that it was a Class Award winner at the RROC Annual Meet just five years ago.

Long Wheelbase Clouds accounted for just 122 of the total production of 2,350 cars built and it is thought that of those left hand drive cars accounted for less than a third, making them exceedingly rare. With a prestigious original ownership and desirable specification, this well maintained Rolls-Royce is deserving of close inspection, and is accompanied with a strong file of documentation regarding its build, the Jeffords ownership and its coachwork design. \$50,000 - 60,000





359

SINGLE FAMILY OWNERSHIP SINCE NEW, SUBJECT • Single family ownership OF A RECENT \$70,000 RESTORATION

1951 MERCURY EIGHT CONVERTIBLE

Chassis no. 51ME23581M

255ci L-Head V-8 Engine Single Holley 2-Barrel Carburetor 112bhp at 3,600rpm 3-Speed Manual Transmission Independent Front, A-Arm and Live Axle with Semi-Elliptical Rear Suspension 4-Wheel Hydraulic Drum Brakes

- since new
- Subject of a recent \$70,000 restoration
- In rare, original and unmodified condition
- A Southeastern car from new
- A styling Icon and basis for countless 'Lead Sleds'







THE MERCURY EIGHT

The Mercury brand was still young, a wee 10 years old, when it came out with the new Eight in 1949. The brand's first post-WWII design, it was a break from the styling that proceeded it with even more bulbous curves, a rounded off rear end that gave nary a hint at vestigial fenders and a toothy chrome grill that stretched thinly across the entire front end of the car. Under the large hood sat the familiar, 255cid Ford flathead V-8 but power was bumped up 10% on its Blue Oval brethren to 112bhp and 200lb-ft of twist. The last iteration of the flathead, its final year of production in 1951 would see it deliver

its power through Mercury's first automatic transmission, the 3-speed Warner Gearproduce "Merc-O-Matic".

The simply, but elegant lines and easy to modify drivetrain made the car a popular target for hotrodders and customizers. Craftsmen like Sam and George Barris fabricated legendary 'rods like the chopped Hirohata Merc, giving way to the model's nickname: Lead Sled. The car's popularity with customizers meant that many of the Eights got chopped and channeled, so much so that today, few survive in unmodified condition.







The offered example is one of those rare survivors. The Monterey Red over black and white leather drop top was purchased new by the vendor's father in Atlanta in 1950 as a 1951 model year car, the Mercury was a cherished car from the very start. Used for both work and pleasure, the vendor remembers going to kindergarten in the Merc-quite a stylish way to make an entrance for any five-year old. The car was never driven outside of the Atlanta city limits, but in the '60s it was trucked down to the family cattle ranch in Florida where it was used around the property to transport guests and friends as well as wheels with which to get into town. In the late-1980s the car was covered and stored until the decision was made to restore the old girl to her former glory in 2007.

Sent to a restorer in Winter Haven, Florida, the car emerged three years and some \$70,000 later looking better than when it had left the factory. Since completion the car has been sparingly used and carefully kept.

With only four years and a handful of miles on the restoration, the Mercury will be leaving the family that collected it from the dealership. A rare opportunity to own a car with a 63 year history of single family ownership, it is made doubly so by the fact the car is such a beautifully presented example of one of Mercury's most iconic models.

\$45,000 - 55,000

Please note this vehicle is titled with chassis no. 51ME2358





360

1932 AUBURN CUSTOM EIGHT PHAETON CONVERTIBLE SEDAN

Chassis no. 2275028 Engine no. GU 73298 (BA)

269ci, Lycoming 100hp straight 8 Three-speed manual transmission with Columbia rear axle Four wheel drum brakes Left hand drive

- Rare, desirable body
- Recent, long-term ownership
- CCCA Full Classic®







THE AUBURN

While the American automobile industry's development in its formative years had been guided by the inventor/engineer, its progress between the wars was shaped not so much by technicians as by entrepreneurs. One such was Auburn boss Errett Lobban Cord, who once admitted to having made and lost \$50,000 three times in the course of his business dealings, and all before reaching the age of 21! When Cord joined Auburn as general manager in 1924 the company was in the doldrums, making more cars than it could sell and heading for bankruptcy. After some Cord-inspired restyling, Auburn sales picked up and the stage was set for the creation of a glorious new automotive empire. From the moment E L Cord arrived however, the company's fortunes improved markedly. In 1925 Cord arranged for Lycoming straighteight engines to be installed in the existing six-cylinder chassis and instigated a re-styling

program that saw the new-for-'25 Auburns featuring two-tone color schemes and a novel beltline that swept up over the bonnet. Sales doubled for three consecutive years and in 1926 Cord became president of the Auburn Automobile Company.

The eight-cylinder Auburns were soon challenging Stutz for the accolade of 'America's fastest', Al Leamy driving an 8-115 Speedster at 108.46mph over the measured mile at Daytona in 1928 and going on to take the 24 hours record at Atlantic City Speedway. Not only were they outstanding performers, the eight-cylinder Auburns also represented exceptional value for money: at \$1,395 the top-of-the-range '31 Speedster was less than half the price of the equivalent Stutz. "More car for the money than the public has ever seen," reckoned *Business Week* magazine.

The 1931 was the first of the sweeping fender, long hood Auburns, a design which was used through to 1933. The double-drop X braced frame allowed the overall height to be three inches lower than previous models, making open cars look more rakish and giving the closed Coupe, Sedan and Brougham a sinister but appealing look, particularly since the model shared the chassis, hood and front fenders with the Speedster.

Of the many body styles put forward, the Convertible Phaeton Sedan, priced at a quite-reasonable \$1,345, was undoubtedly regarded as the top-of-the-line offering. The Auburn Phaetons featured exclusive options including roll-up windows and removable center pillars for a tight seal with the top raised.









This car is offered from a prominent North East collection, where it has shared a stable with other icons of a variety of motoring eras and has resided there for approximately a decade. An interesting transitional example it has a number of Custom 8-100A features, including technical aspects of dual ratio two speed rear axle and free wheeling, as well as a 25 gallon gas tank, and external aesthetics of wire wheels shod with wide white wall tires, as well as additional chromework and running board trim pieces. Complementing these aspects are a rear mounted trunk, twin side mirrors mounted to the spare tires and twin horns, while the car is finished in a period Auburn scheme.

Its known history can be traced prior to this ownership as having come from the collection of Harvey Geiger, and before this included a quarter of a century with noted Auburn and Cord collector Gib Patterson of Forest Grove, Oregon,

until 1999. Patterson had acquired the car in the early 1970s from Dalbert Pantel of Chico, California. Over the years it has benefited from a number of refurbishments, the first dating back to that period, then another in 2002, at the hands of an ACD Class judge. With another decade of age, but limited use it was decided to freshen that restoration, so the car has again received much attention to its paintwork, new interior and some engine work in the last eighteen months arriving at the sale straight from that preparation.

With its distinct and eminently tourable specification, handsome lines and color way, this full CCCA Classic is ready to return to events of that club and others.

\$75,000 - 90,000

The Auburn may be viewed on the Show field at Greenwich Concours d'Elegance this year on May 31st.

1996 BENTLEY BROOKLANDS SEDAN

VIN. SCBZE11C6TCX57028

6,751cc Aluminum V8 **Bosch Motronic Fuel Injection** 241bhp at 4,000rpm

- 4-Speed Automatic Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Power-Assisted Disc Brakes

- One owner from new
- Fewer than 33,000 original miles
- Recent dealer service
- A Bentley for the prices of a used Bimmer







THE BROOKLANDS

By the end of the 1980s, Rolls-Royce's re-branding of Bentley, begun in 1982 with the launch of the Mulsanne Turbo, had proved an outstanding success. However, the sales graph that had climbed steadily upwards throughout the decade, reaching its peak in 1989, would plunge dramatically within just a couple of years because of the prevailing economic recession. Rolls-Royce responded by rationalizing the Bentley range, dropping the normally-aspirated Mulsanne and Eight saloons and introducing the evocatively named Brooklands, the latter being in effect a Turbo R minus turbocharger but retaining the R's sports suspension and adaptive damping control. The Brooklands was upgraded with the 300bhp 'light pressure' turbo-charged V8 engine for 1997 but remained in production for just one more season. Although still the cheapest car in Rolls-Royce Motors' line-up, it now cost more than \$165,000. For 1998, by which time it was the only model available with the old 'short' wheelbase, the 140mph Brooklands gained the Turbo RT's firmer suspension and five-spoke alloy wheels, becoming the 'Brooklands R'.

THE MOTORCAR OFFERED

This Red Mica Pearl over Parchment hides with red piping Brooklands saloon has had one owner from new and covered fewer than 33,000 miles. Arriving in the states in June of 1995, it was first registered in Massachusetts on December 15, 1995. Driven fewer than 2,000 a year in the northeast, the saloon moved south to Palm Beach, Florida in October of 2007 with 27,600 miles showing. Enjoying even lighter use in the ensuing seven years, the car comes today looking similar to how it rolled off the dealer lot. Carefully maintained since it was purchased, it was the recent recipient of a dealer service. Complete with all of its extra keys, owner's handbooks, factory installed phone, and original build sheets.

About as showroom fresh as they come, this Bentley is available at a small fraction of what it cost new, pound-for-pound-all 5200 of them-it is a fantastic deal!

\$22,000 - 30,000

2000 VENTNOR VAGABOND 20' "GENTLEMAN'S **RUNABOUT" WITH TRAILER**

Hull no. VNTZEE28H100 Trailer VIN. 4YPA82010VT006146

351ci OHV Ford Marine V8 **Electronic Fuel Injection** 310bhp

- Classic Art Deco looks with modern hardware
- Custom built at a cost of nearly \$100,000
- Solid mahogany deck and fiberglass hull
- The most stylish craft this side of the 1960s







THE VENTNOR VAGABOND

Founded in 1902 by Adolph Apel, Ventnor Boat Works in Ventnor, New Jersey churned out an impressive array of powerful speedboats that achieved commercial and performance success for decades. Always researching and experimenting, Apel proved his mettle early when, in 1913, his 'Tech Jr.' speedboat built for T. Coleman DuPont became the first watercraft to exceed a mile-a-minute. The company's innovations continued through the '30s and provided materiel to the war effort in the 1940s.

Following WWII, when most companies reintroduced their pre-war craft anew, Ventnor came out with a new line of 20' craft with sharp, Art Deco styling. Orders flooded in—but strategic missteps precluded the success of the company and bankruptcy came in 1968.

The company was reborn in 1994 when Dick Thede revived the Ventnor name with a new line of boats that combined classic styling of the old post-war Ventnors with the modern technologies of today's boats. Adhering closely to the original Art Deco design, down to the non-functioning fin, teak deck, and banjo steering wheel, the modern touches appear in the form of a state-of-the-art fiberglass v-hull, a new Ford 351M V8, and modern electronics.

THE OFFERED VESSEL

Every Ventnor boat was custom built with prices easily running into six digits. This 20' Vagabond "Gentleman's Runabout" features the rangetopping 310bhp V8 ensconced in a sturdy fiberglass hull topped with varnished solid mahogany. Offering comfortable seating for six, it includes such trick features like a power activated engine bay lid, fully electronic ignition, and a radio hidden under the dash to retain the classis look of the interior. Acquired by the vendor in 2010 with only 23 hours of know running time, since purchase it has only been used briefly in the last two seasons.

Stated to be an excellent runner and suitable for both salt and fresh water thanks to its fiberglass hull, it is complete with a custom built trailer. For all intents and purposes, this is the perfect combination of classic style and current hardware - a factory-built resto-rod for the water!

\$30,000 - 40,000 WITHOUT RESERVE

363

1936 PACKARD EIGHT MODEL CONVERTIBLE VICTORIA

Engine no. 391258 Chassis no. 9078605

320ci Side-Valve Inline 8-Cylinder Engine Single Carburetor 120bhp at 3,200rpm 3-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Servo-Assisted Drum Brakes

- Desirable open convertible coachwork
- High quality Packard from the peak of the classic era
- CCCA Full Classic™







THE 1930S PACKARD

Packard watershed styling of 1932 was a fleeting moment of perfection as industry priorities were changing rapidly. The market was demanding quieter smoother riding cars and drivers were expecting cars with lighter steering and better brakes. Wheels began to shrink – the stately 20" quickly gave way to 17" wheels and fenders gained skirting to hide the empty space of the lost wheels. These mechanical changes came quickly and Packard struggled to adapt the whole cars to these changes. Up to 1934 the bodies were basically designed for the earlier 1930-

32 era cars and the fenders and noses were changed to blend the two. For 1935 a new line of bodies and fenders better embraced the lower frames and smaller wheels. Packards choice of radiator shell designs in 35' was not one of their better efforts and the cars failed to deliver the looks one expected from America's premier brand.

For 1936 everything came together perfectly. A new beautifully designed nose and wonderfully proportioned bodies mated to fenders with exquisite lines and handsome

curved lower edge. All combined into a package that one would have expected to see the tags of LeBaron or Dietrich on the side of but like much of Packard's finest coachwork it came from in house. The resulting cars have a feel of overall perfection that the 9th series had in 32 but on a chassis that performed worlds ahead of its predecessors. The steering is very light but positive, the hydraulic brakes are excellent, the transmission a delight and the legendary Twelve motor does not disappoint in power, smoothness and silence.









The car we present here has resided in the current ownership of a long term Packard enthusiast for the last five years, prior to which it belonged to John Scotti in Canada.

An example of Packard's Convertible Victoria, the design was popular in California, where it is said that Packard's clients preferred to not be seen in the car they were driven in, thereby accounting for the closed rear quarter panels. It also provides fully open or fully closed bodywork, yet in a compact package, still with a swept back tail and more style than the larger more commodious convertible sedans.

Over the course of the last few years the car has received some cosmetic attention with the fitting of a new top, and upholstery while ostensibly under the skin it appears to be a very sound and original car. Aspects such as its dashboard remain in the original, now patinated finish. Finished in a handsome dark metallic burgundy color, this is heightened with dual red pinstripes and matched top. The interior complements this in a rich red/brown hue.

On the technical side, the car has had a full rebuild of the fuel system and its carburetor, in addition the Packard oil cooling system was rebuilt from the water pump through to its heat exchange/oil system.

The Packard offers its next owner the opportunity of a CCCA Full Classic™ with all the benefits that this entails.

\$80,000 - 100,000

364

EX- WHOOPI GOLDBERG

1956 MORRIS MINOR 1000 QUARTER-TON PICKUP

Chassis no. 0FE473195 Engine no. 9M-U-H-182969

1,098cc 4-cylinder Single SU Carburetors 48hp 3-speed transmission

4-Wheel drum brakes

- Extremely charming and quite practical
- Easy to service with excellent parts supply
- Celebrity provenance with Whoopi Goldberg
- Not going to see another one at Home Depot







THE MINOR

Arguably the fondest-regarded of all Britain's post-war saloons, the Alec Issigonisdesigned Morris Minor was launched at the 1948 Motor Show. By January 1961, one million units were sold, and Morris Minor became the UK's most successful post-war car to date. The first new postwar Morris design, the unitary construction Minor boasted torsion bar independent front suspension, rack-and-pinion steering and a four-speed synchromesh gearbox. Powered initially by the company's existing 918cc side-valve four, the Minor received an 803cc overhead-valve engine in 1953. A pair of two-door models was offered initially: a saloon and a convertible. A fourdoor saloon appeared in 1950, with estates

and commercials following later. In 1956 the Minor 1000 with 948cc A-Series engine appeared, and the model received a further capacity boost (to 1,098cc) in 1962.

The styling too was revised progressively: the headlamps moved from the radiator grille to the wings on the Series II; the split front screen was superseded by a curved one-piece windscreen on the Minor 1000; and flashing indicators eventually replaced the original semaphore trafficators. Despite the many changes, the final Minor remained recognizably the same car as the 1948 original. By the time production ceased in 1971, more than 1.5 million Minors of all types had been sold.

THE MOTORCAR OFFERED

This nice older restoration Morris is the seldom seen quarter-ton pickup variant. Introduced in 1953, they proved popular with the UK post office in particular. Having the great economy of the standard saloon with good load carrying capability of a truck it could be thought of as the English El Camino.

Recently owned by actor and comedian Whoopi Goldberg, the file includes paperwork and photos of her with the car. Restored to authentic standards one concession to modern convenience has been made with the discretely hidden CD changer in the glove box.

Great fun and always charming this little Morris pick up is bound to be a crowd pleaser wherever it is driven.

\$15,000 - 20,000

1973 VOLKSWAGEN TYPE 2 WESTFALIA CAMPMOBILE

Chassis no. 2332178262

1,679cc OHV Air-Cooled Flat-Four Cylinder Engine Twin Solex Downdraft Carburetor 59bhp at 4,200rpm 3-Speed Automatic Transmission Torsion Bar Independent Front and Rear Suspension 4-Wheel Hydraulic Drum Brakes

- Rare original Westfalia Campmobile
- Three owners from new
- 65,000 original miles
- Exceptional survivor condition







THE WESTFALIA CAMPER

Although not as ubiquitous as the iconic Type 1 Volkswagen Käfer (Beetle), the Type 2 Transporter took on far more divergent identities. Built as a van, both with and without rear side windows, it came also as a pickup or a fully-equipped camper.

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

THE MOTORCAR OFFERED

Ordered new from Overseas Motors in Fort Myers, Florida, the well option bus included a \$235 automatic transmission and the \$1,600 Campmobile package—which bumped the price of the vehicle up to \$5,343 out-thedoor according the original window sticker. Finished Pastel White with Dark Beige leatherette front seat with Gold vinyl trim in the rear compartment, the original Florida owners kept their camper in meticulous shape, but drove it sparingly, for some 34 years. The next owner of the fully loaded camper was Raleigh, North Carolina based Leith Volkswagen, who kept the bus on display in their showroom for five years. The current vendor acquired the car about two years ago.

With only three owners from new and 65,000 original miles, this wonderfully well preserved Campmobile is like a time machine back to the early '70s. Included with the bus is the

aforementioned window sticker, the original owner's manual, copious books and records, and awnings for the side of the bus. More recently, a solar panel has been installed on the roof for auxiliary power and modern radial tires have been fitted for a more pleasant driving experience. It is a veritable New York studio apartment on wheels—but with more interior space and newer appliances.

Because of their cult popularity in the 1960s and '70s, Type 2 Volkswagen vans typically saw hard use and infrequent maintenance. They were driven hard, treated poorly and often crudely modified. Thus, unmolested, well-preserved originals are rare, and Westfalia Campmobiles fewer still. This represents a very uncommon opportunity indeed.

\$20,000 - 30,000 WITHOUT RESERVE

366 DELIVERED NEW TO CROWN PRINCE H.H. SHEIKH SULTAN BIN KHALIFIA BIN ZAYED AL NAHAYAN OF THE UAE

1984 BMW M635CSi COUPÉ

VIN. WBAEE310201050039

3,453cc DOHC M88 Inline Six Cylinder Engine Bosch Motronic Fuel Injection 286bhp at 6,500rpm 5-Speed Manual Transmission 4-Wheel Independent Suspension 4-Wheel Power Assisted Disc Brakes

- Purchased new by the Crown Prince of Abu Dhabi
- Two owners from new
- Fewer than 30,000 original miles
- Extensively documented with paperwork from new







THE M635CSi

Mechanically similar to the 700-Series saloons, but introduced before them, BMW's 600-Series coupe debuted in 1976. Karmann styled like the preceding 3.0CS/CSi, the newcomer was similarly well-specified, featuring all-independent suspension, four-wheel disc brakes and power-assisted steering as standard. Brainchild of BMW's Motorsport department, the M635CSi version, which would be called the M6 when it came in the US, arrived in 1984. Its engine was a development of the M1 coupe's 3.5-liter, 24-valve, six-cylinder unit producing 286bhp; the increased power necessitating chassis improvements which included altered weight distribution, revised suspension, bigger brakes and a limited-slip differential. There was also a close-ratio five-speed gearbox and more luxurious interior, while outwardly this ultimate 6-Series model was readily distinguishable by virtue of its 'M Technic' body kit. Performance was emphatically in the supercar league, the M635CSi being capable of reaching 60mph in around 6 seconds on its way to a top speed of 158mph.

THE MOTORCAR OFFERED

This Delphin Metallic over Beige leather M635CSi Coupe was purchased new by H.H. Sheikh Sultan Bin Khalifia Bin Zayed Al Nahayan of the United Arab Emirates. Shipped to the 19 year-old crown prince of Abu Dhabi by Lufthansa airfreight, the car was meticulously maintained by Hyden Leschel, a BMW factory technician assigned by the royal garage to care for their fleet. In early 1986, the car was purchased by its second owner, an American engineer working in the UAE who had sourced the car through a BMW in Abu Dhabi, who imported and homologated the car to the United States. The total purchase price, including importation and homologation came to a hefty \$31,366.61.

The Bimmer would remain with its second owner for the next nearly 30 years, spending most of that time in sunny South Florida. Carefully used and well kept, it shows less than 30,000 miles today. Supported with a couple of thick files of documentation from its days in the UAE all the way up to today and a clean CarFax, it is unmodified and complete with its hard-to-find stock Michelin TRX tires, books, jack, and factory installed fire extinguisher. Rarely seen in the US and rising in value and popularity, this low mileage, meticulously cared for and documented Bimmer is an excellent opportunity to acquire an example of the most expensive coupe BMW offered in 1984.

\$22,000 - 28,000

1965 MERCEDES-BENZ 230SL CONVERTIBLE

Chassis no. 113.042-12-008583

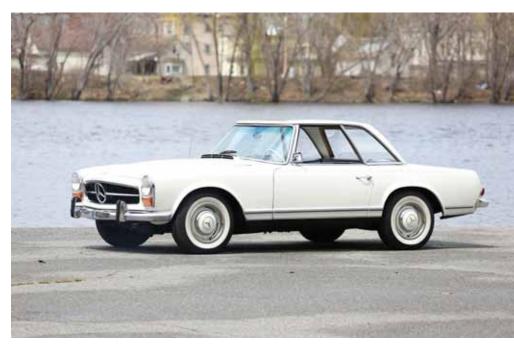
2,306cc SOHC Inline Six Cylinder Engine **Bosch Mechanical Fuel Injection** 150bhp at 5,600rpm

- 4-Speed Automatic Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Servo-Assisted Disc Brakes

- Presented in its original color scheme
- Both Hard and Soft tops are included
- A modern classic
- A lovely Sunday driver







THE 230SL

Introduced at the Geneva Salon in March 1963 as replacement for the 190SL, the 230SL abandoned its predecessor's four-cylinder engine in favor of a 2.3-liter fuel-injected six derived from that of the 220SE and producing 150bhp. An instant classic, the body design was all-new while beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes and a choice of fourspeed manual or automatic transmissions. Top speed was in excess of 120mph. The 230SL even managed a debut competition victory, winning the Spa-Sofia-Liège Rally in the hands of Eugen Bohringer. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by collectors.

THE MOTORCAR OFFERED

The lovely 230SL presented here nicely maintained example that has never been completely apart, thereby retaining its tight factory fit and finish. Redolent in its original color scheme of white over black MB-Tex, it has been repainted once while the interior has been reupholstered. The original radio still sits in the dash, however, adding a level of measured class that only a Becker radio can. Offered with both its hard and soft tops, books, extra keys, jack and tool kit, it is the recent recipient of a new stainless steel exhaust system and fresh Coker classic white wall tires.

Mercedes drop tops of all stripes have been on a rising tide and W113 Pagodas such as this automatic 230SL are some of the most enjoyable and usable cars out there.

\$45,000 - 55,000

Please note this car is titled under chassis no. 230SL 00858 3.

1959 FIAT-ABARTH 750 RECORD MONZA BIALBERO COUPÉ

Coachwork by Carrozzeria Zagato Chassis no. 550486 Engine no. 600319 (its matching numbers unit with car, see text)

- 4-Cylinder, twin overhead camshaft, 835cc, 85bhp Appx 72 bhp at 8,000 6800 rpm
- 4-Speed manual transaxle

Independent by transverse leaf springs at front and coil springs at rear Left hand drive

- In the present ownership for 30 years
- Fastidiously researched and restored
- A period Team Roosevelt 1959 Sebring entry, believed to be the Remo Cattini/Lanzo Cussino car
- Eligible for VSCCA Racing







THE ABARTH RECORD BIALBERO

An innovative concern with a sporting pedigree second to none, Abarth branched out from producing induction and exhaust systems into selling performance kits for - mainly FIAT - production cars, later building a succession of aerodynamically stylish sports prototypes and limited-series production cars.

One of Carlo Abarth's most successful series of GT cars was based on the FIAT 600, the first of these handsome little Zagato-bodied coupés - the 750 - appearing in 1956. The 600 chassis was used with scant modification apart from changing spring rates and up-rating the front brakes to twin-leading-shoe operation,

yet despite this apparent handicap coped remarkably well with the Abarth's greatly increased performance. The next stage of development saw the 750 equipped with a double-overhead-camshaft engine designed by Gioacchio Columbo, designer of the first Ferrari V12s that helped liberate 47 51bhp from the tiny engine, these models thus equipped being dubbed 'Bialbero' (Twincam). Abarth's diminutive coupés were soon dominating the small-capacity classes in international GT racing. Indeed, in North American SCCA events the 1.0-litre Abarth was obliged to compete against rivals displacing up to 3.8 litres and still proved capable of winning!



Cattini/Cussino at Sebring 59



THE MOTORCAR OFFERED

The current owner acquired 550486 in the early 1980s and in doing so began a labor of love in terms of restoration and research. His extensive work has enabled him to make deductions about the early history of the car which are both fascinating and uncontested by other aficionados of the marque and model.

At the time of its acquisition, the car was an engineless rolling chassis, but a number of clues to its importance were very clear to its knowledgeable buyer. Most notable was the required holes for fixing the fuel pressure regulator bracket - another Bialbero exclusive feature. So the car was clearly one of these rare brethren of Abarths.

The next base point for research was the discovery of a series of three drilled holes in the passenger side door which had long since been covered by filler and paint. These

holes correlated perfectly to a door mounted racing number light which cars known to be in the USA and to have run at Sebring in 1959 carried by regulation to make their racing numerals visible at night. That narrowed the field to one of the four cars that had run at that event that year for Team Roosevelt.

Before one pauses to question a link to the President, the answer is 'yes', the Roosevelt Automobile Company was run by FDR Jr. They were East Coast Importers for Fiat and would continue this by developing a relationship to run Abarth race cars also. As ever in the course of racing the idea was to encourage the old adage of "race on Sunday, sell on Monday", but Roosevelt Jr.'s thinking was a little further developed in that he believed "that Americans could sell a car better to Americans". For the race team John Norwood was their manager and

ace mechanic Jim McGee prepped their entries, the drivers represented a series of experienced stalwarts who could be trusted with the brand. Sebring '59 was the debut race for this new team.

A period black and white image of the four cars sent ex-Zagato Works from Italy for the Sebring Event shows that two were finished in a dark color and two in a light color, of the two darker colored cars, one had a dark interior, the other a light interior, and the same for the lighter cars, thereby actually making each different in its livery. Differentiating them further, when they were run at Sebring they were still wearing Turin license plates, TO-712 and TO-487 adorned the two darker colored cars. These are actually understood to be 'trade' plates, suggesting that there can't have been much time to spare between their leaving the works and being campaigned in Florida.











On the basis of surviving period images of the two darker colored cars, which turns out to have been red in color period images, this car has been deduced by its owner to be the #62 car, which wore the Torino plate "TO-712". Assuming this to be an accurate statement, car #62/TO-712 would contest between 10 and 13 races in the '59 Season after Sebring, including Daytona, Bridgehampton, Road America, the Watkins Glen Grand Prix and the International Bahamas Speed Weeks at the end of that year, with respectable low double digit finishes overall.

By the end of 1960, 550486 is known to have been the property of J. William Denton, as he ran the car at the Savannah Race Track in November 1960, when its 'Team Roosevelt' marking had cleverly been given the prefix of 'Ex'! The owner was able to trace J. W. Denton's son, who produced a copy of

Denton's first title registration on acquisition of the car, it clearly denoting this identity and the engine number digits following the VIN. From his conversations with the younger Denton, he had recalled his father acquiring a number of Abarths from Team Roosevelt, but only one Bialbero and that proved to be his favorite apparently. Denton is known to have run the car at the Chimney Rock Hillclimb in 1961, and a series of other events.

According to John de Boer's well researched archive, the subsequent chain of ownership ran 1971-1974: Steve Doran; 1974-1976: Doug Huffman; 1976-7: Herbert H. Bailey of South Carolina; and then 1977-1984 - GTS Motorcars of Florida, before it was acquired by the present owner in 1984.

All the while the research was continuing, and correct parts being accrued, the

owner waited patiently before beginning its restoration. This began in earnest almost 20 years ago. Its structural repairs were carried out by the owner with sheet metal repairs to the aluminum bodywork by Tivvy's Autocraft, this was then followed up with the paintwork at Alfa's Unlimited. Automotive Restorations of Stratford, Connecticut trimmed original Zagato seat frames provided by the owner in a light tan vinyl and made new carpets in Wilton Wool, the finish of the cabin being slightly improved over the original having a Nardi wood rim steering wheel in place of the plastic one it would have worn new.

For the mechanical aspect, the owner was able to draw on his own stores of spares that had been accrued over many years, a number of the more significant pieces coming from Jeff Vogel, who in turn had bought them from Jim McGee's shop in









Watermill, Long Island, these included a spare long distance fuel tank, oversize Abarth Alfin front drum brakes, and new/old stock Bialbero racing exhaust - the motoring definition of 'hen's teeth' quite literally.

Further searches had produced a period correct Bialbero engine motor, which itself created something of a conundrum. The engine was number 600319, which by Fiat records was the original fitted to 550486, yet a separate document sourced by the current owner shows that 600319 was fitted to car 544303 on March 25, 1959, when that car was listed on a statement of sale to Gene Williamson by Team Roosevelt - Williamson being the driver of car #65 at Sebring that year. As ever in the history of racing teams it seems likely that 600319 had migrated from its original mount very early on in its life, but today thanks to the perseverance of its

current owner it is back with the Fiat-Abarth it apparently left the Works in. Naturally, since the intention of the owner was to race the car, this numbered block is actually stored and goes with the car, while it is currently running a 'hot' engine built around a separate 600 unit.

Post-restoration, 550486 has been campaigned with some regularity by its custodian, being run in VSCCA meetings from 1996 to 2000, at the Lime Rock Historic Races on numerous occasions and also displayed here at the Greenwich Concours d'Elegance in 2000 and at the Lime Rock Sunday in the Park Concours last year, where it was rewarded with First in Class.

After three decades of research, restoration, ownership and use, during which it seems virtually every stone has been upended,

the seller has made the difficult decision to part with the car and forward it to another enthusiast. While that elusive final jigsaw puzzle piece of paper that conclusively documents it as the #62 Sebring car from 1959 remains still yet to be found, it seems hard to question the current owner's conclusion based on his research. Regardless of this ultimate detail, the car is a fastidiously accurately restored example of these 'Giant-Killer' Abarths, which certainly had an active period racing career and could today provide its next owner with an enjoyable vintage racing mount.

\$175,000 - 250,000

1966 JAGUAR E-TYPE SERIES 1 4.2-LITER ROADSTER

Chassis no. 1E12683 Engine no. 7E12022-9

4,235cc DOHC Inline 6-Cylinder Engine 3 SU HD8 Carburetors 265bhp at 5,400rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension with Adjustable Gas-Filled Shocks

4-Wheel Wilwood Disc Brakes

- Professional restored example built to drive
- Numerous understated modern upgrades
- Less than 2,000 miles on the restoration
- The perfect car for a weekend drive







THE JAGUAR E-TYPE

When introduced at the 1961 Geneva Salon, Jaguar's E-Type stirred passions with its extremely sleek and timeless design backed by staggering performance. The newcomer's design owed much to that of the racing D-Type. Indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor.

Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-liter, triple-carbureted, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance furthered the standards set by the preceding XK models: firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist

Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward subframe. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight.

Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed.

THE MOTORCAR OFFERED

This beautiful blue over grey E-Type Roadster is an excellent example of how great a vintage car can be with a few modern touches. Previously the subject of a \$100,000 restoration in the early 1990s, it had suffered some accident damage when it was acquired by its penultimate owner, an experienced Jaguar restorer, in 2004. Looking to turn the car into more of an enjoyable driver rather than an out-and-out show car, the decision was made to restore the car with modern-day technology to alleviate the features most often negatively associated in the E-Type.

The body was carefully gone through with any damaged sections replaced with brand new Martin Robey sheet metal and professionally welded to ensure tight fit and factory quality alignment. The finished body was stripped, professionally finished with two dual stage primer coats, four layers of PPG basecoat in brilliant blue, another four layers of PPG







clearcoat, and finally wet sanded, polished and buffed. Inside, the interior was professionally finished and installed in grey hides, the steering wheel was replaced with a new Motolita 15" unit, and stereo was discretely fitted with an iPod jack. On top of it all, a new Stayfast canvas convertible top in navy with a matching black convertible boot cover was fitted.

The engine, from a later Series II car but mechanically very similar to the 4.2 liter six that was originally fitted in the car, was professionally rebuilt and fitted with a new solid state SU fuel pump, distributor with electronic contacts, ceramic coated headers, and an ANSA exhaust system. Ahead of the motor was installed a modern, aluminum radiator built especially for E-Types which the rear differential was completely rebuilt with new bearings and gaskets and the shell powder coated. Between that and the engine, a 5-speed manual transmission from

a Toyota Supra was fitted for crisp, fast shifting action and an extra gear for cruising.

The drivetrain wasn't the only thing to receive attention, however. All six shocks were replaced with adjustable gas-filled pipes made just for the E-Type, Wilwood brake calipers gripped new pads and rotors, and new tires shod the freshly chromed rims.

The work was completed in March of 2012, at which point the car was purchased by the vendor. Driven only 1,975 miles since the completion of the restoration, it is replete with its tools and owner's manual. The perfect car to hop in and enjoy, it is ready to provide open road pleasure to its next owner.

\$100.000 - 125.000 WITHOUT RESERVE

Sold on a salvage title.





370

1929 PACKARD 640 CUSTOM EIGHT OPERA COUPE

Registration no. 171187 Chassis no. 171187 Engine no. 170883

384.8ci Side Valve Straight 8-Cylinder Engine Packard Carburetor 106bhp at 3,200rpm 3-Speed Manual Transmission Semi-Elliptic Leaf Springs Front and Rear 4-Wheel Drum Brakes

- Rare Opera Coupe body style
- CCCA Full Classic™
- Well sorted out car ready to enjoy
- Highly original example







THE 1929 PACKARD EIGHT

1929 brought substantial change to Packard's products, notably a new Standard Eight line which replaced the earlier Twin Six models.

The 640 Custom Eights were among the most attractive and imposing of the Classic Era, with long hoods, sweeping fenders and large oval-backed headlights (a one-year-only feature). Design features abounded, from bright molding around the cowl to a drop molding along the belt line

that could be accented with a contrasting color décor panel. With seven main bearings and a rigid one-piece cylinder block casting, it was quiet enough that it impressed even the notoriously finicky road testers at *The Autocar* in England who noted that "... the big car has the power of traveling right up to a high speed without fuss, without suggestion that the engine is doing much work, without harshness, yet with plenty still in reserve."







THE MOTORCAR OFFERED

This Packard is a highly original example of a rare coupe variant. The unusual Opera Coupe featured a more generous coupe configuration with a full and well-appointed back seat. The driver seat is flanked by a small occasional type seat. This body style was likely meant for a chauffeur and foot man with the primary occupants riding in the wellappointed rear seats.

The intriguing interior is highly original. The wool broadcloth is well preserved and only the front seat cushion shows evidence of replacement. The interior is finished with elaborate wood trim displaying in marquetry idyllic romantic scenes.

Attractively liveried in dark blue and black with black fenders, and riding on the desirable optional wire wheels, this car is freshly shod with six new tires. Other nice options include the dual side mounts and the Packard trunk rack. A look in the built-in trunk shows a full complement of tools as well as service and owners manuals.

Under the hood the big straight eight runs strongly, and displays the correct equipment including vacuum tank, bronze Packard carburetor and North East distributor.

It is always nice to find a Packard survivor that has been so well loved. Surviving today in great condition, complete with all its so-oftenlost extras and with much recent service this Packard is ready to start enjoying.

\$40,000 - 50,000





THE FIRST OF THE TRULY HOT CORVETTE

1956 CHEVROLET CORVETTE TWO-DOOR CONVERTIBLE

Chassis no. E56S001116

265ci OHV V8 Engine
2x4 Carburetors
225 horsepower
Two-speed Hydramatic Automatic Transmission
Independent coil front suspension with four-leaf rear springs.
Hydraulic drum brakes

- Optional motor with multiple carburetion
- Polo White/red interior/ silver coves
- Rare power windows







THE 1956 CHEVROLET CORVETTE

When the Corvette went from show car to production car in 1953, sports car fans were left scratching their collective heads – how could Chevrolet offer this fiberglass two-seater with a stodgy Blue Flame six and an automatic transmission? Chevrolet fixed it for 1955 with the introduction of the small-block V-8, but more work was needed – enter Zora Arkus-Duntov, Chevrolet's director of high performance. He knew that racing would be one of the ways to prove the Corvette's mettle to a market of skeptical sports car buyers. In 1956, he took a pre-production Corvette to

Pike's Peak and set a stock car record. He then took another Corvette to Daytona and hit 145 mph in the flying mile with John Fitch driving. At that point it could not be denied that the Corvette was any less a sports car than the best from Europe.

While the small-block was introduced in 1955, the Corvette really came into its own with the 1956 redesign. With side coves (optionally available in contrasting colors), refined front-end styling, and the elimination of the fins out back, the new Corvette almost looked like a brand-

new car. New features included outside door handles and roll-up windows; this also was the first Corvette to have an optional hardtop available. A three-speed manual transmission, a late addition for 1955, became standard for 1956. The base motor was a 210-horsepower 265, but an optional 265 with twin four-barrel carburetors gave 225 horses. If you needed more, Duntov's high-lift camshaft added another 15. The new Corvette offered everything that was great about General Motors at the time without the excesses of the 1950s that sometimes plagued vehicles from Detroit.







THE MOTORCAR OFFERED

This 1956 Corvette one of 532 built in Polo white, which is complemented nicely by a red interior and silver coves. The optional 225-hp motor is able to give 0-60 performance in around 7.5 seconds, which was scorching for 1956. Other notable options are power windows (547 built) and signal-seeking radio. The Corvette would hit great heights over the next 10 years, but this is where it all began.

\$50,000 - 90,000 WITHOUT RESERVE



1951 CHEVROLET 3100 PICKUP

Chassis no. 14JP-C 8806
216.5ci OHV Trift-Master Inline Six Cylinder Engine
Single Carburetor
90bhp at 3,330rpm
3-Speed Column Shifted Manual Transmission

- 4-Wheel Semi-Elliptic Leaf Springs with Front Solid and Rear Floating Axle
- 4-Wheel Hydraulic Drum Brakes

- Documented restoration
- Well optioned example
- Excellent truck for hunting grouse or antiques





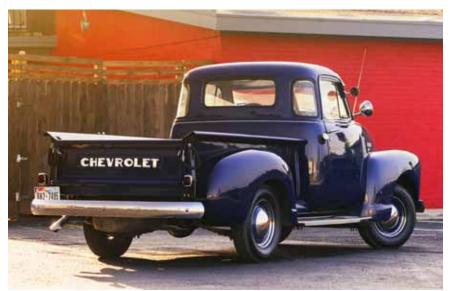


THE 3100 PICKUP

Chevrolet began building pickup trucks at the start of WWI and in the first year of production about 900 trucks rolled off the line. By 1942 when civilian production stopped, Chevrolet had produced two million trucks. Clearly they were doing something right. Following WWII the Bowtie brand sought to maintain its dominance and in 1947 it debuted its 'Advance Design' series of pickups. Ranging from the ½ ton 3100 to the 1 ton 3800 and initially powered by reliable straight six of 216.5ci—later growing to 235ci and then

261ci—the full-bodied and modern looking line-up quickly became the best-selling truck in America, a title it held for the duration of its eight year production life.

While a handful of body styles were available including pickups, panel deliveries, and cabonly models, the number of options was rather limited with the primary one being a Deluxe package that added a bit of flair to the utilitarian machine with the addition of a chrome grill and additional chrome trim pieces.









THE PICKUP OFFERED

The 3100 presented was built in Baltimore in March of 1951. While the basic styling and design of the 3100-Series changed little from 1947 until 1953, a near constant stream smaller changes were made throughout the series. Among the additions for '51 were the inclusion of vent windows in the doors for some added cabin airflow and the final year for a number of chrome interior trim pieces such as the window handle knobs and wiper knob. As a truck produced in the earlier part of the year, it

is among the final 3100s to feature a nineboard bed in place of the eight-board bed that was introduced later in the year.

This truck was the recipient of a thorough restoration by its previous Dayton, Ohio owner in 1995 and 1996. Finished in Mariner Blue over dark saddle vinyl, it features a number of rare options including an AM radio, heater, dual side mirrors, dual spotlights, and a windshield visor to keep the sun out of your eyes. Acquired

by the vendor in the spring of 2005, it has been very sparingly driven since purchase spending the bulk of its time in a heated and air conditioned garage. Accompanied by a box of receipts documenting its restoration, original dealer brochures, a service manual, and an original owner's manual, it will be right at home going to or from the farmers market, beach, or estate.

\$24,000 - 30,000 Without reserve

2006 DODGE VIPER

VIN 1B3JZ69Z56V100820

506ci OHV V10 Engine Electronic Fuel Injection 510bhp at 5,600rpm 6-Speed Manual Transmission 4-Wheel Independent Suspension 4-Wheel Vented Hydraulic Disc Brakes

- Signed by 50 Basketball Hall of Famers
- One-of-a-Kind
- Fewer than 2,900 original miles
- Ex-John O'Quinn







THE VIPER SRT-10

The Viper was conceived as a historical take on the classic American sports car. The Viper bears this out with its powerful engine, minimalist straightforward design, muscular and aggressive styling, and high performance.

Originally debuting as a concept in January of 1989, the car soon found its way onto the production line with the first customer cars getting delivered in early 1992. From the start, it was a raw beast. Powered by a massive, 488ci V10 engine that was based on Dodge's truck motor but heavily modified by Lamborghini—which at the time was owned by Chrysler. The roadster lacked any electronic nannies such as ABS or traction control, had few creature comforts, no side windows, and no top. But then it was fast, and that is what mattered.

By 1996 the Viper started to get a bit more civilized with such niceties such as side

windows-power ones no less-and ABS. In 2002 the first total redesign of the car was released. Powered by an even larger V10 and continuing the model's aggressive styling, this new Viper was much more of a proper, usable car-albeit one that could get to a mile-a-minute in under four seconds and keep on accelerating to 190mph. The leather lined cockpit now had adequate insulation and sound-deadening material to allow for normal conversation, air condition was a regular thing, and all of the electronic features that one would expect on a high performance sportscar-including traction control and stability control-had found their way into the Viper.

Still as aggressive as ever, the Viper soldiers on today as an unabashed example of how sportscars are built in America—by shoving a humongous engine into a little car.

THE MOTORCAR OFFERED

A Viper, on its own, is a pretty incredible thing. This car had a list price of nearly \$90,000 and a bigger engine than any other car on the market. As is, it would do just fine burning rubber and garnering attention. But no, this Viper is a bit different, a bit more unique.

Delivered new in Las Vegas in July of 2006 to Texas attorney and car collector John O'Quinn, it was used as fund raising tool for the Child Safety Network (CSN)—an organization whose mission is to reduce the likelihood of children becoming victims of abuse, abduction, exploitation, youth violence and preventable injury. Part of the 'Signature Series' of cars signed by famous individuals and working in conjunction with the Naismith Memorial Basketball Hall of Fame in Springfield, Massachusetts, the Viper received a custom vinyl wrap and went on tour to accumulate signatures of current







players and Hall of Famers. First stop was the US National Basketball Team's practice facility in Las Vegas where the car was signed by USA Basketball president Jerry Colangelo followed by LeBron James, Amare Stoudemire, Carmelo Anthony, Kobe Bryant, Dwight Howard, Chauncey Billups, Jason Kidd, Redd Miller, Tayshaun Prince, Tyson Chandler, Mike Miller, Deron Williams, and Michael Redd Team coach Mike Krzyzewski, and his coaching staff.

The CSN Viper then traveled to Atlanta for the Hall of Fame Class of 2007 Press Conference. It was there that more basketball greats put their mark on the car including Bill Walton, Roy Williams, Dominique Wilkins, Van Chancellor, Bob Cousy, Harry Flournoy, David Lattin, C.M. Newton, Mannie Jackson, Bob Kurland, K.C. Jones, Hubie Brown, and Walt Bellamy. In September it went to the 2007

enshrinement ceremonies in Springfieldfinishing its run with around 50 signatures from some of the greatest names in the sport.

Today the car the car looks virtually as-new with less than 2,900 miles on the odometerfewer than 800 of which have been added since the car was autographed. While there are plenty of Vipers out there to be had, there is only one with the John Hancock's of a few dozen of the most legendary basketball players in history.

\$45,000 - 55,000 WITHOUT RESERVE

For further information on the Child Safety Network, please visit http://www.csn.org/.





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EX-ALTON WALKER, FOUNDING CHAIRMAN OF THE PEBBLE BEACH CONCOURS D'ELEGANCE

1925 ROLLS-ROYCE SILVER GHOST PICCADILLY ROADSTER

Coachwork by Merrimac Chassis no. S169MK Engine no. 20694 Body No. M1665

6-cylinder inline, side valve, 452 cu.ins, single carburetor, 100bhp at 3,000rpm Three-speed manual transmission

Front semi-elliptic leaf springs and rear cantilever spring suspension

- Owned by a series of prominent collectors of the margue and model
- One of the most sporting Silver Ghost designs
- Good tour car potential





THE AMERICAN ROLLS-ROYCE

In 1920 Rolls-Royce made the dramatic announcement: "A limited number of Rolls-Royce chassis will be produced at the American Works, the same quality of materials will be employed as in England. F. Henry Royce is Engineer-in-Chief of the American operations. The products of the American works will be drawn on for English as well as American patrons."

Claude Johnson was to be Chairman of the American operation based at Springfield, Massachusetts, and from the outset it was abundantly clear that the traditions of excellence established in England would be maintained in America. At this time Rolls-Royce had a one model policy and the first cars to be built at Springfield were the 7.4-litre, 40/50hp Silver Ghost, quaintly adopting the English right-hand drive pattern a feature maintained until 1925 when left-hand drive became available.

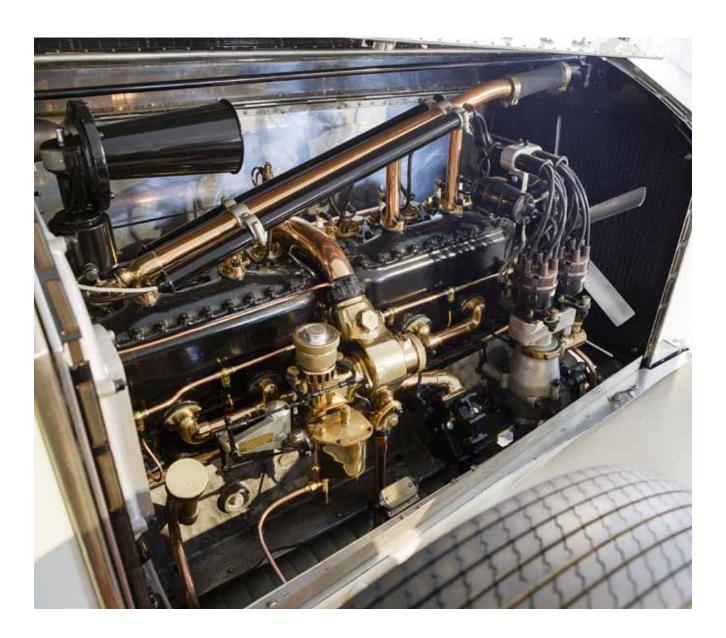
The Silver Ghost had already earned for Rolls-Royce the accolade, The Best Car in the World, and the Springfield cars certainly maintained that reputation for the company.



THE MOTORCAR OFFERED

S169MK was one of a number of Rolls-Royce that were delivered to those within the local New England state in which they were produced. Factory records still survive to this day which enables transparency in the early histories of them and they confirm that its original owner hailed from Southbridge, Massachusetts, just 40 miles from the works. He was Albert B. Wells, President of the American Optical Company, a business that survives to this day and had done particularly well through the first world war in furnishing the war effort, a staggering 2,500,000 glasses being supplied to the US Government in that period.

Mr. Wells originally specified a formal Pickwick Limousine body produced by Rolls-Royce Custom Coachworks, and actually constructed by Biddle & Smart. He would retain the car until 1933, when it passed briefly to J. Work and then through the esteemed coachbuilders and Rolls-Royce agency of Brewster and Company in New York. As proven from the original records for the Springfield Rolls-Royce motorcars, it was a common occurrence for cars to have their bodies upgraded or exchanged between cars for a variety of reasons from changing tastes of owners or fashion dictating different styles. All the while for many Rolls-Royce clients the refined



engineering component continued to serve admirably, but no doubt if you owned one, keeping up with modern trends in bodywork design would have been important. Formal coachwork tended to date more quickly so it was often the case that a more sporty body, even if it were a little older might be transferred to a chassis to make it more fashionable and therefore also more saleable. No one knew this better than Brewster, and it is thought that it would have been at their premises that shelled its upright Pickwick bodywork for the lighter, sportier Piccadilly Roadster which had formerly adorned a Phantom 1, \$160PM. It is believed that it would have gained the contemporary fenders and lights at that same time and still wears

that same guise to this day. Brewster's managing partner J.S. Inskip sold the car to Captain A.W. Stone.

A succession of known Rolls-Royce aficionados would follow as the car crossed from East to West, the first being Fred Buess, Jr. of Glendale, California in 1951, eight years later it became the property of John Spring of Los Angeles. In 1963 it joined the collection of noted Silver Ghost owner and the Founding Chairman of the world renowned Pebble Beach Concours d'Elegance, Alton Walker. In this period, Walker would win the concours that he had helped establish with another, earlier Silver Ghost.



Gene Littler of La Jolla was the owner by 1969 and four years further on it has passed to John B. Zyrlo of Los Angeles. A year later, the car was acquired by noted AACA Member Sam Flohr of Colorado for his wife, Ruth Marie, with whom it would remain for the next two decades. Since then, just one further custodian possessed the 'Ghost before it arrived in the present private collection in 2007.

Between the last two ownerships it was established that the car's original engine had also been exchanged at some point. This inconsistency has been addressed, the correct motor found and its repatriation was entrusted to pre-war Rolls-Royce and Silver Ghost

specialist Steve Littin of Ohio. It has recently emerged from his workshops ready for its sale.

One of the best known and elegant coachwork designs, a Piccadilly Roadster is frequently chosen for its versatility and comfort as a good tour car, providing comfort for driver and passenger as well as the option to use the rumble seat compartment for storage.

With the benefit of a long known history this is an affordable open entry to ownership of the legendary Silver Ghost model. \$250,000 - 350,000

1927 ESSEX SUPER SIX BOATTAIL SPEEDABOUT

Coachwork by Biddle & Smart Company Chassis no. 548825 Engine no. 612768

153.2ci L-Head Inline Six Engine
Single Stewart Updraft Carburetor
55bhp at 3,600rpm
3-Speed Manual Transmission
Solid Front and Semi Floating Rear Axle with 4-Wheel Semi-Elliptic Leaf Springs
4-Wheel Bendix Mechanical Drum Brakes

- One of about 12 surviving Speedabouts
- Multiple AACA First Place winner
- Sleek, sporting coachwork
- Single family ownership from 1929-2013







THE SUPER SIX

Introduced as a lower-priced companion to the parent Hudson marque in 1919, the Essex soon became synonymous with both high performance and reliability when an example averaged over 60mph for 50 hours in December 1919, a stunt which the company followed up by a successful four-car transcontinental trek in 1920.

Founded in Detroit, Michigan in 1910, the Hudson Motor Car Company took its name from Joseph L. Hudson, who provided the finances that enabled a group of experienced ex-Olds Motor Works employees to embark on a new automobile manufacturing venture. Incorporated in February 1909, Hudson built its first car in July of that same year and 12 months later had sold 4,000 units, the industry's best first-year sales record to date. Although the firm would later become famous for its record-breaking Super Six range, Hudson's first product was a four-cylinder car, as was that of companion marque Essex.

Essex pioneered low-cost closed coachwork in the United States, its four-seater sedan being

only slightly more expensive than the tourer in 1922 and marginally cheaper by 1925. Essex's big news for 1924 was the switch from four to six cylinders. The new sidevalve power unit started life at an unusually small - for the United States - 2.1 liters capacity before being enlarged to 2.4 liters part way through the year. Renamed 'Super Six' for 1927, the Essex gained a larger and more powerful engine that year and four-wheel Bendix mechanical brakes the year after. Stylistically, the Essex looked broadly similar to its Hudson parent, albeit on a smaller scale.





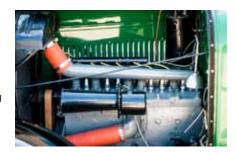


THE MOTORCARS OFFERED

Of the Essex lineup in 1927 the most exciting model available was unquestionable the Speedabout. A boattailed roadster body with a leather trimmed cockpit by Amesbury, Massachusetts coachbuilder Biddle & Smart-which bodied many of more limitedproduction bodies-it was sleek and fast thanks to a special gear set found only in this model that gave it 80mph performance. Its strong curb appeal helped get buyers into the showroom-more often to buy one of Essex's more practical, and expensive, models. It is unknown exactly how many Speedabout were made, but the numbers were slim and today only about a dozen still exist.

This Speedabout was in the hands of a single family from 1929 until last year. Restored from 2000 to 2003, it is finished in rich Milori Green paint with Black fenders and fitted with Black leather trim inside topped by a Tan top, the sporting little roadster carries massive road presence and huge sporting appeal. Its body colored artillery-style wheels and brake drums are contrast nicely by tall white walls. Following its restoration it won a series of AACA awards including First Junior in November of 2003, First Senior in March of 2004 and First Preservation in March of 2005. Following its show success the car was carefully put away and has not been shown publicly since.

Throw a Ben Pollack record on the player, put on your three piece and hit the road in style. \$45,000 - 55,000 WITHOUT RESERVE





FROM THE COLLECTION OF RONALD FUENFHAUSEN

1957 FORD THUNDERBIRD E-CODE CONVERTIBLE

Chassis no. E7FH277834

312ci OHV V8 Engine
2 4-Barrel Carburetors
270bhp at 4,800rpm
Ford-O-Matic Automatic Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- Desirable E-Code Thunderbird
- Well-sorted condition
- Part of the Fuenfhausen collection for 25 years
- Offered with copies of the factory built sheets
- Charming open top cruiser with excellent power







THE FORD THUNDERBIRD

First shown at the Detroit Auto Show in February 1954, it entered production that September. Its sleek two-seater body displayed many contemporary Ford design cues, and available power trains came from the regular Ford catalog. All cars had the 292 cubic inch "Y-Block" V8, while transmission choices included standard three-speed manual, manual-with-overdrive, or the popular self-shifting Ford-O-Matic.

For 1956, the Thunderbird was given a few subtle changes. The spare tire, which had intruded on luggage space, was relocated to a "Continental" mounting on the rear bumper. An optional 312 cubic inch Thunderbird Special engine made 225bhp with Ford-O-Matic.

More extensive changes were made for 1957, comprising a new grille, dashboard and subtly sculpted fins on the rear fenders. While the standard engine was still the 292, there were four versions of the 312, with power ratings up to 300bhp. Most potent was the "F-Code" unit, which used a single four-barrel carburetor force-fed by a McCulloch supercharger. Not far behind was the "E-Code" normally-aspirated engine, developing 270bhp with twin four-barrels, 285 with an optional special cam.

Although the supercharged "F-Code" Thunderbird is the rarest and most powerful model, the twin-four-barrel E-Code is considered by many to be the better driver's car. Of the 21,380 Thunderbirds produced in 1957, only 1,363 had the box ticked for the E-Code option.

THE MOTORCAR OFFERED

According to a copy of Ford Motor Company's built sheets, this Thunderbird was delivered new though Gil Webber Motor Company of Kansa City, Missouri. The build sheet further reveals a long list of options, and the desirable E-Code two four-barrel engine specification. An old Missouri Certificate of Title also accompanying the sale of this Thunderbird indicates it was first registered in Kansas City, Missouri on August 6, 1957.

Purchased by Mr. Fuenfhausen in March of 1989, this Thunderbird has remained in his collection ever since. The car's history file includes many receipts for restoration and service work, clearly indicating Mr. Fuenfhausen's devoted care for this fine Thunderbird.

\$35,000 - 45,000 WITHOUT RESERVE

FROM THE RONALD FUENFHAUSEN COLLECTION

1957 FORD THUNDERBIRD CONVERTIBLE

Chassis no. D7FH356150

312ci OHV V8 Engine Single Four-Barrel Carburetors 245bhp at 4,500rpm Ford-O-Matic Automatic Transmission Front Independent Suspension - Live Rear Axle 4-Wheel Drum Brakes

- Beautifully restored example
- Ready for local shows and events
- Documented by copies of the factory built sheets
- The last of the classic Thunderbird







THE FORD THUNDERBIRD

Conceived to challenge Chevrolet's Corvette sports car, the iconic Thunderbird debuted in October 1954 and was one of the first models produced with Ford's new overhead-valve V8 engine. Introduced in two-seat 'personal car' form, the Thunderbird was intended to appeal to image-conscious younger customers, and beat the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement.

Understandably, there were few alterations made for the '56 season, the most obvious being the relocation of the spare wheel to the outside of the trunk in 'Continental Kit' style, while a 312ci, 215bhp Thunderbird

Special V8 was added to the engine options. A more thoroughgoing re-style for 1957 saw the adoption of a longer tail section featuring prominent fins. This alteration provided greater luggage space while enabling the spare wheel to be relocated in the boot, a move that improved the handling. Despite its success, the original Thunderbird concept soon was abandoned and a larger-and slower-four-seat version was introduced for 1958, a move that turned the early two-seater cars into collectors' items almost overnight.

Today the original 1955-'57 Thunderbirds are among the most desirable and sought after of all post-war American automobiles.

THE MOTORCAR OFFERED

The fine example of Ford's classic Thunderbird offered here left the Dearborn factory in August of 1957. Invoiced to Hollywood Motors Inc. of Hollywood, California, the car's first owner presumably lived in the Golden State. The Thunderbird had moved east by the 1970s, where it was owned by a Mr. Rodney Grant of Macon, Missouri. Purchased by Mr. Fuenfhausen in 1992, the car has remained in his collection ever since.

A large file of receipts from restoration and service work performed while in Mr. Fuenfhausen's ownership accompanies the sale of this car, as do copies of the car's build sheets. This lovely example is ready to enjoy at local car shows and events, or on a weekend drive.

\$32,000 - 37,000 WITHOUT RESERVE

1987 PORSCHE 911/930 TURBO COUPÉ

VIN. WP0JB0930HS051462

3,299cc KKK Turbocharged and Intercooled Flat Six Cylinder Engine Bosch KE-Jetronic Fuel Injection 282bhp at 5,550rpm

- 4-Speed Manual Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Power Assisted Vented Disc Brakes

- A US car from new
- Complete service records included
- Incredibly fast, even by today's standards
- One of the rawest and most exciting cars ever built







THE 930 TURBO

"It offers the finest blend of ultimate performance and refinement I have ever come across..." – Paul Frère on the Porsche 911 Turbo.

What set the 911 Turbo apart from its peers was the relaxed way this stupefying performance was delivered. Comparing the Turbo to similarly quick 'he-man' cars such as the Holman & Moody-tuned Cobra 427 and the Ford GT40, *Motor*'s Roger Bell reckoned what made the Porsche so different was that it "hurls you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car."

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. For 1978 the Turbo's engine was enlarged to 3.3 liters, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. Sadly, US Porsche customers were only able to enjoy the newly enlarged Turbo for a couple of years before increasingly tough emissions legislation forced its withdrawal from the North American market. More refined than hitherto yet retaining its high performance edge, the Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age.

THE MOTORCAR OFFERED HERE

This black on black 930 Turbo soldiers on as one of the meanest cars money can buy. Delivered new to Philadelphia in the fall of 1987, it has covered less than fewer than 3,000 miles a year. Unlike many 930 Turbos, whose infamous snap-oversteer tendencies caused many an owner to crash their car, this example has nary been in an accident—just minor paint touch-ups.

Carefully maintained, this largely original example will no doubt continue to thrill and excite. Besides a newer set of wheels and tires, a more contemporary stereo and a later steering wheel, the experience at the tiller of this beast will provide the closest thing to a time machine, taking you back to an era when electric nannies like stability control were barely wisps in the burn rubber emanating from this Turbo's massive rear tires.

\$45,000 - 55,000

1956 VOLKSWAGEN 'BEETLE' OVAL WINDOW

Chassis no. 11028654 Engine no. 1930236

1,192cc OHV Air-Cooled Flat 4-Cylinder Engine Single Solex Carburetor 38bhp at 3,900rpm 4-Speed Manual Transmission Independent Front and Rear Swing Axle Suspension 4-Wheel Hydraulic Drum Brakes

- Restored only four years ago
- Recent engine-out tune-up and detail
- Desirable, early styling
- Pre-1957 model eligible for many sought after events







THE BEETLE

One of the 20th Century's truly great automobiles, the Volkswagen 'Beetle' transcended its origins as the German 'people's car', going on to become an alltime best-seller and cult classic. Originally conceived by Dr. Ferdinand Porsche, the Volkswagen inspired unusual loyalty and enthusiasm based on its practicality, reliability, adaptability and affordability.

The Volkswagen's layout was the essence of practicality. The platform backbone frame was simple to build, and its rear mounted engine left the entire volume between the wheels free of obstructions and mated directly to the transaxle, eliminating the driveshaft. Porsche's favored trailing arm independent front suspension with transverse torsion

bar springs imposed little upon the internal volume and the swing axle rear suspension coped with the typically rough roads of the day. An air cooled engine eliminated the whole water cooling system of pumps, pipes, hoses and radiators as well as eliminating the risk of freezing in cold northern winters.

It was a remarkably well thought out concept, meeting a number of difficult challenges and it proved, in terms of its impact on automobile design and acceptance, comparable to Henry Ford's Model T.

Visual changes during the model's long run were subtle, but perhaps the purest expression of the Beetle's design was the elegant 'Oval Window' produced between 1953-1957.

THE MOTORCAR OFFERED

This car, from the penultimate year of Oval Window production, is finished in black over tan leatherette with cream piping and door trim inserts—a non-original interior trim color but one that suits the car well. Restored four years ago, it was previously owned by a celebrity chef in the Hudson Valley. More recently, the engine was removed for servicing and a complete tuneup less than 50 miles ago. The gaskets were replaced, the valves adjusted, and the engine was detailed. The wheels also received some love with a new paintjob for a factory correct look along with new tires and hubcaps.

The recent work makes for Bug that should be a comfortable and competent driver, and the 1957 build year makes this a potential bargain entry into numerous high-profile road events.

\$12,000 - 16,000 WITHOUT RESERVE 380

1957 BUICK CENTURY CABALLERO ESTATE WAGON

Chassis no. 6D8018488

364ci OHV 'Nailhead' V8 Engine
300bhp at 4,600rpm
Single carburetor
Dynaflow 2-speed automatic transmission
Independent Front Suspension and Semi-Elliptic Rear Leaf Springs with
Live Rear Axel
4-Wheel Drum Brakes

- Rare example of Buick's top wagon
- Factory equipped with air conditioning
- Restored to a high level of authenticity
- Featured in many books and magazine articles







THE CABALLERO

The station wagon had grown to prominence pre- and immediately post-war as an excellent people hauler and utilitarian vehicle. Originally built with heavy additions of wood trim for both structural and aesthetic reasons, the maintenance intensive nature of those early wagons bred the all-steel wagons that would dominate the suburban landscape from the 1950s until the introduction of the minivan in the 1980s.

Buick was fast on the trend, but took it one step further by incorporating the pillar-less four-door design of its Riviera sedan into a practical wagon. The pillar-less design created an airy "hardtop convertible" feel that was more stylish than practical.

The up market Buick carried a price tag of \$3,706, and was not a strong seller compared to the more affordable Chevrolet offerings. The limited sales success makes these cars extremely rare today and highly sought after. Regarded as one of the best wagon designs of the era the Buick exudes style and quality. Of particular note is the vault-like tail gate and seat mechanisms.







THE MOTORCAR OFFERED

This Caballero was subject to an extensive nut and bolt restoration. The engine was rebuilt, a bare metal respray and a new authentic interior were some of the many things done. Since its restoration the car has been used extensively and has proved a very reliable machine. This is no trailer queen; this car is set up to use.

Finished in the attractive two-tone and blue and cream with matching interior, it is as striking today as it was when it was delivered. It is also equipped with many factory options including the very desirable air conditioning.

The rarity and quality of this Buick has been featured in literally dozens of books and magazine articles. As one of the finest and most authentic of its type it has represented the model well.

It is offered from long term ownership with an extensive history file documenting much of the painstaking work that went into the restoration of this car.

\$65,000 - 75,000

1960 PORSCHE 356B 1600 COUPÉ

Coachwork by Reutter Chassis no. 109103 Engine no. P715511

1,582cc OHV Flat Four Cylinder Engine Dual Weber Carburetors 88bhp at 5,200rpm

- 4-Speed Manual Transmission
- 4-Wheel Independent Suspension with Koni Shock Absorbers
- 4-Wheel Hydraulic Disc Brakes

- Restored in 2002 with a 356C motor
- Recent comprehensive mechanical service
- Nicely presented, stock exterior
- The quintessential Porsche sleeper







THE 356

While the 911, in its various forms, is certainly Porsche's longest-running model, the 356, which put the marque on the map, must certainly be the most iconic. While the basic architecture and shape of the 356 changed very little over its lifetime, there were in effect, several generations of cars. The first, characterized by split (or bent) windshields, were built through 1954. From 1955 to 1959, a revised model designated 356A was built, with curved windshield and modified suspension. It was succeeded during 1959 by the 356B, with a new nose contour that raised the headlights upwards.

Although Porsche sourced bodies from a number of suppliers, by far the most came from Reutter. Karosseriefabrik Reutter & Co. of Stuttgart had a long association with Porsche. Founded as a coachbuilding firm in 1906, Reutter pioneered lightweight construction, using Weymann fabric patents and early use

of aluminum. Reutter furnished prototypes to Ferdinand Porsche in 1932, during the early days of the Volkswagen project, then bodied Mercedes and BMW cars during the 1930s. The association with Porsche was rekindled in 1950, when the nascent Porsche company returned from Austria to Stuttgart. Porsche's old facilities were occupied by the US Army, so Reutter leased some plants to Porsche for car production and started producing bodies for a number of 356 models. These included coupes, cabriolets and speedsters. While Karmann also built coupes in the 1960s, most of the open cars were by Reutter. This symbiotic relationship made Reutter a de facto in-house coachbuilder, much more closely allied with Porsche than Karmann or Drauz, or other outside firms. Porsche and Reutter were finally merged in 1963, although a portion of the original Reutter company remains independent, operating under the name "Recaro."

THE MOTORCAR OFFERED

Originally restored in 2002 by a 356 specialist, this very stock looking B Coupé is in fact powered by a refined and throaty C motor. Following its restoration it was shown a few times and driven sparingly before being put away for eight years. It received a subsequent recommissioning at the end of last year. The gas tank was removed and refurbished while the Weber carbs were sent to Blackline Racing for a total rebuild. The brakes received similar treatment by the specialists at White Post Restoration while numerous other parts received attention at Stoddard Porsche.

Today the fast and fun coupe rides on four new Continental tires and starts easily thanks to a new battery. Inside, the leather trimmed interior offers a level of comfort found in few 356s while the rare and desirable Hella 128 driving lights will light the way. Complete with its books and tools, it is an excellent car to just hop in and drive, this back roads burners is a sure fire ticket to a summer of fun motoring.

\$45,000 - 55,000 WITHOUT RESERVE

1951 MG TD

Chassis no. TD10138

1,250cc OHV Inline 4-Cylinder Engine
2 SU Carburetors
55bhp at 5,400rpm
5-Speed manual fully-synchronized transmission (see text)
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- Meticulously restored example of MG's classic sports car
- Exceptionally good driving example
- Proven XPAG twincarburetor engine
- Classic British roadster styling
- 5-speed transmission







THE T SERIES MG

The penultimate T-Series Midget, the TD appeared in 1949. A larger car than its predecessors, the TD owed much to the contemporary Y-Type saloon, using a narrowed and modified version of the latter's box-frame chassis, upon which sat an all-new body - roomier than before but retaining the classic looks of the traditional MG sports car and the proven XPAG fourcylinder engine. This saloon parentage was far from a handicap, for the Y-Type was a later and more advanced design than the TC Midget, employing independent front suspension and rack-and-pinion steering. It became the 'gateway drug' for an entire generation of sports car enthusiasts and became a staple of early post-war American sports car racing competition.

THE MOTORCAR OFFERED

This finely restored TD was thoroughly restored with the intention of having an exceptionally good driving TD. Though on outward appearance it looks like an authentic example, many small changes have made the car a delightful driver. The most noticeable is the Sky Hook engineering five-speed manual gearbox. With its synchros on all gears and over drive fifth it changes the car dramatically. Taller 4.3 gears were also fitted making the car very pleasant at higher speeds. The suspension is tight and precise benefitting from sway bars front and rear. The temperature is kept in check with the supplemental oil cooler. Nice alloy valve covers and sidepanels dress the engine bay up in a tasteful way. The interior was re-trimmed in fine leather and is dressed up a bit with the burl wood dashboard. To keep all this protected the car includes a custom tonneau cover in addition to the top and side curtains.

Having recently been demonstrated by a Bonhams specialist, the car was found to have exceptionally good road performance. The suspension was noticeably better than stock and the improved gear box made the car both tractable in traffic, quiet and high speed.

Nicely presented in the BRG over tan the restoration is older but the car looks very good and little gives away its age. The condition of the car could better be described as broken in rather than aged.

Anyone who has dealt with MGs like this knows how much effort can go into making them perform well. This car has already had that all done and is really a very fine performing example.

\$25,000 - 30,000

Please note this car is titled as a 1952.

1948 CITROËN 2CV TYPE A SEDAN

Chassis no. 005408

375cc OHV Flat Twin
Dual Solex 22 ZACI Carburetors
9bhp at 3,500rpm
4-Speed Manual Transmission
Front Leading and Rear Trailing Arm Suspension
4-Wheel Drum Brakes

- Fun beach or weekend car
- Iconic French cult car







THE 2CV

Ranking alongside the Volkswagen Beetle, Mini, and Land Rover as one of the classic mass-produced cars of the post-war era, Citroën's quirky 2CV debuted in 1949. Intended to provide basic transport in a period of post-war austerity, the 2CV outlived its humble beginnings, going on to attain cult status as the favored car of the environmentally-concerned motorist. Although the original 375cc air-cooled flat-twin engine grew, eventually, to 602cc in 1961, the 2CV's performance remained modest at around 70mph flat-out, not that terminal velocity concerned the majority of its devotees, for whom the roomy interior, full-length sunroof and frugal fuel consumption were of far greater importance. Early 2CVs are now becoming increasingly sought after, with few original cars surviving the rigors of extreme mileage and maintenance on a shoestring budget. They have a purity and charm that gradually disappeared on later variants.

THE MOTORCAR OFFERED

This very early 2CV represents what most connoisseurs consider the purest and most attractive variant of this long running model. Light and pure in shape, the early cars are best recognized by their fluted hoods. The very early models like this one have the full length sunroof that goes all the way to the engine compartment.

Delivered new to Italy this 2CV still displays its hand lettered Italian tags. Finished in the characteristic grey livery with a possibly original interior that is charming in its austere simplicity, the car starts easily and drove the way it should with surprisingly peppy performance – thanks to its very low weight.

Early examples are rarely found in the US and are the most desired by collectors. Like so many cars the first examples truly are the best.

\$15,000 - 20,000 WITHOUT RESERVE

1953 AC 2-LITER TOURER

Coachwork by Buckland Body Works Chassis no. EHX2034 Engine no. UMB2041H 7/1

1,991,cc SOHC Inline-Six Engine **Triple SU Carburetors** 76bhp at 4,500rpm

- 4-Speed Moss Manual Transmission
- 4-Wheel "Woodhead" Leaf Springs with Beam Front and Semi-Floating Rear Axle
- 4-Wheel Girling Mechanical Drum Brakes

- Beautifully preserved
- A coachbuilt machine
- Rarely seen in left-hand drive
- The predecessor to the AC Ace







THE BUCKLAND

During the 1930s AC gained a good reputation for producing elegant, well-made motor cars with sporting characters. In 1947 AC launched its first post-war model, the 2-liter. The new model came with a choice of traditionally constructed saloon or drophead coachwork, although the styling was modern in its design. The mechanical underpinnings were of a straight forward modern design and used a 65mm x 100mm 1991cc overhead cam straight-six which gave reasonable power and performance, enough for 84mph and 22mpg from the 74bhp engine. From 1949 a tourer version was also made available as an alternative to the drophead coupe style. and a four-door saloon became available in 1952. Production of the 2-liter in its various forms continued until 1958, by then nearly 1,300 cars had been built.

THE MOTORCAR OFFERED

This AC Tourer is a lovely coachbuilt machine. AC had initially developed a drop-head version of its 2-Liter Saloon cars, but looking for something a bit more sporting, the company turned to Buckland Body Works to create a nicer machine. The finished product seen here was substantially modified inside and out from the more stodgy sedans. Gone was the full frame windscreen, replaced by a very racy flat folding screen. The doors rounded more artfully at the top and the front fender line ran all the way to the rear rather than stopping abruptly midway through the door. Additionally, the convertible top could now completely disappear into the bodywork. A nicely preserved Tourer finished in Ivory over red leather, it is rare to find a left-hand drive version of this machine that was once so popular in the U.K. and rarer still to find one that has been kept so nicely in its original condition. Complete with its original top and side curtains, this is a beautiful example of post-WWII British style; a direct predecessor to the AC Ace that later bred the famous Shelby Cobra.

\$35,000 - 45,000 WITHOUT RESERVE

Please note this car is titled under its engine number.

1949 CHEVROLET 3100 PICKUP

Chassis no. 1GPJ16423

216.5ci OHV Thrift-Master Inline 6-Cylinder Engine Single Carburetor 90bhp at 3,330rpm

- 3-Speed Column Shifted Manual Transmission
- 4-Wheel Semi-Elliptic Leaf Springs with Front Solid and Rear Floating Axle
- 4-Wheel Hydraulic Drum Brakes

- Expertly restore to high standardized
- Like new condition
- Easy to drive and maintain
- Eye catching sales lot livery







THE 3100 PICKUP

Chevrolet began building pickup trucks at the start of WWI and in the first year of production about 900 trucks rolled off the line. By 1942 when civilian production stopped, Chevrolet had produced two million trucks. Clearly they were doing something right. Following WWII the Bowtie brand sought to maintain its dominance and in 1947 it debuted its 'Advance Design' series of pickups. Ranging from the ½-ton 3100 to the 1-ton 3800 and initially powered by reliable straight six of 216.5ci-later growing to 235ci and then

261ci—the full-bodied and modern looking line-up quickly became the best-selling truck in America, a title it held for the duration of its eight year production life.

While a handful of body styles were available including pickups, panel deliveries, and cabonly models, the number of options was rather limited with the primary one being a Deluxe package that added a bit of flair to the utilitarian machine with the addition of a chrome grill and additional chrome trim pieces.









THE PICKUP OFFERED

Restored to like-new condition, this Chevy is an amazing example. Done to a standard typically reserved for cars costing many times what this old pickup does it is an impressive sight to see. The quality is not skin deep as it also drives like a brand new 1949 Chevy. The engine is quiet, the shifting smooth, and the brakes strong.

It is surprisingly easy to drive with light steering and great road manners. You could say it is also a practical vehicle but it is so nice you would probably think twice about hauling anything in it.

If one was to attempt to recreate what is offered here you could imagine spending many times the estimate to do so. A great old truck and good fun to drive, you could not go wrong with this great Chevrolet.

\$50,000 - 60,000

HIGHLY ORIGINAL AND 15,000 MILES FROM NEW

1941 FORD MODEL 11A DELUXE STATION WAGON

Chassis no. 18-6132665

221ci Flathead V-8 Engine
Single Stromberg Carburetor
90bhp at 3,800rpm
3-Speed Manual Gearbox
Front and Rear Leaf Spring Suspension
4-Wheel hydraulic Drum Brakes

- Incredibly original low mileage survivor
- The most usable of the prewar woodies
- Lovely original woodwork
- Mechanically reconditioned







THE MODEL 11A

The V-8 engine was no novelty when Henry Ford introduced the Ford V-8 in 1932, but never before had such an engine been produced successfully in large numbers and at so low a price. Styling followed the lines of the superseded Model A, but with an extra 25bhp the newcomer's performance was in an entirely different league. Engine development proceeded at a brisk pace and by 1936 the V-8's initial problems had been overcome and maximum power raised to 85bhp. The original 221ci V-8 was joined by a smaller 136ci 60bhp version from 1936.

While the number of body styles available on the long-running Model T chassis had been relatively limited, the arrival of its Model A successor for 1928 had ushered in an era of much greater variety and choice. New body styles for '29 included a Convertible Cabriolet, a Town Sedan and a wood-bodied Station Wagon, the first of the latter being built on April 25th, 1929. Nicknamed 'Woodie,' the station wagon was not offered during the Ford V-8's - and Ford Model B four's - first year of production in 1932, but this ever-popular rural workhorse was back in the line-up for '33.

The 1941 Fords were substantially improved (read: "bigger") with a wheelbase stretched two inches to 114". A new frame with a larger, deep X-member was stiffer and stronger. At the same time Ford introduced revised body mountings – although they were deliberately less effective on the convertible coupe where the rubber isolation was eliminated in favor of a tighter connection with the body to enhance the frame's stiffness.

There had been Standard and Deluxe V-8s right from the start, the latter, as usual, being distinguished by a higher level of equipment, but from 1938 Ford gave the costlier Deluxe a different, more elaborate frontal styling. The work of Eugene Gregorie, the Deluxe's more modern look had been adopted across the range by 1944. '41 witnessed the introduction of the Super Deluxe trim line which was distinguished by additional lower grills hugging the center one and further chrome trim, among other changes. The 'Woodie' Station Wagon was one of seven body styles available in the Super Deluxe series that year, when 9,485 of these delightful and charismatic vehicles were made, the smallest production run in the Super Deluxe line-up.







THE MOTORCAR OFFERED

This exceptional '41 DeLuxe Station Wagon is being offered with just over 15,000 miles from new. A remarkably well-preserved example with mileage that must put it in rare company, it is finished in an attractive burgundy that goes nicely with the patinated original wood work. The interior is finished in the correct brown leather cloth and it is complete with its third row seat. The interior has a lovely feel to it with all its rich golden "Iron Mountain" wood. The 1941 Fords were among the last before the outbreak of the War, representing the most advanced and refined of the prewar Fords. Having features like four wheel hydraulic brakes and higher powered engines they are the best to modern use.

We do believe one would be hard pressed to find another' 41 with this sort of mileage and originality. As Woodies are truly never the same after they are restored, finding a great original one like this is a wonderful opportunity.

\$65,000 - 75,000





387

1971 MERCEDES-BENZ 280SE 3.5 TWO-DOOR COUPE

Chassis no. 11102612004496

3.5L OHC V8 Engine Bosch electronic fuel injection 200 horsepower

- 4-Speed automatic
- 4-Wheel independent suspension
- 4-Wheel disc brakes

- Two-owner Texas car
- Excellent original interior
- Always driven and maintained, including recent comprehensive service
- Owner's manual, tools, and spare tire included
- Maintained as part of modest Mercedes and Jaguar collection







THE 1971 MERCEDES-BENZ 280 SE 3.5 COUPE

The Mercedes-Benz 280 SE 3.5 coupe had its foundation in the W111 sedan that was introduced for 1960. Famous for their front and rear crumple zones and patented retractable seatbelts, this mid-range model showed an American styling influence in with its modest fins sprouting from the rear fenders. The coupe version (called 220 SE) was introduced for the 1961 model year, with a convertible following a few months later. This series was upgraded with a new six-cylinder motor as the 250 SE for 1966, then with another engine upgrade for 1968 as the 280 SE coupe. Then, for 1970, the 280 SE was joined by the 280 SE 3.5 with a new OHC V8 - the first eight for this series.

The 3.5 was the last improvement for the series before it was redesigned for 1972. With 200 horsepower, it was capable of hitting 62 mph in 9.5 seconds, which was impressive considering American luxury cars used motors twice the size to get the same performance. Both 280 SE models featured a widened front grille plus other minor detail changes like trim and taillights. The new motor was a success, with 3,270 280 SE 3.5 coupes being built over two model years – quite impressive considering it took four model years to sell 3,797 280 SE coupes.







THE MOTORCAR OFFERED

This 1971 280 3.5 coupe has had two Texas owners, the most recent keeping it in a modest collection of Mercedes and Jaguars. It is properly driven and maintained, the latter by a Mercedes dealership. Its 102,000 miles purrs due to being well-maintained, including a recent comprehensive service encompassing transmission, exhaust, air conditioning unit, and fluids. Included in the sale are the

owner's manual, tools, spare tire, and box full of original parts. Its bronze-brown paint is the original color but has been repainted; the Cognac leather interior is in excellent original condition. As the descendent to the late-model E-Class coupe, this vehicle exhibits the very same class and roadability that the brand is known for, but in a much more classic style.

\$60,000 - 80,000





388 SINGLE OWNER SINCE 1978, FEWER THAN 16.500KM FROM NEW

1975 LAMBORGHINI COUNTACH LP400 'PERISCOPICA'

Chassis no. 1120066
Engine no. 1120070
3,929cc DOHC V12 Engine
Six Weber Carburetors
375bhp at 8,000rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension

- Exceptionally well presented 'Periscopica' Countach
- Same owner since 1978 and just under 16,500 kilometers from new
- Presented in the original color combination
- One of just 150 built
- A beautifully preserved, unrestored example







THE LAMBORGHINI COUNTACH

The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon, the Countach was styled, like its predecessor, by Bertone's Marcello Gandini. The origin of the car's nickname is both well-known and unclear. The person who bursted 'countach!' on first seeing the new Lamborghini is unknown, but in the Piedmontese dialect expression, it roughly means; 'holy smokes!' and pretty much explains the car to most. As Motor magazine observed, "few people gazing at the original Bertone Countach at Geneva in 1971 could have regarded it as anything but a "show" car. There were those fold-up doors for a start and the space-age cockpit with its abysmal

rear visibility not to mention the strange engine/transmission configuration." Happily, Lamborghini disregarded criticism, and boldly the Countach entered production with only minor details changed.

The Miura's four-cam V12 was retained for the Countach, though this time installed longitudinally and equipped with side-draught Weber carburetors. To achieve optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential—driven by a shaft passing through the sump—at the rear. The result was a delightful gear change and a better-balanced car than the Miura. When production began in 1974, the Countach sported an improved chassis and the standard 4.0-liter instead of

the prototype's 5.0-liter engine. Even with the smaller engine producing 'only' 375bhp, the aerodynamically efficient Countach could achieve 170mph and, naturally, roadholding to match. Designated 'LP400' (LP = Longitudinale Posteriore) by the factory, the first Countach is commonly known as the 'Periscopica' after its central periscope, faired into the roof, which provided rearward vision.

Just 150 of these early Periscopica Countachs were built between 1974 and 1977, and they remain the absolute purest iteration of what would become Lamborghini's signature design profile until this day. This landmark design pioneered and popularized the wedge-shaped, sharply angled look of the modern-era supercar – a very memorable mark in the automotive historical timeline.

















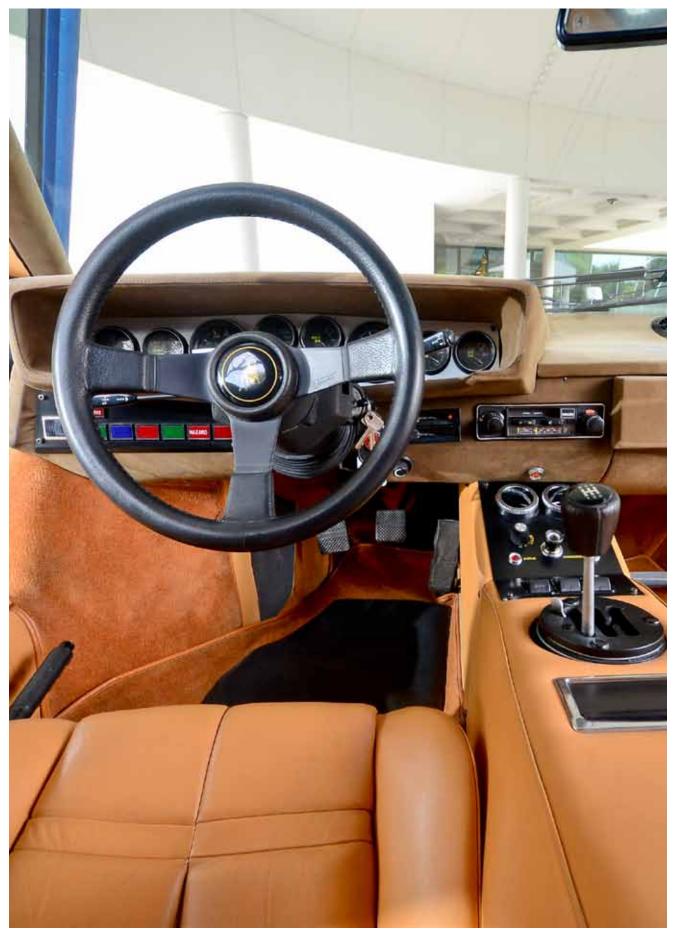
The exceptional example of Lamborghini's original LP400 'Periscopica' Countach offered here, chassis no. 1120066, was produced in the model's second production year, 1975. The car was finished by the factory as seen today, in Blu Tahiti over a Naturale (light tan) leather. As all LP400's, 1120066 was fitted with a kilometers per hour speedometer and Celsius temperature gauges. Interestingly, the car is fitted with engine 1120070 (engine 1120066 resides in chassis no. 1120062). According to Lamborghini authority Valentino Balboni, it was not uncommon that technical issues, such as delays on the dynamometer or, most often, delivery urgencies, would result in the first available engine being selected and installed - but no corresponding

correction would be made to the already installed serial number plate. As such, according to Balboni, there are "known reasons to consider engine number 1120070 [as] originally fitted by the manufacturer in chassis 1120066." The fact that the car has never been separated from its engine in the 36 years that it has been in the care of the present owner further corroborate this.

Delivered new to Zurich, Switzerland in March of 1975, the current owner acquired 1120066 from the Auto Palace in Pittsburgh, Pennsylvania in 1978. Having recently acquired another LP400, a dark blue example that he had purchased in Toronto and driven to the Auto Palace to have homologated, he

was smitten by this striking light blue example that was sitting in their showroom and quickly ended up owning both cars. Excited with his new car, he later recounted the story of when he picked up his 7th grade son from school in the Lambo-a stunt the youngster was a bit shy about given that his classmates must have ribbed him for being collected by, what appeared like, a futuristic spaceship.

For decades, both Countaches resided in the owner's garage with minimal use, first in Ohio and later in Florida, along with a 1972 Porsche 911T, all the while being assiduously maintained. Having two examples became gratuitous, resulting in the sale of the dark blue Countach over a decade ago. Between











the limited practicality of the machine and the busy work schedule of its keeper, fewer than 16,500 original kilometers have been enjoyed in 1120066 over the last nearly four decades.

Never shown publicly and rarely seen since being acquired, 1120066 appears today as a veritable time capsule—a beautifully original 'Periscopica'. Inside, its seats and console show minimal wear. All of its original fixtures, such as its Phillips stereo and factory climate controls, are still in place looking virtually new. The gauges and Christmas tree warning lights are similarly untouched. Outside, the original Campagnolo wheels are fitted with a new set of Michelin XWX tires that were fitted

about a year ago. In the front trunk, the neverused spare sits under the original tool set. Open the engine compartment and you are rewarded with a nicely detailed piece of Italian engineering, with only a few areas of paint loss to give away the fact that this car was built during the Nixon administration. When placed on a lift, the underside is revealed to be very clean, with minimal wear commensurate with age. The doors and front and rear lids all fit as they did when the car left Santa'Agata. Most recently, a full repaint of the exterior in the original Blu Tahiti was completed to alleviate the deleterious effects of the last 40 years. The original paint was retained in the doorjambs and under the trunk and engine lids.

With its fewer than 16,500 original kilometers and its long-term owner's meticulous maintenance, 1120066 must be one of the most original LP400s around today. The car presents as a low mileage, correct example-surely the best way to buy one of these delicate thoroughbreds. With its original engine intact and its original color combination preserved, the 1120066 has been spared of alterations or later-model spoiler and wing upgrades. An iconic car for its era, the Countach ushered in the era of the modern supercar, and here is an exceptional example of the original Countach.

\$450,000 - 550,000

FEWER THAN 3,800 MILES FROM NEW

2003 ASTON MARTIN DB AR1 ROADSTER

Chassis no. SCFAE62333K800026 Engine no. AM2A/00407

5935cc DOHC V12 Engine
Electronic Fuel Injection
435bhp at 6,000rpm
6-Speed Manual Transmission
Four-Wheel Independent Suspension
Four-Wheel Brembo Disc Brakes

- Two owners from new
- Number 26 of 99 made
- Fewer than 3,800 miles from new
- Originally delivered to Beverley Hills
- Meticulously maintained







THE DB AR1

Aston Martin renewed its fruitful relationship with renowned Italian styling house of Zagato, most famously begun with the DB4GT Zagato of the 1960s, after a meeting between Elio Zagato's son Andrea and Aston Martin CEO Dr Ulrich Bez at the Pebble Beach Concours d'Elegance in 2001. The result was a stylish coupé, based on the DB7 V12 Vantage supercar, recalling the sublime looks of the original DB4GT Zagato. So favorable was the DB7 Zagato's reception that it was decided to produce an open car in similar vein: the DB AR1.

Designed with the California weather in mind, and a Roadster in the proper tradition with no hood and space for just two people, the DB AR1 was previewed by a select group of potential customers to gauge reaction. The car was so well received on its debut at the Los Angeles Auto Show in 2002, that all 99 of the proposed limited edition were purchased.

Powering the new open supercar was a developed version of Aston's state-of-the-art, 6.0-liter V12 enjoying a boost in maximum power to 435bhp, some 20 horsepower more than the DB7 Vantage. This power increase together with more torque, a revised final drive ratio and 'active' sports exhaust system produce a noticeable improvement in mid-range performance, where it is most useful in everyday driving. An AP twin-plate racing clutch combined with a revised quick-shift gearlever for the six-speed manual transmission enable the driver to maximize use of the increase in power and torque and enjoy a faster gear-change.

Acceleration can only be described as stunning, 60mph arriving in just 4.9 seconds, while its top speed of 185mph makes the DB AR1 the world's fastest true roadster. Above all, the DB AR1 was designed to be

a true 'driver's car', equally at home on the autobahn or challenging back road. This is a car that beckons you to look for places to go.

Restraining this superlative high performance are equally exalted brakes: Brembo racing-style grooved discs - 335mm at the front, 330mm at the rear - gripped by alloy four-pot calipers assisted by an improved brake booster unit and moderated by Teves ABS. Power is transmitted to the road via a limited-slip differential to special multi-spoke 19" alloy wheels (8"/9.5" f/r) incorporating revised offset to give a wider track, shod with low profile Yokohama tires.

The interior boasts electrically controlled sports seats, six-speaker Becker stereo radio cassette system with 6-CD changer, alarm and immobilizer with remote central locking and trunk release. There is electronic traction control and power-assisted rack and pinion steering.









This fantastic, low mileage AR1 Roadster has lived a charmed life. Purchased by its first owner from Aston Martin of Beverley Hills on December 4th, 2004 with 140 miles on the clock, it carried an original sticker price of over \$250,000. Finished in Bowland Black over Light Tan hides, it enjoyed the California sun in the care of its original owner until the summer of 2010 when the current vendor acquired the roadster, the 26th of 99 DB AR1s constructed. Having covered less than 3,800 miles since leaving Newport Pagnell, it has received continuous, careful maintenance and shows well today. Replete with its original Monroney sticker, books, umbrellas, and car cover, this barely used, coachbuilt roadster is now ready to move onto to its third lucky owner.

\$170,000 - 190,000

1980 MERCEDES-BENZ 450SEL SEDAN

Chassis no. 116-033.12.098320

4,517cc SOHC V8 Engine
Bosch K-Jetronic Fuel Injection
190bhp at 4,750rpm

- 3-Speed Automatic Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Power-Assisted Hydraulic Disc Brakes

- Single owner for over 25 years
- 81,000 original miles
- Garaged and well maintained since new
- The pinnacle of 1970s luxury sedans







THE 450SEL

Mercedes-Benz replaced the S-Class in 1972, the successor W116 line up having been on the drawing board since the mid-1960s. Much of the development program had concentrated on secondary safety, to such an extent that its occupants were considered more likely to survive an accident in the 450SE saloon (or its peers) than possibly any other car in the world. Base model of the new S-Class was the 280S equipped with a carburetor-fed 2.8-liter

twin-cam six while for those with deeper wallets there was a choice of 350SE or 450SE V8s, both of which were available in long-wheelbase 'SEL' variants. A necessarily heavy automobile, the 450SE was little quicker off the mark than its smaller-engined siblings but as *Motor Sport* observed: "It is in these middle and upper ranges, rather than in sheer standing-start acceleration, that the 450SE excels, all powerfully, simply 'whooshing' through overtaking."

THE MOTORCAR OFFERED

This Silver Blue Metallic over tan leather 450SEL has been meticulously cared for the last quarter of a century. Always garaged kept and regularly maintained by marque specialists, it still shows very well after nearly three and a half decades. Showing just a bit over 81,000 original miles on the clock, it will no doubt be as handsome and enjoyable a luxo-cruiser today just as it was when it was new.

\$10,000 - 15,000 WITHOUT RESERVE

1969 MERCEDES-BENZ 280SL ROADSTER

Chassis no. 113044-12-003879

2,778cc SOHC Inline 6-Cylinder **Bosch Mechanical Fuel Injection** 170bhp at 5,700rpm

- 4-Speed Automatic Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Disc Brakes

- Recently completed refurbishment
- Optioned with both soft and hard top
- Fitted with period air conditioning
- Offered with copies of the factory build card







THE MERCEDES-BENZ W113

Launched at the Geneva Motor Show in March 1963, the 230SL - or W113 as the model range was internally labeled at Mercedes-Benz - was really a completely new car through and through. A truly modern car for its time and constructed to the high level of craftsmanship expected from a Mercedes-Benz product, the model quickly became a very popular sporty 2-seater among the elite. After the 230SL came the 250SL, both were replaced by the ultimate evolution, the 280SL, which was introduced in 1967. The enlarged 6-cylinder now produced 170 horsepower, and the car was outfitted with disc brakes in all four corners. The classic Pagoda models are becoming increasingly collectible, featuring exceptional build quality and low maintenance, easy access to spare parts and all around just a great collectors car.

THE MOTORCAR OFFERED

According to its original data card which accompanies the car, it was delivered new to the US market in the popular period scheme of Tobacco Brown with a Tobacco Brown hard top, and parchment Tex interior which was usually matched with dark brown carpets. The highly detailed specification on these cards confirms additional information of its being delivered with the hard top already fitted, and beneath it was a dark brown soft top. Typically for its US delivery the odometer was in miles and with English script, while the interior also carried the accessory of a sideways mounted rear seat behind the main seats. The hard top had chrome strips/'garnish mouldings' enabling a roof rack to be fitted, and externally the paint was finished with 'paintcoat preservation', its wheels sported two piece hubcaps and whitewall tires, the windshield carried tinted glass and an outside rear view

mirror completed its presentation. Judging from the car today, the air-conditioning unit fitted was probably added quite soon after its original supply.

By the late 1980s the car is known to have been in Maryland where it resided until 2012, passing into the present ownership. In this custody, the 280 has been thoroughly gone through with a respray to its then red paintwork, new interior and carpets. It has received a new exhaust and tires. In the course of carrying out the work the owner reports the car to have been found to be a sound 'rust free' example. Mechanically it was checked over and serviced where required.

It is accompanied by its build card, some handbooks and original papers still in factory folder as well as a tool roll and some tools.

\$45,000 - 50,000

1954 JAGUAR XK120SE ROADSTER

Chassis no. S672695 Engine no. W5593-8S

3,442cc DOHC inline 6-cylinder engine
Double SU carburetors
180bhp (est.) at 5,300rpm
4-Speed manual transmission
Independent wishbone front suspension and live rear axle with semielliptical leaf springs
4-Wheel hydraulic drum brakes

- Current ownership from 1967
- Desirable SE package
- A Northeastern car from new
- Numbers matching
- Bill Basset restoration







THE XK120

The XK 120 debut in the fall of 1948 was nothing less than a sensation. It was sleek, beautiful and strikingly modern.

When the sedan designed around Jaguar's new XK engine wasn't finished in time, the British automaker showcased the powerplant in a prototype roadster for the 1948 Earls Court Motor Show, in London. To gain industry recognition, Lyons knew that he needed a show car that was revolutionary and bold. He handled the styling himself. The company anticipated producing perhaps 100-200 of the car, but ended up selling 12,000 over the course of several years.

The XK motor, engineered by Harry Westlake, was the world's first high-volume twin-cam engine and would prove remarkably reliable and long-lived. In 1951, Jaguar entered the grueling 24-hour of Le Mans endurance race. Three XK120C, the 'C' representing 'competition', were entered. One of the three entrants won the event. And in 1952, an XK120 was driven continuously for seven days and nights around a track located in Montlhery, France. After more than 16,000 miles in one week, the vehicle once again proved its endurance capabilities. The XK engine would become the mainstay of all future Jaguar products over the next six decades.

Producing 160 horsepower, the 3.4 liter, inline-six cylinder engine, would propel the car passed its 120mph promised speed and on to a top speed of around 126-132 mph depending on the trim of the vehicle.

Also available, was the XK120SE, or "Special Equipment", which included wire wheels, upgraded suspension, dual exhaust and a C-Type cylinder head. With these improvements, the XK120SE saw an increase in horsepower to 180.









Built on August 18th, 1952 and dispatched a week later, this XK120 was delivered new through Max Hoffman's of New York. It is believed that it was sold directly to Germany and was bought by a servicemen stationed there. The current owner acquired it in 1967 through Automotive Engineering (then in Park Square Boston) and has had it ever since.

A call up by the Air National Guard saw the Jag go into storage for a good number of years. In 1988 Bill Basset was asked to fully restore the XK120. Basset restored the car to a high degree of authenticity though the original grey over red color scheme gave way to the appealing BRG over tan we see today. The restoration was of excellent quality and the car has held up well and proved most reliable - the car even scored 96 points at a Jaguar meet in the mid-90s.

Today the car looks lovely and runs very well. The interior shows some signs of a few decades use but overall looks great. The exterior does show some minor imperfections upon close examination but for a 20 plus year old restoration it is quite good. The odometer shows just over 66,000 miles.

The car has its full tool kit and jack along with its handbooks and its Jaguar Daimler Heritage Trust Certificate. The floor mats and trunk may have never been used, in what seems to be like-new condition.

A great old Jaguar with long term ownership for over 40 years and a fine restoration, it just begs to be driven.

\$100,000 - 120,000

WINNER OF THE CHARLES A. CHAYNE TROPHY AT THE 2001 PEBBLE BEACH CONCOURS D'ELEGANCE

1905 DE DION BOUTON BOUTON MODEL Z 8HP REAR ENTRANCE TONNEAU

Chassis no. 1040 Engine no. 17040

Single cylinder, 106 by 120 mm,

3-Speed manual

Front semi-elliptic leaf springs, rear semi-elliptic leaf springs with transverse leaf spring

2-Wheel rear external contracting band

- Rare example of singular model
- Recipient of comprehensive restoration
- Offered from an esteemed private collection







This car, winner of the Charles Chayne Trophy, Pebble Beach 2001. Credit: Steve Burton.

DE DION BOUTON

The foundation of the automobile was laid by Comte Andre De Dion. Starting out in partnership with George Bouton and Charles Trépardoux they first built steam-powered small boats, then turned their attention to road vehicles. De Dion soon became convinced of the potential for internal combustion engines to surpass steam in power, weight and portability. Trépardoux did not share his conviction and his name disappears from the company in 1894.

It was at this point that Establissements De Dion-Bouton S.A. turned its attention solely to internal combustion engines, initially creating a 137cc single cylinder engine which, through one simple innovation, made the spark ignition engine as it is known today possible. It was the then-revolutionary concept of mechanically timing the spark so it always took place at exactly the same place in the crankshaft's travel.

Adjustment of the timing became, until the creation of effective throttle control and carburetors, the primary means of controlling a spark ignition engine's crankshaft speed and remains over a hundred years later essential for power, torque, economy and low emissions.

While De Dion Bouton built complete vehicles, from motorized bicycles through tricycles and lightweight quadricycles, it was as an engine manufacturer that the company made its greatest contribution to the growth of the automobile. De Dion Bouton sold engines and, even more importantly, licenses to manufacture their engines to anyone. Their licensed manufacturers formed the basis of companies which would define the automobile business including Packard, Peerless and Pierce-Arrow in the United States.

Literally tens of thousands of De Dion Bouton

engines were built before the first decade of the new century was half over and their ubiquity is an important statement about the company's importance. De Dion Bouton engines were inexpensive (Samuel Langley acquired one in 1900 to use in his aviation experiments for only \$115.80) and inspired hundreds of inventive engineers and mechanics to strive to do better, faster, more powerful while teaching them the rudiments of the Otto cycle spark ignition engine.

De Dion nomenclature places their earliest automobiles in an alphabetical sequence for their models, their tricycles and steam machines were uncharacterized but their first four wheel internal combustion engined automobiles, better known as 'vis-a-vis' for their face to face seating arrangement begin at Type D. Some sense of how advanced they were in the industry can be assessed by the fact that as they began 1905, they were already at 'Z'.







The Model Z represented something of a departure for the company as it had a plate clutch operated by pedal and sliding pinion gearbox, as opposed to the epicyclic system that they had used since the turn of the century, and a slightly larger motor. With these individual characteristics which were not repeated on subsequent models it makes identification of this rather rare model relatively straightforward.

Bonhams researched this automobile through noted British De Dion expert Rory Sinclair and noted historian Malcolm Jeal who were able to confirm that information exists to document that the first of these Model Z cars was 'type approved' by the French authorities on December 7, 1904. This being the 1040th car built in this series, together with the correlation of a 1905 engine number in the accepted sequence of De Dion engines conclusively points to it having been built in 1905.

They were also able to trace knowledge of its existence within the circles of the Veteran Car Club of Great Britain. Apparently, it first surfaced in the UK in the mid-1950s when it was the property of a Knolly Stokes of Ireland and wore the British license plate "MC5066". At that point it was examined by E.H. Jarvis whose family had owned a De Dion agency in North London since the very early days of the company, he deduced it to be a later model, but more recently this was pinned down to being a Model Z. By 1979 the car was still in the UK and was the property of R.N. Jones. In the early post-war days it was known to have worn a two seater body which at some point was replaced with or enhanced to a more commodious four seater tonneau body.

Arriving in the U.S. more than 2 decades ago it was subsequently restored for then owner Jay Kaufman, who exhibited it at the Pebble Beach Concours d'Elegance in 2001. The car was awarded with the Charles A. Chayne Trophy, an award given to the car with the most advanced engineering of its era. It subsequently passed into the present collection of a noted connoisseur of pioneering motor vehicles from which it is offered today.

That restoration has now aged a little, but the car remains an extremely well presented, well accessorized and handsome example of the marque, bearing all of its hallmarks, arguably with the benefit of a 'conventional' gearbox.

There are few more seminal figures in the automotive world than Comte Andre De Dion and examples of his mastery continue to thrill and astound.

\$100,000 - 120,000

1936 BUICK ROADMASTER SERIES 80C CONVERTIBLE PHAETON

Engine no. 83120428

320ci OHV Straight 8 Engine 2-Barrel Stromberg Downdraft Carburetor 120bhp at 3,200rpm 3-Speed Manual Transmission

"Knee-Action" Independent Front Suspension and Solid Rear Axle

4-Wheel Hydraulic Drum Brakes

- Bought new by the creator of 'Dr. Pinkerton's Peppy Pink Pills'
- Top-of-the-Line Roadmaster model
- CCCA Full Classic®







THE SERIES 80 ROADMASTER

Before World War II, there was no blurring of the hierarchy at General Motors. The ladder built by GM boss Alfred P. Sloan started with Chevrolet, with Pontiac a rung up, followed by Oldsmobile, Buick, LaSalle and Cadillac. Although positioned between Oldmobile and LaSalle, there was nothing inexpensive or bare-bones about the Buick. It was a very good car that held a fair bit of status in its own right.

Within the Division, Buick had as hierarchy of its own, consisting of four series: Special, Century, Roadmaster and Limited. As a result, Buick was able to offer cars for as little as \$820 and as much as \$2,000, which helped considerably to broaden the company's appeal.

In 1936, the Roadmaster offered a lot of car for the money, and almost 70 years on the name still holds a considerable weight. Available in two body styles, a 6-passenger Sedan and a Convertible Phaeton, the price range began at \$1,255 for the former and climbed to \$1,565 for the latter.

The long hood of the Roadmaster made it clear that power came from a straight-eight. In the case of the Model 80, it was a 320ci, overhead-valve unit producing 130 horsepower and loads of torque. It was mated to a three-speed manual transmission with a floor-mounted gearshift lever. The chassis was fitted with General Motor's "Knee-Action" independent front suspension and solid rear axle. Hydraulic drum brakes were fitted at all corners.









The original owner of this Series 80C Convertible Phaeton was a Dr. Pinkerton. Originally finished in Imperial Black over Tan leather, for the creator of "Dr. Pinkerton's Peppy Pink Pills", a miracle cure available in the 1920s, the business for placebos was good enough to not only pay for an open Roadmaster but also to get it repainted in a non-factory bright red to match its owner's eponymous pills.

The Buick was acquired by the vendor in the early 1980s. Kept as is for about a decade, a frame-on restoration and repainted in its as discovered reddish pink color was done in 1993. Today the car continues to show well. The black leather trimmed interior is comfortable and welcoming while the hard to miss paintjob makes the car easy to spot in a crowd.

A beautiful and very usable Buick, it is eligible for any AACA or CCCA event.

\$55,000 - 65,000

395

1911 REO EXPRESS DELIVERY

Engine no. 900

8hp single-cylinder 2-Speed planetary transmission Double-chain drive rear axle 2-Wheel mechanical brakes

- Charming and fun
- Extensive recent service work
- Starts easily and runs great
- Nice small-sized commercial vehicle







THE REO EXPRESS DELIVERY

Launched at the Geneva Motor Show in March 1963, the 230SL - or W113 as the model range was internally labeled at Mercedes-Benz was really a completely new car through and through. A truly modern car for its time and constructed to the high level of craftsmanship expected from a Mercedes-Benz product, the model quickly became a very popular sporty 2-seater among the elite. After the 230SL came the 250SL, both were replaced by the ultimate evolution, the 280SL, which was introduced in 1967. The enlarged 6-cylinder now produced 170 horsepower, and the car was outfitted with disc brakes in all four corners. The classic Pagoda models are becoming increasingly collectible, featuring exceptional build quality and low maintenance, easy access to spare parts and all around just a great collectors car.

The first REOs were two-cylinder runabouts which Olds designated as the Model B – with

obvious reference to an earlier model he'd left behind at Oldsmobile. The 16hp twin was soon joined by a small, simple 7 1/2hp single competing directly with the Curved Dash.

The 8hp Model B had a single-cylinder motor mounted under the body floor driving through a 2-speed planetary gearbox and single chain drive to the rear axle. In a concession to contemporary design trends, the Model B's used a conventional-style hood with the brass radiator at its front. Priced at just \$1,250 it offered exceptional value at the time, value which REO demonstrated with the stunts, tours and expeditions which Olds had used effectively to promote the Oldsmobile.

The Model B proved so rugged and practical it served as the basis for a commercial express truck. Through reduction gearing the single could be made to move a fairly sizable amount of weight.

THE MOTORCAR OFFERED

This 1911 REO Express was likely one of the many such REOs built for the railroads, used primarily to move luggage and cargo along the platform where the single cylinder engine was more than sufficient.

This rare survivor has been part of a small private collection for the last six years or so. In that, it has received a good deal of work to allow for reliable road use. The engine recently had new valves and guides fitted as well as machine work to the cylinder. The car today starts easily and runs smoothly with its original REO bronze carburetor. The current owner has regularly attended his local "cruise night" with the REO turning lots of heads.

This REO is fun, charming and represents a seldom seen piece of motoring history. Well-kept and ready to enjoy, this is bound to bring great fun to its new owner.

\$25,000 - 35,000 WITHOUT RESERVE

1930 FORD MODEL A FIVE WINDOW COUPE

Engine no. A3020483

200ci flathead inline 4-cylinder engine Single Zenith downdraft carburetor 40bhp at 2,200rpm

- 3-speed manual transmission
- 4-wheel semi-elliptic leaf spring suspension with live rear axle
- 4-wheel mechanical drum brakes

- Rare, unmodified example
- Nicely restored in periodcorrect colors
- Ex-Wayne Oldenburg Collection







A replacement for the ubiquitous Model T, the Model A went on sale in December 1927. A more complex car than its predecessor, the 'A' was also more powerful, its four-cylinder side-valve engine producing 40bhp -double the output of the T- which was good enough for a top speed of 65mph. A three-speed, sliding gear transmission replaced the T's planetary gears, there was coil-and-battery ignition instead of magneto and, at last, there was a brake for each wheel. The T's ungainly styling was abandoned and the eagerly awaited Model A's up-to-the-minute looks, choice of colors and, needless to say, competitive pricing, helped ensure its

success. Ford priced the new Model A at just \$450 and would go to build 4.5 million over the next four years despite the prevailing economic gloom.

After two years in production the Model A was face-lifted for 1930, receiving wider tires on smaller-diameter (19") wheels and being mildly restyled with wider mudguards to achieve a lower, more modern look. Ford outsold Chevrolet 2-to-l in 1929/30 when more than 1.4 million were sold - the Model A's best year - and production continued until the V-8's arrival in 1932 saw Ford's fourcylinder car renamed 'Model B'.

The offered example is a body style 45-B Deluxe Coupe, commonly known as a 5-Window Coupe. The darling of the hot rod community, numerous cars with this body have been modified or customized, making untouched cars rare. Formerly part of the Wayne Oldenburg collection, it is finished in Andalusite Blue with Aurora Red wheels, it has been lovingly restored and wears period correct California plates.

\$25,000 - 35,000 WITHOUT RESERVE

397

1924 CADILLAC TYPE V-63 7-PASSENGER TOURING

Coachwork by Fisher Chassis no. 631026 Engine no. 63-C-1026

314.5ci Side-Valve V-8 Engine
Single Updraft Carburetor
83bhp
3-Speed Manual Transmission
Front and Rear Semi-Elliptic Leaf Springs with Live Rear Axle
4-Wheel Mechanical Drum Brakes

- Two owners from new
- Beautifully preserved survivor
- Originally purchased by famous Stamford resident Charlotte D.S. Cruikshank
- 67,788 original miles







THE V-63

Cadillac's imposing Model V-63 was the culmination of a series of cars which shared the same basic engine design as the 1914 Type 51, that company's first eight-cylinder car. Such was the excellence of design of that early unit that the engine responded to development over the ensuing ten year period, whilst chassis design proceeded apace, reflecting the need to accommodate later and heavier coachwork to meet the dictates of fashion.

This special model was Custom-built by Fisher on a 138 inch wheelbase, on one of just four chassis of this length built in 1924. Color and trim were to owner's specification and finish generally was to a significantly higher standard than the shorter chassis standard production models. The technically highly advanced sidevalve engine featured the first ever inherently balanced two plane crankshaft ever fitted to a production motor car.









This 7-Passenger Touring is a stunning example of a true survivor. A life-long resident of southwestern Connecticut, this Caddy has never been apart and has known history from new with only two individuals to ever call the car their own.

Bought new from Allen Cadillac in Greenwich, Connecticut, its first owner was Charlotte Dewing Smith Cruikshank of Stamford, Connecticut. Only about 27 years old when she acquired the car, Mrs. Cruickshank was largely self-made and an avid collector of American furniture and decorative arts. Her collection of chairs. which resides in the Stamford Historical Society, is a testament to her keen eye and good sense of style. It was with that mind she must have selected the elegant, open tourer and had it trimmed in triple black. Likely received just before her wedding

in 1925, she would retain the Cadillac for the rest of her life. Used extensively when hunting for pieces for her collection, her husband Douglas once quipped in reference to its fuel consumption that it got "about seven antique shops" to the gallon.

Mrs. Cruikshanks clearly treated her Cadillac as well as her furniture collection. It was always maintained, carefully garaged, and never restored. Upon her passing at the age of 82 in 1979, she donated her furniture collection and \$1.2 million to aforementioned Stamford Historical Society. Her Cadillac, however, after 55 years of continuous ownership, moved into the care of the present vendor.

Recognizing the incredible preservation of the machine, the car was kept in carefully maintained, original condition. To date, the only items that are known to be unoriginal are the tires and hoses. Kept in running order, it is stated to be mechanically sorted.

Retaining its presence and character and showing fewer than 67,788 miles from new, this original Cadillac is offered with its original registration issued to Charlotte D.S. Cruikshanks. With only two meticulous owners from new, this lovely tourer is an excellent would make both an excellent addition to any collection and a lovely tour car. After all, underneath its patinaed exterior there is a powerful V-8 with enough power to maintain pace with modern traffic-and to get you to the closest antique shop doublequick.

\$50,000 - 60,000

Please note this vehicle is titled under its engine number.

398

1910 STODDARD DAYTON MODEL 10K BABY TONNEAU

Engine no. F168

354ci OHV Inline 4-Cylinder Motor 50bhp 3-Speed Sliding Gear Manual Transmission 4-Wheel Leaf Springs with Live Axles Front and Rear Rear-Wheel Mechanical Drum Brakes

- Excellent performing brass era car
- Great looking and advanced overhead valve engine
- Sporty "Baby Tonneau" body
- Eligible for all brass era events







THE MODEL 10K

The Stoddard family of Dayton, Ohio were successful entrepreneurs with interests in paint and varnish manufacturing and farm equipment. The patriarch's son, Charles Stoddard, became convinced of the future of the automobile and, being a logical, progressive businessman from a successful family, carefully investigated the then competing technologies, gasoline, steam and electric. After deciding that gasoline had the best chance of success, he contracted with the Rutenberg Company in Chicago for a supply of engines and began to manufacture the Stoddard Daytona automobile.

The company's position was in common with many of its competitors: to build large, heavy, reliable, luxurious automobiles. Stoddard Daytons were just that. The smallest car the company ever built (aside from those built by its Courier subsidiary) was an 18hp fourcylinder. They would eventually go up to a 70hp sleeve valve six.

After a few years of experience with the Rutenberg-built fours, Charles Stoddard designed a T-head four rated at 35 horsepower for the 1907 models. One of the new 35hp Stoddard Daytons finished the Glidden Tour with a perfect score and it

was a Stoddard Dayton that not only won the first race held on the Indianapolis Motor Speedway in 1909 but separate car also paced the event.

In 1908 H.J. Edwards, an experienced engineer from England, was hired and given a free hand to design Stoddard Dayton's next engine, a powerplant which has forever secured the company's place in automotive history. Introduced in 1909, the next Stoddard Dayton was a 4.75 x 5 inch 36hp four, a configuration that was in itself not unusual. Its valve layout, however, set it apart. In an era when mechanically-operated intake valves



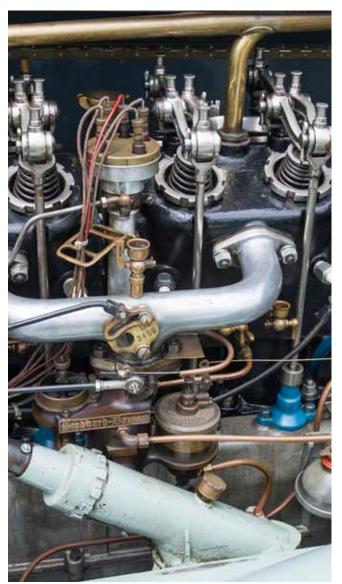
had only recently superseded "automatic" intake valves sucked open on the intake stroke and T-heads were only just yielding to simpler and more compact L-head valve positioning, Edwards' design for Stoddard Dayton was a true cross-flow head with inclined overhead valves and hemispherical combustion chambers.

The first Model 9 Stoddard Daytona engines used an ingenious valve actuation system with a single camshaft in the crankcase and only a single pushrod and rocker arm pivoted in the center of the head to operate both valves. Exhaust valve operation was

conventional with the pushrod pressing down on the valve. The intake valve, however, was opened when a low place on the lobe allowed a spring on the pushrod to pull down on the positively-fastened pushrod and the other end of the rocker arm.

The Stoddard Dayton layout was efficient in terms of moving parts, but imposed large friction loads on the valve gear which had to constantly work against the pressure of the intake valve opening springs. The rubbing loads on the camshaft and tappet were severe and quickly wore out the valve gear. After a year of experience, Stoddard Dayton redesigned the engine to separate the valve gear, placing a second camshaft on the other side of the engine and duplicating the pushrods and rocker arms for conventional valve operation against springs which held the valves closed.

Stoddard Dayton's experiments with engines were not over, either, although the hemispherical head engines continued to be produced. In 1912 Stoddard Dayton added a huge 70hp Knight sleeve valve six-cylinder to its catalog but the Stoddards had sold out to Ben Briscoe in 1911 and the company succumbed when U.S. Motors went under in 1913.



















This fine Stoddard Dayton is powered by the firm's 50hp overhead valve four. With nearly square bore and stroke dimensions it is a higher revving, more sport-oriented engine. Stoddard applied much of their knowledge learned on the race track to producing high performance road cars like this one.

Having resided in a long term private collection, the Model 11k was restored several decades ago but presents handsomely today. Nicely finished with great brass work the big Stoddard has an imposing husky look. The large brass radiator hides the car's most impressive feature its wonderful engine. Lifting the hood reveals the heart of this machine with its eight huge rocker arms working its large exposed valves.

The sporty "baby tonneau" body work matches the sporting character of the frame perfectly and still allows the practicality of a few extra seats. The car rolls along on the distinctive oversized wheels that Stoddard-Dayton was known for.

This car is bound to impress at any brass car event. One should have no problem keeping up with the fastest of the cars with this potent and lightweight machine.

\$195,000 - 235,000

1955 MESSERSCHMITT KR200 KABINENROLLER KABRIO

Chassis no. 55126

191cc Fichtel & Sachs Air-cooled Two-stroke Single-cylinder Engine 10bhp at 5,000rpm

Four-speed manual transmission (both forward and reverse) Three-wheel hydraulic independent suspension

Cable-operated mechanical drum brakes

- Restored approximately eight years ago by a marque specialist
- Very good mechanical order
- Transmission shifts smoothly
- Excellent paint in "Mary Kay" color
- Converted to a roadster







THE 1955 MESSERSCHMITT K200

In an era when American cars were becoming longer, lower, and wider, Germany gave us the Messerschmitt KR200. The aircraft manufacturer built the kabinenroller ("scooter with cabin") in response from being banned from building planes after World War II. Initially designed by aeronautical engineer Fritz Fend as an "invalid carriage", he noticed able-bodied folks seeking basic transportation and approached Messerschmitt to build the three-wheeler.

Starting with the Messerschmitt KR175 in 1953, the improved 1955 KR200 featured an enlarged 191cc Fichtel & Sachs air-cooled

single-cylinder two-stroke motor in front of the rear wheels. Reflecting its aircraft roots, left and right turns were handled by a steering bar that was operated by pushing instead of turning. Seating position was in tandem, one in front of the other, giving the Messerschmitt a low center of gravity and great handling. Entry for both passengers was through an acrylic hinged canopy, although Kabrio and Roadster models substituted a tonneau cover. Messerschmitt was permitted to build planes again in 1956, thereby losing interest in kabinenroller production. The factory was sold to Fend, who formed FMR and continued to produce this and subsequent bubble cars through 1964.

THE MOTORCAR OFFERED

This early KR200 was found in Northern Illinois and cosmetically restored about eight years ago. Finished in 'Mary Kay Pink' with a black vinyl interior, it was converted from an enclosed canopy to the open Kabrio top at some point—possibly prior to the restoration. The next owner, who was looking for a Messer, had tasked a well-known Messerschmitt guru to find him a suitable car. Upon discovering this example about five years ago, it was taken to his shop and mechanically restored as it was not running at the time of purchase.

Once completed, the little three-wheeler was reported to be a strong runner and lovely driver. Shown a few times since being finished, it has been a consistent crowd favorite. Next time you have the urge to get a Big Gulp at the 7-Eleven, why not ditch the Smart car and go in style in this KR200?

\$40,000 - 60,000 WITHOUT RESERVE

400

1953 HUDSON SUPER WASP SEDAN

Chassis no. 211072

262ci Side-Valve Straight Six Engine
Single 2-Barrel Carburetors
127bhp at 4,000rpm
3-Speed Column Shifted Manual Transmission
Independent Coil-Spring Front and Semi-Elliptic Rear Suspension with Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- Recent mechanical overhaul
- Sporty, high beltline design
- The original post-WWII American sport-sedan
- Eligible for the Carrera Panamerican







THE WASP

Hudson was among the first of the Detroit automakers to introduce new models after World War II, and they were without question the most dramatically different of all the new designs.

Hudson's innovation for 1948 was the "step-down" chassis with the footwells recessed between the body stiffening members, an early expression of the "unit body" concept which merged the body and frame in a single, welded unit. The rear frame members passed outside the rear wheels: the Hudson's rear wheel skirts were functional, not pointless embellishment. The first "step-down" Hudsons were only five feet high. They

were the fastest, best handling cars around, combining Hudson's competent six- and eight-cylinder engines with the low center of gravity and relatively light weight of the "stepdown" design.

The underdog Hudson entered racing in 1951. Success was easily found in NASCAR with the bigger, straight eight Hornet. The Hudson's superiority on oval tracks was no fluke, either. In the 1952 Mexican Road Race Marshall Teague brought his Hudson Wasp home sixth overall. On some of the twisting, broken surfaced sections through the Mexican mountains he blew off all the entries from sports car powers Porsche, Lancia and Jaguar.

THE MOTORCAR OFFERED

This factory correct Surf Green over green cloth interior Super Wasp is about the coolest thing with four doors that you could buy in the 1950s. Distinguished from Wasp by the script on the front fenders, trunk lid, and glove box door as well as the more ornamental front air vent, the cosmetic difference hinted at the larger straight six that made as much power as the Commodore Custom's eight pot motor. The low roof line and high belt line gives the car an extraordinary stance that looks just as good with four doors as it does with two. White wall tires, a factory heater, clock, and dash mounted traffic guide round out the package.

The recipient of an extensive mechanical overhaul only a few years ago, this racy sedan is ready to move.

\$25,000 - 35,000 WITHOUT RESERVE

1938 LINCOLN MODEL K CONVERTIBLE SEDAN WITH PARTITION

Coachwork by LeBaron Chassis no. K9181 Engine no. K9181

414ci L-Head V12 Engine
Single 2-Barrel Carburetor
150bhp at 3,800rpm
3-Speed Manual Transmission
Front and Rear Leaf Spring Suspension
4-Wheel Bendix Duo-Servo Mechanical Drum Brake

- One of only 15 LeBaron Convertible Sedan built in 1938
- · Largely original and unrestored
- Cost \$6,000 when new
- CCCA Full Classic®







THE MODEL K

The big, smooth L-head 67° V-12 which Lincoln engineers designed for 1933 models to succeed the 60° V-8 designed by Henry Martyn Leland for his first Lincoln automobiles was in the mainstream of Thirties' classic car design. Increased to 414 cubic inches in 1934, neither its L-head design nor the single carburetor that fed it fuel and air contributed to scintillating performance. It did, on the other hand, have ample torque delivered with silky multi-cylinder smoothness and would pull steadily from negligible revolutions.

Edsel Ford had long since resolved the first Lincolns' stodgy body designs by relying on Ford's own designers and a loyal retinue of coachbuilders including Brunn, LeBaron, Willoughby and Judkins. The coachbuilders supplied both individual bodies and a steady stream of up-to-the-minute ideas which could be incorporated in Lincoln's own coachwork.

By 1938, Lincoln had thoroughly modernized its styling with the Zephyr and was on the cusp of what would become the Continental. The Model K soldiered on with it its headlights flushed into the fenders-something that had appeared first on the '36 Zephyr and then on the '37 K, revised engine louvers thanks to the elimination of thermostatically controlled hood shutters, and a thinner beltline to emphasize the height of the body. Nonetheless, the model was now in its penultimate year and while 20 different body styles were offered from Lincoln and custom coachbuilders, only 416 K's were producedless than half of the number sold in 1937. By 1939, the Model's swan song, only 133 would leave the factory.









This Lincoln is one of only 15 LeBaron-bodied Model K Convertible Sedans built in 1938. Fitted on the 148" long-wheelbase chassis, it features the option rear partition window-a \$200 option—which brought the total purchase price when new to a lofty \$6,000.

Bought out of New York by the vendor in the late 1970s, it is a largely original car. Finished in black over brown hides and showing 69,256 miles on the clock, it was the recipient of a new top and tires as well as a valve job and mechanical servicing in the early 1990s. It has retained its elegant patina and regal stance as one of the most luxurious cars of the 1930s. A CCCA Full Classic®, it qualifies for any number of fun events and tours. As a well-designed convertible sedan, it provides the option of both open air motoring or closed car comfort with roll-up windows to add to the ease of use.

\$80,000 - 100,000

1961 AUSTIN-HEALEY 3000 MKII BT7

Chassis no. HBT7L/15960 Engine no. 29E/H2325

2,912cc OHV inline 6-cylinder engine
Triple SU HS4 Carburetors
132bhp at 4,750rpm
4-speed manual transmission with overdrive
Independent front suspension and rear semi-elliptic leaf springs with solid rear axle
Front Girling disc brakes and rear drum brakes

- BT7 four-seater configuration
- Full road equipment
- Concours restoration completed in 2004







THE 3000 MKII

The "Big Healey" retained the essence of its curvaceous long hood/short deck progenitor, the Austin-Healey 100/4 roadster of 1953. Designed as a sports car and indeed quite successful in rallying and racing, the Austin Healey had by 1961 evolved into the far more civilized and capable machine. The enlargement of its C-Series six-cylinder engine to 2,912cc and the adoption of Girling front disc brakes differentiated the new-for-1959 Austin-Healey 3000 from the preceding 100/6. In '3000' form the rugged Austin six

delivered 124bhp at 4,600rpm, good enough for a top speed in overdrive of 114mph with the optional hardtop in place. Otherwise, the car remained much as the 100/6, though the more-powerful disc brakes were a welcome improvement. Unveiled in March 1961, the Mk II version with restyled grille and bonnet intake was the last 3000 available as a two-seater, the 2+2 (BT7) option having been for years the more popular. Engine improvements in the form of triple SU carburetors and a revised camshaft liberated an extra 8bhp.

Contemporary road tests typically recorded performance figures for the Mk II of 114mph top speed and a 0-60mph time of approximately 11 seconds. Mk II production ceased later in 1962 after 5,095 2+2s and 355 two-seaters had been built, though the Convertible continued until the introduction of the 3000 Mk III in 1963.







This numbers matching, left-hand drive Healey is finished in Colorado Red with contrasting black upholstery piped in white, and comes with full road equipment including black top and side curtains. Restored in 2004 by marque expert Terry Reminga, the well documented frame off restoration resulted in a stunning vehicle done in its original colors and to exceedingly correct specification.

Driven less than 1500 miles since it was restored, it still shows beautifully today. We are advised by the vendor that this Big Healey is a capable and enjoyable driver, offering all the thrills of a classic British roadster in a comfortable and desirable specification. \$55,000-75,000

Titled as a model year 1962.

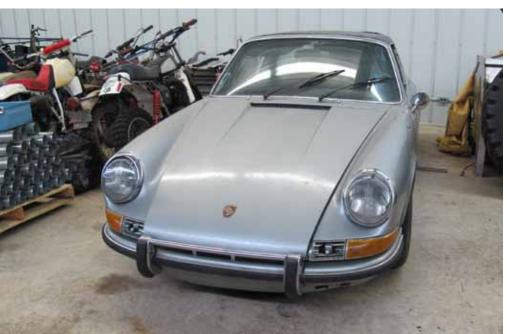


1970 PORSCHE 911E TARGA

Chassis no. 9110 21 0659 Engine no. 620 1655

2,195cc air-cooled SOHC flat 6-cylinder engine
Mechanical Fuel Injection
155bhp at 6,200rpm
5-speed manual transmission
MacPherson strut front suspension and independent rear suspension
4-Wheel Disc Brakes.

- Delivered new in Stuttgart as part of Porsche's Tourist Delivery program to an Illinois buyer
- Nicely presented, largely complete restoration project
- In dry, climate-controlled storage for the past 10 years
- First year 2.2-liter motor







THE MOTORCAR OFFERED

This silver Targa, with black leather interior, was originally acquired on May 4, 1970 by Irving Rose of Northbrook, Illinois in Stuttgart, Germany through the Tourist Delivery Program. Rose traded the car through Bryntesen Porsche-Audi Inc. of Hinsdale, Illinois with registration receipts showing Bryntesen selling it to Michael Burns in February 1978. The next keeper of the Porsche was Raymond Paulis followed by David Thompson, although Thompson's date of acquisition is unknown.

Purchased by the vendor in the summer of 2004 with the intention of restoring it; it instead has sat in climate-controlled, dry storage since 2004 with little progress made. The original MSO and other paperwork are available with the car together with the owner's manual plus sleeve and Blaupunkt radio service manual.

Substantially complete, unmodified from original specification, and with only minor damage to the passenger door, this 911E is a wonderful base for restoration. The chassis appears to be remarkably straight and intact, showing penetrating rust in only a few places like the driver's side battery box, and the engine is free but not currently running. The car was easily pushed out of storage once one front brake caliper was released. The interior is largely complete but dirty and worn.

With early Porsche 911 continuing their upward trend, this rare 911E Targa is an excellent opportunity to acquire a lovely, documented car that will provide many happy miles following a thorough restoration.

\$8,000 - 12,000 WITHOUT RESERVE

1970 JAGUAR XKE SERIES II 4.2 LITER COUPE

Chassis no. 1R27752 Engine no. TBA

4.2-liter inline six-cylinder engine Four-speed manual transmission Independent suspension front and rear by coil springs Left hand drive

- A two owner car
- Original interior
- Original California car
- Much restoration work carried out







THE SECOND SERIES XKE

The 4.2-liter E-Type, introduced in 1964, was built in roadster and coupé forms. In 1966 it gained an additional 2+2 coupé variant on a 9" longer wheelbase. Intended to extend the E-Type's appeal beyond the traditional sports car-buying market, the new 'family orientated' 2+2 came with improved visibility thanks to an increased glass area, more headroom, improved heating and ventilation, additional luggage space and optional Borg-Warner automatic transmission.

In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted, while a thickened front bumper center-section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

THE MOTORCAR OFFERED

Originally delivered new in California in Olive Green livery with a tan interior, the car remained in that same family ownership for 35 years until the present owner acquired it from there in 2005. At the time, it had seen little recent use and so the consignor made the decision to entrust it to Kent Bain's Automotive Restorations in Stratford, Connecticut for a series of works to be undertaken. Between initial and subsequent works, the engine has been gone through, a new radiator fitted as well as new fuel tank. stainless steel exhaust, water pump and the clutch replaced. Works during this ownership have tallied to receipts for more than \$20,000, all with the intention of making the car a driver quality usable example. Today, it is precisely that and is reported to be running extremely well.

At some point in its career the car has received a repaint to the resent Dove Grey color, while its interior remains original and extremely presentable. With a genuine 85,000 or so miles on the odometer, this is an honest, drivable example of the marque and model at an affordable entry level price.

\$20,000 - 25,000

1952 JAGUAR XK120 OPEN TWO SEATER

Chassis no. 671369 Engine no. W3353-8

3,442cc DOHC Inline 6-Cylinder Engine
Twin SU carburetors
180bhp at 5,300rpm
4-Speed Manual Transmission
Independent Front Suspension, Rear Semi-Elliptical Leaf Springs
4-Wheel Hydraulic Drum Brakes

- True 'Barn Discovery'
- Found after 55 years of continuous ownership
- In sound original order
- Matching numbers







THE JAGUAR XK120

"We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days" - William Heynes, Chief Engineer, Jaguar Cars.

Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise.

The XK120's heart was, of course, the fabulous XK engine; a 3.4-liter 'six' embodying the best of modern design, it boasted twin overhead camshafts running in an aluminum-alloy cylinder head, seven main bearings and a maximum output of 160bhp. The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price.







This remarkable XK120 has literally just emerged from an Ohio barn, where it had resided in long term ownership dating back to 1959. The car by definition of its VIN was an early left hand drive delivery of the Open Two Seater being produced while the model still held close to its original design, this particular car having desirable hallmarks such as the front fender bolted on chrome side lights, as well as the solid wheels and rear wheel arch 'spats' - which arguably show the design in its purest form and are generally coveted.

Its seller reports the car to be in extremely good, straight order and showing very little sign of corrosion to the bodywork, so its clear that

its storage has been sympathetic and served the car well. To judge from its visuals, it seems as if the car would have been repainted early on in its life in the red hue which it is seen today, but silvery grey paint is visible beneath this and would most likely have been its original color, the interior is all original in black leather. Better still the car retains its original matched chassis/engine numbers also.

The desire to restore a fine Jaguar back to its prime seems never to end, but for those with this quest finding a sound basis to start with is the hard part, this offers one such opportunity. \$50,000 - 60,000

WITHOUT RESERVE

END OF SALE

ACKNOWLEDGEMENTS

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Mike Hyatt Photography

Diego Rosenberg

Ted Tine Motorsports

Peter Linsky

the Chicago Museum of Science and Industry

Ed Karjala

Drew Shipley

Liz Leggett

Jasen Delgado

Greg Keysar Photography

Marco Signorini Photography

Theo Civitello

Chip Riegel

Roy Adkins

CSM Photography LLC.

PHOTO CREDITS

Roy Adkins - Lot 375

Theo Civitello - Lot 371, 372, and 373

Simon Clay - Lot 396

Jasen Delgado - Lot 329 and 388

Mike Hyatt - Lot 360

Ed Karjala - Lot 314

Greg Keysar - Lot 338

Pawel Litwinski - Lot 306, 312, 318, 319, 323, 328, 331, 333, 341, 352, 368, 376, 377, 387, 389, 390, 394,

397, 399, 400, 401 and 402

Liz Leggett - Lot 320

Scott Nidermaier - Lot 305, 307, 308, 332 and 346

Chip Riegel - Lot 374

Michael Scot Photography - Lot 369

Drew Shipley - Lot 317 and 355

Marco Signorini Photography - Lot 359

Sean Smith - Lot 309, 311, 313, 315, 324, 325, 330, 343, 348, 354, 362, 363, 365, 379, 381, 391, 393, 396,

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368 1959 FIAT-Abarth 750 Record Monza Bialbero Coupé	358 1958 Rolls-Royce Silver Cloud Long Wheelbase Sedan
357 1966 Fitch Phoenix	with Division
386 1941 Ford Model 11A Deluxe Station Wagon	331 2007 Shelby Cobra 427 S/C Continuation Series
396 1930 Ford Model A Five Window Coupe	398 1910 Stoddard Dayton Model 10K Baby Tonneau
377 1957 Ford Thunderbird Convertible	329 1974 Toyota Land Cruiser FJ40 Hard Top
376 1957 Ford Thunderbird E-Code Convertible	308 1959 Triumph TR6
400 1953 Hudson Super Wasp Sedan	307 1970 Triumph T120R Bonneville
304 1856 Hunneman "Jamaica" Tub-type Fire Pumper	350 1959 Triumph TR3A
340 1948 Jaguar Mark IV 3½-liter Drophead Coupé	362 2000 Ventnor Vagabond 20' "Gentleman's Runabout"
405 1952 Jaguar XK120 Open Two Seater	with trailer
392 1954 Jaguar XK120SE Roadster	379 1956 Volkswagen 'Beetle' Oval Window
337 1955 Jaguar XK140 3.4-Liter Roadster	316 1962 Volkswagen Beetle "Sun Roof" Sedan
355 1959 Jaguar XK150S 3.4-Liter Roadster	321 1973 Volkswagen Type 181 – The Thing
328 1961 Jaguar E-Type Series 1 3.8-Liter Roadster	365 1973 Volkswagen Type 2 Westfalia Campmobile
335 1963 Jaguar E-Type Series 1 3.8-Liter Roadster	334 1973 Volvo 1800ES Sport Wagon
369 1966 Jaguar E-Type Series 1 4.2-Liter Roadster	301 c.19th century Waterous Engine Works Company Hose Reel
339 1966 Jaguar XKE Series 1 4.2 Coupe	302 1898 Waterous Hand-drawn Village-type Fire Engine
404 1970 Jaguar XKE Series II 4.2 Liter Coupe	

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding) Please circle your bidding method above.

•	_	
		1 1
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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Guide relating to this sale and other published notices and terms relating to bidding. Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Guide in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

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If successful

I will collect the purchases myself Please contact me with a shipping quote (if applicable) I will arrange a third party to collect my purchase(s)

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Sale title: The Greenwich Concours d'Elegance Auction	Sale date: June 1, 2014		
Sale no. 21916	Sale venue: Roger Sherman Baldwin Park, Greenwich, Connecticut		
\$200 - 500	by 10s \$10,000 - 20,000by 1,000s \$20,000 / 5,000 / 8,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000by 10,000s		
Customer Number	Title		
First Name	Last Name		
Company name (to be invoiced if applicable)			
Address			
City	County / State		
Post / Zip code	Country		
Telephone mobile	Telephone daytime		
Telephone evening	Fax		
<u>Telephone bidders</u> : indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.			
E-mail (in capitals) By providing your email address above, you authorize Bonhams to ser and partner organizations. Bonhams does not sell or trade email addr			
I am registering to bid as a private client	I am registering to bid as a trade client		
Resale: please enter your resale license number here We may contact you for additional information.			

Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in US\$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams **only** if we are unable to contact you by telephone or should the connection be lost during bidding.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND AGREE THAT YOU SHALL BE LEGALLY BOUND BY THEM. THIS AFFECTS YOUR LEGAL RIGHTS.			
Your signature:	Date:		

SAMPLE BANK LETTER OF GUARANTEE

BANK LETTERHEAD

Bonhams 220 San Bruno Ave San Francisco, CA 94103 Telephone: 415 861 7500 Fax: 415 861 8951

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Greenwich Concours d'Elegance auction on June 1, 2014.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE) (DIRECT TELEPHONE NUMBER)

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder. Third party payments will NOT be accepted.

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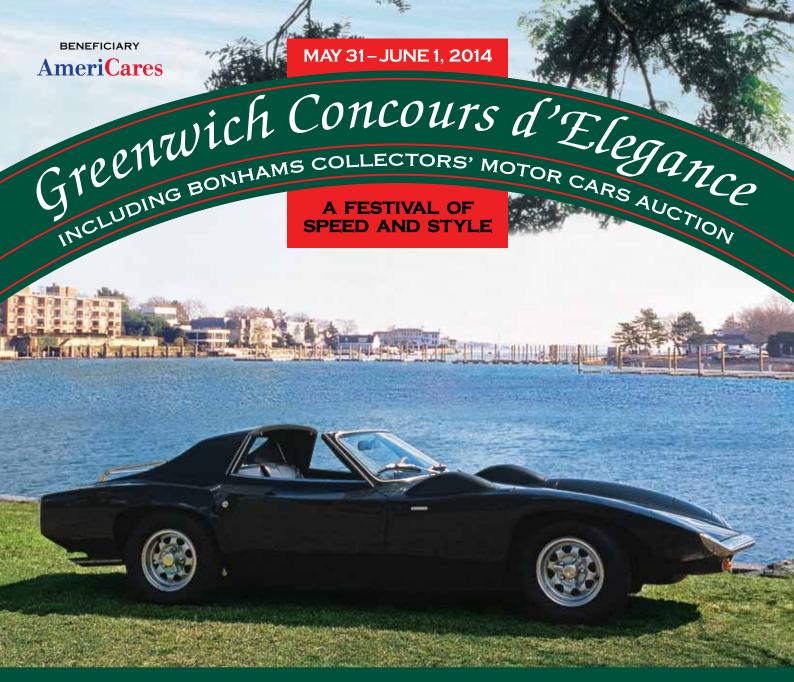




































SATURDAY, MAY 31 – CONCOURS AMERICANA American Classic & Collectible Cars 1900 to 1990s SUNDAY, JUNE 1 – CONCOURS INTERNATIONAL Imported Classic, Sports, Touring, Competition 1900 to 1990s

BOTH DAYS: Vintage Boats, Motorcycles, Aircraft
Time (both days): 10AM - 5PM Awards Ceremonies: 3 - 5PM

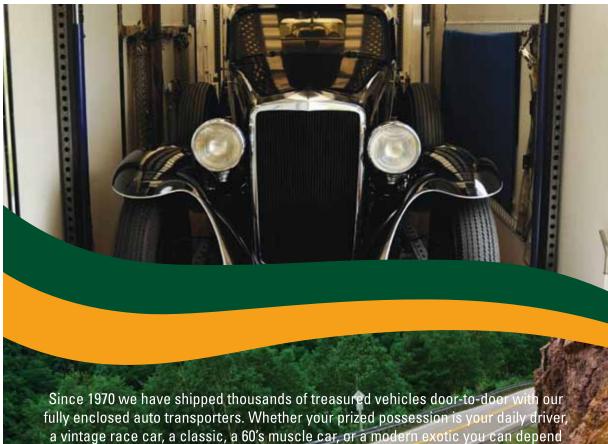
Tickets: Adults \$30 (one day), \$45 (both days) – Children 12 and under, free with adult

Directions: I-95 to Exit 3 – 100 Arch Street, in Greenwich, CT, or Metro North train to Greenwich Station, 2 blocks south to site

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QUALLODGE AUCTION



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HERITAGE | 2 museums & gardens | 4



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.

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Main

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1949 Ferrari 166 Inter Coupé Coachwork by Touring of Milan £800,000 - 1,000,000 1930 Invicta 4½-Litre S-Type 'Low Chassis' Drophead Coupé Coachwork by Corsica £500,000 - 600,000

'EVV 106' – The ex-David Shale/Arthur Carter 1955 Austin Healey 100S £600,000 - 700,000











Bonhams

GOODWOOD FESTIVAL OF SPEED SALE

Friday 27 June, 2014

Bonhams achieved record-breaking success at Goodwood last year, showcasing its expertise in maximising the value of collectors' motor cars. 2014 is already destined to be another outstanding auction with many desirable motor cars already consigned. To secure your place into this landmark sale, please contact the department.

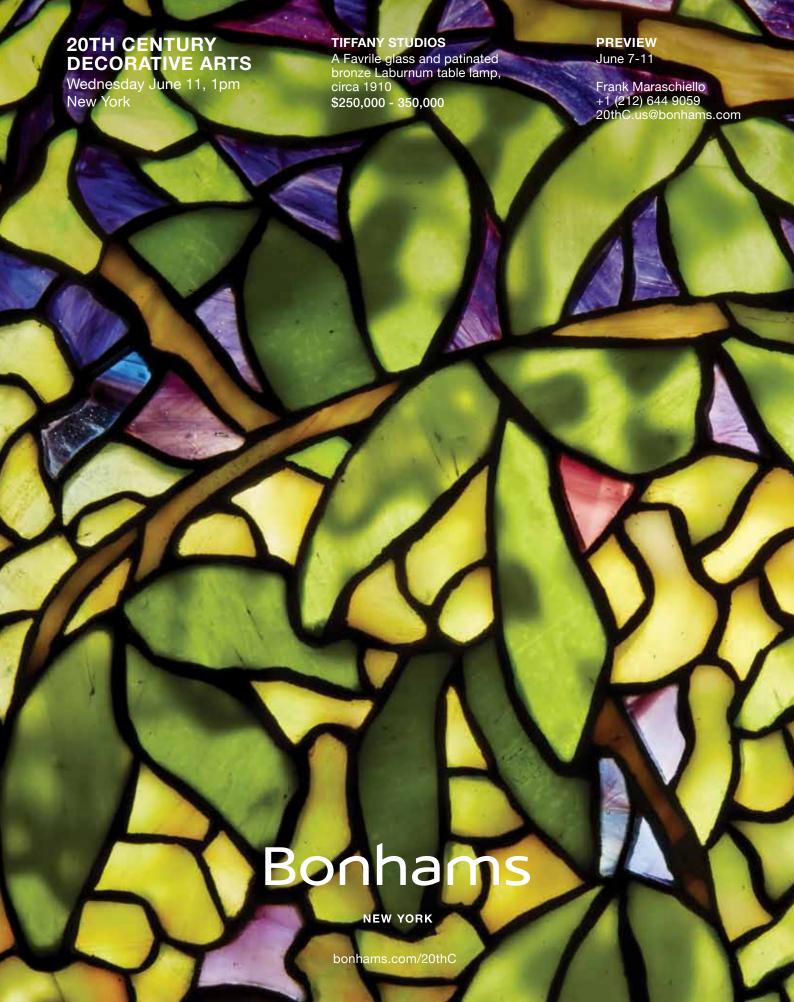
Further entries invited

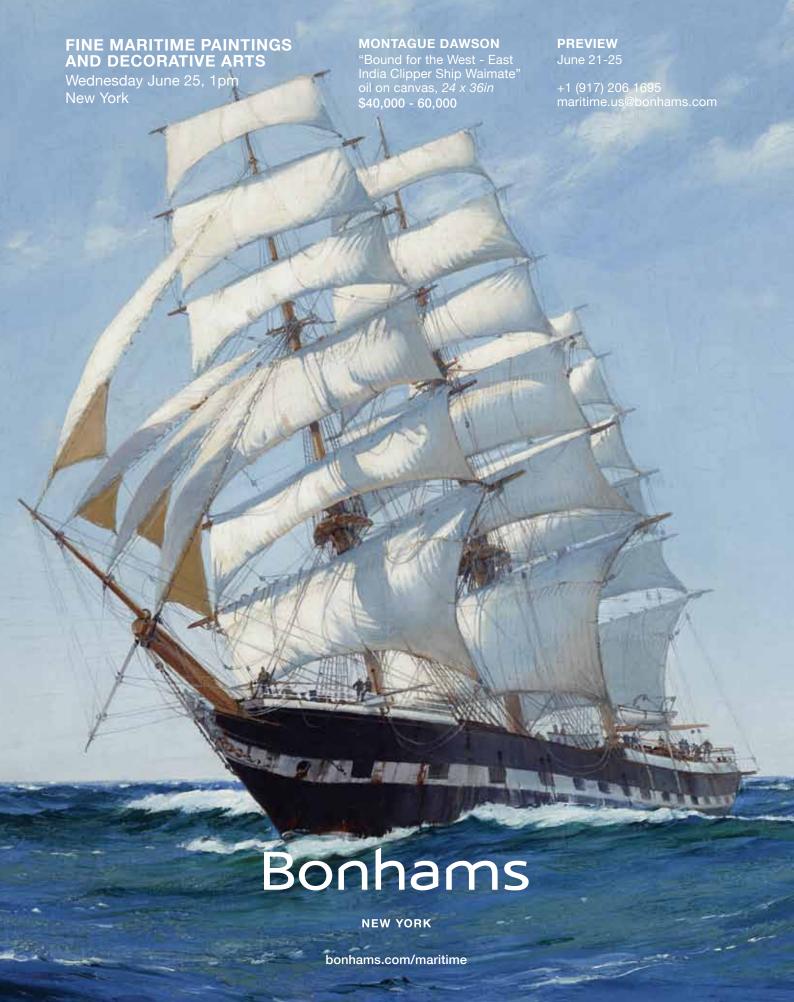




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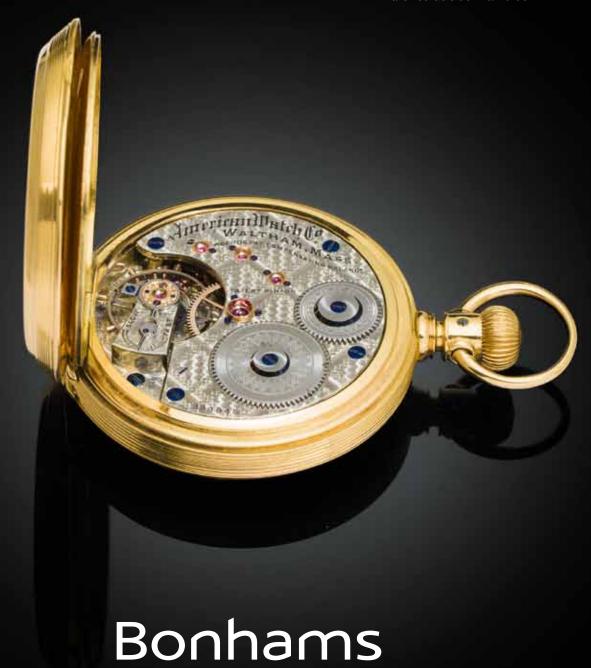
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