

COLLECTORS' MOTORCARS AND AUTOMOBILIA AUCTION

Monday October 2, 2017

The Simeone Foundation Automotive Museum

Philadelphia, Pennsylvania



Bonhams



COLLECTORS' MOTORCARS AND AUTOMOBILIA

Monday October 2, 2017

Automobilia 10am

Motorcars 2pm

Simeone Foundation Automotive Museum

Philadelphia, PA

PREVIEW & AUCTION

LOCATION

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

bonhams.com/simeone

PREVIEW

Sun October 1 10am - 5pm

Mon October 2 Motorcars only
from 9am - 2pm

AUCTION TIMES

Monday October 2

Automobilia 10am

Motorcars 2pm

SALE NUMBER: 24308

Automobilia: Lots 1 - 234

Motorcars: Lots 301 - 366

FRONT COVER

Lot 335 - 1913 Rolls-Royce

Silver Ghost

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BIDS

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From October 1 - 4,
to reach us directly at the
Simeone Foundation
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+1 (415) 391 4000
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Online bidding will be available
for this auction. For further
information please visit:
www.bonhams.com/simeone

Please see pages 2 to 7 for
bidder information including
Conditions of Sale, after-sale
collection and shipment.

Automated Results Service

+1 (800) 223 2854

ILLUSTRATIONS

Front cover:	Lot	335
Second session page:	Lot	339
Back cover:	Lots	93
		311
		355
		318

BUYER INFORMATION

CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

Some of the motor vehicles offered in this sale are being offered with a Bill of Sale only. Please refer to the Conditions of Sale for further information and limitations regarding certificates of title and the registrability of motor vehicles offered at auction. For all registrable vehicles, Bonhams will be working in conjunction with Pennsylvania dealer Michael's Motor Cars, license no. 8618970. Please note that following the auction history documents and accompanied items may ship with the vehicle or from Bonhams offices. Titles will be mailed via FedEx from our San Francisco office, but please allow up to 30 days to receive the title. Titles that are announced as 'in transit' at the sale may take additional time.

AUCTIONEER

Rupert Banner of Bonhams, working in conjunction with Michael's Motor Cars, dealer no. 8618970.

ADMISSION TO PREVIEW & AUCTION

All Bonhams auctions are open to the public. Admission to the viewing day of October 1 is free of charge. Admission to the auction on Monday, October 2, is by purchase of a catalog only. One catalog permits two people entry.

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

BUYER'S PREMIUM, TAXES & LICENSE FEES

For MOTOR VEHICLE property the premium is 10% of the hammer price.

For AUTOMOBILIA and other non-motor vehicle property, the premium is 25% on the first \$100,000 of the bid price, 20% of the hammer price at \$150,001 up to and including \$3,000,000, and 12% on any amount exceeding \$3,000,000.

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

Motor vehicle lots collected in Pennsylvania are also subject to applicable sales tax, based on the buyer's "garage address" (place of residence/ storage of the vehicle).

State sales tax will be imposed unless one of two exemptions is met:

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

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

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

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

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

BUYER INFORMATION (CONTINUED)

MOTOR VEHICLE CUSTOMS DUTY

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

INSPECTION OF MOTOR VEHICLE LOTS

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

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

BIDDER REGISTRATION

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

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 3pm on Tuesday October 3.

ESTIMATES

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

RESERVES

The seller may place a reserve on his/her property, which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential. The symbol □ next to an Automobilia lot number indicates a lot being sold without a reserve.

BIDDING AT AUCTION

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

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

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

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

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9009, or to Bonhams in Philadelphia, PA from Saturday, September 30 to Monday, October 2 at +1 (415) 391 4040.

TELEPHONE BIDS

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

ONLINE BIDS AND BIDDING

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at 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/23555 or contact the Client Services Department to obtain information and learn how you can register and bid online.

CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams sales. The rates quoted for the conversion of other currencies to US Dollars are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the operation or accuracy of the currency converter.

DAMAGE

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

PAYMENT & COLLECTION OF LOTS

PAYMENT

Payment for purchased lots must be made no later than 3pm local time on Tuesday October 3. 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.

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

City National Bank

Federal Routing # 1220-16066
150 California Street
San Francisco, CA 94111
Account #432742997
Swift Code: CINAUS6L

PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Monday October 2, and then again on Tuesday October 3 from 8.30am to 3pm. 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 3pm on Tuesday October 3. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 3pm Tuesday October 3. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/ removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

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

Uncollected Automobilia lots will be removed to a storage facility by Bonhams' chosen shipper for shipping or collection by the buyer or its authorized agent. Please note these lots will not be available for collection after 3pm on Tuesday October 3 until Friday October 6 at 9am. Automobilia lot removal and storage charges will be assigned by Bonhams' chosen shipper depending on volume, size and fragility.

TRANSPORT AND 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 3pm Tuesday October 3.

REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

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

Domestic Motorcar Transport

Passport Auto Transport, contact Ed Watts +1 (417) 588 4921, mobile +1 (314) 496 6228, ed@passporttransport.com

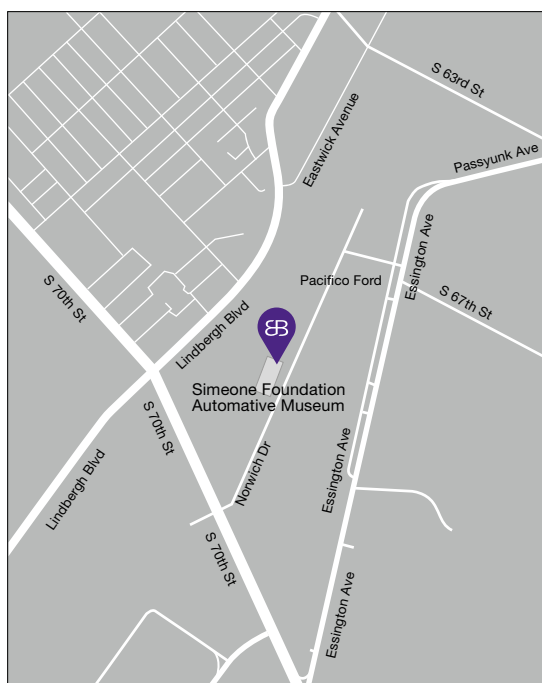
International Motorcar Transport

CARS (Classic Automotive Relocation Services), contact Scott Appleton: mobile: +1 (310) 695 6403, scott@carsusa.com

Domestic and International Motorcar Transport

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

BONHAMS AT THE SIMEONE FOUNDATION AUTOMOTIVE MUSEUM



SIMEONE FOUNDATION AUTOMOTIVE MUSEUM
6825-31 NORWITCH DRIVE
PHILADELPHIA, PA 19153

From Saturday September 30 to 12pm Wednesday October 4,
we can be reached at:

+1 (415) 391 4000
+1 (415) 391 4040 fax

DRIVING DIRECTIONS

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

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

FROM CENTER CITY PHILADELPHIA

Proceed on I-76 East. After the University City exit, get in the middle lane. Take the PASSYUNK AVE/ OREGON AVE exit, EXIT 347B. Turn RIGHT onto W PASSYUNK AVE. After about 1.5 miles the road turns left and becomes ESSINGTON AVE. Turn RIGHT at the light onto 67TH ST. (Pacifco Ford is on the corner.) Go one block and Turn LEFT onto NORWITCH DR. The Museum is down about ¼ mile on your right.

FROM I-95 HEADING NORTH (WASHINGTON DC & BALTIMORE)

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

FROM THE WESTERN SUBURBS OR FROM THE LEHIGH VALLEY VIA THE NORTHEAST EXTENSION

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

FROM I-95 HEADING SOUTH (NEW YORK AND BOSTON)

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

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

The Museum is ¼ mile further on your left.

Bonhams is delighted to return to The Simeone Museum for its sixth annual 'Collectors' Motorcars and Automobilia' Auction.

As ever, we invite clients, friends and enthusiasts to visit this wonderful museum, home to one of the finest collections of sports racing and endurance cars in the world. This is a collection built with the keenest interest in originality, preservation and authenticity of restoration and in keeping with this theme, we are proud to present this year's auction against that backdrop. With every era of the motorcar represented, from the crucible of the motoring age to the modern era and in preserved, original, and restored form, there is surely a motorcar for every garage featured herein. We thank Dr. Simeone, 'Fred' to most that know him, curator Kevin Kelly and their staff and team of volunteers for their help and hospitality as our hosts. We wish you spirited bidding on the automobilia and automobiles offered for sale.

Bonhams Motoring Team

BONHAMS MOTORING INTERNATIONAL SPECIALIST TEAM

WEST COAST USA



Jakob Greisen



Michael Caimano



Derek Boycks



Mark Osborne

EAST COAST USA



Rupert Banner



Eric Minoff



Evan Ide



Greg Porter



Tim Parker

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& SUPPORT**



Gregory Coe
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East Coast



Gordan Mandich
Senior Administrator
West Coast



Stanley Tam
Dealership &
Compliance Manager



Jared Zaugg
Press Officer
USA

UNITED KINGDOM



Tim Schofield



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John Polson



Rob Hubbard



Richard Stafford

EUROPE



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner



Marc Sonnerly



THE JOEL E. FINN COLLECTION

A BACKGROUND HISTORY OF COLLECTING LICENSE PLATES

Since the first automobiles in the late 19th century, the license plate has been along for the ride, registering vehicles and telling political, social, and sometimes hysterical stories about the states that issued them. While historians generally agree that the City of Paris issued the world's first automobile plates in 1893, the northeast gave birth to the license plate in the United States at the turn of the 20th century.

New York State required the first motor vehicle registrations in 1901, with owners providing plates made of leather and house numbers hung from a bumper or fender. Connecticut followed in 1903 with a similar law requiring motorists to affix registration plates to the front and back of their new-fangled horseless carriages. Philadelphia issued finely made porcelain enamel plates in 1903, and Massachusetts became the first state to issue plates that same year. By 1905, Vermont and the rest of New England had followed suit. Pennsylvania issued plates starting in 1906 and all 48 states were issuing plates by 1918. Today, every state, province, and country in the world require license plates.

While today's American plates are uniform in size, the earliest license plates varied in shape, size, and composition. In the early 1900s, commercial sign makers took advantage of the new registration trend and used porcelain enamel baked over steel to create many of the first license plates. Registration discs, leather straps, elaborate and mysterious manufacturers marks, riveted house numbers, rolled steel and finally embossed steel and aluminum were also used.

The license plate was a common denominator, as every motor vehicle, from the humble Model T to the glorious Packard and Pierce Arrow carried the same markers. Yankee thrift is evident in early license plate production, with plates only as long as necessary. Plate size was based on the number of registration numbers, and today low-number "shorties" are popular among collectors.

Joel Finn was one of the foremost collectors in this field, and his passing earlier this year brings his collection to market. The collection features some of the most extraordinary license plates to ever come to auction worldwide. Highlights include a run of Connecticut's #1 plates, carefully preserved over the years by a Litchfield family who saved each plate after its annual expiration. There are some extraordinary Vermont plates, included the coveted first issue and several early #1 plates. Perhaps the earliest known Pennsylvania plate, a remarkably preserved early leather pre-state is included in the offerings. The Joel Finn Collection also features carefully edited collection of plates in top quality condition, including early leather, porcelain, and steel issues from throughout the United States.

The lower the number, the more coveted the plate with each single-digit plate telling a story about state politics and power. There are license plate collector clubs worldwide, with enthusiasts who specialize in collecting, researching, and showing prized plates.

Tim Stentiford, September 2017

1

1941 ARIZONA PLATE

Metal License Plate, no. 1. Issued for Governor Sidney P. Osborne, who served 4 terms at Arizona governor. This plate is black on copper painted steel.

\$150 - 200**Without reserve**

1



2

2

1939 ARIZONA PLATE

Metal License Plate, no. 1. Issued for Governor Robert Taylor Jones, a Democrat. In 1939, Arizona celebrated the 400th anniversary of the first European to explore Arizona. Marcos de Niza was a Spanish missionary and Franciscan friar searching for the legendary Seven Cities of Cibola.

\$150 - 200**Without reserve**

3



4

3

1940 ARIZONA PLATE

No. 1. Also used by Governor Jones. This plate marks the first time the slogan "Grand Canyon State" was used—a motto still used today.

\$150 - 200**Without reserve**

5



7

4

1913 COLORADO PLATE

This is the first state issued plate in Colorado. This three-digit plate, no. 165 is in exceptionally nice original condition, as the first-issue Colorado plate was made of thin porcelain sheeting and chips and cracks easily.

\$150 - 200**Without reserve**

5

1915 COLORADO PLATE

Enamel License Plate, no. 15011. Black on yellow also in exceptional condition. Plate features the original grommets in each corner.

\$100 - 200**Without reserve**

6

6

1903-1936 & 1947 CONNECTICUT PLATES

31 Leather & Metal License Plates, all no. 1. Outstanding, one of a kind run of Connecticut no. 1 license plates, from 1903 through the 1956 base plate. This premiere lot contains a 1903 Connecticut leather pre-state plate, plus the first state issued porcelain plate used from 1905-1909. There are annual plates for 1910 through 1937. In this era, plate lengths were based on the registration number, so these are all called 'shorties'. The aluminum base plate with the green 1947 tab was used from 1938-1947. The last no. 1 plate in this run is the undated 1948 base plate, black on yellow scotchlite was used through 1956. These plates are all original, unrestored plates—all issued to the same family in Litchfield, Connecticut. A once in a lifetime opportunity for the most discriminating private collection.

\$35,000 - 45,000

7

1903 CONNECTICUT PLATE

Leather License Plate, no. C29. In 1903, Connecticut became the 2nd state in the nation to require license plates, after New York started in 1901. Nutmeg State motorists paid a fee to the Secretary of State's office, who issued a registration certificate. Motorists were responsible for producing their own plate, and most went to a blacksmith shop to get a leather pad with house numbers nailed onto it. The 'C' prefix is of course for Connecticut and these undated plates were used through 1905. This no. 29 plate is one of the lowest numbers known.

\$800 - 1,200**Without reserve**

8

8

1903 CONNECTICUT PLATE

Pre-State Leather License Plate, no. C305. This plate again shows a C prefix followed by the registration numbers affixed to a leather pad. Many of these pre-state plates were made by the Horace E. Finde Company of Trenton, New Jersey under contract with individual motorists.

\$600 - 800**Without reserve**



9



10



11



12



13



14



15

9

1903 CONNECTICUT PLATE

Pre-state Leather Plate, no. C501. This plate appears to have the original hooks that were used to hang the leather tag from the vehicles bumpers.

\$600 - 800

Without reserve

14

1905 CONNECTICUT PLATE

Leather License Plate, no. C3063

\$400 - 500

Without reserve

15

1905 CONNECTICUT PLATE

Connecticut Pre-state Leather License Plate, no. C1617 from the 1903-1905 period. This plate has a finely stitched leather pad, likely designed specifically an early license plate.

\$400 - 500

Without reserve



16

10

1905 CONNECTICUT PLATE

Connecticut Pre-state Leather License Plate, no. C1371, from the 1903-1905 period. This particular plate has a different border than seen on most Connecticut pre-states, an example of the variety of plates subtleties created with owner-provided registrations.

\$400 - 500

Without reserve

16

1905-09 CONNECTICUT PLATE

First issue paid of Connecticut plates, no. 4494. This white on black porcelain pair was issued in Spring 1907, based on the registration number. This first issue series started in 1905 and was used through 1909. no. 4494 was issued between January 9 and May 9, 1907. If you look carefully, you will see a manufacturer's variation for these pairs. The plate at the top has no rectangular both slots, which means it was for the rear plate. The front plate had the bolt slots.

\$300 - 500

Without reserve



17

11

1903 CONNECTICUT PLATE

Connecticut Pre-state Leather License Plate, no. 2937 from the 1903-1905 period. This is an unusual variation, with the state abbreviation 'C-O-N-N' spelled out instead of the 'C' prefix.

\$500 - 700

Without reserve

17

C.1905 CONNECTICUT PLATE

1903 Connecticut Pre-state Leather License Plate, no. C522. This is another unusual variation, where it appears to have the letter 'O' within the C, perhaps for a state name. The other theory is that it could be a leading zero. Either way, it's a rare registration plate.

\$600 - 800

Without reserve



18

13

1905 CONNECTICUT PLATE

1903 Connecticut Pre-state Leather License Plate, no. C278 produced in 1903 by owner Ralph W. Cutler of Hartford for his Columbia automobile.

\$600 - 800

Without reserve

18

1905 CONNECTICUT PLATE

1905 Connecticut first issued porcelain plate, no. 1078. This plate is the rear plate, as evidenced by no bolt slots at the top. On the back of the plate is the makers manufacturing date, '85', which stands for August 1905. This plate was registered to L.D. Mach of New Haven for a Cadillac automobile.

\$1,500 - 2,500

Without reserve

19

1906 CONNECTICUT PLATE

1907 Connecticut first issue plate no. 5597, issued between May 9 and November 30, 1907.

\$1,500 - 2,500

Without reserve



19



20

20

C.1908 CONNECTICUT PLATE

1906 Connecticut first issue plate pair no. 3206 issued prior to June 23, 1906. This is another example of the Type 1 first issue plates, where one plate has bolt slots at the top and the other does not.

\$700 - 1,000

Without reserve



21



20

21

C.1908 CONNECTICUT PLATE

1909 Connecticut no. 9616 first issue porcelain plate in white on a black background.

\$300 - 400

Without reserve



22



23

22

C.1908 CONNECTICUT PLATE

1906 Connecticut first issue porcelain plate no. C2231, in white on a black background.

\$300 - 400

Without reserve



24



25

23

C.1908 CONNECTICUT PLATE

1905-1909 Connecticut first issue dealer plate no. 112. In the early years of Connecticut plates, dealer plates reversed the colors of the normal passenger series. This black on white porcelain plate has a "D" suffix for dealer.

\$300 - 400

Without reserve



26



27

24

C.1908 CONNECTICUT PLATE

1906 Connecticut first issue porcelain plate no. 2460, in white on black background.

\$300 - 400

Without reserve

26

25

1910 CONNECTICUT PLATE

1910 Connecticut 2nd issue porcelain pair. No. 199 is white on vermillion red background. This is a shorter size plate, as all registration plates from the Nutmeg State in this era varied in length based on registration numbers.

\$600 - 800

Without reserve

27

1910 CONNECTICUT PLATE

1910 Connecticut 2nd issue porcelain dealer set. This unusual lot features three plates issued to the same dealer, no. 229 and uses the reverse colors of the passenger plates, red on white background.

\$1,000 - 1,500

Without reserve



28

26

1910 CONNECTICUT PLATE

1910 Connecticut 2nd issue porcelain pair, no. 4211.

\$400 - 500

Without reserve

28

1910 CONNECTICUT PLATE

1910 Connecticut 2nd issue passenger porcelain plate no. 5657 with the customary 'C' prefix.

\$300 - 400

Without reserve

28



29



30

31

1911 CONNECTICUT PLATE

1911 Connecticut passenger porcelain pair no. 5657. Connecticut's 3rd series plate is porcelain, blue on white.

\$300 - 400

Without reserve



31



32

32

1911 CONNECTICUT PLATE

1911 Connecticut passenger porcelain pair no. 12984. These plates carry the manufacturer mark on the reverse. Ingram-Richardson Mfg. Co. of Beaver Falls, Pennsylvania was one of the nation's leading suppliers of registration plates made of porcelain enamel baked over iron signs.

\$300 - 400

Without reserve



33



34

33

1911 CONNECTICUT PLATE

1910 Connecticut porcelain dealer pair no. 243. For that year, dealer plates were red on white, reverse of the passenger series colors.

\$300 - 400

Without reserve



36



37

34

1911 CONNECTICUT PLATE

1911 Connecticut porcelain dealer plate no. 277. Reverse passenger colors for dealers that year—white on blue with the 'D' suffix for Dealer.

\$300 - 400

Without reserve



38



39

35

No Lot

36

1912 CONNECTICUT PLATE

1912 Connecticut porcelain first issue motorcycle plate no. 33. Motorcycle plates were smaller than automobile plates and they were manufactured with extra bolt holes. What makes this a truly rare plate is that this is that 1912 was the first year Connecticut issued motorcycle plates, a full seven years after it started issuing plates for motorcars. This example, in remarkable condition, is the 33rd motorcycle plate ever issued in the Nutmeg State. Another extraordinary find.

\$700 - 1,000

Without reserve



40

29

1910 CONNECTICUT PLATE

1910 Connecticut 2nd issue passenger porcelain plate no. 11241. This is one of the longest license plates ever issued in the USA, measuring 17 3/4" long by 5-1/2" high with the customary 'C' prefix.

\$300 - 400

Without reserve



41

30

1912 PLATE

1913 Connecticut passenger porcelain, no. 1. This is the rarest of the rare. Porcelain white on cobalt blue in near mint condition. This would be the highlight of any museum or private collection. Truly one of a kind. 1913 was the last of the undated 'C' prefix series plates issued by Connecticut.

\$2,000 - 3,000

Without reserve

37

1912 CONNECTICUT PLATE

1912 Connecticut porcelain motorcycle plate no. 2392. Another rare first issue motorcycle plate. The cycle plates are again smaller than the passenger plates and have an extra set of round bolt holes, top and bottom, in the center edges of the plate.

\$100 - 125

Without reserve

38

1912 CONNECTICUT PLATE

1912 Connecticut porcelain plate, no. 1785.

\$100 - 125

Without reserve



42

39

1912 CONNECTICUT PLATE

1912 Connecticut porcelain passenger no. 6268 passenger plate.

\$100 - 125

Without reserve

40

1912 CONNECTICUT PLATE

1912 Connecticut porcelain passenger pair, no. 12637.

\$250 - 350

Without reserve

41

1913 CONNECTICUT PLATE

1913 Connecticut porcelain passenger pair, no. 5548 finished in white on cobalt blue.

\$250 - 350

Without reserve

42

1913 CONNECTICUT PLATE

1913 Connecticut porcelain passenger plate no. 937 — a shorty version.

\$200 - 300

Without reserve

43

1913 CONNECTICUT PLATE

1913 Connecticut porcelain passenger plate pair, no. 3017.

\$300 - 500

Without reserve

44

1913 CONNECTICUT PLATE

1913 Connecticut porcelain passenger plate no. 4339.

\$100 - 125

Without reserve

45

1913 CONNECTICUT PLATE

1913 Connecticut porcelain dealer plate, no. 239. Produced in the reverse passenger colors of blue on white with the 'D' suffix for dealer.

\$200 - 300

Without reserve

46

1913 CONNECTICUT PLATE

1913 Connecticut porcelain passenger plate no. 4580.

\$100 - 125

Without reserve



43



45



49



44



50

47

1913 CONNECTICUT PLATE

1913 Connecticut porcelain passenger plate no. 10844.

\$100 - 125

Without reserve

48

1913 CONNECTICUT PLATE

1913 Connecticut porcelain passenger plate no. 14330.

\$100 - 125

Without reserve

49

1913 CONNECTICUT PLATE

1913 Connecticut porcelain motorcycle plate no. 16. This is another extraordinary survivor — a 2-digit cycle plate.

\$350 - 500

Without reserve

50

1913 CONNECTICUT PLATE

1913 Connecticut porcelain motorcycle plate no. 592.

\$200 - 300

Without reserve

51

1913 CONNECTICUT PLATE

1913 Connecticut porcelain passenger pair, no. 970.

\$300 - 500

Without reserve



51



52

52

1914 CONNECTICUT PLATE

1914 Connecticut porcelain passenger plate, no. 27. This is the first dated plate in Connecticut and this 2 digit issue is one the lowest number survivors known.

\$350 - 500

Without reserve



53



54

55

1914 - 1928 CONNECTICUT PLATES

Connecticut passenger run from 1911 through 1928 of no. 29 plate singles. This extraordinary group of shorties survived complete, and includes 6 porcelain plates, 2 rolled steel plates, and 8 embossed tin plates.

\$1,200 - 1,500

Without reserve

56

1915 CONNECTICUT PLATE

1915 Connecticut porcelain dealer plate, no. 69.

\$220 - 280

Without reserve

57

1915 CONNECTICUT PLATE

1916 Connecticut porcelain livery plate, no. 1228.

\$150 - 200

Without reserve

58

1915 CONNECTICUT PLATE

1915 Connecticut porcelain motorcycle dealer plate, no. 33. Again dealer plate colors were the reverse of passenger plates, so black on yellow for 1915.

\$300 - 500

Without reserve

59

1916 CONNECTICUT PLATE

1916 Connecticut porcelain motorcycle dealer plate, no. 297.

\$100 - 150

Without reserve

60

1920, '23 & '24 CONNECTICUT PLATES

1920, 1923 and 1924 Connecticut no. 1 passenger plate. The twins to the run of no. 1 plates featured in this auction as lot 6. Embossed steel plates.

\$600 - 800

Without reserve

61

1931, '32, '33, 35 & '36 CONNECTICUT PLATES

1931, 1932, 1933, 1935 and 1936 Connecticut no. 1 passenger plates. The twins to the run of no. 1 plates featured in this auction as lot 6. Embossed steel plates.

\$800 - 1,000

Without reserve



55



56



57



58



59



62

53

1914 CONNECTICUT PLATE

1914 Connecticut porcelain dealer plate, no. 73. Shown in the reverse passenger colors of green on white with the 'D' suffix for dealer. w

\$300 - 400

Without reserve

54

1914 CONNECTICUT PLATE

1914 Connecticut porcelain livery plate, no. 206. Livery plates were first issued in 1910 and this is one of the best known surviving examples of this uncommon type.

\$200 - 300

Without reserve

62

1938 CONNECTICUT PLATE

1938 Connecticut sample license plate, with the original mailing envelope that was sent to the Purdue Motor Club in Indiana. In 1938, Connecticut revolutionized American registrations by introducing what was intended to be a permanent license plate, revalidated each year with a stenciled aluminum tab clipped onto the plate. Samples were produced to be sent to law enforcement and other organizations to help keep people informed on what plate was issued by various states. This is a great example of an early sample and the envelope may be a unique survivor.

\$100 - 125**Without reserve**

63

1947 CONNECTICUT PLATE

1947 Connecticut special issue plate pair, no. 38. This is a fantastic piece of American automotive history. In September 1947, the famed Glidden Tour for antique automobiles was organized in New England to celebrate Hartford's Golden Automobile. The tour focused on Connecticut and there was a exhibition of antique vehicles was held at the State Armory in Hartford. Henry Cave, a former engineer at the Pope Automobile Co. in Hartford, organized the exhibition and also designed special commemorative marker plates for all the participating vehicles. The Scovill Manufacturing Co. of Waterbury produced these gold anodized flat aluminum base with blue painted lettering and horseless carriage graphic, with black numbers. The DMV issued these plates in pairs with a 'Temporary Registrations' valid for use only during September 1947. There were 144 pairs produced of which 123 were actually issued. This lot includes an original pair of plates, plus the registration and mailing envelope. These plates were originally issued to Mr. Roderic Blood of Newton Centre, Massachusetts for his 1914 Packard Touring Car.

\$350 - 450**Without reserve**

64

1928 INDIANA PLATE

1928 Idaho passenger license plate pair. This is one of the most sought-after license plates by collectors. In 1928, Idaho introduced the first license plate slogan, making the license plate a mobile billboard for their prized potato industry. This clever plate includes detailed potato eyes. This attractive plate design was used for only one year, although the potato slogan has been used for decades.

\$50 - 80**Without reserve**

63



64



65



66

65

1936 ILLINOIS PLATE

1936 Illinois motorcycle plate no. 5686. This near mint plate comes with the original mailing envelope, sent the Illinois Secretary of State office in Chicago, not Springfield. Vehicle registrations were down significantly during the Great Depression, making plates of this era extremely rare and desirable.

\$100 - 200**Without reserve**

66

1910 INDIANA PLATE

1910 Indiana pre-state license plate. The Hoosier State required vehicle registrations starting in March 1905, but the state did not issue its own plates until 1913, leading to a long history of owner-provided plates. Some historians believe the some of the later plates before the first issue may have been state provided. This example is one of the most extraordinary early plates, as it is accompanied by the matching numbers registration disc, which was issued by the Indiana Secretary of State office. What makes this particular plate most intriguing is that it is dated 1910, perhaps the only dated Indiana pre-state plate in existence, or one of a small handful at best.

\$5,000 - 8,000



67

67

1913 INDIANA PLATE

1913 Indiana porcelain passenger first issue plate, no. 6703. This blue on yellow plate is the only porcelain plate issued by Indiana.

\$120 - 150

Without reserve



68

68

1928 MASSACHUSETTS PLATE

1928 Massachusetts passenger no. 478 pair. These plates are highly sought after by collectors. Like our Idaho potato, Massachusetts tried to use the license plate as an advertising tool by putting the cod fish on the plates. Unfortunately, Bay State motorists complained loudly about the plate. The fish on these plates looked more like a minnow and nothing like a cod. A popular story—and perhaps a bit of urban legend—is that 1928 was a bad year for the fishing industry in Massachusetts. The superstitious fishermen blamed the license plate, since the fish is shown swimming away from Massachusetts. The damage was done and the state dropped using any advertising symbols on their license plates and to this date, over 90 years later, no symbol has appeared on a general issue Massachusetts automobile plate!

\$50 - 80

Without reserve



69

69

C.1905 MASSACHUSETTS PLATE

1903-1907 Massachusetts porcelain dealer attachment. This is a most unusual piece of early American registration history. In 1903, Massachusetts became the first state in the Union to issue license plates, including dealer plates with a 'Mass Automobile Register' legend. Since dealers could have multiple plates with the same number, the Commonwealth added single letter suffix attachments. This pristine example shows a letter E, which in this case stands for the 5th plate issued to the dealer.

\$100 - 200

Without reserve



70

70

1908 MASSACHUSETTS PLATE

1908 Massachusetts porcelain passenger pair no. 8288. Cobalt blue on white. This is America's first dated state issued plate

\$400 - 600

Without reserve



71

71

C.1906 MASSACHUSETTS PLATE

1904 Massachusetts porcelain passenger plate no. 5835. This is one of America's oldest state issued plates. Massachusetts introduced America's first state issued plate in 1903, an undated white on cobalt blue pair with the legend, 'Mass. Automobile Register' at the top. This particular plate, with registration number 5835, was issued in 1904.

\$400 - 500

Without reserve

72

1913 MASSACHUSETTS PLATE

1913 Massachusetts porcelain passenger plate no. 15540.

\$100 - 150

Without reserve

73

MARYLAND PLATE

1954 Maryland Executive no. 1 embossed tin plate.

\$200 - 300

Without reserve

74

1912 MAINE PLATE 1912 MAINE PLATE

1912 Maine porcelain passenger pair no. 7647, with original mailing envelope sent by the American Express Company to Edward Pratt of Auburn, Maine.

\$100 - 150

Without reserve

75

1912, '13 & '14 MANITOBA, CA PLATE

1912, 1913 pair, and 1914 Manitoba Canada porcelain passenger plates, no. 1043. These 2nd, 3rd and 4th issue plates introduced the attractive provincial crest to its license plates, featuring a bison.

\$450 - 600

Without reserve

76

1910 MINNESOTA PLATE

1910 Minnesota second issue passenger plate no. 4450. The Gopher State introduced state issued plates in 1900 and this second issue features a unique composition—silkscreen gold letters on a black steel based with an unpainted embossed edge.

\$800 - 1,200

Without reserve

77

1909 MINNESOTA PLATE

1909 Minnesota first issue passenger plate no. 4968. Minnesota used the unusual color combination of silver silkscreened lettering on orange-red background.

\$800 - 1,200

Without reserve

78

1917 NORTH DAKOTA PLATE

1917 North Dakota motorcycle plate. This treasure is a near mint plate with the original envelope, mailed to John Christenson of Mandan, North Dakota. This lot also includes vintage black and white photographs showing what is presumed to be the original registrant and his bike. This plate was designed to be mounted vertically on the fender of the bike.

\$200 - 300

Without reserve



72



73



74



75



76



77



78



79

C.1905 NEW JERSEY PLATE

1904/05 New Jersey pre-state plate no. 7629. New Jersey required motor vehicle registrations in 1903 with owner provided plates used through the end of 1907. This survivor plate has house numbers nailed onto a leather pad, one of the most common compositions for early plates. All New Jersey plates were required to have 'NJ' as a vertical suffix.

\$400 - 500

Without reserve

80

1910 NEW JERSEY PLATE

1910 New Jersey porcelain pair no. 3598. Early New Jersey plates included a Certified Makers Number aluminum medallion riveted to the left of the plate.

\$300 - 500

Without reserve



79



81



80

81

1910 NEW JERSEY PLATE

1910 New Jersey porcelain manufacturer plate, no. 302. The number 2 at the top right represented the number of plates issued to that manufacturer's registration number.

\$300 - 500

Without reserve



82



83



84



85



86



87



88



89



90



91



92



93

82

1909 NEW JERSEY PLATE

1909 New Jersey porcelain passenger plate, no. 206.

\$300 - 400

Without reserve

83

1909 NEW JERSEY PLATE

1909 New Jersey porcelain passenger pair, no. 22299

\$200 - 300

Without reserve

84

1918 NEW HAMPSHIRE PLATE

1918 New Hampshire porcelain passenger pair, no. 20256. This was the last year that the Granite State issued porcelain automobile plates.

\$200 - 350

Without reserve

85

C.1905 NEW YORK PLATE

New York State pre-state leather plate, no. 33467. The Empire State was the first state in the nation to require automobile registration plates, starting in 1901. Owner provided plates were used through 1909 and the state's first issue did not appear until 1910. This lot is a fine surviving specimen of house numbers nailed to a finely stitched white pad, with mounting straps—rarely seen—still intact.

\$400 - 500

Without reserve

86

C.1905 NEW YORK PLATE

A pre-1910 New York State pre-state leather plate no. 48877.

\$300 - 400

Without reserve

87

NEW YORK PLATE

A pre-1910 New York pre-state metal covered wood plate no. 74437.

\$80 - 120

Without reserve

88

1911 NEW YORK PLATE

1911 New York embossed steel 2nd state issued pair, no. 23392. These white on maroon plates are a large 15" long by 6" high.

\$250 - 350

Without reserve

89

1912 NEW YORK PLATE

1912 New York porcelain 3rd state issued pair, no. 17054. These are the only porcelain plates issued by New York State, for just one year. This pair of white on vermillion red, are in near mint condition—truly outstanding survivors.

\$400 - 500

Without reserve

90

C.1910 NEW YORK PLATE

1910 New York steel 1st state issued pair, no. 32321. After years of owner-provided plates, New York bucked the porcelain trend used by every other state in the Northeast to issue this unusual composition: white numbers riveted onto a blue painted steel base.

\$300 - 500

Without reserve

91

1911 ONTARIO, CA PLATE

1911 Ontario Canada porcelain 1st provincial issue, no. 11032. Like New York, Canada's most populous province issued a porcelain plate for just one year—1911. These white on blue plates were produced by McCleary Manufacturing Co. of Montreal.

\$120 - 180

Without reserve

92

1904 PENNSYLVANIA PLATE

1904 City of Philadelphia porcelain plate, no. 170. Pennsylvania did not start issuing Commonwealth-wide plates until 1906, which meant many cities and towns had their own local issues prior. Philadelphia introduced the first dated license plate in the United States in 1903, and this 1904 plate is the only dated 1904 plate known worldwide. This is an outstanding specimen, in excellent condition.

\$400 - 500

Without reserve

93

1905 PENNSYLVANIA PLATE

1905 City of Philadelphia porcelain plate no. 2702. This issue is the only known 1905 dated plate in the world. This is another outstanding survivor in excellent condition.

\$300 - 400

Without reserve

94

1906 PENNSYLVANIA PLATE

1906 Pennsylvania porcelain passenger pair, no. 8492. These finely made first issue plates are the only dated state issue plate for 1906 in the United States.

\$500 - 1,000**Without reserve**

94



95



95

1907 PENNSYLVANIA PLATE

1907 Pennsylvania porcelain passenger pair, no. 18445.

\$500 - 1,000**Without reserve**

96



97



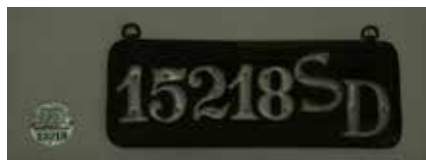
96

1908 PENNSYLVANIA PLATE

1908 Pennsylvania porcelain passenger pair, no. 7365.

\$500 - 1,000**Without reserve**

98



97

C.1903 PENNSYLVANIA PLATE

1903 Pennsylvania pre-state leather plate, no. 44. The Commonwealth started requiring owner-provided plates in 1903, and this is perhaps the earliest known Pennsylvania license plate on the planet. Historians report that the letters 'PA' were required on Commonwealth plates starting in 1904, so the lack of this abbreviation and the low 2-digit number suggest this is a 1903 issue. This spectacular specimen features ornate house numbers affixed to a later pad with mounting eyelets. This plate is a true gem.

\$2,000 - 3,000

99



100



98

SOUTH DAKOTA PLATE

South Dakota pre-state leather plate, no. 15218. Like many midwestern states, South Dakota has a long history of owner provided plates, requiring motor vehicle registrations starting in 1905 through 1912 before start issues started in 1913. The Secretary of State's office issued motorists a round registration disc and the owner then provided their own plates with a number matching the disc. This plate is one of the higher registration numbers, likely issued about 1912.

\$500 - 750**Without reserve**

100

1912 VIRGINIA PLATE

1912 Virginia porcelain passenger plate, no. 1060.

\$300 - 400**Without reserve**

101



101

1907 VERMONT PLATE

1907 Vermont porcelain passenger plate, no. 2. This is another highlight of today's offerings. This spectacular single-digit plate is just the second example of a black on white series that was issued in 1907 and used through 1908. This plate is in near perfect condition. Another truly one-of-a-kind issue.

\$2,500 - 3,500

102



99

C.1910 TEXAS PLATE

Texas did not issue state wide license plates until 1918, so there's a long history of owner-provided plates, including those manufactured and sold to motorists by third-party companies. This wonderful Texas pre-state plate is an example of the porcelain kit plate, where each number, as well as the vertical "Texas" insert is a separate porcelain piece affixed to a steel or brass base.

\$650 - 1,000**Without reserve**

102

1907 VERMONT PLATE

1907 Vermont porcelain dealer no. 1. This is the first plate issued in Vermont's second series, used for two years through the end of 1908. With just minor chipping in two spots, this is an unbelievable survivor, particularly considering dealer plates were meant to be used on multiple vehicles.

\$2,500 - 3,500

103



103

1914 VERMONT PLATE

1914 Vermont porcelain passenger no. 1, this is the first plate issued in 1914. Another Green Mountain State license gem.

\$2,500 - 3,500



104



105



106



107



108



109



110



111



112



113



114

104

C.1905 VERMONT PLATE

1906 Vermont porcelain first-issue passenger plate, no. 852. We are proud to present what many collectors consider to be the rarest New England passenger plate and one of the most sought-after plates in any US run. The Vermont Automobile Register is the holy grail of Northeast runs. First issued in 1905, the plates were used through 1906. What makes these plates so rare is that they were issued as singles, while nearly all other states in this era issued pairs. Less than 1000 plates were made. This specimen, no. 852, is in outstanding original condition.

\$1,000 - 1,500
Without reserve

105

1912 VERMONT PLATE

1912 Vermont porcelain passenger pair, no. 565.

\$300 - 500
Without reserve

106

1915 VERMONT PLATE

1915 Vermont porcelain passenger, no. 2864.

\$150 - 250
Without reserve

107

1957 VERMONT PLATE

1957 Vermont motorcycle plate, no. 1. This is yet another exciting Green Mountain plate offered today. Motorcycle plates all carried an 'M' prefix, and this is the 1st plate issued for 1957. This plate is white on dark green, embossed aluminum composition.

\$100 - 150
Without reserve

108

1945 VERMONT PLATE

1945 Vermont motorcycle plate, no. 1. Another no. 1 plate from Vermont. The 'M' is of course for motorcycle, and Vermont used a leading zero on low number registrations.

\$100 - 150
Without reserve

109

1914, 1915 WEST VIRGINIA PLATE

1914/15 West Virginia porcelain passenger plate, no. 10149. The Mountain State actually issued 2 dated 1914 plates. The 1913 plate carried the expiration date July 1914. This while on light blue plate was issued July 1, 1914 and used for 12 months through June 30 1915.

\$100 - 150
Without reserve

110

1910 WEST VIRGINIA PLATE

Enamel License Plate, no. 1023

\$1,000 - 1,500
Without reserve

111

1910-11 MICHIGAN PLATE

1910 and 1911 Michigan porcelain pairs, no. 15914 and no. 6609 respectively. This 1910 pair is a first state issued example from Michigan. They are very attractive plates with the Seal of Michigan, featuring an elk and a moose.

\$1,500 - 2,000

Without reserve

112

1930S CONNECTICUT PLATES

1933-1940 Connecticut min-run of motorcycle plates, all no. 2. This is another remarkable offering today, with eight single-digit plates from Connecticut.

\$1,500 - 2,000

Without reserve

113

1915 & 1916 CONNECTICUT PLATES

1915 and 1916 Connecticut porcelain passenger plates, both no. 492. Exceptional original condition.

\$300 - 400

Without reserve

114

1914, '15 & '16 CONNECTICUT PLATES

Three pairs of Connecticut porcelain pairs, 1914, 1915, and 1916 — all number 676.

\$450 - 600

Without reserve

115

No Lot

116

1940S-70S CONNECTICUT PLATES

Collection of 33 Connecticut motorcycle license plates from 1944 through 1971. This remarkable grouping features top quality condition and many single digit plates from the 1950s and 1960s.

\$1,000 - 2,000

Without reserve

117

1960S-2000S CONNECTICUT PLATES

A group of 44 Connecticut motorcycle plates and other ephemera. This collection includes a wide range of cycle types, including samples, ham radio operator, disabled, vanity, veteran, sample and legislative among others. There are also a couple of examples of ephemera like Staff Bathroom sign.

\$600 - 800

Without reserve

118

1970S CONNECTICUT PLATES

Another group of 43 Connecticut special type plates. These motorcycle plates include a variety of plate types, including all terrain, snowmobile, special equipment, golf carts and dealer.

\$400 - 600

Without reserve



116



117



118



119

119

1970S CONNECTICUT PLATES

Another group of 43 Connecticut motorcycle and other special type plates, dating from 1972 through current base plate. This lot includes a run of cycle plates from 1972 through 2006, plus antique motorcycle and golf and special equipment plates.

\$400 - 600

Without reserve

120

No Lot

121

1916 CONNECTICUT PLATE

1916 Connecticut porcelain pair no. 37869.

\$120 - 150

Without reserve



121



122



125



126



127



128



123

122 1914-16 CONNECTICUT PLATE

Four early Connecticut porcelain plates, from 1914, 1915 and 1916, nos. 260, 8976, 2795 and 556
\$300 - 500
Without reserve

123 1912-14 MICHIGAN PLATES

Early Michigan porcelain passenger plates, including a 1912 pair, no. 37433, 1913 pair, no. 29310, 1914 pair, no. 60289, and a 1914 single, no. 6433. All Michigan porcelains feature the detailed state seal.
\$600 - 800
Without reserve

124 1940S-50S CONNECTICUT PLATES

Group of 8 Connecticut commercial plates, from 1947 through 1951. This lot continues an unpainted 1951 commercial sample plate and several pairs.
\$250 - 500
Without reserve

125
1914 CONNECTICUT PLATE
1914 Connecticut porcelain motorcycle plate pair, no. 1805.
\$100 - 150
Without reserve



124

126 C.1910 MASSACHUSETTS PLATE

1906 Massachusetts porcelain first series plate, no. 16646. The Mass Automobile Register undated plate was used from 1903 through 1907. This registration number means this particular plate was issued in 1906 through the end of 1907.
\$200 - 300
Without reserve

127 1912 CONNECTICUT PLATE

1911 Connecticut porcelain dealer plate pair, no. 391 with the usual 'D' suffix for Dealer.
\$300 - 400
Without reserve

128 1913 CONNECTICUT PLATE

1912 Connecticut porcelain dealer plate pair, no. 391 again with the 'D' suffix for Dealer.
\$300 - 400
Without reserve

Lots 129 - 146

PROPERTY FROM THE RODERICK RICE COLLECTION

129
2 PAIRS OF BRASS HEADLAMPS
Circa 1909
\$100 - 200
Without reserve

130
CADILLAC LIGHTING
Circa 1920s
\$100 - 200
Without reserve

131
CADILLAC TAILLIGHTS, HUBCAPS & MISCELLANEOUS COMPONENTS
Circa 1920s, early V8.
\$100 - 200
Without reserve

132

CADILLAC EARLY V8 SPEEDOMETER & DISTRIBUTORS

\$100 - 200

Without reserve

133

ASSORTMENT OF IGNITION & ELECTRICAL COMPONENTS

\$100 - 200

Without reserve

134

ASSORTMENT OF "AUTOPULSE" FUEL PUMPS & PARTS

\$100 - 200

Without reserve

135

ASSORTMENT OF VINTAGE CAR SPARES.

Two bronze carburetors, headlights and horns.

\$100 - 200

Without reserve

136

3 ANTIQUE SIGNS

\$100 - 200

Without reserve

137

BOSCH, "C-COIL", 6-CYLINDER DISTRIBUTOR.

Circa 1910

\$100 - 200

Without reserve

138

VACUUM WINDSHIELD WIPER MOTORS

\$100 - 200

Without reserve

139

LIGHTING, SUITABLE FOR A PACKARD

2 brass oil tail lights, 2 nickel-plated

\$100 - 200

Without reserve

140

GROUP OF BRASS HORNS

\$100 - 200

Without reserve

141

ASSORTMENT OF EARLY V8 CADILLAC SPARES

\$100 - 200

Without reserve

142

GROUP OF RADIATOR CAPS & AUTOMOTIVE BADGES

\$100 - 200

Without reserve

143

GROUP OF SPEEDOMETERS BY "STEWART"

\$100 - 200

Without reserve



147

144

ASSORTMENT OF GREASE CUPS & PRIMING CUPS

\$100 - 200

Without reserve

145

GROUPING OF FORD MODEL T PARTS

Brass radiator, Steering wheels, Mechanical parts & windshields.

\$100 - 200

Without reserve

146

EARLY V8 CADILLAC RADIATOR

\$100 - 200

Without reserve

Lots 147 - 193

PROPERTY FROM THE COLLECTION OF SAM MANN

147

DELAHAYE HUBCAPS

\$100 - 200

Without reserve

148

TALBOT-LAGO T150 HUBCAPS

\$100 - 200

Without reserve

149

'31 CHRYSLER HUBCAPS & MARKER LIGHTS

\$100 - 200

Without reserve

150

ASSORTED AMERICAN LIGHTING

\$100 - 200

Without reserve

151

JAEGER INSTRUMENTS

Suitable for a '30s Cadillac

\$100 - 200

Without reserve

152

VACUUM TANK W/FILTER

\$200 - 300

Without reserve

153

BRITISH LIGHTING & INSTRUMENTS

\$50 - 100

Without reserve



148



149



150



151



152



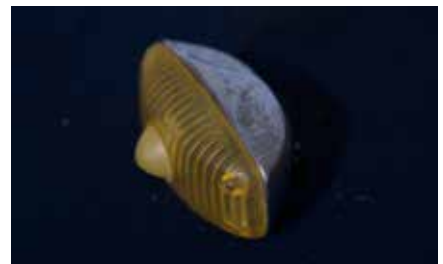
153



154



155



156



157

154
PRE-WAR FRENCH LIGHTING

Mostly Marchal
\$300 - 500
Without reserve

155
EARLY BLERIOT LIGHT SWITCH

Circa 1913
\$200 - 300
Without reserve

156
CARELLO LIGHT

Early Ferrari 250. Part No. 18.550.717
\$400 - 600
Without reserve

157
MERCEDES-BENZ 540K PARTS

Plus German Driving Lights w/Brackets
\$200 - 300
Without reserve

158
SUNSHADES

Circa 1930s-50s
\$100 - 200
Without reserve

159
MAGNETI MARELLI WINDSHIELD WASHER MOTOR

Suitable for a Ferrari
\$100 - 200
Without reserve

160
MAGNETI MARELLI IGNITION COILS

Pair
\$200 - 300
Without reserve

161
GOOD ASSORTMENT OF HORNS & SPARES

\$50 - 100
Without reserve

162
CONVERTIBLE TOP HARDWARE

Landau Irons
\$100 - 200
Without reserve

163
HOUDAILLE SHOCKS

\$100 - 200
Without reserve

164
WYANDOTTE TOY TRUCKS

\$150 - 250
Without reserve

165
ASSORTMENT OF COACHBUILDING HARDWARE

\$50 - 100
Without reserve

166
ASSORTMENT OF AMERICAN CAR MECHANICAL SPARES

\$50 - 100
Without reserve

167
BOSCH 12V GENERATOR

\$50 - 100
Without reserve

168
MARCHAL COIL

\$50 - 100
Without reserve

169
MAGNETI MARELLI NOS TWIN SPARK DISTRIBUTOR CAP

\$100 - 200
Without reserve

170
GROUP OF HORNS

Klason, Maserati & Bosch
\$100 - 200
Without reserve

171
MARCHAL TAIL LIGHT

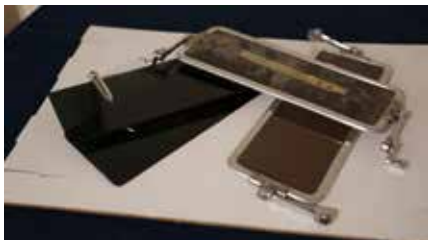
\$100 - 200
Without reserve

172
MARCHAL HORN

\$100 - 200
Without reserve

173
UNMARKED STEERING WHEEL

\$300 - 500
Without reserve



158



159



160



161



162



163



164



165



166



167



168



169



170



171



172



173

174
UNMARKED STEERING WHEEL
 \$100 - 200
 Without reserve

175
MASERATI GRILL EMBLEM
 \$400 - 600
 Without reserve



174



175



176



177



178



179



180



181



182



183



184

176
MASERATI GRILL
\$400 - 600
Without reserve

177
RUNNING BOARD GAS CONTAINER
\$400 - 600
Without reserve

178
DUESENBERG TAILLIGHTS
\$1,000 - 1,500
Without reserve

179
CICCA HORN
\$100 - 200
Without reserve

180
LOCKHEED BRAKE FLUID RESERVOIR
\$50 - 100
Without reserve

181
HORN, EXHAUST WHISTLE BELL
\$200 - 300
Without reserve

182
BOSCH STARTERS
2 Starters
\$200 - 300
Without reserve

183
STARTER GENERATOR
\$100 - 200
Without reserve

184
ELECTRIC FUEL PUMPS
3 Fuel Pumps
\$100 - 200
Without reserve

185
WINDSHIELD UPRIGHTS W/WIND WINGS
\$100 - 200
Without reserve

186
BILSTEIN JACK
\$50 - 100
Without reserve

187
SCALE MODELS
\$50 - 75
Without reserve

188
MARCHAL LAMPS
\$400 - 500
Without reserve

189
BOSCH VR4 MAGNETO
\$100 - 200
Without reserve

190
ASSORTED COMPONENTS
Hood Ornaments, Gas Caps & Light Bulbs
\$100 - 200
Without reserve

191
STOP LIGHT ACCESSORY
\$100 - 200
Without reserve

192
**A GOOD COLLECTION OF BENTLEY
TECHNICAL LITERATURE**
\$300 - 500
Without reserve



185



186



187



188



189



190



191



192



193

193
A GOOD COLLECTION OF VINTAGE BENTLEY TITLES
 Leather bound edition of Bentley The Vintage Years by Michael Hay, Bentley Factory Cars by Michael Hay, Blower Bentley by Hay among others
\$200 - 300
Without reserve

OTHER PROPERTIES

194
EAGLE MASCOT - CRYSTAL/GLASS
\$800 - 1,000
Without reserve



194



195

195
CHROME MASCOT
\$300 - 400
Without reserve

196
FIAT O.S.C.A. DOHC 4-CYLINDER ENGINE
 Series number 118.000 and Engine number 009234. Believed to be from the mid-1960s
\$10,000 - 15,000
Without reserve



196



197



198



197

HORCH V8 ENGINE
\$1,000 - 2,000
Without reserve

198

LANCIA LC2 ENGINE - IN TEAM LANCIA CRATE
Believed to be a 3.0 Liter LC2 Group C motor
\$15,000 - 25,000
Without reserve

199



199

MERCEDES-BENZ 300SL LUGGAGE
\$3,000 - 5,000
Without reserve

200



200

MERCEDES-BENZ 600 SALES PORTFOLIO
\$700 - 900
Without reserve

202



202A

201

VARIOUS MERCEDES-BENZ MANUALS FOR 300S, 300SL AND OTHERS
\$2,000 - 3,000
Without reserve

202

PORSCHE MANUAL
\$400 - 600
Without reserve

202A

PORSCHE MANUAL
Believed to be from a 937
\$200 - 300
Without Reserve

201



203

BMW 2000 C/CS MANUALS
\$150 - 200
Without reserve

204

PORSCHE 10,000 RPM TACHOMETER

As used in 1970s Porsche cars such as the 934, 935 & 917

\$1,000 - 1,500

Without reserve



204

205

MERCEDES-BENZ TOOL KIT

\$500 - 700

Without reserve



203

206

AUTOMOTIVE TOOL KIT

\$300 - 400

Without reserve



206

207

REAR AXLE

\$1,000 - 1,500

Without reserve



205

208

BLACK HARDTOP FROM A EUROPEAN SPORTS CAR

Believed to be from a Jaguar E-Type

\$500 - 700

Without reserve



209

HARDTOP FOR A EUROPEAN SPORTS CAR BY TOURING SUPERLEGGERA

Believed to be off either a Maserati 3500 or a Lancia Flaminia

\$500 - 700

Without reserve



207

210

HARD TOP FROM EUROPEAN SPORTS CAR

Believed to be from a Mercedes-Benz 190SL

\$500 - 700

Without reserve



208



209

211

BLACK VINYL WRAPPED HARD TOP FOR EUROPEAN SPORTS CAR

Believed to be off a 1970s Italian Sports Car

\$500 - 700

Without reserve



210



211

212

RED HARD TOP FOR EUROPEAN SPORTS CAR

Believed to be from an early-1960s Karmann-bodied Porsche 356B

\$600 - 800

Without reserve



212



213



214



215



216



217



218



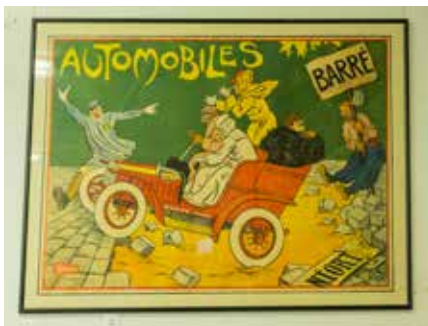
219

213
4 CAMPAGNOLO ALLOY WHEELS
\$4,000 - 6,000
Without reserve

214
FERRARI SERVICE SIGN
\$125 - 200
Without reserve

Lots 215 - 234
PROPERTY FROM THE DAVID L. VAN SCHAICK COLLECTION

215
A GOOD RUN OF AUTOMOBILE QUARTERLY FROM VOL 1, NO. 1 TO VOL 51
Almost complete, noted to be missing Vol. 13, No. 4, Vol. 30, No. 2 and Vol. 35, No. 1.
\$1,000 - 1,500
Without reserve



220



221



222



223



224



225

216
A QUANTITY OF BOOKS RELATING TO BENTLEY

Including Bentley – Old Number One – Hay, Fifty Years of the Marque – Johnnie Green, The Cars in My Life – W.O. Bentley etc
\$200 - 300
Without reserve

217
A QUANTITY OF BOOKS RELATING TO BUGATTI

Including Bugatti Magnum, Grand Prix Bugatti, My Two Lives etc.
\$500 - 800
Without reserve

218
A LARGE QUANTITY OF MOTORING BOOKS RELATING TO ASTON MARTIN

Including Racing With The David Brown Aston Martins by John Wyer and Chris Nixon, Klementaski & Aston Martin, etc
\$300 - 500
Without reserve

219
AN ORIGINAL BUGATTI GRAND PRIX WHEEL

\$1,000 - 1,500
Without reserve

220
"AUTOMOBILES BARRE"

A large advertisement poster, mounted, framed and glazed
\$600 - 1,000
Without reserve

221
BUGATTI

A modern cast bronze plaque and spark plug box, together with a board of club membership car badges.
\$100 - 200
Without reserve

222
THE PENNSYLVANIA- HIGH PROOF GASOLINE - A GASOLINE BOWSER PUMPP

\$400 - 600
Without reserve

223
BENTLEY - DECANTER BY RUDDSPEED, BRITISH, 1960S.

\$200 - 300
Without reserve

224
TWO MOTORING PRINTS AFTER GAMY

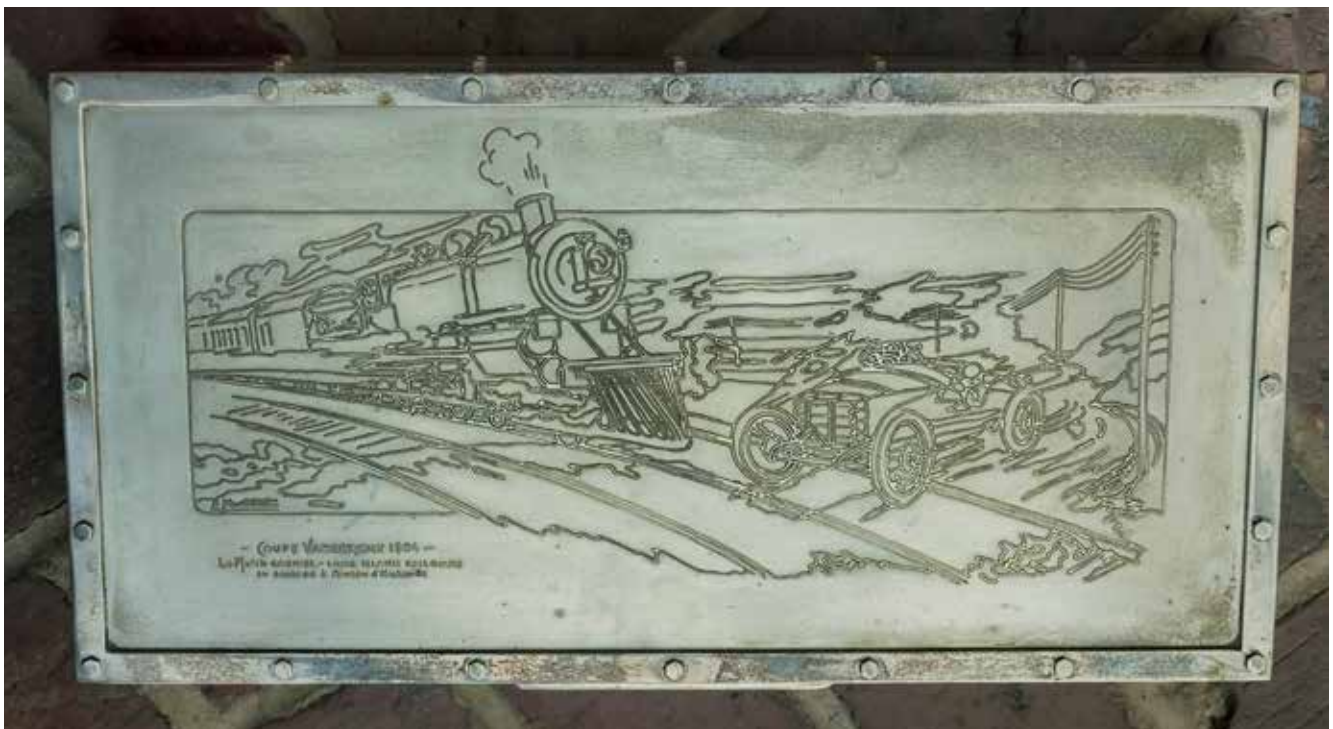
Racing cars and Nazarro, Targa Florio, mounted, framed and glazed.
\$100 - 200
Without reserve

225
TWO MOTORING PRINTS AFTER GAMY

Panhard-Levassor and Plane, and Coupe des Voitures Legeres, 1911, Bablot/
\$200 - 400
Without reserve



226



227



228

226

**A PAIR OF EARLY MOTORING PRINTS,
THE MEETING AND THE RETURN FROM
THE RACE**

mounted, framed and glazed

\$100 - 200

Without reserve

227

A GLYN - LONDON CIGAR BOX

Embossed with image from motoring print
of Gabriel in the Vanderbilt Road Race 1904
crossing the railroad.

\$300 - 500

Without reserve

228

A QUANTITY OF MOTORING BOOKS

Miscellaneous including Alfa Romeo, Alvis
Speed Models in Detail, The Motor Car in Art,
Mille Miglia, etc.

\$300 - 500

Without reserve

229

A QUANTITY OF MOTORING BOOKS

Miscellaneous subjects including Those
Elegant Rolls-royce, the Elegance Continues,
bound editions of Car Profiles, La Collection
Schlumpf, Mercedes-Benz 300SL etc.

\$200 - 300

Without reserve

230

A BUGATTI WATER PITCHER

From 'Le Chanteclair' restaurant, 7 in high,
together with a copy of 'My Two Lives' by
Rene Dreyfus and Beverly Rae Kimes.

Le Chanteclair was opened in 1952, on 49th
Street off Madison Avenue, New York by
celebrated racing driver Rene Dreyfus and his
brother Maurice, and for 25 years was one of
the more popular stops for international auto
racers.

\$350 - 500

Without reserve



230



232

231

FRAMED WOOD BLOCK PUZZLE

Of an early cycling scene, with delivery cyclist
and a dog upsetting a French street.

\$200 - 300

Without reserve

232

CERAMIC MODEL

Of a Vanderbilt/French Grand Prix Type
Renault

\$200 - 300

Without reserve

233

TWO SMALL MOTORING PRINTS

After E. Montaut, framed and glazed

\$100 - 200

Without reserve

234

MOTORING THEMED WEATHER VANE

Together with cast motoring ashtry

\$200 - 300

Without reserve



229



231



233



234



MOTORCARS

Monday October 2, 2017 at 2pm

Lots 301 - 366



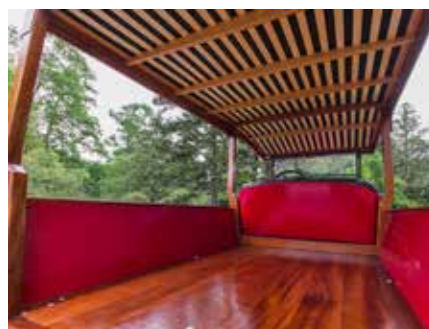
301.

1926 FORD MODEL T CUSTOM STAKE-BED PICKUP TRUCK

Engine no. 13391807

177ci L-Head Inline 4-Cylinder Engine
Single Ford Carburetor
22bhp at 1,600rpm
2-Speed Planetary Gearbox with Reverse
Front and Rear Transverse Semi-Elliptic Leaf Springs
Contracting Band Transmission Brake and Emergency Mechanical Rear Wheel Brake

- Sold to benefit the Heritage Museum & Gardens in Sandwich, Massachusetts
- Finely crafted wooden pickup body
- High quality older restoration
- An elegant and unique T



THE MODEL T

Early in the history of the Ford Model T its robust construction, adaptable design and strong engine commended it to commercial users who recognized its potential as a goods hauler.

Pickups were added to the Ford catalog in May 1925. At the nearly unbelievable price of just \$281 they also were cost-effective in just about any application. Even in 1925 \$281 was not a lot of money. The small pickup bed added just \$21 to the price of a Model T Runabout.

THE MOTORCAR OFFERED

This Model T Pickup was in the collection of Robert Germain of Swansea, Massachusetts when the decision was made to restore the car to a unique specification. In place of the original body was fitted a finely crafted covered, wood-trimmed pickup truck bed, but the original metal was retained at the front of the truck. The handmade bodywork, completed around 2000, features an elegant and richly detailed top and bed, both finished in sanded and varnished timber. The underside of the roof draws inspiration from the handiwork of the Highland Park factory's later Model A woodies with steam-bent slats running the length of the top.

Finished in red with black fenders, the contemporary body shows well and appears as if it very well could have been dreamt up in period. A delightful machine to behold, it would make an excellent weekend farmer's market hauler or commercial display for those looking to draw attention.

Model T's are lovely and enjoyable little cars with near bulletproof reliability and easily available parts. An excellent entry into the hobby, no collection is complete without at least one!

\$8,000 - 12,000
Without reserve

302.

1929 FORD MODEL A COUPE

Engine no. M4395731

200ci Flathead Inline-4 Cylinder Engine
Single Updraft Carburetor
40bhp at 2,200rpm
3-Speed Manual Transmission
4-Wheel Semi-Elliptic Lead Springs with Three Quarter Floating
Rear Axel
4-Wheel Mechanical Drum Brakes

- *Sporty and Practical*
- *Elegant color scheme*
- *The perfect Sunday Driver*
- *Classic rumble seat coupe style*



THE FORD MODEL A

On May 26, 1927, after having produced 15 million Model Ts, Henry Ford shut down his giant River Rouge complex to retool for the famous car's long-awaited replacement. More than six months would pass before a new Ford appeared. When it did, Americans crowded into showrooms to see a car so completely re-engineered that Ford named it the Model A.

The new Model A's engine was rated at 40 horsepower, double that of the Model T. A conventional three-speed manual transmission replaced the Model T's eccentric planetary-gear transmission. The Model A included a standard electric starter, but a back-up hand-crank was included.

MOTORCAR OFFERED

Ford produced more than five million Model As from 1928 to 1931. The enduring popularity of the Model A Ford among collectors has ensured that parts needed to keep surviving examples fully functional and road-worthy remain plentiful.

In the golden era of hot rodding many Model A coupes were broken up. It is hard to find a solid original coupe. The consigner purchased the car in 1952 and had the car restored. He kept the car for many years, and always stored the vehicle indoors. In 1995 he had the car restored again to a high standard, and enjoyed the car on weekends until two years ago, when it was stored. Today the car is in overall solid condition and the car still shows well with its green body and black fenders. A truly great color scheme on a Model A.

This wonderful example is a great project and weekend driver for the next owner. Model A have always been one of the mainstays of the collector car hobby. With active owners' clubs and availability of parts, they will continue to be for years to come.

\$14,000 - 18,000
Without reserve

303.

1912 FRANKLIN MODEL G TOURING

Chassis no. 12837G
Engine no. 14446

201ci OHV Air-Cooled 4-Cylinder Engine,
Single Carburetor
25bhp
3-Speed Manual Transmission
Elliptical Leaf Spring Suspension
2-Wheel Mechanical Brakes

- In running condition
- Formerly in the Helen Swigart collection
- Offered with its windshield frame, top bows and engine starting crank
- Historic Preservation of Original Features certified by the Antique Automobile Club of America in 2012



THE FRANKLIN MODEL G TOURING

By the turn of the 20th century, 34-year-old Herbert Franklin had already been a printer's apprentice, a newspaper editor, a bicycle salesman, a real estate agent and a pioneer in commercial die casting, but he hadn't undergone his last career metamorphosis just yet. In 1900, Franklin met a recent Cornell University engineering graduate named John Wilkinson who shared his passion for bicycle racing and had recently completed an intriguing pair of prototype automobiles. A ride in one of Wilkinson's cars convinced Franklin to invest \$1,100, enough to finance the construction of a third prototype that would become the first car built by the newly-formed Franklin Automobile Company of Syracuse, New York. Offered for sale in 1902, the car also had the distinction of being the first four-cylinder car produced in the United States.

Throughout the company's 32-year existence, Wilkinson's cars were characterized by an emphasis on function over form. They eschewed frivolity in favor of sound engineering, simplicity, and low maintenance. Wilkinson's air-cooled engines eliminated the need for a radiator, which meant that they were also missing a crucial styling signifier when most were identifiable by their distinctive radiator designs. By contrast, the Franklins featured a barrel-style hood to cover the engine and define the car's appearance from the front.

Offered from 1906 through 1913, the Franklin Type G was built in a variety of body styles, all of which rode on an 88-inch wheelbase that was lengthened incrementally through its production run.

By 1911, the wheelbase measured 100 inches on Model Gs like this 12837G, a Tourer from the penultimate year of Type G production. The Type G was offered with an air-cooled overhead valve four-cylinder engine producing 25 hp from 201 cubic inches.



THE MOTORCAR OFFERED

This 1912 Franklin Model G Touring, chassis number 12837G, was part of the estate of Helen Swigart. 12837G was among some 65 cars from the Swigart collection auctioned at Hershey, Pennsylvania in 2007. At the time, the car carried a 1917 Pennsylvania license plate, presumed to indicate its most recent registration.

At some time during its long storage, the car had been coated in oil as a preservative against rust, which was noted at the left-rear fender and the splash aprons nonetheless. The entire car was said to be sticky from the oil, though the substance had apparently done its job in preserving the machine during its 90-year hibernation.

Since its sale in 2007, the car has been tidied up considerably, and its missing lower seat cushions have been reconstructed. 12837G remains unrestored, however, and it received its certification of Historic Preservation of Original Features from the Antique Automobile Club of America in 2012. More recently, 12837G was awarded with first place in the OR1 HPOF class for Original cars at the AACA meet in Lakeland, Florida.

The Franklin's engine is in running condition, with new wiring, and the car's three-speed manual gearbox shifts well. This car's body is in good condition, though its splash aprons and three of its four fenders show some rust.

The car's black paintwork is in poor condition, and its brass brightwork is showing its age. Its passenger-side headlight glass is missing, and its windshield has a large crack that caused it to be removed from the vehicle, though it is included here along with the bows to support the missing top.

More than 100 years after its production, this 1912 Franklin Model G remains a compelling vehicle, one whose long tenure as part of the Swigart collection as well as its considerable originality make it an excellent candidate for a full restoration or continued preservation.

\$35,000 - 45,000
Without reserve

304.

1983 MERCEDES-BENZ 280SL CONVERTIBLE

VIN. WDB10704212015462

Engine no. 110 990 12 002722

2,746cc SOHC Inline 6-Cylinder Engine

Bosch Electronic Fuel Injection

185HP at 6,000 rpm

4-Speed Automatic Transmission

Independent Front Suspension with Double Wishbones, Independent Rear

Suspension with Diagonal-pivot Swing Axles

4-Wheel Hydraulic Disc Brakes

- *Matching numbers*
- *Removable hard-top roof and folding canvas top*
- *A handsome and very original example*
- *Original tool kit*
- *Documented service history*



THE MOTORCAR OFFERED

While the 280SL Convertible utilized the smallest engine of the W107 series, it was a delightful combination of styling, comfort, economy, and relative ease of maintenance when compared to its more complicated V8 siblings. While some 25,500 units were produced over this model's nine-year run (1974-85), the 2.8-liter version was never officially exported to the United States, where the company concentrated on selling V8-powered versions of the W107 series more suitable to American tastes.

The twin-cam 280 with fuel injection produced 185 DIN horsepower at 5800 rpm, enough to achieve a maximum speed of 118 mph, but this smaller-displacement SL was more at home cruising quietly on suburban streets.

Offered here is an attractive and very original example finished in Cypress Green Metallic with an Olive Green leather interior, and fitted with a snug and weather-tight removable color-matching factory hardtop. The factory build-sheet notes that it was completed and shipped from the Sindelfingen factory on Dec. 12, 1982. The consignor states that this car was acquired from its previous long-term, non-smoking California owner in 1985. The undamaged bodywork is said to be rust-free, the paint is described as all-original, and the folding black canvas convertible top presents as new.

The build sheet also states that this elegant car was equipped with a four-speed automatic transmission, limited-slip differential, power steering, power brakes with ABS, electric window lifts, central

locking, a folding armrest, high-pressure headlamp washers, and a rear occasional bench seat. It is also equipped with air conditioning, a stereo entertainment system, wood veneer interior trim, fog lamps mounted below the front bumper, and chromed factory alloy wheels. The odometer displayed 66,894 miles at the time of cataloguing.

This car is supplied with its original owner's manuals, factory tool kit, extensive service history and records including registrations that date to the second owner's purchase in 1985 and even the original classified ad from the selling dealer.

With its timelessly elegant color combination, this practical classic presents the buyer with comfortable and stylish motoring - as only a Mercedes can provide.

\$22,000 - 28,000
Without reserve

305.

1971 PORSCHE 911T TARGA

Chassis no. 9111110238

Engine no. 6114329

2,195cc SOHC Air-cooled Opposed 6-Cylinder Engine

Two Zenith triple-choke downdraft carburetors

125hp at 5,800 rpm

5-Speed Manual Transmission

Independent Suspension with Front McPherson Struts and Torsion Bars;

Independent Rear Suspension with Torsion Bars and Tubular Shock Absorbers

4-Wheel Hydraulic Disc Brakes 4-Wheel Disc Brakes

- One of only 538 D-series 911T Targas built for 1971
- Matching numbers
- Unrestored, two owners from new
- Appearance Group
- Fuchs alloy wheels



THE MOTORCAR OFFERED

The 911T was the “low-priced spread” for Porsche six-cylinder enthusiasts in 1971. Starting at a much lower base price than its more luxurious and powerful E and S siblings, “T” models offered a popular entry point to marque ownership.

Offered here is one of just 583 911T Targas produced for that year, built half-way through the model run. Other than a single re-spray in its factory color of 8110 Silver Metallic, it appears to be in largely original condition with a matching-numbers drivetrain. There are some paint chips and small spots of rust in the door jamb areas. The multi-ribbed aluminum engine grille is in excellent condition. The removable soft top panel, black leatherette interior with basketweave inserts in the seats and door cards and carpets are all original and in good condition, although the seats show some wear and the door pockets need repair, a common

issue with cars of this age. Both front seats have optional headrests, and this car retains its original Blaupunkt AM/FM stereo radio system. This car was equipped with the optional “Appearance Package”, which included gold-plated letters on the engine cover, stainless steel rocker trim, wider bumper deco strips, and aluminum threshold covers. It wears a set of Porsche’s iconic five-spoke Fuchs alloy wheels. All the lamps and lenses present well.

This 911T Targa features a fixed glass rear window with integral heating, which replaced the earliest zip-out soft-window seen on the earliest Targas. With Bosch capacitive-discharge ignition and a pair of Zenith downdraft triple-choke carburetors, this under-stressed 2.2 liter engine with cast-iron cylinders produces a modest 125 bhp at 5800 rpm and 130 foot-pounds of torque at 4200 rpm. The engine compartment

appears original save for a pair of K&N air filters. The odometer indicated 23,717 miles at the time of cataloguing, but wear on the car suggest(s) an additional 100,000 miles; still a very reasonable total for its age. It is described as being in good running and driving condition.

This attractive 911T is supplied with a correct spare and owner’s manuals. Interest in the early long-hood 911 series has shown strong growth in recent years, making this low-production 911T an attractive starting point for restoration or to simply enjoy as a weekend driver.

\$55,000 - 65,000
Without reserve

306.

1954 CHEVROLET CORVETTE

Chassis no. E54S002706
Engine no. 05I58 I6 F54YG

235ci OHV Inline 6-Cylinder Engine
3 Carter Carburetors
150bhp at 4,200rpm
2-Speed Powerglide Automatic Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Drum Brakes

- *Desirable Early Corvette*
- *Rare original red color scheme*
- *Excellent Harley Earl Styling*
- *Great car for weekend cruising.*
- *A true piece of Americana*



THE CHEVROLET CORVETTE

The sports car boom was in full swing by the early 1950s, fueled by the desire of American GIs returning from WWII who wanted something like the lithe Jaguars and MGs they had seen over-seas. American manufacturers like Chevrolet therefore felt pressure to introduce a competing model. Introduced in 1953 at the Motorama display in New York City, the Harley Earl-designed Corvette started life as two seater sports car powered by simple powerful 6 cylinder engine. It was built with a fiberglass body over a steel frame. However, thanks to its more pedestrian un-derpinnings, 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 over-seas.

For 1954, production was moved to the St. Louis plant in expectation of high demand. The over-head 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 Thunder-bird, 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.



MOTORCAR OFFERED

This particular 1954 Corvette is job number 1706. In 1953, the model's first year, 300 Corvettes were built. The only color available was white. The 1954 models were very similar, but black and red finishes were also available. This car is one of 100 Corvettes sold in 1954, finished from the factory in Sportsman Red lacquer the original owner and details of the car's first 7 years are unknown.

A few years ago the car was purchased by the consignor, a passionate Corvette collector. Today it is in excellent driving condition, and the restoration still shows well. The early Corvette is one of the icons of American design. It has a substantial national following. This rare red on red Corvette will bring years of enjoyment to its next owner.

\$50,000 - 65,000

In 1961, the car was sold to a Pennsylvania owner. According to an old title on file for the car, it was owned by Mr. James Moore, of Philadelphia, in 1971. The remainder of the cars history is not known. In 1990 the car had a body off restoration. The original factory color scheme of Sportsman Red acrylic lacquer was retained. The chrome was redone by Martins Chrome of Philadelphia. Mechanicals, including the engine, original Powerglide transmission and braking systems have been serviced and are in good order.

307.

1967 DATSUN FAIRLADY 1600 CONVERTIBLE

Chassis no. SPL311-15056

Engine no. R-57187

1,595cc OHV Inline 4-Cylinder Engine

Dual Hitachi Side-Draft Carburetors

96 bhp at 5,600 rpm

4-Speed Manual Transmission

Independent Front Suspension, Live Rear Axle

Front Disc, Rear Drum Brakes

- A hard-to-find example of the interim Fairlady convertible
- Good running condition
- Vintage racing or restoration potential



THE MOTORCAR OFFERED

Datsun would build its reputation in the US with the marvelous little 510 sedan, which became known as "the poor man's BMW". But before the 510, there were simpler and even less expensive models available as Datsun, today known as Nissan, cautiously felt its way into the US market. Its first open two-seat convertible was the 1.5-liter "Fairlady", a RHD home-market model. Although some believe the SPL311 series Fairlady was a knock-off of the British MGB roadster, the three-seat Fairlady (two buckets and a side-saddle third occasional seat behind) was introduced in Tokyo two years before the MGB debuted. When Datsun exported the Fairlady to the United States, the name stuck, albeit briefly, and would remain even as Datsun introduced the advanced six-cylinder 240Z coupe. In some ways the Fairlady 1600 with its roll-up side windows was more modern than the MGB. The 1500-1600 convertibles boasted

relatively advanced suspension for the day, with front wishbones and coils and a live rear axle hung on semi-elliptical longitudinal leaf springs. Brakes were disc in front, drums in the rear.

This example is considered an "interim" model. During the summer of 1967, the Fairlady's 1.5 engine was enlarged to 1.6 liters but retained the early "narrow" bodyshell of the 1500. With a pair of Hitachi side-draft carburetors this little four-speed sportster produced a decent 96 horses, allowing a top speed of almost 100 mph. In 1968 the body gained wider fender flares and was labeled simply the 1600. The 1600 would soon be supplemented by the potent and desirable 2000 convertible, a model specifically designed for the US market, and both would prove very competitive in American amateur sports car racing.

As typical of so many of its type, this example has received some modifications typical of the period; there is a padded rollover bar, a Nardi wood-rimmed steering wheel, a set of aftermarket four-spoke aluminum wheels and larger tires, and a sport muffler. The consignor purchased this car from Mr. Gerardo Magana in early 2015. It is described as being in running condition, with the odometer reading 65,791 miles. The body and interior appear to be in reasonable condition for its age. Most of the pieces are there; this Fairlady could serve as the basis for a comprehensive restoration or simply be enjoyed in its current state.

\$10,000 - 15,000
Without reserve

308.

1960 TRIUMPH TR3 CONVERTIBLE

Chassis no. TS 61943
Engine no. TS 62183 E

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

- *Fresh from 35 years of garage storage*
- *Recently cleaned and made to run*
- *Restoration project*



THE TRIUMPH TR3

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

This example of the ever-popular Triumph TR3 has recently emerged from long term hibernation, having been retired from road use in 1982 and carefully stored since that time. Originally delivered in light blue, by the late 1970s this had been over-sprayed to the current scheme of primrose yellow, which contrasts with the original blue interior.

The car is reported by its owner to be in solid, straight order structurally and in general terms to retain most of its factory delivered trim features, such as correct gauges correct, original bumpers, headlight lenses and windscreen. On the technical side, it is stated to still have the original 4 speed manual transmission.

At the present time, the engine is running however clearly the car does need complete servicing or restoration before use, given its apparent solid basis this is entirely justifiable and it will no doubt provide a rewarding British Sports Car down the line.

\$8,000 - 12,000
Without reserve

309.

1998 BMW M-ROADSTER/DINAN SUPERCHARGED

VIN. WBSCK933XWLC87223

Engine no. 30481776

3152cc DOHC I-6 engine

Electronic Fuel Injection with Dinan Supercharger System

340 bhp at 6750 rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- One of only 8938 LHD M-Roadsters built for the US market in 1998
- Just 7662 miles from new
- Tremendous performance
- Reinforced chassis
- Elegant color combination



THE MOTORCAR OFFERED

Harkening back to the Type 507 Roadster of the middle 1950s, BMW introduced an attractive new open two-seater called the Z3 Roadster in 1996, powered by a 138 horsepower 1.9 liter four-cylinder engine. A much stronger 2.8 liter straight six with of 189 bhp appeared in 1997, along with flared fenders and wider wheels and tires. In 1998 a powerful new "M" version was introduced, utilizing the potent 3.2 twin-cam motor from the M3 coupe. US-spec M-Roadsters gave 240 bhp in stock form.

This gleaming Metallic Gray example left the BMW plant in Spartanburg, South Carolina, in July of 1998 and reached its first California owner soon afterward. Apparently the stock 240 horses were not enough, because in late 2000, with just 4200 miles on the clock, this car was handed over to Coast BMW in San Luis Obispo, California where a Dinan Stage 3

Supercharger package was installed. Dinan, based in Mountain View, California, is one of the leading BMW performance shops, and is known world-wide for its ability to unleash even more of this silky-smooth engine's potential.

This forced induction system boosted output to a thumping 340 bhp at 6750 rpm with 307 foot-pounds of torque. While this huge improvement in output provides major thrills to the driver - a 0-60 acceleration time of about five seconds - it requires chassis reinforcement, so a large transverse brace was installed above the engine to help maintain proper geometry for the McPherson-strut front suspension. The floorpan also received thoughtful reinforcement in the differential mounting area, a modification Dinan recommends for all M-Roadsters. A new stainless-steel free-flow exhaust system was also installed.

Along with special badging, the M-Roadster variant of the Z3 provides its owner BMW's standard ASC+T (Automatic Stability Control and Traction) with a 25 percent locking rear differential, special wider 17-inch diameter five-spoke "M" alloy wheels and almost-new Dunlop high-performance tires, power windows, deeply-bolstered sport seats in red and black leather, an AM-FM stereo cassette and 6-disc CD player with magazine-changer in the trunk, and almost-complete factory tool kit, and for future registration in California, a special Dinan sticker certifying compliance with CARB requirements. The air conditioning blows ice-cold in this red-hot convertible, which has been owned by the consignor since 2011. Recently serviced, this very special BMW awaits its next enthusiast owner.

\$25,000 - 35,000
Without reserve

310.

1996 BENTLEY BROOKLANDS SPORTS SALOON

VIN. SCBZE11COTCX57963

6,750cc OHV V8 Engine
Electronic Fuel Injection
224bhp at 4,200rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Highly original example of the sporting Brooklands Bentley*
- *Less than 47,000 miles from new in enthusiastic ownership*
- *Top-of-the-line luxury motorcar with the finest amenities*
- *Offered with manuals, original window sticker and CARFAX report*



THE BENTLEY 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 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 tuned suspension and adaptive shock absorber control. Introduced for the 1993 model year, the Brooklands was available in standard and long-wheelbase variants at a base price of \$156,500. In August 1993, the Rolls-Royce/Bentley range was updated to 'Series III' specification, the principal benefit of which was a thoroughly

reworked V8 engine producing 20% more power than before. On the road, this meant improved acceleration and a top speed, for the normally aspirated models. Another important development was the introduction of driver's and passenger's airbags. In total, 1,722 Bentley Brooklands of all types were made, all hand built using the high level of craftsmanship expected by a Bentley motorcar.

THE MOTORCAR OFFERED

Presented in exceptional condition, this fine Bentley Brooklands had covered a mere 46,207 miles from new at the time of cataloging, and remains in largely original condition throughout. The original window sticker notes that the car was finished at the Crewe works just as it appears today; with the exterior in Red Pearl, and the interior neatly trimmed in Parchment leather with a St. James Red pinstripe. Previously owned by a RROC member, the Bentley has been serviced and cared for, and must be one of the best kept examples available anywhere. A timeless and luxurious motorcar, perfectly expressing Bentley's sporting heritage.

\$25,000 - 35,000
Without reserve

311.

Impeccably preserved, original example

1910 REGAL UNDERSLUNG MODEL N ROADSTER

Engine no. 3331

200 cu.in, Side-Valve, 4-Cylinder Inline Engine

Single Carburetor 25hp

3-Speed Manual Transmission

Semi-Elliptic Leaf Spring Suspension, Front and Rear

2-Wheel Mechanical Brakes

- *Superb original condition*
- *Technically advanced underslung chassis format*
- *The best looking Regal model*
- *Eligible for Horseless Carriage Club events*



THE REGAL UNDERSLUNG

Founded in Detroit in the autumn of 1907, the Regal Car Company hired Paul Arthur to design its car, which was bodied by the Fisher coachworks of Detroit. A conventional, medium-sized, medium-priced automobile, the Regal enjoyed considerable success, thanks in part to a promotion that saw a standard 30hp model - 'Plugger' - travel from New York to San Francisco in the summer of 1909 and then cross the continent a further five times before finally returning home to Detroit in the summer of 1910 after a journey of 22,000 miles.

In the autumn of 1910 the company's famous Underslung model was introduced at \$900 for a runabout, \$1,250 for a colonial coupé and since bodies were interchangeable the car could be bought with both for \$1,400. Because of its lively performance and similarity in size, the

Regal Underslung was frequently compared to America's pre-eminent sports car of the era, the Mercer. As the Mercer was twice as expensive the Regal came to be known as the 'poor man's Mercer'.

Annual sales increased steadily from 425 in 1908 (the first full year of production) to a peak of 8,227 in 1915, by which time Regal was large enough to be considered a major manufacturer, exporting widely. The marque gained success overseas also, Regals were imported into the UK between 1911 and 1918 by Seabrook, of Great Eastern Street, London EC2 and marketed as 'Seabrook RMC's. Financial difficulties, however, were just around the corner. The WWI materials shortage contributed to halved production in 1917 and the receivers moved in during February of 1918 to close what, almost certainly, was still a going concern.



THE MOTORCAR OFFERED

There is no arguing the fact that these Regal Underslung roadsters are wonderful looking motorcars this one in wonderful original condition is on another level. The state of preservation of this Regal is superb. So many fine details remain like the hand stitched straps holding the front of the top down, the beautiful tufted upholstery with virtually no defects and all the correct instruments and lamps. The original top still has wonderful shape and is complimented by an original period monacle windshield. The engine compartment is equally impressive with no visible modifications; the side of the engine still shows its number stenciling and all the original ignition wiring is still present. This Regal is an operational vehicle having been recently serviced and made running. In the efforts of preservation, the engine has been run off a Gerry can to not disturb the original fuel tank.

Currently offered by its third owner the Regal who has had the car for several years and was acquired from a many decade long collection. The Regal was a featured exhibit at the AACA Museum in Hershey Pennsylvania about 5 years ago.

The Regal embodies much of the design that makes their larger underslung siblings million-dollar plus vehicles. The graceful underslung chassis and the car a look distinctive from its high riding competition of the era. The underslung design makes for a nimble and precise handling car.

This wonderful and highly charismatic machine has yet to be exhibited at a major event and would know doubt be a hit at the most prestigious Concours d'Elegances. A wonderful and amazingly well preserved example of a great sporting prewar motorcar.

\$100,000 - 150,000



312.

1954 AUSTIN-HEALEY 100 BN1

Chassis no. BN1L 158587

Engine no. 1B214333M

2,660cc OHV Inline 4-Cylinder Engine

Twin SU Carburetors

90hp at 4,000rpm

3-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- One owner from new. From an estate sale
- Matching numbers example
- Unrestored. Believed to have been last run in 2012
- Always kept inside
- Easy re-commission to “driver quality”, or full restoration



THE AUSTIN-HEALEY 100 BN1

The Austin-Healey 100 was the result of a partnership signed in 1952 between the head of BMC, Leonard Lord, and Donald Healey. The '100' – so named for its top-speed capability – was unveiled at the 1952 Earl's Court Motor Show as a “real sports car.” The 100 was simple and strong; the frame comprising a pair of steel rails that ran the length of the chassis about 17 inches apart, passing beneath the live rear axle and below the front lower wishbones. The body was supported by brackets extending outward from the main rails. The engine was the old Austin 90 long-stroke four of 2,660cc, developing 90bhp at 4000rpm and 144 foot-pounds of torque at 2000rpm. The gearbox was a three-speed manual with floor shift, enhanced by a Laycock de Normanville overdrive on second and third gears. An endearing feature is its lay-down windscreen, which adds greatly to its dashing, streamlined look, and not coincidentally, to its top speed.

The BN1 proved to be an able competitor; in fact, prior to the advent of the M-kit cars and the lightweight 'S' spec cars, the standard was carried by the early BN1 - albeit in sometimes modified form. Early outings included the Mille Miglia, and the Le Mans 24 Hours.

THE MOTORCAR OFFERED

This left-hand drive BN1 Roadster was sold by Gallagher Motors Inc. Broadway and East Pike Street, Seattle, Washington on September 8, 1954 to James 'Jim' Johnson late of Marine-on-St. Croix, Minnesota. Its retail price was \$2,985 and Jim traded in his 1952 Studebaker at \$1,045 in the transaction. Its mileage today is 64,507 – believed to be accurate. The car has sat for the past five years in a secure garage. There is no battery in the car but the engine, clutch and brakes are free. There is a history file that will come with the car. It came with red trim, a red top and tonneau, a laminated glass windshield (which has a chip in it), and was painted in popular factory Black.



The late Jim Johnson was a design engineer, whose perhaps best-known work is the Park Tools' bicycle repair stand. Park Tool, a local Minnesota success story, leads the world in the manufacture of tools to build and repair bicycles. Jim was an avid cyclist, in 1958 riding from Switzerland to the German Grand Prix at the Nurburgring, where he obtained a press pass. Some of his photographs of that event appeared in the April 2017 edition of Classic and Sports Car magazine. There are four dash plaques recording Jim's participation in shows and driving events, and one recording his ownership when it passed 50 years.

This Austin-Healey 100 has never been restored although it was regularly maintained, and repaired as necessary. There is a small history file, manuals and other paperwork including its original sales invoice. It is believed that it still wears its original paint, chrome, trim and interior

as well as its top and side-screens. It has no visible modifications for its original specification except for a period aftermarket ribbed, aluminum valve cover. It appears to have been converted to a single 12-volt battery instead of the stock, doubled-up 6-volt batteries. The wire-spoke wheels appear to be the originals; the tires are older 165x15 Dunlop SP radials that fill the wheel wells somewhat, unlike the original cross-ply. The handbrake does not work!

The car's overall condition is good. What rust there is, is readily visible on both sides of the car, at the lower trailing edge of the front fenders, the lower leading edge of the rear fenders, and both rocker panels between the fenders. There is no visible rust elsewhere in the car. The doors are in good shape, as is the hood and trunk lid, with no hinge or catch wear apparent. Shut lines are excellent all around.

The panels are generally in good condition apart from a few minor dents and creases. The steering wheel, dash and instruments appear to be in very usable condition, and believed to be functioning. The trim and seats need cleaning but are in surprisingly good condition; the carpets need replacing. The top, tonneau and side screens are complete but "tired"; the top's frame is excellent. It is supplied with a tool roll, jack, and spare wheel.

This BN1 should take no more than thorough re-commissioning and cleaning to make it "driver quality". Or otherwise it would make an excellent basis for a full restoration. Perhaps, Ideally, it could be one before the other.

\$30,000 - 40,000
Without reserve

313.

1931 FORD MODEL A HUCKSTER CONVERSION

Engine no. A6T176

200ci Flathead Inline-4 Cylinder Engine
Single Zenith Updraft Carburetor
40hp at 2,200rpm
3-Speed Manual Transmission
4-Wheel Semi-Elliptic Lead Springs
4-Wheel Mechanical Drum Brakes

- Older restoration
- A great entry into the collector car market
- Attractive woodwork on body.
- Owned by Consigner since 1982



THE FORD MODEL A

Replacement for the ubiquitous Model T, the Model A went on sale in December 1927. A more complex car than its predecessor, the 'A' was also more powerful, its four-cylinder side valve engine producing 40hp - double the output of the T - which was good enough for a top speed of 65mph. A three-speed sliding gear transmission replaced the T's planetary gears, there was coil-and-battery instead of magneto ignition and at last there was a brake for each wheel. The T's ungainly styling was abandoned, and the eagerly awaited Model A's up-to-the-minute looks, choice of colors and, needless to say, competitive pricing, helped ensure its success. Ford priced the new Model A at just \$450 and although only on sale for a short four years, would go to build 4.8 million cars despite the prevailing economic gloom, outselling Chevrolet 2-to-1 in 1929/30. Production ceased the V8's arrival in 1932 and Ford's four-cylinder car was then renamed 'Model B'.

THE MOTORCAR OFFERED

This Model A's early history is not known. Model As come in all shapes and sizes and one of the most popular variants was the Huckster truck. Many working men needed utility and solid dependable vehicles for work and delivery services. In this role, the Model A thrived.

This particular huckster was restored in the late 1970s. It was purchased by the consignor in 1982 and has lived a sheltered life since. The car was driven on weekends for many years, until 4 years ago, when it was put into storage.

A great way to start enjoying the classic car hobby and a truly charming car. Showing well with nice woodwork on the body, and an attractive green paintwork. It would be as at home helping with family chores, or as a great grocery getter at the weekend farmers market.

\$10,000 - 15,000
Without reserve

314.

1963 MERCEDES-BENZ UNIMOG 404

Chassis no. 404.114-02228396

Engine no. 180010052

2195 cc SOHC I-4 Gasoline Engine

Zenith 2-Barrel Carburetor

48 bhp at 4,200 rpm

6-Speed Manual Transmission (2 Reverse) with 4x4 and High-Low Range

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *The "Ultimate off-road vehicle"*
- *Ex-military troop carrier*
- *Very original condition*
- *Supplied with original tools and canvas*
- *Rarely seen in the US*



THE MOTORCAR OFFERED

To borrow a phrase from that big international package delivery company, "When you absolutely have to get there, jump - or climb - into your Mercedes-Benz-based Unimog." The name is a contraction of the German term for Universal-Motor-Great, or Universal Motor Machine. The Unimog was conceived near the end of the Second World War as a go-anywhere-anytime-over-any-and-all-terrain. It was essentially a farm tractor that was roadworthy, albeit at rather low speeds, and could accommodate more than just the driver. Their stout all-wheel-drive chassis, un-burstable engines, extremely low-g geared transmissions, locking differentials, and power takeoff systems quickly generated interest in military as well as civilian circles, and they are found around the world. Unimogs of varying wheelbases and body/chassis design have been put to work in farming, fire-fighting, forestry, snow-blowing, wood chipping, even - with the proper gearing - cross-country rally racing.

Modern versions have competed in the famed Paris-Dakar Raid. The former director of Mercedes' Unimog division in Gaggenau once told Automobile Magazine that "the Unimog can do anything but fly or swim." Even that was only a slight exaggeration, since this do-everything vehicle can even ford shallow rivers, thanks to its whopping 16 inches of ground clearance below the axle line, and use of what are known as Portal axles, whereby power is delivered to the wheels via an additional enclosed gear-set at the end of each axle shaft. Boasting an incredible 45 degree approach angle, 46 degree departure angle, and 42-degree side approach angle, Unimogs provided fantastic flexibility under the most inhospitable off-road conditions. There were short-wheelbase Unimogs, Unimogs with a split frame whose front and rear units were connected by multiple universal joints, and more conventional truck chassis such as the Model 404 version offered here.

The 404 was offered from the mid-1950s until 1980. This long-wheelbase example carried a driver and one other passenger in the open-topped cab, and a dozen or more passengers - most likely soldiers from the German Bundeswehr and other Western European militaries - on fold-down benches in the cargo bed. Powered by the tough little 2.2-liter inline four found in the Mercedes-Benz 220 series, the Unimog 404 can climb - slowly - a 70 percent grade while carrying a 1.5 metric ton payload.

This Unimog is reported to have been imported from Germany in the late 1990s by a military equipment collector in California, and was acquired by the consignor in late 2012 from Pammi Motors. Although it is in very original, well-used condition, it is described as being in good running and driving condition. It retains its original cab and bed canvas and tool kit.

\$15,000 - 20,000
Without reserve

315.

1936 MORGAN 4/4 SERIES 1 ROADSTER

Chassis no. 096

Engine no. M68

1,115cc Coventry Climax Inlet-Over-Exhaust Valve Inline-4 Cylinder Engine

Single Solex Carburetor

35hp at 4,500rpm

4-Speed Meadows Manual Transmission

Coil Spring with Sliding Pillar Front and Sallisbury Live Axle with Leaf Spring Rear

Suspension

4-Wheel Drum Brakes

- From the first year of 4-wheel Morgan production
- One of only 142 1936 4/4s built
- Exquisitely documented history since the 1950s
- Lovely, usable condition



THE MORGAN 4/4

An island of constancy in an automotive sea of change, the Morgan Motor Company looks set to continue building its unique Vintage-style cars well into the 21st Century. Indeed, the Morgan 4/4 is the world's longest running production vehicle, today's version being recognizably the same car as its 1936 forebear and none the worse for that as the ever-lengthy waiting list would seem to confirm. After formative years spent in the drawing office of the Great Western Railway, engineer H.F.S. Morgan progressed to automobile manufacture, showing his first three-wheeled car at Olympia in 1910. The first four-wheeled Morgan appeared in 1936 powered by Coventry Climax's four-cylinder, inlet-over-exhaust engine.

Two years later a special Climax-engined sports model competed at Le Mans, qualifying for the Biennial Cup. A special Standard 1,267cc overhead-valve four-cylinder engine was introduced for the 1939 season and would continue to power the 4/4 model to 1950.

Reintroduced with Ford 100E power in 1955 after a five-year hiatus, the 4/4 was regularly updated with more modern engines and currently is powered by the 1.6-liter Ford Sigma unit.



THE MOTORCAR OFFERED

One of only 900-or-so of its type built pre-war—and 142 built in 1936, this historic early 4/4 was supplied new to Caernarvon County with registration mark JC 3864 on December 1, 1936, its subsequent history being unknown April 1959 when its first listing appears in its Buff Logbook as being owned by on John Roden in the UK. A series of five owners would follow until the last stamp on the Logbook showed the car to be Clive Michael Perry of Malvern, Worcester at the end of May in 1969. Clive had purchased the car in that year from one George Anthony Peter Kireley for the princely sum of £50 – but photos contained in the copious records on the car show it to be in a rather sorry state by that point. Appearing to have been stored outside for much of the 1960s, it was mostly devoid of its original interior and is shown with its radiator leaning against the right front fender. It would be another decade before a restoration was begun

in earnest, with photos showing the car coming together beginning in September of 1980. By the spring of 1982 the car was once again showing like new and an active participant at English tours and shows. Photos show the car getting judge on the field of the Walton Hall Concours in July of '82 and only two years later careening on the grass around haybales at the 75 Years of Morgans Production Car Trial at Dobshill Farm. In the years that followed, s/n 096 would find its way to the track in a number of vintage races and hill climbs. An engine and carburetor rebuild would come in July of 1986.

Clive Perry would retain the 4/4 for decades. In 2006 it was the poster car for Morgans at Mallory celebrating 70 years of four-wheel Morgans and it would further grace Morgan's own advertising when

the company debuted the exclusive 70th Anniversary Edition of the 4/4. The current owner acquired the car early last year and upon receipt of it here in the Northeast sent it to Brooklands Engineering Works in Stratford, Connecticut where over \$9000 was spent in July of 2016.

Four wheel pre-WWII are rarely ever seen—and to find a first year example is all that much rarer. Complete with a thick file of history including photo records going back to the 1960s, old UK Logbooks, tax discs, and MOTs, as well as recent service records, this lovely machine is no doubt a special opportunity that is not to be missed!

\$40,000 - 60,000

316.

1972 FIAT 124 SPORT COUPÉ

Chassis no. 0191930

Engine no. 060674

1608cc DOHC Inline 4-Cylinder

Single Weber Carburetor

104bhp at 6,000rpm

5-Speed Manual

Independent Front and Solid Axle Rear with Transverse Panhard Rod Rear Suspension

4-Wheel Power-Assisted Disc Brakes

- *Three owners from new*
- *Delivered new to the U.S.*
- *Tasteful, Abarth upgrades*
- *Reasonably priced la dolce vita!*



THE FIAT 124 SPORT COUPE

The 124 Sport Coupe and Spider were derivatives of the popular 124 sedan. Introduced in 1967 and late 1966, respectively, the two-door 124s didn't hit U.S. soil until 1968. Given the 124's desirable handling qualities, the transition from practical to sporty required little more than some bodywork changes and performance upgrades—the chassis had already proved its mettle.

The Sport Coupe retained the sedan's wheelbase, it was 3.3 inches long and 8.3 inches wider than the four-door—but with less interior space. Power would initially come from a 1.4 liter four—up from the sedan's 1.1 liter, but the engine would grow to 1.6 liters in 1972—still with twin cams in alloy, cross flow cylinder heads fed by a single Weber carburetor. Suspension required little improvement—it was independent all around and well regarded, and discs at all four corners were unique for a car of this cost—usually they were only found in the pricier models.

THE MOTORCAR OFFERED

The wild popularity and much longer production run of the 124 Spider has made Sport Coupes like the offered example a relative rarity. This example was delivered new through Imported Cars of Royal Oak to Charles Davis of Detroit, Michigan on March 30, 1972. Featuring all the upgrades of the 1972 model year, along with the stylish, creased coachwork that echoes the looks of much more expensive cars, this 124S is finished in classic Italian red paintwork over black trim.

Acquired by the seller, the car's third owner, a decade ago, it continues to show well today. Various Abarth bits have been included, such as the alloy four-lug Cromodora wheels, sporty steering wheel, and a few performance modifications to the engine and suspension while Ansa exhausts peek out from under the rear bumper. The just over 50,000 miles on the clock are believed to be original and while it has been repainted it is understood to be

otherwise original. The cosmetics show nicely on the car and rust—a perpetual worry with 124s—is understood to have been kept at bay. Inside the lucky occupants are welcomed by a beautifully detailed interior with all the correct details down to the Pioneer AM/FM/Cassette radio.

A rare chance to acquire a 124 Sport Coupe, much less one as nice as this, offer the opportunity to enjoy true Italian motoring at a fraction of the cost of an Alfa, Maserati or Ferrari. This car is accompanied by its original warranty card, service manual, U.S. instruction book, and various period and contemporary road test reports on the model.

\$18,000 - 24,000
Without reserve

Please note this Fiat is titled with the VIN. 124BC10191930.

317.

1975 BRICKLIN SV-1 TWO SEATER GULLWING COUPE

Chassis no. 00031BX5S001653

351ci, Ford V8 Engine

Two Barrel Carburetor, 175HP at 3,800rpm

3-Speed Automatic Transmission

Front Suspension Independent by Coil Spring, Rear, Live Axle

Front Discs, Rear Drum Brakes

- Original quoted mileage of 7,260
- Original Pennsylvania car
- Good history file and documentation
- Rare make and model



THE BRICKLIN

Manufactured from 1974 until early 1976 for the U.S. market, the car was the creation of Malcolm Bricklin, who had previously founded Subaru of America. The car was designed by Herb Grasse, the designer of TV's original Batmobile. Due to Bricklin's lack of experience in the auto industry, coupled with funding problems, the Bricklin factory was not able to produce vehicles fast enough to make a profit. As a result, only 2,854 cars were built before the company went into receivership, owing the New Brunswick government \$23 million.

The model name (SV-1), stood for "safety vehicle one". The original idea for the Bricklin SV-1 was a safe and economical sports car, with an integrated roll cage, 5mph bumpers, and side beams. The body was fiberglass with bonded acrylic in five "safety" colors: white, red, green, orange and suntan. The cars had no cigarette lighter or ashtray. Non-smoker Malcolm Bricklin believed it was unsafe to smoke and drive. The Bricklin was

the only production vehicle in automotive history to have powered gull-wing doors, opening and closing at the touch of a button.

Power came from a 360 cu in (5,899 cc) AMC 360 V8 for 1974. Later cars like this used a 351 cu in (5,752 cc) Ford Windsor V8. Performance figures rated favorably against the contemporary Corvette, which most auto magazines used as a point of comparison. For the 1974 model year, 772 cars were produced, 137 of which had four-speed manual transmissions. All 1975 and 1976 cars had automatic transmissions.

THE MOTORCAR OFFERED

The striking Bricklin is finished in its original scheme of Safety Orange, with a tan interior. It is recorded as having been sold new to the Brown Daub dealership in Easton, PA, who by all accounts preferred to retain rather than sell it, perhaps as a talking point in his garage... The original window sticker is still with the car! According to service records, by 1985 when he parted with it to its official first owner, a mere 500 miles had been accrued.

Between 1985 and 1999 the Gullwing mileage rose to a modest 5,000 that the last but one owner acquired it at. Stored between 2008 and 2016, on emergence from this slumber servicing work to the tune of \$3,000 was carried out. All told, the mileage risen to a modest 7,260 by this August. Papers on file include original owner's manual, factory repair manual, parts book and some receipts.

Bricklin cars represent an interesting chapter in the tale of the automobile, as a well-documented and low mileage car, this is a fine representation of the make and model.

\$17,000 - 20,000

COLLECTORS' MOTORCARS AND AUTOMOBILIA | 57

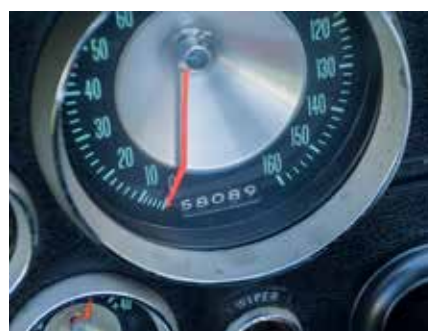
318.

1963 CHEVROLET CORVETTE 327/360HP ROADSTER

Chassis no. 30867S119892
Engine no. 3119892 F0709RF

327ci OHV V8 Engine
Rochester Fuel Injection
360bhp at 6,000rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- Iconic 'Fuelie' Corvette
- 3 owners from new.
- Striking Sebring-Silver paint
- Well-documented example
- Offered with books, jack and comprehensive history file



THE STING-RAY CORVETTE

1963 was an exciting year for Corvette enthusiasts. For the first time, 'America's sports car' was available as a coupe as well as a Roadster. The new Stingray design credited to Bill Mitchell and Pete Brock was a masterpiece. Featuring beautifully raised fender peaks, disappearing head-lamps.

Underneath the sleek fiberglass shell, there was a new independent rear axle with transverse leaf springs, control arms, multiple links, double-jointed half-shafts, and trailing radius rods. Even base-model Corvettes were nicely equipped, and buyers had a wide range of engine choices based on the new 327-cubic inch V8. The most powerful option was the 360hp engine with Rochester fuel injection, making this the first American car with a higher horsepower figure than engine displacement.

A 3-speed manual transmission was standard, but options included a four-speed manual, a positraction rear end, and a variety of rear axle ratios. The Stingray could be ordered in any of seven exterior colors. The new Stingray was an impressive performer, capable of 0-60 in 5.9 seconds and 0-100 mph in 16.5. The 1963 Stingray proved a sales hit, and Chevrolet sold 10,594 coupes and 10,919 convertibles.



THE MOTORCAR OFFERED

Chevrolet's second generation 'C2' Corvettes, especially the first-year, with the optional fuel in-jected 327 V8 engine, are among the most collectible of GM's Corvette model-range. Production records indicate that 10,919 convertibles produced in 1963, only around 1,300 where believed to have been fitted with fuel injection. This particular example, according to the original No. 5 ship-per document, was well optioned, and featured the following, extra cost 941A solid silver paint, M20 4 speed manual transmission, L84 360 horsepower Fuel Injection Engine with solid lifter cam, G81 4.11 ratio positraction rear axle, P92 670X15 4 ply WSW tires, J65 Metallic brakes, U69 PB AM/FM radio, C05 convertible top white.

This iconic 1963 Corvette Roadster was sold new through Star Chevrolet of East Orange, NJ. Its first owner was a Mr. George Hehner, a young engineer who worked for the Sperry Gyroscope Company. Mr. Hehner enjoyed the Corvette for many years.

In its current ownership, the car has been repainted in its original Sebring silver, and much maintenance has service work has been done. In 2014 the injection system was serviced by noted expert Jack Podell.

Today the car is in very good order, showing less than 60,000 miles. The documentation on this particular car is exceptional, and include, the original invoice, No. 5 Chevrolet shipper copy, the 1963 NJ original title with lien-hold, as well as later CT titles through 1967, and a copy of the original loan satisfaction from 1964. NCRS has also documented the engine as original to the car.

Seldom do 63 Corvettes as well documented as this example come available. Included with the car are the original sales and shipping documents that are seldom seen. A perfect car for show, or for numerous high speed rallies such as the Copperstate 1000, the opportunity to acquire it should not be missed.

\$75,000 - 100,000

319.

1917 MACK AB "C" CAB STAKE BED

Chassis no. 579334

4-Cylinder Engine
30bhp
4-Speed transmission
Mechanical Rear Drum Brakes

- Great example of one of the most important trucks of its day
- Desirable C cab body
- Good older restoration
- Unusual lumber hauling stake bed



THE MACK AB

Introduced in 1914, the Mack AB was the company's first standardized, high volume model series, the first of which had either chain or worm drive. In 1920, a dual reduction drive replaced worm drive as an option. The AB filled the medium-duty role and incorporated many innovations particularly adapted to the times. It's simple, classic styling and overwhelming customer acceptance endured continuous modification and a production run extending through 1937, for a total of over 55,000 units.

Thousands of AB's would be built to serve in WWI and would further strengthen the reputation for ruggedness that Mack was gaining. The ruggedness and long service life of these old Macks unfortunately makes good survivors a rare sight today.

THE MOTORTRUCK OFFERED

This excellent example of the quintessential Mack AB has been well restored and kept in a long term home. The truck is very complete with its original equipment intact. Close examination indicates a body and running gear solid and free of the pitting usually found in a truck that may have languished outdoors, apparent is a good sound truck.

The engine bay shows recent work, the engine itself is said to have been freshly rebuilt. The long stake bed has three rollers built into the floor to allow easy handling of board lumber. The interior is correctly restored, sparsely appointed to work vehicle specification. All original ID and operator plates adorn the cab.

A nice example and a true icon of American trucking, the AB laid the foundation for what is America's most storied truck manufacturer. Macks hold a special place among collectors and good examples are highly sought after. This fine AB represents a great opportunity to get one of these legendary machines.

\$15,000 - 25,000
Without reserve



THE DAVID L. VAN SCHAICK COLLECTION

DAVID L. VAN SCHAICK (1937-2016)

David Van Schaick's ancestors, were among the first Dutch settlers in New York State in the 1600s. He was married to Margaret Van Dyke Trout Van Schaick for 42 years until her death in 2004. Sons David and Pieter as well as second wife Wylene Righton Commander survive him. His fascination with automobiles began before his graduation from Syracuse University with a master's degree in landscape architecture. His automotive tastes were eclectic, but he favored great sports cars, owning and preserving many classic marques such as Alvis, Aston Martin, Mercedes, AC, Bugatti and Bentley, to mention just a few. He was an active member in the Vintage Sports Car Club of America, the American Bugatti Club, Bentley Drivers Club and the Aston Martin Owners Club, where he served as President for more than a decade.

320.

From the Estate of David L. Van Schaick

1929 BENTLEY 4½ LITER 'LE MANS REPLICA' FABRIC TOURER

Coachwork in the style of Vanden Plas

Chassis no. PL 3496

Engine no. FB 3307 (See text)

4,398cc SOHC Inline 4-Cylinder Engine - 4 Overhead Valves Per Cylinder

110bhp at 3,500rpm

4-Speed 'D' Gearbox (see text)

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes with Servo Assist.

- Originally owned by A.W. Whyte of the Whyte & Mackay Whisky dynasty
- Owned by noted Bentley aficionado Van Schaick for more than 30 years
- Veteran of Bentley and other Road Tours
- Fantastic car for international motoring events



THE BENTLEY 4½-LITER

W.O. Bentley proudly debuted the new 3-liter car bearing his name on Stand 126 at the 1919 London Olympia Motor Exhibition. The prototype engine had only been fired up for the first time just a few weeks earlier. In only mildly developed form, this was the model that was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery has become the archetypal vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model).

However, by the middle of the decade the 3-Liter's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent 3-Liter chassis rather than accept the expense of Bentley's 6½-Liter 'Silent Six', led to the introduction of the '4½'.

The new 4½-Liter model effectively employed the chassis, transmission, brakes, and base engine of the 3-Liter, but with an increased 100x140mm bore and stroke. The 4 valves per cylinder, 5 main bearing crankshaft, and dual ignition of the 3-Liter were retained. The new model also retained that "bloody thump", as noted Bentley owner Walter Foden referred to it, a characteristic that enables one to clearly identify a 4 cylinder Bentley from many miles away. Bentley Motors wasted no time in

proving the new car in competition, entering the car in the 1927 Le Mans. The original 4½-Liter car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' pile-up. A 4½ subsequently won the 1928 event.

The 4½-Liter was produced for four years with all but nine of the 665 cars made being built on the 'Long Standard', 130"-wheelbase chassis. Purchasers of the 4½-Liter model were, in common with those of all vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coach-builder might be required. The most iconic of course were the cars fitted with tourer bodies by Vanden Plas.





THE MOTORCAR OFFERED

A fabulous looking sporting vintage Bentley which encapsulates the Le Mans spirit so associated with the marque, PL 3496 was actively campaigned by noted enthusiast David L. Van Shaick for more than 30 years until his untimely passing just last summer.

As is so often the case, the Bentley when new was delivered with more formal closed coachwork. Copies of the factory records on file denote it to have worn 'British Flexible Saloon' coachwork, by one of the better-known coachbuilder for Cricklewood Bentleys, Harrison and Co. for H. M. Bentley and Partners, the company run by 'W.O.'s brother.

H.M. Bentley and Partners sold it to A.W. Whyte of Ayrshire in Scotland, Whyte being part of the famed Whyte & Mackay whisky dynasty. There it would reside at Mr. Whyte's home Tudor House in Skelmorlie, which when listed for sale in recent years was described as 'an opulent home' set overlooking the banks of the Firth of Clyde. It was registered for the road in July 1929 as "AG 4554", the AG prefix signifying that region. Skelmorlie being more than 400 miles from Cricklewood, it is perhaps not surprising that the car rarely returned to the factory for its upkeep, but occasional notes are on the factory records through to the mid-1930s.

Whether Whyte kept the car through the war is not known, he was certainly still around in 1956 as Skelmorlie Golf Club note him to have been their Club Champion that year.

From marque authority Hay's newest edition of 'Bentley - The Vintage Years', it is next known to have been the property of A.P. Maggs in 1957, who perhaps acquired it straight from Whyte. A copy of the reissued logbook on file notes ownership in the U.K. in 1965 with a H. Pasco and Arthur Wells of Selby in 1966.

In approximately 1972, the car was rebodied with the very handsome Le Mans style fabric touring body it wears today. Quite possibly at the same time, its engine was replaced by another contemporary 4 1/2 liter (#FB 3307), and with the intention of making it the definitive specification for these cars, a more desirable 'D' series gearbox (#D7077, ex chassis MF 3173), arrived in the car. In all other respects the rebuild must have been from a very original basis, since, chassis, front and back axles, steering column and



even hood/bonnet sides retain correct stampings confirming them to be original to the car. For unknown reasons, it wears the switch cluster of PL 3493.

By 1983 the 'WO' was acquired by noted connoisseur Frank Allocca of New Jersey. Mr. Allocca was attentively waiting the completion of the restoration of a 3 Liter, which he'd hoped to use on the North American Vintage Bentley tour's second edition, and when that was looking unlikely he promptly called Stanley Mann in the U.K. and bought PL 3496 over the phone! The car was flown over to the U.S. and has been here ever since. When in turn Allocca's 3 Liter returned to the road, the 4 1/2 was surplus to requirements, at this point David Van Schaick stepped in and acquired it from him.

Over the course of the next three decades, Mr. Van Schaick would exercise the Bentley with great regularity, his charming personality matched by the bold bravado of the Le Mans rep. as a combination to be reckoned with on any event! This included numerous editions of Bentley Club rallies, multiple Colorado Grands, etc. Throughout this time, the car was systematically maintained by noted American experts in prewar cars, such as David George of D.L. George Coachworks in Cochranville, Pennsylvania and Donald Koleman of Competition Motors in New Hampshire.

In the 45 years since its Le Mans rep. rebuild the car has gained an appropriate patina to its aesthetics that such a warhorse should have, and it is all the more appealing for it. Today, having been unused in the last 18-24 months, the car has been returned to the road and was running and driving at the time of catalog preparation, but a thorough check over might be advised before beginning its next more major event. When it does, perhaps after a long day of touring, a glass Whyte and Mackay Special whisky might be in order!

\$600,000 - 700,000

321.

From the Estate of David L. Van Schaick

1952 ALVIS TA21 DROPHEAD COUPE

Coachwork by Tickford

Chassis no. 24926

Engine no. 24926

2,993cc OHV Inline 6-Cylinder Engine

Dual SU Carburetors

93bhp at 4,000rpm

4-Speed Manual Transmission

Independent Coil Spring Front and Semi-Elliptic Leaf Spring Rear Suspension

4-Wheel Hydraulic Drum Brakes

- One of only 302 Dropheads produced
- Believed to have been in only 4 private ownerships from new
- One ownership lasted for more than 55 years
- A well-documented and attractive post war convertible



THE ALVIS TA21

Looking much like its TA14 predecessor but featuring independent front suspension and a new, overhead-valve, six-cylinder engine, the 3.0-liter Alvis - type TA21 - was announced in 1950. Styled along classical, pre-war lines, the 3.0-Liter was reckoned by Autocar magazine to appeal to 'discerning owners who appreciate quality and good handling as well as mere performance.' Not that the TA21 was lacking in the latter, comfortable cruising at 70mph and a maximum speed of better than 85mph being reported.

Additions to the range were not long in coming, a sports two-seater and a Tickford-bodied two-door drophead coupé being announced for the 1951 season.

The introduction of open-top models was calculated to boost sales in the all-important United States market, where Alvis was beginning to make an impact. Testing a Drophead Coupé for Auto Age magazine found that they liked the newcomer from England. "In many respects the Alvis is in a class by itself. It is of conservative design; it is a family-sized car; it is of relatively high power, yet the weight is lower than might be expected. Perhaps the best thing about it is that many of the handling characteristics of the sports car have been built into the chassis which, combined with a low centre of gravity and a reasonable amount of space, make this fine car something of a compromise suited to those who want both family car and sportscar features all in one package."

It is understood that drophead coupe versions of the TA21 accounted for less than a quarter of total production, some 300 of the 1319 they built. But of those the left hand drive ratio was considerably smaller, said to be just 89, of which only 57 are known to the Alvis registers to survive, making examples such as this extremely rare.



THE MOTORCAR OFFERED

David Van Schaick's passion for cars existed throughout his life, and in his twilight years he would recall having owned an Alvis TA21 Drophead very similar to the car we present here, his recollections of the model were so fond that he elected to acquire this very fine example in 2014.

The rare car is recorded to have left Alvis' works on November 17, 1952 destined for the West Coast and to be sold by Cavalier Motor Cars Ltd. of Crenshaw Boulevard, Los Angeles. It was supplied in the same scheme we see the car today, with a black paint scheme and Melleroid top, contrasted by a maroon interior.

The original possessor of the car is not known, but by 1959 it had migrated north across the border to British Columbia and is listed as having been owned by W.G. Ellis of Duncan. It would remain in this area for almost all of its life, being acquired by Robert McCartney of Shawnigan Lake that same year.

In recounting history to noted expert Wayne Brooks, McCartney would state that he believed himself to be the third owner and he was convinced that the black paintwork it wore was original to the car. Over the course of his ownership the original engine was first removed and replaced, then rebuilt and returned to the car. Its mileage after this rebuild is suggested to be all that the odometer reads today, being a little over 1,200.

On Mr. McCartney's passing in 2014 the car was offered up for sale by Bristol Motors in Cobble Hill, it was purchased by noted dealer Charles Crail a couple of months later and arrived with Mr. Van Schaick in August that same year. Very sadly his nostalgic purchase would never be used by him, but has been maintained regardless by local specialists Tillson Motorcars and detailed by Tim McNair.

Always associated with the best British and European automobiles, the Alvis endorses the fact that Mr. Van Schaick's taste for good looking cars remained with him throughout his car collecting career.

\$50,000 - 60,000

322.

From the Estate of David L. Van Schaick

1950 STUDEBAKER MODEL 2R612 1/2 TON PICKUP WITH BOX AND COVER

Chassis no. R6-448

170ci Flathead Inline 6-Cylinder Engine

Single Stromberg carburetor

134bhp at 1,600rpm

3-Speed Manual Transmission

Front and Rear Semi-Elliptical Leaf Spring Suspension

Four-wheel hydraulic drum brakes

- *Appealing commercial vehicle*
- *Believed only two owners from new*
- *Recent servicing and new tires all round*
- *Iconic Studebaker truck*



STUDEBAKER TRUCKS

Nowadays an integral part of American popular culture, the pickup truck has come to be thought of as the modern-day equivalent of the cowboy's horse. All the major American manufacturers offered pickups, and Studebaker's light commercial offerings were based on its contemporary passenger car line until the introduction of the M-Series for 1941, the cab and front end of which were unique to the truck. The M-Series was replaced in 1949 by the 2R, another Series that shared none of its sheet metal with Studebaker's passenger cars, though the six-cylinder engines and much of the running gear were common to both.

A highly successful model, the 2R remained in production until 1954 when it was given a mild facelift and re-designated 3R. The arrival of overhead-valve V8 engines on the truck line for 1955 necessitated a more far-reaching redesign, the eight-cylinder versions of the resulting E-Series proving deservedly popular. Despite, or perhaps because of, its merger with Packard, Studebaker made losses throughout the mid-1950s, leaving little money for further major redesigns, though a change of model name - to Transtar, in 1956 - was accomplished relatively cheaply. Manufacture of Studebaker trucks ceased in 1963/64 and that of its passenger cars a couple of years later.



THE MOTORCAR OFFERED

According to information provided by the Studebaker National Museum, Studebaker dispatched chassis R6-448 to their destination #17, being Bakersfield, California, under factory order number C55322-4. The truck was completed to C2 Box format and finished in scheme 22041 Blue with 6036 brown trim. Its final assembly date was June 29, 1950.

David Van Schaick would recount to his friends that he had found the Studebaker while on a trip to California many years ago, and had acquired it from a vineyard owner, who had bought it new. That transaction took place roughly 20 years ago, in August 1997, the seller being Darrell Dye of Woodland Hill, California, but then it was reported to have covered 69,189 miles.

To judge from the seemingly original and appealing order of the Studebaker this could well be the case and certainly the California climate had treated it well. On his passing, the Studebaker was carefully gone through and checked over, it has received correct sized tires all round, with a recent invoice of approximately \$3,000 accrued.

As with many cars of this ilk, it has considerable charm and the prospect of piling family and friends into such a vehicle be it for track pit support, or simply to bowl along a country lane to a pub is an appealing one. David's truck had even been seen at The Radnor Hunt Concours d'Elegance on occasions!

\$25,000 - 35,000

323.

The ex-Frank Cooke

1927 ROLLS-ROYCE 40/50HP PHANTOM I CHASSIS

Chassis no. S454FL

Engine no. 20546

468ci OHV Inline 6-Cylinder Engine

Single Updraft Carburetor

108bhp at 2,300rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Servo-Assisted Drum Brakes

- Part of the Frank Cooke Collection for decades
- Extensively featured in *The Flying Lady*
- Driven over 50,000 miles by Frank during his ownership
- Recent thorough mechanical and cosmetic recommissioning



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."

From the outset, it was clear that the traditions of excellence established in England would be maintained in America. At the time, Rolls-Royce had a one model policy and the first cars to be built in Springfield were the 7.4-liter, 40/50hp Silver Ghost, adopting English right-hand drive until 1925 when left-hand drive became available.

From 1926 to 1929 the Rolls-Royce Phantom I was produced in Springfield as the modernized replacement of the then aging Silver Ghost. Total Springfield Phantom I production was 1,243.

Rolls-Royce introduced their pushrod-OHV straight-6 engine through the Phantom I. They also introduced advanced four-wheel servo-assisted brakes through the Phantom I via a licensing agreement with Hispano-Suiza.

US models offered larger Buffalo wheels and a centralized lubrication system sourced from Bijur, oiling 44 chassis wear points from the driver's seat. In addition, US supplied parts such as Chelsea clocks, Haverhill Auto Lighting headlights with Bausch & Lomb prism lenses. Dual Dejon distributors, Mallory coils, and Trico wipers were also fitted to the US cars.



THE MOTORCAR OFFERED

S454FL was the 54th Phantom I produced in Springfield. It was delivered new in July 1927 to Mrs. L. B. Morse of Charleston, New Hampshire. At that time, it was furnished with Warwick Limousine coachwork by Brewster.

When Frank Cooke embarked upon the restoration of this chassis, sportier Piccadilly coachwork (Body no. M1388) seemed a better choice for such a fine chassis, so Cooke acquired one from Sam Adelman in December of 1961 via Silver Ghost chassis no. S178ML, a car that Frank later restored with London-to-Edinburgh-style Tourer coachwork.

Cooke toured an estimated 50,000 miles in this car during his ownership, a tribute to the restoration and modernization work he made famous. He carried this out to make this car a comfortable and reliable tourer on modern roads.

The previous owner acquired S454FL from the Bonhams 2006 auction of the Cooke Collection. A generation of Rolls enthusiasts had learned the ins and outs of restoring, maintaining and "modernizing" pre-war Rolls Royces from Frank's tech sessions, cutaway demonstrations, and numerous Flying Lady articles, written before and after his reign as the Technical Vice President of the Rolls Royce Owners club, many featuring work on this car.

In the last decade, extensive mechanical recommissioning was undertaken to bring the car back to the level of drivability it was made famous for by Frank. All systems and equipment were inspected and parts were repaired or replaced as needed, such as the resealing of the overdrive unit, and the re-gasketing of the manifolds. The wiring was refreshed and the paint and The Bijur lubrication system was also rebuilt.

As it sits today, this Phantom represents an excellent opportunity for a new owner. This well respected and great driving chassis could be adorned with any coachwork one chooses and should make for a straightforward and rewarding project.

\$75,000 - 100,000
Without reserve

324.

C.1937 TRIUMPH 1.5 LITER TWO SEATER 'BROOKLANDS' SPECIAL

Bodywork in Aston Martin Ulster Style

Engine no. 12/10359

1.5 Litre 4-Cylinder OHV Engine

Single SU Carburetor

4-Speed Manual Transmission

Semi-Elliptic Leaf Spring Suspension Front and Rear

4-Wheel Drum Brakes

- 1930s 'Special'
- Believed period coachwork on Triumph running gear
- Fresh engine rebuild
- Interesting project car offering a variety of options for completion



THE LATE 1930S TRIUMPH

Facing near bankruptcy in 1936, Triumph responded by reorganizing its finances and introducing a revitalized range of models, headed by the Dolomite. The old Coventry Climax-engined Gloria continued for 1937 but would soon be dropped, leaving Triumph for the first time with a line-up powered exclusively by engines of its own design and manufacture. These new all-alloy overhead-valve units were the work of Donald Healey and featured efficient cross-flow cylinder heads, which placed the inlet and exhaust ports on opposite sides, while the new four-speed gearbox boasted synchromesh on the top three ratios. The cruciform braced Dolomite chassis was basically similar in layout to that of the outgoing Gloria, being upswept at the front and under-slung at the rear, although slightly wider to permit the accommodation of roomier bodies. Sleek and well proportioned, the latter were the work of Walter Belgrave, one of Britain's foremost automotive stylists, though his adoption of an American-inspired 'waterfall' grille was not to everyone's taste.

The Dolomite was available with a choice of engines: 1,496cc and 1,767cc fours and a 1,991cc six, the latter derived from the old Climax unit. Although the Dolomites were acknowledged as the best cars Triumph had ever built, the company could not make enough of them and, lacking resources to increase capacity, went into receivership in June 1939.



THE MOTORCAR OFFERED

This enticing racing special comes to the public market for the first time as far as we have been able to investigate. It has resided with its current owner for at least two decades and was sourced by him quite by accident on a car sleuthing mission in Florida. Taken to a warehouse of cars that were mostly of German manufacture, this British based special was the only car that appealed to the seller and so he snapped it up.

Over the course of the last 20 or so years, despite the best intentions only the running gear has been attended to, with the engine being rebuilt by R&L Engines Inc. of New Hampshire, and wheels partially refurbished, other new loves jumping the line.

This is perhaps a blessing, for in leaving it as is, its authenticity has not been masked. In Bonhams assessment it is simply an amalgam of a pre-war Triumph chassis with a very old body from another car. The running gear is clearly of the late 1930s Dolomite format described above. The more intriguing aspect is the bodywork, which has all the hallmarks of Aston Martin's famed Ulster Two Seaters, from its distinct domed tail, to the cabin area and the louvered hood with brackets for two straps. The bodywork is unquestionably old, carries multiple paint schemes and has a wholly consistent and honest patina.

When acquired the origins were suggested to have been a period Brooklands raced special, research, like the restoration have alluded the seller and this aspect now falls to the next owner. In all respects, it is an interesting automobile with a number of possible applications for restoration, in the truest Bonhams tradition for finds.

\$45,000 - 55,000
Without reserve

325.

1914 FORD MODEL T TOURING

Engine no. C19443

177ci L-Head Inline 4-Cylinder Engine

Single Updraft Carburetor

20bhp at 1,800rpm

2-Speed Planetary Gearbox

Front and Rear Transverse Semi-Elliptical Leaf Springs

Service-Band Transmission Brake and Rear Wheel Drum Brakes

- *Rare, Canadian-built Model T*
- *Recent restoration*
- *Known history from new*
- *A lovely example of the famous Tin Lizzie*



THE FORD MODEL T

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

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

THE MOTORCAR OFFERED

This T is a rare, Canadian-built example. Constructed in Ford's Walkerville, Ontario plant, Ford founded the Ford Motor Company of Canada in 1904 to supply cars to Canada and the British Empire. By building the cars in Canada the company could avoid paying hefty import tariffs. Originally assembled with many American parts – including U.S. made engines with the 'Made in the U.S.A.' casting ground off – by 1913 the Canadian factory was casting its own blocks.



Mechanically identical to its U.S. built brethren this Model T, this example has had only four owners since leaving the factory. Finished in the factory colors of urethane Midnite Blue with Black fenders (the Canadians enjoyed a color selection that went beyond any color as long as it was black) and fitted with a Canadian-market only four-door touring body, it was delivered new in Watford, Ontario to the McLachan brothers. Ron Wallis, also of Watford, would be the next owner and it was during his ownership that the car received its first restoration in the 1970s by Saunders of Watford. It would later change hands to collector Floyd Sinton in the 1990s before being acquired by the present owner in 2015.

Most recently, the Maple Leaf built T has received a second restoration orchestrated by Edwards Antique Automobiles.

The drivetrain was rebuilt by McTavish, specialists in early Fords, while a new Brassworks radiator was installed to keep the inline-four up front cool. Top and upholstery was redone by Christian Petersheim Upholstery. New, white tires were fitted to the original wheels. All work was completed to a very high quality, but use and touring was still a consideration so it wasn't just all show and no go. Since coming out of the restoration shop, some 50 miles have been driven.

Complete with the desirable brass radiator surround and other brass fittings from the era, this T Touring will no doubt be welcome on any number of Model T Club events and will certainly set itself apart given its Maple Leaf history.

\$35,000 - 45,000
Without reserve



326.

1980 PORSCHE 911SC TARGA

Chassis no. 91A0141981

2,994cc SOHC Flat 6-Cylinder Engine
Bosch Fuel Injection
188bhp at 5,500rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Fine example of an A Program 911*
- *Delivered new to Canada*
- *Two owners from new*
- *Excellent entry into a 911*



THE PORSCHE 911

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than three liters and, in turbo-charged form, would put out well over 300 horsepower.

THE MOTORCAR OFFERED

This lovely Yellow over Black 911 has been lovingly enjoyed by only two, careful, long term owners. The first keeper kept the car for a dozen years before trading it in. The second owner acquired the car in 1992 from a dealer in British Columbia.

During the subsequent quarter century of ownership, the car was only used in dry, warm weather and less than 500 to 1000 miles were driven each season. With under 70,000 on the ticker, it continues to show well. Some minor cosmetic work and repainted areas are evident, as is common for a car that has had a lifetime of careful enjoyment. More recently the clutch, brakes, fuel pump, tires and headliner on the targa roof have been renewed. Additionally, the suspension has been slightly lowered for a more aggressive stance and a high output electronic spark box has been installed.

Ever popular for their enjoyable driving experience, ease of maintenance, and near bulletproof reliability when well prepared and maintained, these A Program 911SC still offer a phenomenal driving experience at a very approachable value.

\$32,000 - 38,000
Without reserve

327.

1966 MERCEDES-BENZ 230SL

Chassis no. 113 042 10 013321

Engine no. 127 981 10 011026

2,308cc SOHC Inline 6-cylinder

Bosch Mechanical Fuel Injection

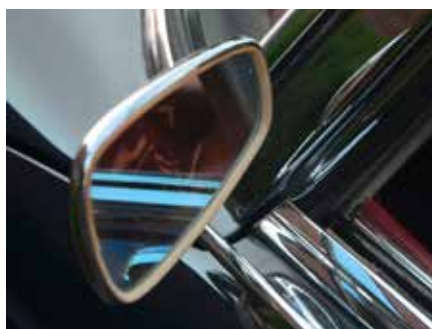
150hp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc - Rear Drum Brakes

- Beautifully maintained 230SL
- Desirable manual-shift transmission
- 2 owners from new. Current owner since 1968
- High-quality classic Mercedes-Benz
- Service records and tools included



THE MERCEDES-BENZ 230SL

Launched at the Geneva Auto Salon in March 1963, the 230SL – or W113 in Mercedes-Benz language – was a very different sort of sporting car then its fire-breathing predecessors. Intended as the replacement for the 190SL, the 230SL abandoned its predecessor's four-cylinder engine in favor of a 2.3-liter fuel-injected six-cylinder SOHC engine, producing 150hp. The new engine was derived from that of the great 220SE. The Paul Bracq-penned body was an all-new, stylish design which became an instant classic. 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 the choice of a four-speed manual or automatic transmission. Top speed was in excess of 120mph.

MOTORCAR OFFERED

This particular 230SL has been a single family's car since 1968. At the time of cataloguing the car shows 89,000 original miles, having only travelled 5,000 of those in past 20 years, according to the records.

The current owner's father purchased the car from Nelke Motor Company in Litchfield, CT in September of 1968. It has remained in the families loving care ever since.

The car today presents very well wearing its original color of dark blue. A repaint was done 15 years ago and still shows nicely. The interior is in delightfully original order, and includes the rare jump seat feature. Also present is the original Becker radio that is in working order. The car also has a new top that was fitted in 2009.

The car was put into storage in 2009 and recommissioned by J.E. Robison a Bosch Service Center, that specializes in the service and restoration of European cars. Receipts of over \$16,000 dollars are on file.

Anyone who has driven a well set-up manual 230SL will attest to their roadability and that they are an excellent drivers car. In fact at the introduction in 1963 Chief Engineer Rudolph Uhlenhaut set a lap time of 47.50 seconds at Annemasse Vetraz-Monthoux race track a mere .20 seconds slower than a 250 Ferrari driven by Mike Parks. Well preserved and having had a recent extensive service, the opportunity to acquire this well sorted 230SL should not be missed.

\$40,000 - 60,000

328.

1919 FORD MODEL T TOURING CAR

Engine no. 3870840

177ci flathead inline 4-cylinder engine
Single updraft carburetor
22.5bhp at 1,600rpm
2-speed planetary manual transmission
Transverse leaf springs and solid axles front and rear
Rear-wheel mechanical drum brakes

- A wonderfully example of one of the most important automobiles
- Owned by the consigner since 1952.
- A great first car for the aspiring collector



THE MODEL T

For years, the Model T Ford has been the backbone of car collecting. The perennial popularity in the T since it came has bred a vast number of collectors who have collectively ensured their survival. Reference books, experienced mechanics, junk yards full of parts, and even newly manufactured reproduction parts and supplies have always been available to support the population of Model Ts in various stages of restoration and preservation.

To those who haven't experienced a great "Brass T" they are about as much fun as you can have on four wheels. These cars exude charm and charisma like very few others. Ford really got it right with the early Ts and when properly set up they perform remarkably well. Examples from 1913 and 1914 are the last of the real vintage Ts and have a reputation for being the most drivable.

THE MOTORCAR OFFERED

Ford produced millions of these quintessential "Tin Lizzies". This charming tourer from 1919 is a very nice example from a long-term owner. The owner purchased the car in 1952, and has kept the car ever since. It has always been stored indoors.

In 1980 the car was restored to a very high standard. Since that time, it has remained in the owners loving cars. Up until two years ago, the car was driven on a regular basis. Sadly, other projects got in the way of its enjoyment.

Even though the restoration is over 30 years old, it shows very well. Ready for its next enthusiast owner who can enjoy the car for the next 60 years. Model T are a great way to start in the collector car hobby. Vintage Ford clubs are fairly active and spares are abundant. This delightful tourer will make an excellent car for weekend enjoyment, or as a welcome participant in any number of Model T tours.

\$10,000 - 15,000
Without reserve

329

1966 OLDSMOBILE TORONADO DELUXE COUPE

Chassis no. 396876M538074

425ci OHV V8 Engine
Single Downdraft 4-Barrel Rochester Carburetor
385bph at 4,800rpm
3-Speed Turbo Hydra-Matic Automatic Transmission
Independent Front and Longitudinal Leaf Spring Rear Suspension
4-Wheel Power-Assisted Hydraulic Drum Brakes

- *Well optioned, top-of-the-line Toronado*
- *Tasteful Porcelain White over Black color scheme*
- *Nearly \$9,000 in recent service receipts*
- *A well-kept example*



THE OLDSMOBILE TORONADO

When Oldsmobile debuted America's first post-war front wheel-drive production car in 1966, it was a curiosity to many – after all, front wheel-drive was an engineering curiosity that was for odd 1930s cars or homely European jobs. But when it was wrapped up in GM show car styling, the public's curiosity was piqued - here was a personal luxury car that had everything Americans desired in a car: Gobs of horsepower, inspired styling, roadable handling, and presence. Skeptics thought the driveline layout couldn't work on such a large car – nothing had been tried in this scale before – but clever driveline packaging showed the Toronado to be an engineering *tour de force*.

THE MOTORCAR OFFERED

Very attractive in the Porcelain White, this 1966 Toronado has black leather interior. A Deluxe model, this Toronado has power steering, brakes, door locks, trunk release and antenna in addition to power Deluxe seats, thermostatically regulated air conditioning and cruise control.

Acquired by the current owner in the fall of 2010, it is understood to have come from California with the less than 12,700 miles on the odometer believed to be from new. Since acquisition, nearly \$9000 in work has been completed—most of it in the last two years—by Blackhorse Garage in Bridgeport, Connecticut. The service has included flushing the fluids—including oil, antifreeze, gas, and brake fluid, replace all four ball joints and wheel cylinders, new brake hoses, brake master cylinder, and tires (including the spare), service to the headlight mechanisms, and a fresh battery.

Infrequently driven, the big Olds still fired right up and idled smoothly. Attractive and tidy, it is an excellent example of the pioneering front-wheel drive automobile from General Motors.

\$30,000 - 35,000

330.

1963 ROLLS-ROYCE SILVER CLOUD III SALOON

Chassis no. SFU 153

Engine no. S 2157

6,230cc OHV Alloy V8 Engine

2 SU Carburetors

220bhp (estimated)

4-Speed Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Elegant and timeless Rolls-Royce motorcar in beautiful condition*
- *Restored by The Frawley Company and Richard Mullin Coachbuilding, Ltd*
- *Offered with many copies of factory records and restoration receipts*
- *Exquisite Rolls-Royce craftsmanship*



THE ROLLS-ROYCE SILVER CLOUD

'The Silver Cloud III is a car which sets out to do a job, and does it to near perfection. Conservative in approach to a degree, which some critics call old-fashioned, it is nevertheless a vehicle, which impresses uniquely by its refinement and quality of construction. Furthermore - and this is what most interested us - it is a machine that responds as much to the sporting driver as to the kid-gloved chauffeur.' - Sporting Motorist, 1964.

Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce turned to V8 power as the 1960s approached. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that the Crewe firm would study the best American designs - principally those of Chrysler and Cadillac - for inspiration.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminum-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering was standardized.

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



THE MOTORCAR OFFERED

This fine Rolls-Royce Silver Cloud III was hand built at the works during 1963. The impressive history file accompanying the car, includes no less than 27 pages of factory records, from the initial chassis specification and built cards, to road test results and subsequent owner records, attesting to the impeccable record-keeping at Rolls-Royce and the RROC. Configured as a right-hand drive chassis, the new Cloud III received the Saloon coachwork from the factory, and was painted in two-tone Astral Blue and Shell Grey, while the luxurious interior was trimmed in Red with matching Maroon carpeting. The first owner is listed as W. Watson Ltd in Liverpool for Mr. James Leonard Seed, Esq. Records indicate that the Silver Cloud III was owned by a Swansea, Wales based company in 1977, which it is believed to have been sold to by famed London-based Rolls-Royce and Bentley agency, Jack Barclay, Ltd.

By the 2000s, the Rolls-Royce had migrated to the US, where it was in the hands of Roanoke, VA-based enthusiast, Mr. Harry Davis. Between 2011 and 2013, Mr. Davis entrusted the motorcar with Parkesburg, PA-based Rolls-Royce and Bentley specialist shop The Frawley Company, who carried out a cosmetic and mechanical restoration. Receipts on file can attest to paint, interior and mechanical refurbishments, adding up to more than \$55,000. Further restoration work was performed on the Silver Cloud III by noted Malvern, PA-based restorer Richard Mullin Coachbuilding, Ltd. With the exterior finished in the livery much as it appeared when new in 1963, this elegant motorcar looks stunning. The interior has been re-trimmed in Blue, and is both inviting and comfortable.

The car has been owned by RROC enthusiasts, and received much care and maintenance over the years. The impressive history file deserves a close look, and a finer Silver Cloud III will be hard to find anywhere.

\$50,000 - 80,000

331.

1920 STEARNS-KNIGHT L4 TOURING

Chassis no. L9959
Engine no. L9959

248.5 cu in Inline 4-Cylinder Sleeve Valve Engine
Single Carburetor
22.5HP at 2,800 rpm
3-Speed Manual Transmission
Semi-Elliptical Leaf Spring Suspension
2-Wheel Brakes on Rear Axle

- *In original unrestored condition with 23,934 miles*
- *Discovered in a West Virginia barn, 2003*
- *Fully functional, in running condition*
- *Believed to be the only 1920 Stearns-Knight Touring still in existence*



THE F.B. STEARNS-KNIGHT TOURING

In the early days of the automobile, an enterprising young fellow could build his own car in the basement of the family home. That's exactly what 17-year-old Frank Ballou Stearns did in Cleveland, Ohio in 1896. Two years later, with money from his father, Stearns moved his operation from the basement into a barn. There, he established F.B. Stearns & Company with two partners (brothers Raymond and Ralph Owen, who split from Stearns in 1900). He soon built his first production model, powered by a 4.0-liter (101 cubic inch) single-cylinder engine. The single was only a stopgap, however: Stearns had earlier attempted his own four-cylinder engine, and by 1904 he was building them successfully.

Despite his youth, Stearns gravitated toward the luxury segment, and his cars were meticulously hand-built by skilled craftsmen. Stearns' aluminum-bodied 40/45 four of 1906 was treated to 17 coats of paint,

which went some way toward justifying its astronomical price of \$5,200. And with the exception of one smaller model, most of Stearns' cars were massive, equipped with engines that displaced as much as 13 liters across four or six cylinders. Those engines made Stearns' cars among the fastest on the road in the early 20th century, and they raced with considerable success in hillclimbs and endurance races.

In 1911, Stearns began equipping his cars with sleeve valve engines designed by Charles Yale Knight. As required by the patent holder, the cars were thereafter sold under the Stearns-Knight nameplate. Although the sleeve-valve design was known for higher oil consumption and difficult sealing, it also permitted higher engine speeds and more efficient combustion as well as exceptionally quiet operation. They were also extremely durable, able to cover 200,000 miles when

their poppet-valve competitors could cover barely a tenth that distance before needing to be rebuilt. By 1914, electric starting was used to fire up one of two available sleeve valve engines: a 5.1-liter four or a 6.8-liter six. (The headlights were also electric.) Three years later, Stearns would introduce one of the earliest V8 engines to the market.

Engines continued to occupy Stearns' imagination, and he retired from active participation in his company in 1919, aged just 40, eager to devote his time to experiments with diesel engines. In 1925, he sold the firm to J.N. Willys, which never integrated the Stearns firm into its own operation. Willys kept it alive until 1929, when demand for hand-built automobiles collapsed at the onset of the Great Depression. By then, the company had built some 33,000 cars, of which 115 are believed to exist today.



THE MOTORCAR OFFERED

Built just after Stearns' retirement but prior to the sale to Willys, this 1920 Stearns-Knight Touring bears chassis number L9959 as well as the matching engine number. It is believed to be the only four-cylinder Touring model to survive from 1920 production, which totaled some 3,850 cars.

Discovered in a West Virginia barn in 2003, L9959 is in unrestored original condition. Its green-and-black paint (with hand-painted pinstriping) shows some rust and flaking, and its brightwork is showing its age. Its bodywork is in good condition, though some damage is noted where the right front fender attaches to the running board.

L9959's interior appears complete, its wooden dashboard, gauges and steering wheel in reasonable condition. The black leather seat upholstery shows little wear, though a few small tears are present. The black leather top is intact, as its glass rear window, though its cloth liner shows a few tears and some water staining.

Its 248.5 cubic inch (4.1-liter) four-cylinder engine is original and in running condition after 23,934 miles, a mere fraction of those it can be expected to cover prior to requiring a rebuild. L9959's three-speed manual transmission shifts well, while its two-wheel rear brakes and leaf-spring suspension are functional. Its original wood-spoke wheels appear sound, and its electrical system has been mostly rewired.

The car is being offered with an auxiliary starting crank to supplement its electric starter, and with side curtains to shield occupants and the black leather upholstery from the elements.

L9959 received its Historical Preservation of Original Features (HPOF) certification from the Antique Automobile Club of America in 2004. As a functional example of an innovative and well-built automobile of its era, Stearns-Knight L9959 would be an excellent candidate for a Preservation-class concours entry, one that opens a fascinating window onto the early days of entrepreneurial automaking in America.

\$25,000 - 35,000
Without reserve

332.

1949 MERCURY OF CANADA PICKUP

Chassis no. MD 83H49-20861

Engine no. 9E-17329

239 c.i. Side-Valve V8 Engine

Single Ford-Holley Two-Barrel Carburetor

95bhp at 3,600rpm

3-Speed Manual Transmission

Beam Axle Front Suspension with Semi-Elliptical Springs,

Live Rear Axle with Semi-Elliptical Springs

4-Wheel Drum Brakes

- The Canadian-built clone of Ford's popular F1 pickup truck
- Older restoration
- 76,428 miles recorded
- Attractive color scheme
- In the Evergreen Automobile collection since 1992



THE MOTORCAR OFFERED

Ford's soon-to-be landmark F1 pickup truck was produced from 1948-1952, and was known as the "Bonus-built" series. It was the progenitor of what would become the company's best-selling vehicle, the F100 and latter-day F150 pickups. North of the US border, Ford of Canada produced a nearly-identical, re-badged light hauler under its Mercury brand, labeling it the "M" series, to differentiate it from Ford's "F" series. Mercury trucks were produced through 1968.

This attractive 1949 model-year MD-83 version was built at Ford of Canada's Windsor, Ontario headquarters factory, on the same 114-inch wheelbase as the F1. It retains a period-correct stock-specification 239-cubic-inch flathead V8 with a single two-barrel Ford-Holley downdraft carburetor, producing a factory-claimed 95 hp and about 180 foot-pounds of torque.

The 6 1/2-foot long cargo box has wood slat flooring. The cab of this uncommon little truck contains a floor shift for the three-speed manual transmission, a wide bench seat, and optional heater, which would certainly have been mandatory in northern climes.

The build plate notes that it was finished in paint code M-14285, "Colony Blue" in 1949 and "Sheridan Blue" for 1950 forward. The body was repainted many years ago, and the vinyl interior replaced. The engine, which may be a period-correct rebuilt unit or factory replacement, is painted the correct shade of light green used exclusively on Ford of Canada trucks. This little Canadian truck has been part of the consignor's collection since 1992, and is described as being in good running and driving condition. The odometer read 76,428 at the time of cataloguing, and that is believed to be the original and correct total.

Early Canadian-built Mercury trucks with their unique badging are a rare sight in the United States, and this example would be a good basis for a full restoration, conversion to a resto-mod, or just an enjoyable ride to the next neighborhood Cars-and-Coffee.

\$20,000 - 30,000
Without reserve

333. 1948 MG TC MIDGET

Chassis no. TC/6256
Engine no. XPAG 6550

1,250cc OHV Inline 4-Cylinder Engine
2 SU Side-draft Carburetors
54bhp at 5,200rpm
4-Speed Manual Transmission
Beam Front - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- *Two owners from new*
- *Has spent its entire life in Massachusetts*
- *Largely original*
- *The car that kindled America's love of European sportscars*



THE MG TC

The right-hand drive TC Midget first appeared in 1946. The sporting little MG was brought to the US in considerable numbers by GIs returning from England and soon gained a strong following, especially in California and on the East Coast. These MGs had many endearing features, including a slab fuel tank, 19-inch diameter wire wheels, folding windshields and octagonal dashboard instruments. Sales of these MGs saw a great lift when a Life Magazine photographer shot one being driven underneath a big lumber carrier on a Los Angeles street.

Many soon found their way into amateur racing, and almost every one of the legendary American sports car champions of the post-war era began their careers behind the wheel of a TC.

THE MOTORCAR OFFERED

Offered here is a two-owner from new, mostly original example of the diminutive, classically styled two-seat roadster that is credited with sparking America's love affair with imported sports cars post-World War II. Maintained by its original, Massachusetts owner from delivery until his passing around 2003, the car has been lovingly maintained and cared for with a single, older repaint being the only major work completed since the car left the Abingdon works.

This MG, finished in racy red paint, while neatly accented by the burgundy interior and red radiator grille, presents in elegantly patinaed condition throughout. More recently a new brake master cylinder has been fitted and two valves have been replaced. For those collectors looking for an well-loved T-Series MG, capable of participating in driving events and local shows alike, this example is worthy of serious consideration.

\$30,000 - 50,000
Without reserve

Please note this car is titled under the engine number.

334.

1960 CHEVROLET CORVETTE CONVERTIBLE

Chassis no. 00867S101705
Engine no. T08100F (See Text)

283ci OHV V8 Engine
2 Four Barrel Carter Carburetors.
270bhp at 6,000rpm
Four-Speed Manual Transmission
Four Wheel Hydrological Operated Drum Brakes
Independent Front Suspension with Live Rear Axle.

- *Rare power top.*
- *Solid Lifter high performance V8*
- *Rare option combination.*
- *Delightful color combination*



THE 1960 CORVETTE

In 1956, the Corvette was completely restyled and re-engineered. With the exception of a dozen items, most all in the grille, all the parts and technology was completely different from 1954. In-stead of a vacuum technology, six-cylinder engine, six volt electrical system technology, the new Corvette for 1956 was based upon electric motors, 12 volt electronics and overhead valve V-8 engine technology, with options, to generate horsepower and torque, and add comfort and con-venience, basically the same for the past 60 years.

Chevrolet was changing the markets that the Corvette appealed to. Instead of a sports roadster based upon organic design styling, the two new directions were power assisted comfort and convenience options or performance and racing packages. The purchaser could select luxury features or a high-performance competition car.



THE MOTORCAR OFFERED

This particular 1960 Corvette was ordered with very unique performance options. These options included the 270 horsepower 283 cubic inch V-8 with dual Carter carburetors, a dual point distributor, Borg Warner T-10 4 speed transmission, 4.11 positraction differential. The radio, heater, and defroster were also deleted on this particular Corvette, with just a block off plate for each where they would be on the console.

The other option that was ordered was a power operated folding top. The power operated folding top, option 473, was available from 1956 thru 1962 only. Out of the 64,000 Corvettes sold during this period, only slightly more than 10 percent were sold with this option. In 1960 just 512 had this option.

Very few of the 7,073 Corvettes equipped with this option survive today in working order. Making this example both rare and desirable.

Today the car is in very original order, however it has had its engine block replaced at some time in the past. A extremely practical car for various drivers events, or for any number of shows around the country. The opportunity to acquire this particular 1960 Corvette should not be missed.

\$55,000 - 75,000



335.

Ex-Henry Ford Museum

1913 ROLLS-ROYCE 40/50HP SILVER GHOST 'LONDON-TO-EDINBURGH' SPORTS TOURER

Replica Coachwork by Reuters

Chassis no. 2380

Engine no. 99.B.

7,428 cc L-Head Inline 6-cylinder Engine

50hp at 1,500 rpm

3-Speed Manual Transmission with electronic overdrive fitted.

4-Wheel Leaf Spring Suspension

Lever activated Rear Drum Brakes with Foot actuated transmission Brake.

- One of only 188 London-Edinburgh Silver Ghosts built
- Phenomenal Documentation.
- Concours level restoration
- Ideal long distance tour car
- One of the most original London to Edinburgh Ghost Chassis in existence



THE LONDON TO EDINBURGH SILVER GHOST

The Hon. Charles Stewart Rolls, British gentleman adventurer, aviator, racing driver and astute businessman and Frederick Henry Royce, engineer and innovator, were indeed an indomitable partnership, creating a motoring legend with a reputation for unsurpassed excellence. It says much for the business acumen of Rolls that, despite his inborn desire for things to happen quickly, he tolerated the pedantic and at times frustratingly slow attention to detail of his mechanical genius partner. From this pedantic attention, the Rolls-Royce 40/50hp, 'The Silver Ghost', was to emerge and to earn for itself and the company the accolade "The Best Car in the World".

In production from 1907, the Rolls-Royce 40/50hp, (only later named 'The Silver Ghost'), was powered by a 7,036cc,

six-cylinder engine from 1907-1909, later enlarged to 7,428cc. The 40/50hp car passed every test to which it was subjected, whether in service as a formal town carriage in the Capital, sprint racing on Saltburn Sands or competing in the arduous Scottish Trials.

Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby and no chassis was delivered until it had been rigorously tested. Rolls-Royce, unlike other contemporary manufacturers, steadfastly refused to build their own coachwork, taking the view that their specialty was engineering excellence and leaving the coachwork to the exclusive group of dedicated coachbuilders who had made the seamless change from carriage manufacture to motor car body building.

Contemporary Rolls-Royce advertising in 1911 featured Rolls-Royce Silver Ghost Chassis no.1701 and its remarkable London to Edinburgh and return journey that year, describing the feat in the following terms:

"The car.... was a standard Six-Cylinder Rolls-Royce chassis of 40/50hp. The trial... was to demonstrate that the car could travel from London to Edinburgh and back entirely on the top gear, that at the same time it could show an exceptionally economical petrol consumption, and yet attain considerable speed when required. The result..... the car traveled from London to Edinburgh and back on top gear on a petrol consumption of 24.32 miles per gallon, afterwards without alteration or adjustment attaining a speed of 78.26 miles per hour on the Brooklands track."



Some factory wag mischievously noted the factory records for 1701 with the words 'The Sluggard' but clearly nothing could have been further from the truth for here was an up-to-the-minute and very fast model of the 40/50hp car which had already earned for Rolls-Royce the soubriquet – 'The Best Car in the World'.

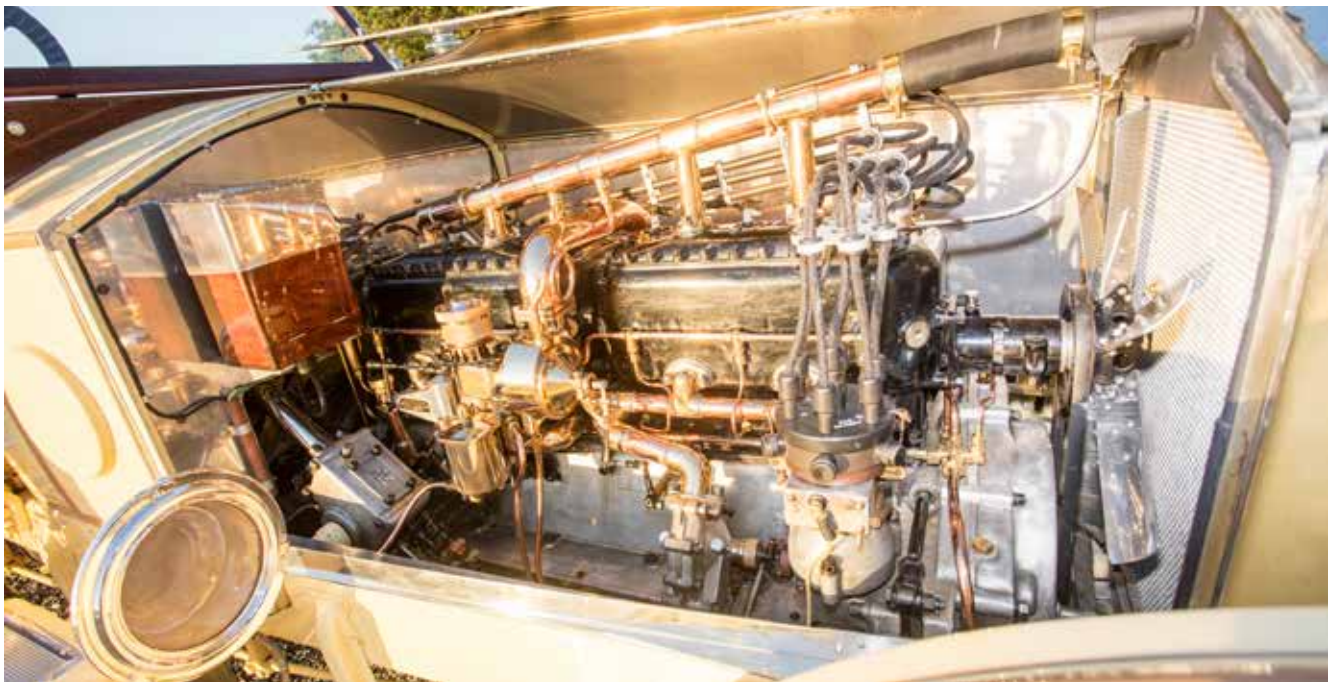
1701, the car that gave the new model its 'London-to-Edinburgh' name, was just the second chassis built to the new specification with a massive torque tube to carry the propeller shaft, strengthened rear axle casings and, in the case of the first two cars in the series, inverted semi-elliptic rear springs. 1701 carried an elegant light tourer body by Holmes & Derby Ltd., carriage builders since the nineteenth century. With engine compression ratio upgraded, a larger carburetor and a skimpy wind-cheating body, 1701 was later to record

a spectacular 101mph over the flying half mile at Brooklands with Edward W. Hives (later to become Chairman of Rolls-Royce) at the wheel. So not only could Rolls-Royce satisfy the market that demanded the most comfortable formal cars built in the best traditional coach-building traditions, but here was a sporting car with few, if any equals, from a very small and exclusive peer group of manufacturers.

All these much-publicized promotional exploits were driven by the similar stunts promoted by March self-publicist S.F. Edge at the helm of Napier who were perhaps Rolls-Royce's most serious rival for the luxury car market. That Rolls-Royce were more effective in their marketing exploits and in their engineering excellence is substantiated by Edge's retirement from Napier in 1912 and the withdrawal of Napier from motor car manufacture in 1924.

Arguably the introduction of the new 'London-to-Edinburgh' Silver Ghost was one of the final nails in Napier's coffin.

The London to Edinburgh and return run – some 800 miles travelling north mainly via The Great North Road and returning down the west side of the country – had captured the headlines and Rolls-Royce's subsequent order book, with a raft of new more sporting owner-drivers, undoubtedly put pressure on the manufacturing facilities at Derby. In all some 188 of the 'London-to-Edinburgh' cars were built, the first production models being delivered to the coachbuilders in the Spring of 1912 and the last, no. 2699, in October 1913.



THE MOTORCAR OFFERED

A Brief History of the 1913 Rolls-Royce Silver Ghost 2380. In the modern mechanical age, few things last for 100 years and still look as good and function as well as when they were new. It takes quality, care and good fortune to age gracefully. All three combined to help the gleaming 1913 Rolls-Royce Silver Ghost touring car, known throughout its privileged life simply as 2380, maintain its Class 1 look and feel.

By the spring of 1913 when the order for 2380 was placed, Charles S. Rolls and F. Henry Royce had already built their young company from a start-up in the crowded world of motor car manufacturers, into an international symbol of excellence. While Henry Ford was building Tin Lizzies for the masses, Rolls and Royce were perfecting their business model of assembling vehicles for a clientele that saw great value in bespoke vehicles made with superior

materials and craftsmanship. They poured money into research and development and in the early 1900s that meant frequent competitions and road tests. They built a chassis in 1911 designed to beat all comers in the London-to-Edinburgh (L&E) Trial and they did just that. They also showed a remarkable talent for marketing the achievement. Within a month of their victory, they took out full-page advertisements in The Times of London showing the winning Rolls-Royce atop a pyramid of Royal Automobile Club endorsements and boasting, "The Six-Cylinder Rolls-Royce, The Best Car in the World is ON A PLANE BY ITSELF."

Their L&E success propelled the company into the speed and performance market, augmenting their well-established hold the limousine trade and captured the attention of buyers around the world. One of them was a lawyer named Charles G. Walker

who bought 2380 on April 13, 1913, according to Rolls-Royce records. He had it delivered to 50 State Street, one of the premier banking and legal office addresses in Boston. The "colonial-style" L&E chassis was modified for export to the United States, India and Australia. Like all L&E cars it featured a larger carburetor, higher compression and gearing. It also had the "colonial style" larger fuel tank and higher road clearance to give it a longer range over rugged roads. Before it was shipped to Boston, 2380 was fitted out with a sleek, narrow body built in England by Barker & Co. After taking delivery of the tourer, Walker promptly disappeared from public records. The shiny new 2380, however, found itself in the good hands of Lucius James Knowles of Worcester and Boston, Massachusetts. Knowles was a scion of a great New England textile fortune founded by his grandfather, Lucius J. Knowles, inventor of the modern loom.



The younger Knowles was an Anglophile who spent more than a year honeymooning in England with his wife, Laura. When they returned to the States in 1905, they brought home their newborn son, whom they named Lucius James. By the time Knowles acquired 2380, he was president of Compton & Knowles, then one of largest textile manufacturers in the world. In 1920, while on an extended European business trip, Knowles came down with the flu and died in London at the age of 41.

Two years later, his widow, Laura McGinley Knowles, a socialite and philanthropist, married Col. Pierpont Langley Stackpole. Her travels to family retreats in Winter Park and Palm Beach, Florida and Manchester-by-the-Sea, Massachusetts were frequently recorded in the social pages of the day. Through the years, 2380 was used and well maintained by the family.

Here is where the good fortune part of the history of 2380 comes to play. In the summer 1941, while the Knowles' son, Lucius, was in Detroit getting ready for his September wedding to Letitia Barbour, he apparently took a side trip to see Henry Ford's new museum, the Edison Institute. Lucius Knowles grew up with the old Rolls-Royce and drove it frequently just the sheer joy of being behind the wheel. In Ford's museum, he saw a place where he could safely retire the family's beloved conveyance. On July 14, in a hand-written letter to the "Ford Motor Company" he wrote, "I have recently spent some time in the Ford Museum at Dearborn where I was much interested in the exhibits of old Automobiles. I have a Rolls-Royce of the year 1913, which has been in the family for some time and I should be pleased to donate it to the Museum if it should be acceptable. It is a two-seated sport car with a chauffeur's dickey in the back."

In conclusion, he wrote, "Rather than have it thrown away, I thought I would inquire if you would accept it and I should send it out at my expense, if you should like to have it." Three days after the letter was written, Henry Ford's general secretary, E.G. Liebold, promptly replied that the museum was interested. "As soon as it arrives, I shall be glad to bring it to Mr. Ford's attention and he will no doubt acknowledge its receipt direct to you." For the next 27 years, it was displayed and maintained by the museum. Knowles timely gift may well have saved 2380 from being swept up in World War II scrap-metal drive.



In the late 1960s, the Ford Museum began refocusing its collection on American-made vehicles and put some of its European collection up for sale. Rolls-Royce aficionado, Dr. Samuel L. Scher, bought 2380 from the museum in 1968 for \$7,000, but by that time, the sporty Barker body had been removed and gone missing in the vast collection. Scher outfitted 2380 with a Wilkinson body and returned the car to the Ford Museum where it was admired by its next owner, Millard Newman. Newman was a flamboyant Tampa, Florida, cigar manufacturer known by his fellow Rolls-Royce lovers as “Mr. Silver Ghost.” Newman enticed Ford Museum officials into swapping 2380 for a rare 1927 LaSalle they wanted. Newman, who was known for wearing a leather aviator’s helmet and goggles while leading cross-country vintage car rallies, regularly drove 2380 and it drew the attention of other Rolls-Royce owners.

Philip A. Peterson, a prominent collector from Worcester, Massachusetts, had admired the car and heard in early 1983 that Newman was thinking of selling one of his Ghosts. Peterson wrote offering to buy one and adding “the ‘13 L&E tourer would be my preference.” By the spring of that year, much to Peterson’s delight, Newman agreed to sell him 2380. In a note to himself, Peterson wrote that the car was “the most beautiful thing in the world.” He kept detailed records of his new acquisition, including letters, hand-jotted notes and receipts documenting complete mechanical restoration done during watch. His friend and renowned Rolls-Royce mechanic Robert “Bob” Jefferson of Sport Classics Ltd. in Brookfield, Massachusetts, did all of the work. When Jefferson first learned that Peterson had purchased 2380, he wrote him saying it was fitting that “such a part of automobile history” would be driven and not just admired in a museum.

“I bet if she could talk, she would be overjoyed to be on the road again.”

Nic Moller, a Caribbean hotelier who split his time between Curacao and Upstate New York, was the next steward of 2380, purchasing it in 1989. Moller researched and collected binders full of documents about 2380’s history through correspondence with the Ford Museum. He and his wife, Birti, had the car shipped to Europe in 1993 where they drove it in the 80th-anniversary reenactment of the Great Alpine Rally of 1913. The Mollers reported that, “Up and down the mountains she went, with never a sign of overheating or mechanical problems.” They logged more than 2,000 miles touring Europe that year, and frequently drove it on major cross-country rallies around America.



In 2004, 2380 was purchased by Dr. Veasey Cullen, Jr., a Pennsylvania dentist whose first experience with a Rolls-Royce was as a boy helping his father restore a 1924 Silver Ghost built for Chicago Tribune Publisher Col. Robert R. McCormick. Cullen says he first saw 2380 in 1998 when Moller and his son, Henrik, drove it on a "Wholly Ghost Tour" of Utah. He says he was intrigued by the history and provenance of the car. "What really attracted me right away was the originality of the car, knowing that it was the real deal," Cullen says. He was also very familiar with the high-quality mechanic work Bob Jefferson had done for Peterson. Cullen has often taken 2380 on long-distance trips. "When you drive it, you can feel the energy; it has a very positive energy. Plus, everywhere you go, it makes people smile."

He has continued the tradition of previous owners by showing it at Rolls Royce Owners Club and Concours events around the country.

Over the years, 2380 has won numerous awards, including the Tufts Trophy, the Millard Newman Award and the AACA Foo-Dog Trophy for the Outstanding Rolls-Royce entered in a National Meet. It won First-in-Class for the Brass Class at Concours d'Elegance of America, the St. Michaels Concours d'Elegance, Veteran/Century... First Place at Radnor Hunt Concours d'Elegance, and the Scher Trophy for Best Silver Ghost at Rolls Royce Owners Club National Rally, first in 1984, and again in 2016. Cullen has just completed a full, frame-up refurbishment of 2380.

The 1913 L&E Tourer, 2380, is road-ready and in prime show condition. It is now being offered for sale for the first time in 13 years.

\$1,100,000 - 1,500,000

336.

1904 HUMBER 8.5HP TWIN-CYLINDER TWO SEATER

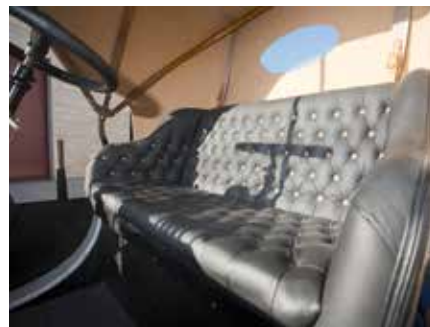
Chassis no. 2411
Engine no. B5413

1.3 Liter Inline 2-Cylinder Engine
8.5bhp at 1,000rpm
3-Speed Transmission
Front and Rear Leaf Spring Suspension
2-Wheel Contracting Band Brakes

- *Veteran Car Club of Great Britain dated*
- *Entered for the 2017 London to Brighton run*
- *Powerful 8.5 horsepower Twin-Cylinder engine*
- *Former cover car of Motor Sport magazine*



The Humber on the cover of Motorsport, 1961



HUMBER LTD.

Like so many of his contemporaries in the British motor industry, Thomas Humber set up in business as a cycle maker in 1868, before graduating into motorcycle, tricycle, forecar and motor car manufacture. Even airplanes were on the agenda at the time of Thomas Humber's death in 1910. The latter part of the 19th Century saw Humber sucked into the mighty H.J. Lawson empire, manufacturing motorcycles and De Dion Bouton-type tricycles, however by 1900 relations with Lawson were wisely severed and Humber Ltd. commenced motor car manufacture independently.

Famed engineering designer Louis Herve Coatalen, who would later be instrumental in Sunbeam's racing successes, was already by 1901 a key and influential member of the Humber design staff and by 1903 single, twin and four cylinder cars appeared in Humber's sales catalogues.

Another major contributor was John Budge, who arrived on the team in 1904, and it was shortly after this that Humber began offering the model which we present here, a 'beefed up' version of their smaller cars, powered by a two cylinder, 1.3 liter engine, which was rated locally at 8.5hp. Driving through a three-speed gearbox and normally equipped with a four seat touring body, Humber marketed these cars at roughly £260, or the equivalent of \$1,260. It is not known how extensive their production actually was, but very few have survived to this day.



THE MOTORCAR OFFERED

A well-known example of the model it has a recorded history back to its earliest days. By the merit of the British license plate system, and knowing that the car wore the distinctive British license plate 'DL 39', this correlates to it being the 39th car ever to have been registered in the "DL" prefixed region of the UK, which is the Isle of Wight, a small island off the South Coast of England.

The Humber passed into its last but one owner's hands some 67 years ago, in 1950, and following an extensive restoration would become a regular sight on the famed (now Bonhams-sponsored) London-to-Brighton Run in the UK. It completed no less than 40 consecutive editions of this event, on one occasion being photographed on London's Westminster Bridge and subsequently pictured on the cover of Motor Sport

magazine in 1961. A copy of this issue will accompany the sale of the car today. The Humber was retired from use in 1991, and in 2000 the Brooks/Bonhams team were entrusted with its sale, at which point it left the UK and came into the hands of a prominent US vintage car collector.

By 2000, the aging Humber was in need of restorative attention, which the then owner wisely undertook. Work included attention to the mechanicals, with parts replaced or refurbished as necessary, these aspects of the restoration being carried out by the late Jay Steele of Taylor Engine in Whittier, California. The aesthetics were handled in house, with paint refurbished to the extremely attractive dark blue and white scheme it wears today, and the upholstery handled by Costa Mesa Upholstery. To finish things off appropriately, the Humber received a new top in contrasting fawn cloth.

Since that time it has been displayed within private museum collections, but it has been recently recommissioned and is entered for this year's edition of the London to Brighton, where it will no doubt be welcomed again after nearly two decades in America.

Today this pretty veteran Humber remains extremely handsome and well presented, with all of its brass brightwork highly polished. Although remaining in the two-seater form that it has been presented in for at least the last six decades, given its technical specification it would no doubt comfortably have the performance to carry additional seating, should its next owner wish.

\$90,000 - 110,000

337.

1968 VOLKSWAGEN BEETLE CABRIOLET

Chassis no. 158-567203

Engine no. 328498 (See text)

1,585cc OHV Air-Cooled Opposed 4-Cylinder Engine (Originally 1500cc)

Single Solex Carburetor

50 bhp at 4,200rpm

3-Speed "Automatic Stickshift" Transmission

4-Wheel Independent Suspension

Front Disc, Rear Drum Brakes

- Fitted with VW's intriguing Automatic Stickshift
- Coachbuilt by Karmann
- Attractive color scheme
- Pioneer stereo system



THE MOTORCAR OFFERED

One of the most popular automobiles ever produced, Volkswagen's iconic Type 1 Beetle sold in the millions, and one of the best-loved was the Cabriolet, built by Karmann of Osnabruck, which also built the svelte little Ghia-styled coupe. The Karmann cabriolet first appeared in 1949, and this quite popular model remained in production until 1980, with almost 332,000 units manufactured. With its fully-padded "baby-buggy" folding fabric top, Karmann Cabriolets allowed four occupants reasonably comfortable seating while soaking up the sun's rays. Cabriolets were more than simply Beetle sedans with their roof removed; Karmann heavily reinforced and strengthened the sills and lower cowlings, and added a transverse brace to the floor pan. Cabriolets were generally better-finished than their coupe brethren, including such niceties as twin back-seat ashtrays, a vanity mirror on the passenger-side sunvisor, alloy stone guards on the rear fenders, and wheel trim rings.

This example, from 1968 - the first year that higher-mounted bumpers and a collapsible steering column were required for US sale - appears to have been repainted in its original red at some point in its life, but still presents nicely. The white upholstery, black door cards and black carpeting all appear to be original and in good shape, long with the white top.

One of 13,354 examples produced by Karmann in model year 1968, its original engine was replaced with one based on a 1600 case manufactured in Mexico in August of 1970. This little convertible was factory-equipped with the unique Volkswagen Automatic Stickshift, a three-speed manual gearbox that was operated by a vacuum-operated automatic clutch. This system was introduced on VW mid-year in 1968 and was available until 1976.

This VW has been dressed up a bit with accessory chrome grilles on the engine lid and an aftermarket Pioneer stereo. The odometer indicates about 50,000 miles at the time of cataloguing, but it is not known if this is the correct total. There is some visible wear and patina on the black plastic steering wheel and its Wolfsburg crested horn button. The car is said to be in running condition.

As there is a huge, world-wide support community for earlier Volkswagens, this little Beetle Cabriolet could serve as the starting point for an easy restoration to original specification, or just enjoyed as a summertime driver.

\$15,000 - 20,000
Without reserve

338.

1968 MERCEDES-BENZ 230S SEDAN

Chassis no. 111 01 21 10675

2,308cc SOHC Inline 6-Cylinder
2 Solex Carburetors.
120bhp at 5,500rpm
Automatic Transmission.
4-Wheel Independent Suspension
Front Disc - Rear Drum Brakes

- *Beautifully maintained 230S*
- *Incredible time warp condition.*
- *2 owners from new.*
- *High-quality classic Mercedes-Benz*
- *Offered with Books and tools included*



THE MERCEDES-BENZ 230S

The then new styled W111 series Mercedes saloons were launched in April 1959 and would be produced until January 1968. Newly styled with fin tails, and with exceptional build quality, these cars represent one of the great sedans of the 1960's.

Featuring a superb OHC 2,308cc 6 cylinder, 4 speed all synchromesh transmission, or a optional 4 speed automatic, and paired with the excellent all independent suspension system, famed 300SL designer Rudolf Uhlenhaut's influence can be seen on this as well as the other Mercedes Benz of the era.

Like all Mercedes Benz of the 1960's the build quality of the 230S was excellent. The design was also incredibly rugged capable of cruising the autobahn or handling the densely-populated cityscape. Handling is advanced for the era and these cars remain eminently usable today. Importantly, safety was a major concern of Mercedes at that time and this enhances these cars practicality in the modern era, as does their parts availability which is excellent

THE MOTORCAR OFFERED

This car is what most collectors dream about, a true time warp, and an example that has had but 2 owners since it left Stuttgart in 1967. Leaving the factory in the fall of 1967, just a few months before the end of production, it is one of the last W111 230S cars built and was sold in America as a 1968 model. The car has been maintained by J.E. Robison Service, a European car specialist and Bosch service center. The original interior is clean and in good order, and the dark color paint shows extremely well. Most important for a car of this era, there is little in the way of structural rust.

In great running condition, this car represents an extremely good value. It would be a great classic for weekend trips. Welcome at any Mercedes-Benz club events or as a great attention getter at Cars and Coffee.

\$15,000 - 25,000
Without reserve

339.

Over 30 years in present ownership

1924 BENTLEY 3 LITER SPEED MODEL FOUR SEATER TOURER

Coachwork believed to be by Morgan and Co. (See Text.)

Chassis no. 897/780 (See Text)

Former UK Registration no. XX 8280

Engine no. 894

2,996cc SOHC Inline 4-Cylinder Engine - 4 Overhead Valves Per Cylinder

2 SU 'Sloper' Carburetors, 80bhp at 3,500rpm

4-Speed Close-Ratio A Type Gearbox

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes with Perrot Shaft Actuation

- Continuous History
- Reframed with chassis from Bentley Boy Glen Kidston's first 3 Liter Bentley.
- Genuine Speed Model.
- Great looking Vintage Bentley, eligible for many road touring events
- Offered with Books and Tools



THE 3 LITER BENTLEY

W O Bentley proudly unveiled the new 3-Litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. Bentley's four-cylinder 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder, with hemispherical combustion chambers, and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition and power was transmitted via a four-speed gearbox with right-hand change. The pressed-steel chassis started off with a wheelbase of 9' 9½" then adopted dimensions of 10' 10" ('Standard Long') in 1923, the shorter frame being reserved for the TT Replica and subsequent Speed Model. Rear wheel brakes only were employed up to 1924 when four-wheel Perrot-type brakes were introduced.

In only mildly developed form, this was the model that was to become a legend in motor racing history and which, with its leather-strapped bonnet, classic radiator design and British Racing Green livery, has become the archetypal Vintage sports car. Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth, and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model) on the existing 9' 9½" wheelbase, short standard chassis. Identified by the Red Label on its radiator, the Speed Model differed by having twin SU 'sloper' carburetors, a higher compression ratio, different camshaft and the close-ratio A-type gearbox, the latter being standard equipment prior to 1927 when the C-type 'box was adopted. These engine changes increased maximum power from the standard 70 to 80bhp and raised top speed to an impressive 90mph, with Hillstead

the factory demonstration driver shifting nonchalantly from 2nd to 3rd gear at over 60mph. Other enhancements included the larger (11-gallon) fuel tank and (usually) André Hartford shock absorbers. Bentley made approximately 1,600 3-Litre models, the majority of which was bodied by Vanden Plas with either open tourer or saloon coachwork.



THE MOTORCAR OFFERED

Factory records show that 3-liter Speed Model chassis number 897 was completed in December 1924. It was dispatched to Morgan and Co. for coachwork and fitted with a two seater with double dickey seat. Notable details from records are that the car was fitted with Carl Zeiss headlamps, and with battleship style scuttle vents. It is indicated that the car was delivered to its first owner, The Prince of Liechtenstein, in December 1924. The Prince kept the car until 1928 when it passed to Major J.H. van Haeften, who retained it until 1935 when it passed to a Mr. R.C. Powell who in turn kept it until 1939. Along this pre-war chapter, it is recorded with an extensive factory maintenance history. Through 1938 various parts were sent to garages for the car's upkeep, the gearbox and rear axle units were also replaced by the works.

It is believed at some point in the early 1930s the Morgan body was modified from its two-seater guise into its current tourer form. Consultation by Bonhams with various Vintage Bentley experts, together with our own inspection of it today, suggest that the windscreen, scuttle, cowl vents, and possibly the front bench seat are from the original body. The back section being converted to a tourer to perhaps make the car more practical for longer distances.

At some point in time during the early postwar period, Chassis 897 was rebuilt on to the chassis frame of an early 3-liter speed model, chassis number 780. Chassis 780 was a 3-liter Speed Model, first owned by Bentley Boy, and Le Mans winner, Commander Glen Kidston. Kidston, a famous submariner as well as, aviator, and racing driver is on record as having used #780 for fast commuting to and

from the Admiralty. This car was most likely dismantled for spares during the war. The frame of the car and possibly the front axle were used in a rebuild of 897. In the immediate post war years with few new cars available for home delivery, it was common practice with Bentleys to take two non-runners and make one running car. It seems that it was during this rebuild that chassis 780 frame number on the front cross member was re-stamped 897, presumably to assist in registration purposes. The original #780 remains to the modern digital camera in the front left chassis dumb iron, and thus is a connection to one of the most charismatic of the famous Bentley Boys.



The car was actively used at various BDC events throughout the 1950s and 1960s. At this time it was in the ownership of known BDC member Mr. M.S. Gooding. In the late 1960s the car was purchased by an American enthusiast, a Mr. Teryle who imported the car to the United States.

In 1982, the seller found the car advertised in a BDC review, located in Upstate NY. At the time the car was running and driving, but did require an engine rebuild. This rebuild was carried out by Oshkosh Wisconsin engine builder Arden Hjelle, a noted machinist and builder of aircraft for the renowned Experimental Aircraft Association. Over the next 30 years the consigner has maintained and kept the car in his small stable of Rolls Royce and Bentley motor cars. It is a veteran of numerous Bentley tours.

The car today is in remarkable unmolested condition. Finished in eggshell black with red wheels and upholstery, and with black top and side curtains, it has a great deal of charm. The body is still covered in original rexine fabric that is believed to be dated from the 1930s. It was reupholstered in the 1970s and while investigating the coachwork it was revealed that some of 1930s dark red upholstery is still behind the current side panels. On a recent mechanical inspection by the Bonhams Specialist team, it was confirmed that the engine, steering box, gearbox and rear axle were all from 897. The car also retains many of the original speed model components that often go missing, such as the original sloper side draft S.U. carburetors, fuel filter, and generator cutout.



The Bentley Drivers Club was founded in 1936 due to the passion and enthusiasm of vintage Bentley owners. The vintage Bentley has represented for nigh on a century, the archtypical Bulldog Drummond English sports car. Through wars, vagaries in the world economy, and changes in fashion it has remained and will continue to remain an enthusiast's dream machine. Enshrined in the legends of motor racing with, Birkin, Barnato, Dunfee, and Kidston, and in life and culture with the likes of Lauren and Bond, these cars have an ever lasting attraction. This one with its romantic connections to royalty and to one of the great characters, drivers and sportsmen of the prewar era is epitomises that spirit.

\$250,000 - 350,000



340.

1982 FERRARI MONDIAL 8 COUPE

Design by Pininfarina

VIN. ZFFAD08A0C0041451

2926.90cc DOHC V8 Engine

Bosch K-Jetronic

214bhp at 7,000rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- A fine example of Ferrari's Mondial Coupe.
- Recent full engine rebuild.
- Italian style and power at attainable prices
- Often considered the most useful car out of Maranello



THE MONDIAL

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 Pininfarina-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.

Even though the Mondial was not quite as powerful as the 308 GT4, it was much more practical. With true room for 4 people. The slightly longer wheelbase did not negatively affect handling, but did lead to phenomenal high speed stability. A well sorted Mondial is truly a great GT car.

THE MOTORCAR OFFERED

The early history of this particular Mondial is unknown. A number of years ago it was acquired by the consigner, who bought the car with the intention of carrying his young son in the rear seat. But life got in the way; the son grew up and the car spent 13 years in storage. The little boy who once rode in this car is same the young man who co-founded the online community LBRY and became the subject of the bestselling memoir Raising Cubby.

A few years ago, the car was recommissioned. During this process a full engine rebuild was done by J.E. Robison Service, a well-known specialist in European automobiles. Receipts totaling over \$22,000 dollars are on file. The car presents very nicely in its classic Rossa Corso paintwork, and the interior has clearly been well cared for.

The car today is in in good running order, and showing less than 23,000 miles. Ready to be driven on any number of driver events or weekend rallies, or any number of Ferrari owners club events. With the price of many Ferrari models skyrocketing over the past few years, the Mondial is one of the last truly affordable models available. An unquestionable bargain, and practical classic, the opportunity to acquire this car should not be missed.

\$20,000 - 30,000
Without reserve

341.

1956 FORD THUNDERBIRD COUPE

Chassis no. P6FH148137

312ci OHV V8 Engine
4-Barrel Carburetor
245bhp at 4,500rpm
Ford-O-Matic Automatic Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- *Owned by consigner since 1962*
- *Attractive Color Scheme.*
- *Equipped with many power amenities and hardtop*
- *Classic and Elegant V8 Powered Americana*



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.

A low, sleek two-seater, the Thunderbird offered amenities not found in the competing Chevrolet Corvette, most particularly rollup windows, offering comfort and convenience options tailored to an affluent market. Ford's product planners hit the market dead center and over 16,000 Thunderbirds were assembled in the 1955 model year.

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 would improve the handling. Despite its success, the original Thunderbird concept was soon 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, and are highly regarded by collectors for their unique design, abundant creature comforts and the performance of their Ford V-8 engines.

MOTORCAR OFFERED

Little is known about this particular Thunderbird's early history, but it was purchased by the consigner in 1962. Thunderbirds were very much instantly collectible and this car was treated as such. Driven sparingly for many years on weekends.

In the early 1980's the consigner decided to have the car completely restored. The car was finished in the attractive color of peacock blue with blue leather.

The car was driven on a monthly basis until 3 or 4 years ago, when it was put into storage. Today the car is in solid condition and awaiting its next enthusiastic owner to put the car back on the road.

\$20,000 - 30,000
Without reserve



THE RODERICK RICE COLLECTION

Rod Rice was born in Burlington VT in 1924, attended Burlington public schools and graduated from Burlington High School in 1942. He joined the Army Air Corps soon after graduation and became a B24 pilot. After graduating from UVM in 1951, he began his career at International Harvester Trucks where he made many lifetime friends and acquaintances.

Infatuated with anything mechanical, his passion for cars blossomed by the age of 8 and in his late teens he rebuilt a Model T Ford in the basement of the First United Methodist parsonage. He later became a founding member of the Vermont Automobile Enthusiasts and remained an active member until his death.

Combining his loves of family, hiking and antique cars, Rod led his family on many adventures, typified by a 1964 climb up Mt. Mansfield's Toll Road in a 1922 Cadillac to sleep under the shooting stars. On his 80th birthday he rode his beloved 1933 Harley Davidson which he had acquired during his military service.

A collector of excellent taste and of fine mechanical ability. The superb running order of his collection is a testament to his skill and passion. His careful stewardship and respect for his vehicles is evident in their condition.

342.

From The Roderick Rice Collection

1913 FORD MODEL T TOURING CAR

Engine no. 323625

177ci Flathead Inline 4-Cylinder Engine

Single Updraft Carburetor

22.5bhp at 1,600rpm

2-Speed Planetary Manual Transmission

Transverse Leaf Springs and Solid Axles Front and Rear with

4-Wheel Aftermarket Coil Springs

Rear-Wheel Mechanical Drum Brakes and Transmission Brake

- A highly original example of one of the most important automobiles
- Runs and drives very well
- Long term ownership in the rice collection



THE MODEL T

For years the Model T Ford was the backbone of car collecting. The perennial popularity in the T since it came has bred a vast number of collectors who have kept them alive. This has ensured that reference books, experienced mechanics junk yards full of parts, and even newly manufactured reproduction parts and supplies have always been available to support the population of Model Ts in various stages of restoration and preservation.

To those who haven't experienced a great "Brass T" they are about as much fun as you can have on four wheels. These cars exude charm and charisma like few other cars. Henry really got it right with the early Ford Ts and when properly set up they perform remarkably well. The examples from 1913 and 1914 are the last of the real vintage Ts and have a reputation for being the most drivable.

THE MOTORCAR OFFERED

An honest and highly original Model T from the Rice Collection. This has been part of the stable for many decades and like the other cars is in great running and driving condition. A bit scruffy on the outside but in a charming way this little T started with little effort after a couple years of sitting. The engine was smooth and quiet and all the gears worked as they should on a recent test drive.

Model Ts are always great fun every collector should have a Model T. Always the most popular car at a cruise inn or ice cream stand. This an affordable way to experience what might be the most important car of all time.

\$10,000 - 20,000
Without reserve

343.

Single ownership since 1946 - Two owners from new **1913 STEVENS-DURYEA MODEL C6 FIVE-PASSENGER TOURING**

Chassis no. 26392

Engine no. 722-C

460ci Six-Cylinder Side-Valve Engine

48HP

Single-Carburetor, Dual-Ignition and Air-Starter.

3-Speed Progressive Transmission

2-Wheel Mechanical Brakes

- *Magnificent motor car in stunning original condition*
- *One of the best-preserved cars we have ever offered*
- *Fully operational condition*
- *A welcome reservation class competitor*



Herb Tobin on top of Smugglers' Notch, Stowe, VT circa 1946



STEVENS-DURYEA

First generation Stevens-Duryea cars were produced between 1901 and 1906. Built on a 69-inch wheelbase, they were powered by a horizontally opposed two-cylinder engine originally rated at five horsepower. The cars featured an unusual mechanism that permitted the driver to start the engine while seated, instead of by direct cranking. Steering was by tiller. After 1903, a three-speed sliding gear transmission was used and the 1904 model, with its engine now rated at seven horsepower, boasted a new three-point engine mounting.

In 1905, Stevens-Duryea produced its first four-cylinder; a huge six-cylinder model, priced at \$5,000, followed in 1906. That same year, Stevens-Duryea became a separate company from J. Stevens. During the years that followed, Stevens-Duryea cars became increasingly impressive and

expensive. Then, in 1915, the Westinghouse Corp. bought the company, using the factory to produce war material. After the Armistice, a group of former executives bought Stevens-Duryea and resumed car production. The new six-cylinder models that they offered were priced as high as \$9,500...right up there with Pierce-Arrow's most expensive cars. The company would be sold again at least twice before the final Stevens-Duryea was built in 1927.

In 1913 Stevens Duryea introduced the C6. A modern motorcar that built on the superb six-cylinder chassis. Extremely well engineered this models were competitive with Packard and Pierce Arrows 48hp offerings.





THE MOTORCAR OFFERED

This truly remarkable machine has survived in a state of preservation that needs to be seen first-hand to truly appreciate. It's a rare occurrence to come across a motor car of the stature and quality of this Stevens-Duryea that has escaped the restorers hand in all these years. This car is one of the best-preserved cars of its era we have ever had the pleasure of offering.

The story of this amazing motorcar begins when it was delivered to its first owner in Rutland Vermont in 1913. The owner fortunate enough to afford a pair of Stevens-Duryeas obviously kept his cars in superb condition until finally selling it on to Roderick Rice in 1946. Mr. Rice acquired both Stevens-Duryea cars for the princely sum of \$500. Shortly after the acquisition the other Stevens was sold to Frank Duryea for \$500 making Mr. Rice the owner of a free Stevens-Duryea.

Roderick Rice proved the ideal caretaker for this special machine. His pride and joy was kept in superb working order and no cosmetic restorations were performed. Despite the condition Mr. Rice was not afraid of using the car. The extensive archives and records for the car show all sorts of road trips including climbing the arduous Smugglers Notch in Stowe Vermont.

Mr. Rice kept thorough records and the ample history file details many of the adventures this Stevens has been taken on during his seventy years of ownership. As one might expect the original handbook and sales literature are also present in the files. A mechanic at heart Mr. Rice's main interest was keeping this and his other antiques in superb working order. His skill is on display in all four motorcars

in his collection but especially on this one. To listen to this car is to hear one of the smoothest and most silent motorcars of its era.

It is quite apparent that the Stephens always had fine indoor storage. The car has been garage kept from new and never was a neglected car. When recently driven by a Bonhams specialist experienced in Stephens-Duryea cars it was described as driving like a brand-new car. The feel of the car is so different from other restored cars that is like a totally different car. One immediately realizes how special this car is when selecting a gear. The lever slides like the handle of a bank vault with no play and complete smoothness. The engine is whisper silent with excellent response and power.



The steering is precious and smooth and the chassis rides the bumps in complete silence. When properly primed, the car starts repeatedly on its ignition trembler only. If the engine does need to be spun over for starting a fully functional air starting system is present. This seldom seen device starts the engine silently and effortlessly. There truly is no experience like driving a low mileage all original fine motorcar.

When the condition of this car is carefully surveyed one cannot help but be amazed. The original leather covers still adorn all four door handles, the top is tight as a drum and likely never been folded, the upholstery's workmanship, details and preservation is remarkable everywhere you look there is something amazing.

The dashboard shows all the original instruments with no extra holes drilled or gauges added. The original flooring is all still in wonderful condition. Under the hood the engine compartment is unmolested and to full factory delivered specification. Careful inspection of the paint shows the incredibly this original striping over what appears to be a very dark green paint. The original protective varnish has alligatored to a pleasing patina.

A truly superb motorcar in all respects, a flagship model of one of the finest brands of its day, low mileage, wonderful running and driving and in a state of preservation that is jaw dropping. This Stevens-Duryea is a once in a generation opportunity to acquire a magnificent piece of American motoring history.

In addition to the tremendous pleasure it will give its next owner it should prove a most welcome competitor at the most exclusive international Concours d'Elegance.

\$150,000 - 225,000
Without reserve

344.

From The Roderick Rice Collection

1954 MG MIDGET TF ROADSTER

Chassis no. HDE43/1020

Engine no. XPAG/TF/31073

1,250cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

55bhp at 5,400rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- Proven XPAG twin-carburetor engine
- Classic British roadster styling
- Great collector car for shows or twisty roads



THE T SERIES MG

"The Midget is the survival of what, in the opinion of many people, is the right sort of small sports car. It caters for those who look upon motoring not as a means to an end, but as an end in itself. Many thousands of these little cars are succeeding admirably in providing their owners with something that will, at one moment, journey forth and do the shopping and, at the next, take part in serious competitive events or tackle a 400-mile journey with zest." The Autocar, 15th May 1953.

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 1,250cc XPAG four-cylinder 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. Although thoroughly traditional both in appearance and its coachbuilt method of construction, the TD body offered greatly increased 'elbow room' to its occupants compared to that of the TC. 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 handsome MG was restored by Rod Rice. Well known for his mechanical abilities one can be assured of a well sorted out roadster. All the work was done in house except for the final paint work. Finished in classic British Racing Green over green leather this fun little icon of British motoring is sure to please. The odometer reads just over 30,000 miles and knowing Rod's penchant for low mileage cars thus is likely accurate.

Presented today as a good older restoration with some signs of age. Generally, a nice honest driver MG that was carefully restored. These charming little MGs are great fun and great first collector cars.

\$25,000 - 35,000
Without reserve

345.

From The Roderick Rice Collection

1922 CADILLAC MODEL 61 TOURING CAR

Engine no. 61 B 130

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

2-Wheel Mechanical Drum Brakes

- *Highly original example*
- *Ultra smooth running and quiet engine*
- *A regular tour car kept in ready to use condition in the Rice Collection.*



THE CADILLAC

Always a high-quality automobile, Cadillac led the industry in innovative concepts since the company's founding in 1902 by the "Master of Precision" Henry Martyn Leland. The make pioneered electric starting and lighting in 1912, and pushed the envelope further in 1915 with the first mass-produced V-8 engine. Designed by D. McCall White, a Scottish-born engineer, the L-head engine used two cast-iron blocks with integral heads, mounted on an aluminum-copper alloy crankcase. With the banks of cylinders directly opposite one another, it used Leland's preferred fork-and-blade connecting rods.

The first left-hand drive Cadillac, the 1915 Type 51, had a chassis similar to its predecessor four-cylinder models, with platform-type leaf spring rear suspension. The period from 1915 to 1918 saw refinement of the engine through manifold redesign and lighter pistons. The chassis was successively strengthened and lengthened, and the standard equipment tire pump was moved from the engine to the transmission in 1916. For 1918, detachable cylinder heads were finally adopted, and the transmission was redesigned.

Cadillac introduced the Type 57 in 1918, and carried it over to 1919 with minimal changes. Twelve body styles were available on two wheelbases. The 57 remained in production from August 1917 to December 1919, 29 months in all, during which sales of the model surpassed 45,000 cars.

THE MOTORCAR OFFERED

This highly original Cadillac has been part of the Rice Collection for many decades. Save an old paint job this Cadillac is very original car. The paint has aged enough to where it does not stand out on this original machine. Like the other Rice collection cars this one is in superb mechanical condition. You will be hard pressed to find a smoother and quieter Cadillac V-8 engine the one in this car is remarkable.

A very honest and wonderful running early Cadillac. These cars are well loved for their excellent driving characteristics and fine quality. One is unlikely to find a more honest and better running example than this one.

\$25,000 - 35,000
Without reserve

346.

1948 LINCOLN CONTINENTAL CONVERTIBLE

Chassis no. 8H182050
Engine no. 56H A 01622
Body no. 876 H 56 1025

305ci L-head V12 Engine
Single Carburetor
Approximately 125hp at 4,000rpm
3-Speed Manual Transmission with overdrive
4-Wheel Leaf Spring Suspension
4-Wheel Drum Brakes

- *Former AACA National Prize Winner*
- *Recently emerged from long term ownership*
- *CCCA Full Classic™*
- *Handsome luxurious convertible*



THE LINCOLN CONTINENTAL

The idea to develop a top-of-the-line, exclusive Lincoln model struck Edsel Ford in the late 1930's. Targeted to compete with the dazzling European models from companies such as Delahaye and Alfa Romeo, the prototype Continental, as it was fittingly named, was a one-off built for Mr. Ford's personal use. The prototype, designed by Ford's legendary chief stylist Eugene T. "Bob" Gregorie, was an elegant convertible, or "cabriolet" as they liked to call it, boasting a long-streamlined hood and fenders which elegantly shrouded its 12 cylinder power-plant.

Introduced to the public in 1940, the new luxury sedan was the finest model in Dearborn's offering, and nothing short of a sensation.

The 1940-41 Continentals shared their pointed prow and curvaceous fender shapes with the streamlined contemporary Lincoln Zephyr; 1942 brought a complete redesign featuring more squared-off fenders. When production resumed in 1946 following the war, the Continental essentially retained the 1942 styling. As the only post-WWII American cars powered by a twelve cylinder engine, it is not surprising that these Lincolns were expensive - the list price for the 1948 Continental Cabriolets was \$4,746, more than two and a half times the cost of a Ford V-8 Convertible.

During 1951 the Museum of Modern Art included a first-generation Continental in an eight-car exhibit honoring automotive design excellence, and collectors have been recognizing the 1940-1948 Continentals as collector cars from the early days of the hobby. Considered a Full Classic in the Classic Car Club of America rulebook, the cars' continuing popularity inspired the after-market accessory "continental kits" of the 1950s.



THE MOTORCAR OFFERED

The Continental offered here is one of just 452 Cabriolets produced for 1948, the final year for the first-generation design and the last Continental until the Mark II was introduced in 1955.

Handsomely liveried in old Dark Green lacquer paint with a contrasting tan top and tobacco brown interior, the car is reported by its seller to have been restored in the mid-1960s. It was subsequently shown at Antique Automobile Club of America and Classic Car Club of America events and recorded a National First Prize in 1965 and First Prize, these awards still adorn the car.

By the mid 1980s it passed into the long-term ownership of Larry and Jane MacElree of West Chester, Pennsylvania, of Wall Street Journal fame, a collection from which it has only recently emerged.

Testament to the quality of its much older restoration, the car has responded extremely well to sympathetic cleaning, the chrome and interior returning their luster, albeit the lacquer paint shows some cracking and deterioration. Mechanically it has been made to run also with limited effort, but it is now suggested that a more thorough review be made before regular active use.

Retaining period features including an original period AM radio, heater and fender skirts, this is an honest example of its breed.

\$25,000 - 35,000

347.

1965 CHEVROLET CORVETTE L76 ROADSTER

Chassis no. 194675S117419
Engine no. 5117419 F0505HH

327ci OHV V8 Engine
Single 4-Barrel Carburetor
365bhp at 6,500rpm
4-Speed Close Ratio Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes.

- *Rare L76 variant.*
- *NCRS Certified engine.*
- *Solid Lifter high performance engine.*
- *Desirable Nassau Blue color scheme.*
- *Great Corvette for high-speed rallies and tours*



THE CHEVROLET CORVETTE

To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Indeed, such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand. Styled in General Motors' Art and Color Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the center of gravity to be significantly lowered, improving both road holding and ride. This new frame was the work of Corvette Chief Engineer, Zora Arkus-Duntov who said: 'For the first time I have a Corvette which I am proud to use in Europe.'

Now recognized as representing a 'golden age' for the Corvette, the Sting Ray was manufactured from 1963 to 1967 and has since gone on to become a highly collectible modern classic.

It is very hard to argue with the attraction of the Stingray Corvette. There is nothing subtle about these extremely powerful and loud cars, and in the subsequent forty years until today.



THE MOTORCAR OFFERED

The L76 was the second most powerful Corvette Stingray offered in 1965. The variant featured, 327 cubic inch, 365 horsepower, with mechanical (solid) valve lifters, special high lift camshaft, 11:1 compression ratio, forged steel crankshaft, high rise aluminum manifold, Holley R2818A carburetor, 80-pound oil pressure gauge, 6500 rpm tachometer redline, and special chrome engine appointments. The only other way to get these options was of course to buy a L84 fuel injected car. Due to the fact the Rochester fuel injection could be temperamental, many performance oriented drivers preferred the carbureted L76.

The body was built by A. O. Smith of Livonia, MI, body # A-5550, on April 30, 1965, date code I30, and the engine assembled on May 5, 1965, at Chevrolet Flint, MI engine plant, and the vehicle assembled in Mid-May, 1965.

Very desirable color F-F Nassau Blue exterior with standard black vinyl interior. Options include A01 tinted glass, C07 auxiliary hardtop painted Nassau blue, included with white folding soft top (2 tops), G81 positraction differential, J50 power brakes, L76 365 horsepower engine, M21 Muncie 4 speed transmission, P92 whitewall tires, U69 AM/FM radio, Z01 comfort and convenience group including backup lights.

With a production total of just 5,011 L76 equipped 1965 Corvettes, very few survive today with the original engine, as these variants were often driven in competition. This car's power plant has been certified by three NCRS level judges. Surely an attention getter at any number of Corvette events, or as a entrant in various high speed drivers events.

\$40,000 - 60,000



348.

1929 DESOTO MODEL K ROADSTER ESPANOL

Chassis no. OW 152 L
Engine no. K8599

3,104 cc L-Head Inline 6-Cylinder Engine
Stromberg Single-Choke Carburetor
55bhp at 3,200rpm
3-Speed Manual Transmission
4-Wheel Hydraulic Drum Brakes
Live Axle Suspension

- *One of the earliest Model K roadsters produced*
- *Second-place finisher in the 1930 Monte Carlo Rally*
- *Right-hand-drive export model*
- *Spent its first 74 years in British ownership*



THE DESOTO MODEL K

Launched in the summer of 1928 by Walter P. Chrysler when his efforts to buy Dodge were initially rebuffed, the mid-price DeSoto was a huge success at the start, setting a first-year sales record that stood for 30 years. A new, six-cylinder engine and four-wheel hydraulic brakes, then relatively rare in a production car, made the new DeSotos much better performers than their four-cylinder Plymouth siblings, and helped draw buyers to the showroom.

Typical of Chrysler Corporation products of the day, the DeSoto was lighter, nimbler and faster than most of its "light six" competition. Supplied as standard equipment were Lovejoy shock absorbers, an electric windshield wiper and a dash-mounted fuel gauge. Seven body styles were offered on the Model K chassis, all Spanish-themed in a nod to the 16th-century explorer for whom the car was named, Hernando de Soto; this example, a rakish Roadster Espanol, was priced at \$885.

THE MOTORCAR OFFERED

The roadster featured here was constructed in late 1928 in Windsor, Ontario, Canada for the British market, and first registered in London on November 16, 1929. Its first owner was one Evelyn Samuelson, whose missionary work took her to India. On her way, she entered the DeSoto in the 1930 Monte Carlo Rally, where Cadet Al Berlesco drove it to a second-place finish, just behind the winning Licorne.

Samuelson continued on to India, where she remained until the eve of World War II. She brought the car back with her on her return to England in 1938. Little is known of the car's history over the next three decades. In the late 1960s, well-known pre-war Chrysler expert John Woodman found the DeSoto in use as a farm vehicle in Walmer, Kent.

Recognizing the car's rarity, Woodman bought it and treated it to a full bare-metal restoration, completed in 1971. He reported that all of the original metal was sound, with no trace of corrosion.

Woodman and three subsequent owners entered the roadster in a number of prominent rallies and shows in England and Ireland over the ensuing years. The current owner acquired the car in 2002, and exported it to the United States in 2003.

With its rarity, stylish lines, and sporty color scheme, this DeSoto will generate smiles wherever it's shown or driven – and will delight anyone treated to a ride in its rumble seat.

\$30,000 - 40,000
Without reserve

349.

1968 PORSCHE 912 COUPE

Chassis no. 912801959

Engine no. 1281776

1,582cc OHV Air-cooled Opposed 4-Cylinder Engine

2 Solex Downdraft Carburetors

102hp at 5,800rpm

5-Speed Manual Transmission

Independent Front and Rear Suspension

4-Wheel Hydraulic Disc Brakes

- A Very original example
- Only 89,194 miles indicated
- Desirable five-speed transmission and five-gauge instrument panel
- Well-documented service history
- An excellent candidate for restoration



THE MOTORCAR OFFERED

The Porsche 912, like the Cayenne decades later, is frequently credited with having saved the German automaker during a period of financial uncertainty, as the then-new and much costlier six-cylinder 911 was viewed with some skepticism by marque loyalists. In the half-century since its introduction, however, the four-cylinder 912 has won an appreciative and loyal audience, given its slightly better chassis balance, pleasant road manners, relative ease and lower cost of maintenance. The early (1966-1969) 912s handily outsold their 911 siblings; 28,333 four-cylinder coupes were produced, along with just 2562 Targas, and the retail price was a major factor.

Here is a 1968 912 5-speed coupe built at the Karmann works that appears to be in very original condition. It was sold to Mr. Nazaly Bagdasian of Racine, Wisconsin on

March 25, 1968 by Autohaus on Edens in Northbrook, Illinois. The distributor-issued window sticker, which is included, shows the car was factory equipped with the extra-cost five-speed transmission, tinted windshield, radio, outside mirror, and seat belts. The dealer added a set of bumper guards, chromed steel wheels and crested metal hubcaps. The original sales invoice also accompanies this car.

Based on the car's appearance, the current odometer reading of 89,194 miles at the time of cataloging is very reasonable, and the included folio of service invoices indicates that is likely the correct total. The Light Ivory paint shows patina appropriate to its age, with some scratches, chips, and a bit of surface rust apparent. The black leatherette interior looks to be in quite good condition, with seat covers and door cards presenting very nicely.

The chromed wheels show some surface rust, and the hard-to-find period-correct AMCO-style bumper guards also show their age. There are rubber floor mats and a tool roll.

The interest and market value of early Porsche 912s has been climbing steadily over the past few years, making this example a very good candidate for an owner restoration. Virtually every piece needed for this car is available from dealers or the aftermarket, and there is an active and supportive owner community.

\$35,000 - 40,000
Without reserve

350.

From the Estate of Bob Mead

1900 LOCOMOBILE STYLE 2 5.5HP STEAM RUNABOUT

Chassis no. 194675S117419

Engine no. 5117419 F0505HH

2-Cylinder Double-Acting Steam Engine

Approximately 5.5bhp

Sprocket Rear Axle with Chain Drive

4-Wheel Leaf Spring Suspension

Rear Band-Type Brakes

- Restored by Bob Mead
- One of the most successful models of the early Steam car era
- An interesting piece of American history



THE LOCOMOBILE STEAM CARS

The Locomobile owes its genesis in large part to the Stanley brothers, of steamer fame. One of Locomobile's co-founders, John Brisben Walker, the publisher and editor of *Cosmopolitan* magazine, persuaded the Stanleys to sell him their steam car business, which then comprised a single completed car and 199 orders, for the handsome price of \$250,000. Walker then sold a half-interest in the new company for an equal amount to an asphalt millionaire, A.L. Barber. According to *The Standard Catalog of American Cars*, Locomobile took over Stanley's production line at Watertown, Massachusetts, renaming the little steamers "Locomobile". The two partners had a falling out within weeks, and severed their business ties. Barber retained the Locomobile name and Watertown plant, and eventually acquired other factory locations.

From 1900 production was transferred to Bridgeport, Connecticut and by 1902, more than 4,000 units had been manufactured.

Locomobile ceased steam car production in 1904, switching to gasoline engines. By the 1920s, Locomobiles were large, luxurious, and fast, known for their performance and quality. Unfortunately, that part of the auto industry was the first to feel the effects of the Great Depression. The company closed its doors in 1932, after its parent company, Durant Motors, failed. Many observers consider the Runabout the first mass-produced steam car, while noting that it was really a Stanley in all but name. It used a very simple motor that was directly attached to the axle sprocket. The chassis itself was basic as well; a wood frame and body with buggy-type suspension, spidery wire wheels and tiller steering.



THE MOTORCAR OFFERED

As much as a passion for the cars themselves, Bob Mead's strong interest was in rebuilding them. As every car hobbyist, would know this can of course be a totally philanthropic venture, but Mead as others do, felt it was his duty and responsibility to those who had built the cars to return them to the road, and in doing so satisfy his furtive mind with the minutiae of how these cars were built.

The genus of this example was the acquisition by Bob Mead of a kit of component parts from John Craig of Connecticut in the mid-1970s. A typical exacting Mead restoration ensued returning the car to the road, where parts were missing, they were carefully copied from original patterns.

In all the Locomobile was ultimately completed in the mid-2000s and was made to be fully operational. Its use was relatively modest, other projects taking precedent, with the result that it remains in exceptionally clean order.

Post restoration it has been regularly shown at various events around the NorthEast including the Klingberg Vintage Motor Car Festival and Greenwich Concours d'Elegance.

\$35,000 - 45,000

351.

From the Estate of Bob Mead

1903 STANLEY TYPE C 6.5 HP TWO/FOUR SEATER RUNABOUT

Coachwork by Carl Amsley

Body no. 392
Engine no. 492

2-Cylinder Double-Acting Steam Engine
Approximately 6.5HP
Direct Gear Drive Rear Axle
4-Wheel Fully Elliptic Leaf Spring Suspension
Rear Band-Type Brakes

- Well known example of the model
- Comprehensively restored by Bob Mead
- Shown at the Greenwich Concours d'Elegance
- Regularly used and toured



STANLEY

When all was well, the little Stanley runabouts probably provided more pleasurable motoring than anything else on the market at the turn of the century - that is if they were handled properly - they ran very quietly and with that effortless smoothness which no petrol car of the time could rival. They were also quite lively...' - Anthony Bird, 1967.

The story of F.E. and F.O. Stanley, the ingenious identical twins from Kingfield, Maine, is fairly well known. Having made a small fortune in photographic plates, they turned their talents to automobiles in 1896.

By the autumn of 1897 the Stanleys had built their first steam car. Over the next year they built several more, in their dry plate factory at Newton, Massachusetts. In November 1898, they were invited to

enter one of their new cars in a "motor carriage contest" at Charles River Park, a bicycle racing track, in nearby Cambridge. Competing against twelve other vehicles, steam, gasoline and electric, the Stanleys' car won the hill-climbing competition, and circling the oval track it covered a mile in two minutes, 11 seconds, by the Stanleys' account setting a world record. The response of the crowd was so enthusiastic that within two weeks they had reportedly received orders for 200 cars and decided to begin manufacturing them.

They had hardly begun, however, when a visitor arrived at the Stanleys' plant. "I am John Brisben Walker," he said, "and I have come to buy a half interest in your automobile business." They Stanleys did not wish to sell, so they quoted him what they thought was an astronomical price: \$250,000 for the whole business.

To their surprise, Walker, publisher of The Cosmopolitan magazine, accepted the deal, although he had yet to raise the money. With the backing of Amzi Lorenzo Barber, "The Asphalt King" who had made millions paving the nation's cities, Walker took over the Stanleys' business, engaging the twins to act as "general managers." The Stanley car became the Locomobile, immediately popular and for a time the best-selling car in America. But Walker and Barber soon took to quarreling, and the Stanleys found they didn't like working for others. By September 1899 they were "rusticating in the Maine woods," according to one account, and waiting out the one-year period during which they had agreed to refrain from the manufacture of steam cars.

"During the interval between 1899 and 1901 we were not idle," wrote F.O. Stanley many years later. "We had designed a car



THE MOTORCAR OFFERED

far superior to any before made.” However, the development of the Stanley car from the time the twins left Locomobile until they marked their formal return to the industry is not well recorded.

There was great fanfare in the automotive press in January 1902, when new models were announced, and it is this type of car that is frequently seen today. Abandoning the Locomobile pattern of a transverse front spring, the new car used full-elliptic springs, oriented longitudinally, on all four corners. The wheelbase had grown to 70 inches, and there was a front seat, which allowed carrying two more passengers, their feet resting on a toe-board that doubled as a toolbox cover when closed. The front of the car had a stylish double curve, a feature that was further streamlined in 1903.

According to the Stanley Register, this car was acquired by Mr. Mead from David R. Ault in 1976, who is understood to have bought it in Annapolis, Maryland in the 1950s. In Mead's consummate style a comprehensive restoration ensued, during which a considerable amount of work was required to put it into the condition that it remains today. The condition of the car as purchased required renewal of the bodywork and some frame tubing, but it retains key original components including engine, axles, springs, wheels, boiler controls.

Mr. Mead's thorough attention for detail has ensured that the car was exquisitely finished, and despite having been used regularly since its completion in the mid-2000s it remains in extremely well presented order.

On occasion, it was been shown, including at the 2004 Greenwich Concours d'Elegance.

By its format and numbers, this car is characterized as a Model B which Stanley sold in 1903. In addition, while it has never been submitted for dating, that attribution, if accepted by the Veteran Car Club of Great Britain, would enable it to campaign the world famous Bonhams sponsored, London to Brighton Run.

\$55,000 - 70,000

352.

From the Estate of Bob Mead

1900 MOBILE MODEL 4 5.5HP STEAM RUNABOUT

Chassis no. 3137

2-Cylinder Double-Acting Steam Engine

Approximately 5.5bhp

Sprocket Rear Axle with Chain Drive

4-Wheel Leaf Spring Suspension

Rear Band-Type Brakes

- *Ex-Harry Harrison, Harold Culp car*
- *Comprehensively restored by Bob Mead*
- *Potentially Eligible for the London to Brighton Veteran Car Run*
- *Fascinating alternative power vehicle*



THE MOBILE STEAM CAR

The tale of Mobile, Locomobile and Stanley steam cars are inextricably intertwined. As recorded in the descriptions for the preceding lots, the acquisition by John Brisben Walker of the Stanley brother's Steam car business precipitated both the Locomobile business and ultimately a second Stanley company, there was a third piece of the tale, being that of the Mobile steamcar business.

Walker having sold half of his share of the Stanley entity to A. L. Barber, proceeded to fall out with his partner almost immediately. While Barber perpetuated the Locomobile business and the Stanley brothers continued to pursue their own path, Walker's severance from Barber provided him with a piece of land in Tarrytown, New York and the right to produce the Stanley.

Undeterred, but certainly behind his competition, he formed the Mobile Company of America and had Stanford White design a factory to build his own steam cars. Of course, that took time and the other two ventures had some head start on Walker.

Eventually in March 1900, a new Mobile steam car was ready for sale. What Walker lost in time, he made up for with offering a broader variety of bodywork styles and was arguably more successful in courting the upper echelons of society as clients. He could count both John Jacob Astor and Charles Schwab as Mobile owners, as well as Otis of elevator fame. Sadly, production trailed his other former business partners dramatically, and ultimately Walker stepped away from the business selling his factory in Tarrytown to Maxwell-Briscoe.

Of the 600 or so Mobiles built up to 1903, the Veteran Car Club of Great Britain and other institutions record something in the order of a dozen survivors only.



THE MOTORCAR OFFERED

It is no surprise that for an avid steam car follower such as Bob Mead, an example of the third piece of the triumvirate should share the stable with the other brands spawned from the same tale.

The former owner of this car was Harry Harrison of Surfside, Florida, who according to copies of correspondence on file from him had purchased the car from an enthusiast in 1974, who in turn had purchased it from Harold Culp in the 1960s. Mr. Culp had been responsible for its restoration prior to 1965. Alas, after only a couple of years of ownership, Harrison's Locomobile was damaged in a fire. When Mead heard of the tragedy that had befallen the Locomobile, he elected to acquire the car and complete the arduous task of returning it to the road.

As ever, the exacting detail and quality of workmanship carried out by Bob Mead has ensured that the Locomobile is once again in exceptionally fine order, and with bodywork provided by Carl Amsley. A known entity for a considerably long time and conforming to its model specification, while this car has never been officially dated by any authority it has been accepted as a 1900 version of the model and as such would potentially be eligible for the London to Brighton Veteran car Run in the UK if officially dated, while on home turf it has been and would continue to be welcomed at events run by the Steam Automobile Club of America.

In its career with Mr. Mead, it has been shown at Bill Warner's Amelia Island Concours d'Elegance, and even traveled as far as San Juan, Puerto Rico to be displayed at their country's annual car show and tour in 1999.

\$40,000 - 50,000

353.

1988 BMW M6 COUPE

VIN. WBAEE1404J2561635

3,453cc DOHC Water-cooled 24-valve I6 Engine
Bosch Motronic Electronic Port Fuel Injection
256 SAEHP at 6,500 rpm
5-Speed Manual Transmission
Independent Front and Rear Suspension
4-Wheel Hydraulic Ventilated Disc Brakes

- A fine example of one of BMW's greatest road machines
- Only 319 delivered to the American market in 1988
- Elegant black over gray color scheme
- 24-valve, 256 hp twin-cam six
- A Rare and Brilliant Fast Grand Tourer



THE BMW M6

The shark-nosed M6 was derived from the handsome and well-received 2800/3.0/635CS and CSI series. It was largely identical to the 635CSI but assigned the more exotic "M" prefix by the company's Motorsport Department for marketing purposes in North America. Designed by the brilliant stylist Paul Bracq, the E-series M6 coupe bodyshells were built on a special line at the Karmann factory in Osnabruck, with final assembly at BMW's Dingolfing works. Although factory production numbers tend to vary, it is believed that only 1,767 M6 models were built for the North American market, and of those, about 135 were sent to Canada. Thus, an estimated 1,632 models ever made it to American customers.

The four-seat M6 was greeted with rave reviews after its arrival on these shores. In 1987, Car and Driver magazine waxed rhapsodic: "The BMW M6 is one of those wild, wonderful cars that throw the scales of automotive justice totally off-balance". Road & Track counted the muscular new M6 as among the ten-fastest cars available for sale in the US. Sports Car Market has called it "a rare and brilliantly fast grand tourer".

The M6 is powered by a double-overhead-cam, 24-valve inline six based on that of the M1 mid-engined supercar. In catalyzed form to meet US emissions standards, it developed 256hp at 6500 rpm, slightly less than the version sold in Europe, but still capable of hurling the big four-seater to 158 mph. That velocity made the M6 BMW's second-fastest street-legal automobile; only the exotic M1 recorded a higher maximum. Torque, more than adequate at 243 foot-pounds at 4500 rpm, was fed

through a larger clutch to a Getrag-sourced five-speed, fully-synchronized manual transmission and a limited-slip differential.

The M6 coupe boasted a more sporting, fully independent suspension, with specially-developed McPherson-type Bilstein gas-charged struts and lower control arms up front, supplemented by shorter and stiffer coil springs all around that lowered the car by about half an inch. There were larger-diameter, model-specific anti-roll bars at both ends. Huge disc brakes with anti-lock were hidden behind 16-inch diameter BBS three-piece honeycomb alloy wheels fitted with high-performance rubber. To help pin the car to the road at extra-legal speeds, a narrow rear spoiler was fitted to the rear deck, and there was a deep front air dam with integral fog lamps.



THE MOTORCAR OFFERED

The two outside rear-view mirrors were both heated and electrically-adjustable. The multi-speed windshield wipers were aided by a system that fed heated cleaning solution to the blades.

The interior was as luxurious and feature-laden as one could imagine; supple Nappa leather covered most every surface and the two front Recaro-style sports seats – both heated and adjustable in eight directions – had deep bolsters to keep the occupants firmly in place during spirited driving. The M6 boasted an automatic climate-control system, of course, even offering rear-seat temperature adjustment. Electric windows were also standard fare, as was an adjustable steering column, and a high-end stereo system. The M6 could also be ordered with an electric sunroof.

Resplendent in its original color combination of Black paint (086 Schwartz) over a Silvergrey partial leather interior, this beautiful example of BMW's flagship grand touring coupe displays the handsome and aggressive styling features that made this model a legend. Lifting the wide hood reveals that magnificent twin-cam inline six fitted with Bosch electronic fuel injection. Both the dual cast aluminum cam covers and the intake manifold carry the "M-Power" logo, and that theme is also carried over to body and interior trim. The fully-instrumented dashboard is easily monitored through the three-spoke, leather-wrapped steering wheel. Opening the fully carpeted luggage compartment gives access to a comprehensive factory tool kit cleverly inset to the underside of the lid itself, a feature BMW introduced on its top-end models in the early 1970s.

The gold-centered BBS alloy wheels are mounted with Continental Sport Contact tires in 255/50-16 size.

M6 coupes as nice as this come to market rather infrequently. Showing fewer than 75,000 miles at the time of cataloging, which is believed to be the correct total, this example from the final year of production presents a rare opportunity to acquire one of BMW's greatest road cars.

\$40,000 - 50,000
Without reserve

354.

1910 STODDARD DAYTON 10C RACEABOUT/4-SEAT ROADSTER

Chassis no. 10C214

Engine no. 10A302

275ci OHV Inline 4-Cylinder Motor

40bhp

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
- Twin bodywork set ups
- Eligible for all brass era events



STODDARD DAYTON

The Stoddard family of Dayton, Ohio were successful entrepreneurs with interests in paint and varnish manufacturing and farm equipment. The founder'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, Charles contracted with the Rutenber company in Chicago for a supply of engines and began to manufacture the Stoddard Daytona automobile. After a few year's experience with the Rutenber-built fours Charles Stoddard designed a T-head four rated at 35 horsepower for the 1907 models. One of the new 35hp Stoddard Dayton's finished the Glidden Tour with a perfect score. And it was a Stoddard Dayton which not only won the first race held on the Indianapolis Motor Speedway in 1909 but another also paced the race.

In 1908 the Stoddards hired H.J. Edwards, an experienced engineer from England, and he was 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 which operated 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 constantly to work against the pressure of the intake valve opening springs. The rubbing loads on the camshaft and tappet also were severe and quickly wore out the valve gear. After a year's 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.



THE MOTORCAR OFFERED

The car we present here resided with noted Maine collector Richard C. Paine Jr. for many years, being one of two examples in this hallowed collection. It has long been thought that Mr. Paine had acquired this, like a large number of other cars from pioneering plastic surgeon Dr. Sam Scher, who in turn had purchased numerous cars from famed opera singer James Melton. The singer was one of the founding fathers of the old car movement, saving and preserving numerous important historic machines in the 1940s and 1950s and promoting the hobby generally. If his it may well have spent time at his Autorama museum in Hypoluxo, here in Florida.

Interestingly, Melton, like Stoddard Dayton, had a distinctive "first" at Indianapolis. Speedway promoter Carl Fisher used his personal Stoddard Dayton as the pace car for the first Indianapolis 500-mile race. James Melton was the first person to sing "Back Home Again in Indiana" in the Indianapolis 500 Pre-race festivities starting in 1946.

The car is equipped with C.M. Hall acetylene headlights, a Gray & Davis kerosene taillight which has been electrified and a Rubes trumpet style bulb horn, it also has a Stoddard-Dayton No. 2 carburetor. Suspension is by semi-elliptical leaf springs and solid axles. Rear wheel brakes use contracting external bands on the drums. There is no windshield, top or top frame.

Under the engine cover, however, is the prime attraction, the hemispherical combustion chamber, inclined valve cross-flow 40hp Stoddard Dayton engine with its abundance of brass and bronze exposed valve gear, a display which whether stationary or in motion will fascinate and captivate anyone who loves intricately timed and coordinated machinery. It is a masterpiece, and an important example of the creativity which the Stoddards nurtured at their automobile company.

When restored it will attract favorable attention from concours organizers, tour participants and casual spectators and give its new owner the opportunity to impart a sense of the significant accomplishments of the Stoddard Dayton automobiles.

By 2008 when it was acquired by the current owner it sported a Tourabout body, of a period style popular on these models. This has been enhanced with the addition of an alternative 'raceabout' configuration, where the second row of seats is removed (included with the car) and a tapered tail sits in its place - a sporty guise more in tune with its performance. The livery is cream with a chocolate brown accent and red chassis and undercarriage. The seats are upholstered in Beige leather.

\$125,000-175,000

Please note, the title for this vehicle is in transit.

355.

In the present family ownership from new

1948 CHRYSLER TOWN & COUNTRY CONVERTIBLE

Chassis no. 7407270

Engine no. C39-67290

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

4-wheel hydraulic drum brakes

- *Time-warp example*
- *Popular 40s Woodie Icon*
- *Open Town and Country*
- *Desirable Newport Blue paint scheme*



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.



THE MOTORCAR OFFERED

Among surviving examples of this model, this car may well be unique, certainly in terms of its provenance. Back in 1948, the owner's family participated in a raffle, which they won, the prize being this Chrysler! To appreciate their prize, one need not look into archive photos of the car, because it has never been restored, in fact, according to its owners until its arrival in Philadelphia for the auction it rarely even left the town of Monrovia, California where it was delivered to... The most noted occasion that it did was a cross country run to New York City and Washington DC in 1958. As verified by a service sticker accrued on that journey in its door jamb, the mileage by July 31 that year was 36,310. After which its use was certainly more sporadic and latterly led to it being carefully stored.

As can be seen, and verified by its build tag, the car was built and finished in arguably the best looking scheme for these cars, Newport Blue paintwork, with an interior of blue leather and Taupe Bedford Cord. It came equipped with a PhilCo. Model 802 Radio, with concealed manual antenna fitted on the left-hand side of the cowl, and interior heater.

The car is a remarkable time-warp example, which demonstrates precisely the finishes and quality of the product that Chrysler offered in those days. It deserves close inspection and to view it is very rewarding, the car retaining details such as chalk marked scripts in the hood area, factory approval tags etc., even a gauze panel ahead of the radiator is intact.

In 2017 Bonhams has brought a diverse range of one owner cars to the market, from 1959 AC Ace Bristol, to the record breaking 1994 McLaren F1, this latest one off, one owner car follows in those footsteps.

\$100,000 - 130,000

356.

1935/36 FORD PANEL DELIVERY TRUCK

Chassis no. 182875888

221 cu in Flathead V8 Engine (see text)

Single Dual-throat Carburetor

Approximately 85hp at 3,800rpm

3-Speed Pre-Selector Transmission

Sliding Pillar Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Appealing Barn Find Ford Truck*
- *Upgraded with 1950s V8 and comes with period unit*
- *Potential 'Rat Rod'!*



THE MOTORCAR OFFERED

1935 saw a complete redesign for the Ford V-8. The engine was relocated substantially forward of the front wheel centerline and the hood shortened to dramatically enlarge the passenger compartment and locate rear seat passengers in front the rear axle without lengthening the wheelbase. Ford called it "Center-Poise Ride" and it was a noticeable improvement in interior room and ride. The front fenders were deeply skirted, as they had been since early in '33 model production. The frame X-member was made much larger and the frame side rails boxed for greater stiffness. It is a car with attitude, attitude that apparently appealed, and still appeals, to a certain group of collectors and Ford enthusiasts.

Henry Ford mightily resisted the idea that his new V-8 engine might supplant the steady, reliable four-cylinder of the Model T and Model A. Similarly, trucks were an afterthought at Ford who largely left trucks to aftermarket converters like Graham. But, progressively through the 1930s they were added to the range and as the post war era arrived they became more numerous in production.

The example we offer here is a rather appealing 'barn find' example of their Panel Delivery truck, with solid but well aged aesthetics. In its present guise, it currently has a Ford flathead engine 24 bolt cylinder head with stamping 8BA which decodes it as a 1950 239 cid 100 hp engine, while also accompanying it is an older flathead with many parts and the original three speed manual with matching numbers to the chassis.

The cabin appears to display all original instruments and switches, and has an accessory "Evans" heater, while the exterior carries extras of a right side mounted spare tire, "Stewart V Ray" searchlight on drivers door, and traffic indicators. Attesting to its originality, even original Ford headlight lenses are still in place.

At present the car's engine is 'free' but has not been run and so the car will require recommissioning prior to road use.

\$8,000 - 12,000
Without reserve

357.

1931 WILLYS ROADSTER

Chassis no. 97 24812

Engine no. 97-24931

193 c.i. Valve-in-Head Inline 6-Cylinder Engine
Single Tillotson J1A One-Barrel Updraft Carburetor
65 hp at 3,400rpm
3-Speed Manual Transmission
Beam Front Axle on Semi-Elliptic Springs, Live Rear Axle on
Semi-Elliptic Springs, Hydraulic Lever Shocks
4-Wheel Servo-Assisted Drum Brakes

- A rarely-seen example from a pioneering American automaker
- Older restoration that still presents well
- Attractive color scheme
- Perfect for club tours and shows



THE MOTORCAR OFFERED

Here is a Willys Model 97 roadster from 1931, built the year before the company founded by automotive pioneer John North Willys staggered into receivership. The Model 97 was built a 110- inch chassis, and was fitted with a proprietary flathead in-line six. Fed by a single Tillotson carburetor, this motor developed 65 hp, and gave the Model 97 a cruising capability of 60 mph. The Willys 97 offered a three-speed manual transmission and four-wheel drum brakes. Suspension was by beam and live axles on longitudinal semi-elliptic leaf springs, and company ads boasted of "hydraulically-damped shock absorption", as well as something called "Finger-tip control", which allowed the driver to start the car, operate the lighting system and blow the horn - all by a multi-function button on the steering wheel.

Many Willys of the period rolled on wood-spoked "artillery-style" wheels, but this example was fitted with wire wheels. The hood side panels were ventilated with horizontal louvers, giving a different look than the more common vertical louvers or mechanical opening vents seen on more costly automobiles. Some Model 97 Roadsters had rumble seats, others a conventional trunk compartment, as on this example, and buyers could choose either single or double side-mount spares. Fender-mounted parking lamps were also optional.

This attractive example was restored earlier in its life, although documentation is lacking, and was acquired by the consignor from the Don Slater collection in 2007. The car is described as being in good running and driving condition. Paintwork is very good; the body shell being dark red

with cream pinstriping, while the fenders, honeycomb radiator and shell, and rear-mounted 13-gallon gas tank are black. The wire wheels are cream and are fitted with Firestone white-wall tires in 4.75-5.00 x 19. Most of the brightwork, including the bumpers and very nice "Willys 6" hubcaps, appears to be in good condition. The interior is cream leather-patterned vinyl with a color-matching folding canvas top and boot, and the trunk compartment is neatly carpeted. The Art-Moderne instrument cluster contains an ammeter, a rotating-disc speedometer, fuel gauge, and oil pressure gauge. The odometer indicates 29,060 miles, although this may not be correct. This rare car would make a wonderful entry on club tours, or an interesting addition to any collection of pre-war American automobiles.

\$20,000 - 30,000
Without reserve

358.

1967 AUSTIN-HEALEY 3000 MK III BJ8

Chassis no. HBJ8L/41951
Engine no. 29K/RU/H16474

2,912cc OHV Inline 6-Cylinder Engine
Twin SU Carburetors
150hp at 5,250rpm
4-Speed Manual Transmission with Overdrive
Independent Front Suspension - Live Rear Axle
Front Disc, Rear Drum Brakes

- Beautifully presented example of the end-of-the-line Big Healey
- Restored in British Racing Green/ Cream over black livery
- Ideal weekend cruiser for sunny days with enough grunt to make the drive interesting
- Offered with history file and Heritage Trust Certificate



THE AUSTIN-HEALEY 3000

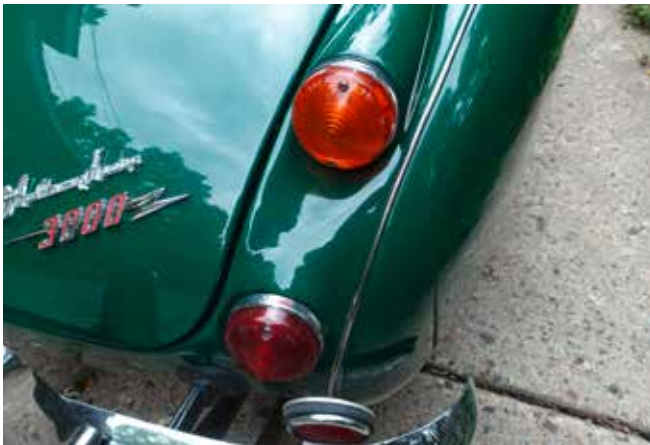
With the introduction of the final 'Big Healey' 3000 Mk III model, the legendary British manufacturer of sports cars successfully retained the essence of its classic curvaceous long hood/short deck sports roadster, but had grown the car to accommodate 2+2 seating and loaded it with amenities directed towards the booming North American market.

Designed as a low slung, 2-seater sports car, the Austin-Healey 3000 was indeed really quite successful in international rallying and racing (including Le Mans, the Targa Florio and Sebring) driven by both factory and privateer teams, and, by the mid-1960s, had evolved into the fully civilized 3000 Mk III. Equipped with roll-up side windows and an easily operable soft top, and now a 2+2 interior, the convertible "tourer" was very enjoyable

and safe for daily driving, albeit with that very "English quality" shared by a number of contemporary brands including MG, Triumph and Jaguar. With the factory hardtop one could contemplate year-round use secure in the knowledge that the heat source was close by at all times. Fitted with the potent 2,912cc 150hp twin-carb six-cylinder engine, mated to a four-speed manual overdrive transmission, and with disc brakes in the front, the 3000 Mk III also provided performance worthy of its sporting heritage.

Shortly after the Mk III was introduced in 1964, 'Phase II' upgrades were added to further enhance the ride and handling of all subsequent Mk III BJ8 series chassis through 1967. Top speed was 121mph and the 0-60mph time dipped below 10 seconds.

Despite the antiquity of the basic design suspension and leaf spring rear, clamped tight to a solid rear axle - the Big Healey remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered.



THE MOTORCAR OFFERED

Built between June 12 and 14 of 1967, this charming 3000 Mk III BJ8 was configured as a left-hand drive example and delivered to Barcelona, Spain, a 'lhd market', and represents the end-of-the-run, final evolution of the Big-Healey. Presented in its restored livery of British Racing Green (believed to be the original 'single' color) and Cream (on the sides) over a black interior, the car received a frame-up restoration after a front impact (believed to have happened once it had been imported to the USA) some 20 years ago, with further refurbishment and maintenance work over the years, and still presents very well on correct chrome wire wheels and properly-sized Michelin radial tires, with excellent chrome and exterior trim all in the right places. The car was restored methodically by experienced Healey specialist Mike Lynch (of Minneapolis) whose reputation is second to none. Using only OEM parts carefully sourced over time so that the re-build would not be unduly rushed and thus compromised.

And the panel fit and shut lines remain true to match the straight-as-a-die steering and braking, and lack of major creaking and juddering these cars can often exhibit.

The car currently has a period Moto Lita wood rim steering wheel installed – a gift from the seller's wife to celebrate his 70th birthday - although the original comes with the car. In a similar vein the radio has been upgraded and includes a Sirius "receiver" though the original center console has not been cut. Factory fitted equipment includes a heater, laminated windshield (it's still the original), adjustable steering column and locking gas cap. The top and tonneau cover are in near perfect condition with no tears or blemishes. In constant, if gentle, summer use over the years, the car has traveled only 5,926 miles (believed

genuine) since restoration, which was completed in 2006. Since acquired by the consignor - a Minnesota-based collector with a lifelong passion for British sports cars who graduated from a Triumph TR6 - the Big Healey continues to impress.

A recent service and thorough detailing has been performed, and the car's huge history file contains full invoice and photo documentation of the restoration down to the frame rails, and subsequent maintenance history, along with miscellaneous service parts, owner's manuals and the British Motor Industry-issued Heritage Trust Certificate.

All in all, here is a wonderful example of the classic Big Healey that starts and stops 'on the button', ready for spirited drives in the countryside.

\$60,000 - 70,000

359.

1983 DODGE DAYTONA PPG INDY PACE CAR

Chassis no. SVI-4055

136ci DOHC Turbocharged and Intercooled Inline 4-Cylinder

SVI-Calibrated Bosch L-Jetronic Fuel Injection

225 bhp at 6,250rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

Front Kelsey-Hayes Disc - Rear Extra-Duty Drum Brakes

- One-of-one concept pace car
- Paced the Indy World Series 1983 and 1984 seasons
- Speed tested at a USAC-verified 173.222mph
- Custom fabricated for Dodge by Specialized Vehicles, Inc.



THE MOTORCAR OFFERED

Introduced in 1984, the new Dodge Daytona (along with the Chrysler Lanser) was a front-wheel drive two-door hatchback based on the new G platform—a derivative itself of the famous K platform. Over the course of nearly a decade of production, the G platform would start with a 2.2 liter straight four, often turbocharged, and grow up to a 3 liter V6, with versions from Shelby—and even a Lamborghini Jalpa V8-powered concept—appearing along the way.

Of course, before the Daytona would go into production, the stage had to be set to introduce the world to the car. And how better to do that than as the official pace car for the Indy World Series—one of the premier motorsports leagues worldwide with the Indianapolis 500 among its impressive roster of events.

Created in association with PPG Industries, an official sponsor of Indy since 1980, this Daytona is the third pace car they helped create.

More than just show, these custom fabricated creations were high performance machines that previewed what was to hit the road in the years to come. Developed under Dodge's guidance and crafted and race engineered by Specialized Vehicles, Inc. (SVI), this car and the two that preceded it were based on the venerable two-point-two inline four.

The offered lot is a one-of-one concept car. While the previous pace cars had been Omni-based creations, this second-generation pace car required the creation of something that literally didn't exist—the new G platform. Starting with a four-door K platform, a complete internal safety structure was integrated into the unibody. The rear doors were removed while the front doors were lengthened by three inches and the roofline lowered by one. The entire body, first molded in clay and extensively wind tunnel tested, was fabricated in steel by

SVI's master metalcrafter. Save for the nose and tail extension, the entire car is skinned in hand-formed steel. The windshield, a more steeply raked production piece is augmented by plexiglass side and rear windows.

Mechanically, much of the drivetrain is familiar Dodge bits—but many were custom-made concept pieces when built for this car. Fitted with a turbo and intercooler capable of up to 12psi of boost, it was later uprated to higher Stage Two spec capable of 15psi. A balanced and blueprinted, solid billet steel Moldex crankshaft spun forged pistons and Crower rods up to an uprated Connolly-modified cylinder head with oversized valves and raised port castings. An engine-bay mounted AutoMeter tachometer allowed for easy tuning under the hood. Power flowed through a stock 5-speed manual transaxle while handcrafted Monroe shocks and struts kept things planted; bigger front Kelsey-Hayes disc



and rear oversized drum brakes slowed things down. 16 inch Ronal Racing allow rims, 8 inches wide at the front and 8.5 inches at the back, allowed for sticky, fat VR-spec tires to transmit the power. The exterior features a 21-coat high luster PPG paint while the inside is fitted with a full racing harness and a dashboard limited safety switches operating the lights and fire suppression system.

Pacing the 1983 and 1984 seasons, probably would have been a good enough accomplishment for most cars, but this car took some time to run some speed laps around Goodyear's circular San Angelo, Texas test track where, on February 15, 1984, it set a United States Auto Club guideline-approved average lap speed of 173.222mph over the course of two 15 mile runs with peak speeds measured in excess of 178mph.

Following its pace car duties, the car was deaccessioned from Chrysler to the Stone Mountain Antique Car and Treasure Museum in Stone Mountain, Georgia for the princely sum of \$1.

The car would remain on static display until the museum was closed in 2008 and acquired by the current owner shortly after the sale of the museum's contents in March of 2009. Since acquisition, the Daytona has continued to be kept in careful, static display and has not been run since purchase.

That majority of these PPG pace cars were effectively donated to institutions, and many remain on display. A rare example that can be acquired for private collection, this custom-made performance tested concept car is complete with two framed posters, a copy of Dodge High Performance Magazine in which the car is featured and shown on the cover, extra keys and hood pins, and documentation for the 2009 Stone Mountain auction.

\$20,000 - 30,000
Without reserve

Sold on a bill of sale.



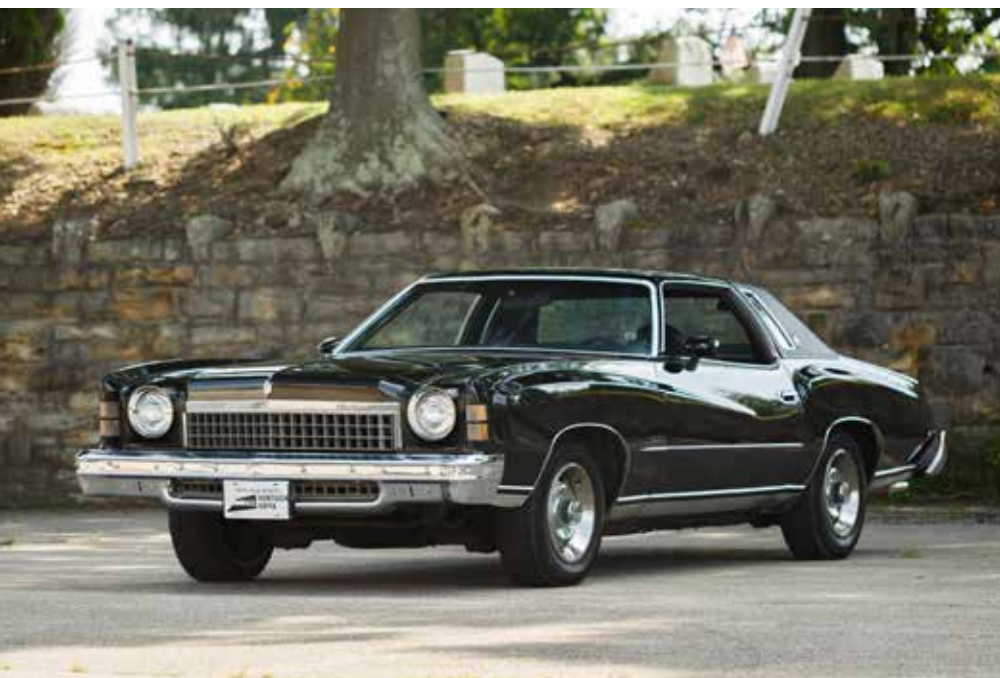
360.

1974 CHEVROLET MONTE CARLO TWO DOOR LANDAU COUPE

Chassis no. IH57H4K402652

350 cu.in. OHV 8-cylinder Engine
2-barrel Carburetor
145bhp at 3,800rpm
3-Speed Automatic Transmission
Front Independent Suspension – Rear Live Axle
Front Disc Brakes – Rear Drum Brakes

- One-owner car
- Low-mileage example of Chevrolet's popular personal luxury coupe
- Classic triple-black color combination
- Preserved in original condition



THE CHEVROLET MONTE CARLO

Chevrolet had tapped into the spirit of the age when it dressed its midsize Chevelle in a dinner jacket and called it the Monte Carlo. Launched in 1970, the Bowtie Division's entry in the burgeoning "personal luxury coupe" segment of the market was a sales success, offering great value against competitors like the Pontiac Grand Prix and Ford Thunderbird. Over the course of three model years, nearly 440,000 examples of the first-generation Monte Carlo found buyers.

The Monte Carlo, like the rest of General Motors' intermediates, was redesigned for 1973. No longer a pillarless hardtop, the two-door coupe now featured a formal roofline with "opera windows" and frameless door glass. The restrained styling of the first-generation car gave way to a more flamboyant look, with soaring fender creases and headlamp nacelles that flowed back into the hood. But the changes to the Monte Carlo were far more than skin deep.

Drawing inspiration from Europe's finest sports sedans, Chevrolet's engineers reworked the Monte Carlo's suspension, and specified radial tires on all but base level, manual-transmission cars. Impressed with the changes, Motor Trend magazine named the Monte Carlo its Car of the Year. "The Monte Carlo is a new concept in large-volume American road cars, an automobile that is a real pleasure to drive simply because it handles so well," the magazine enthused.

Sales soared, shattering the 300,000 in 1974, when changes amounted to a new egg-crate grille, flush taillamps and a 5-mph rear bumper. As before, the Monte Carlo featured body-on-frame construction, a long list of optional equipment, and a range of V-8 engines that topped out with the 245hp 454. For 1974, a Landau Coupe joined the range, adding a padded vinyl top, dual sport mirrors and body accent striping to the base model's features.

THE MOTORCAR OFFERED

This 2-owner Monte Carlo Landau Coupe was purchased new by one Shirley Hardin from Ed Fanning Chevrolet in Aurora, Illinois, on September 22, 1973. Dealer paperwork shows that she traded in her 1969 Ford station wagon, for which she was given a \$1,000 trade-in against the Chevrolet's \$5,322 price. Constructed at GM's Leeds, Missouri plant, the Tuxedo Black car is equipped with optional swiveling Strato Bucket front seats, knit cloth and vinyl upholstery, air conditioning, and power windows. The odometer shows just 20,591 miles from new.

\$15,000 - 25,000
Without reserve

Lots 361 - 366:

PROPERTY OFFERED FROM PENNSYLVANIA ESTATE

361.

1937 MERCEDES-BENZ 230N 4-DOOR 'LIMOUSINE'

Chassis no. 238861

Engine no. 165356

2,229cc Side-Valve Inline 6-Cylinder Engine

Single Solex 30 JFFK Carburetor

54bhp at 3,600rpm

4-Speed Manual Gearbox

4-Wheel Independent Suspension with Front Dual Transverse Semi-Elliptical Leaf Springs

4-Wheel Hydraulic Drum Brakes

- Mercedes mid-range sedan
- An American domiciled car since the 1950s
- Draws direct heritage to the famed 540K
- An enjoyable and challenging project



THE MOTORCAR OFFERED

At the time of cataloging, little is known about this 230 n. An example of the 4-door "Limousine", it very well may have been delivered new to the United States and has been on the East Coast since at least 1958 as indicated by a State of New York inspection sticker from March of that year. Finished in White with Blue fabric upholstery, it was been a long term project that was disassembled decades ago and is still awaiting a return to its former glory.

Certainly an endeavor ripe for many winter nights (and weekend days), this 230 n is complete with much of its engine and other components, but is not quite a fully sorted project. Given the vast number of examples produced, parts are still available and may even be found among the treasures scattered across the fields at Hershey.

A rare opportunity to acquire a Pre-WWII Mercedes-Benz, this 230 n 4-Door Limousine will no doubt be a lovely and enjoyable machine once completed.

\$3,000 - 6,000
Without reserve



362.

1963 BUICK LESABRE CONVERTIBLE

Chassis no. 16238410

401ci OHV V8 Engine
Single Dual Downdraft Carburetor
280bhp at 4,400rpm
2-Speed Turbine Drive Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Hydraulic Drum Brakes

- Carefully stored for over two decades
- A nicely preserved survivor
- Elegant black over red color scheme
- Sure to impress at the next AACA Meet



THE BUICK LESABRE

The second generation LeSabre would become progressively more angular and powerful. 1963 set the design pace for years to come, with slab sides, portholes narrowing to jaunty vents, and a roofline that creased over the c-pillar. From 1962 onward, power also increased thanks to the big 401ci V8 from the Electra-line being available in the LeSabre. Ranging in price from \$2869 for the sedan to \$3606 for the three-row wagon, 171,183 LaSabres of all types were roll off the line in '63.

The LeSabre name would continue to grace Buicks for almost half a century with the last LeSabre being built in 2005 as a mid-size sedan.

THE MOTORCAR OFFERED

Less than 6% of the LeSabres produced in 1963 were Convertibles such as the offered example. Retailing for \$3,390, this LeSabre was equipped with the optional automatic and trimmed in elegant black over red with a white top. Matching red details abound on the wheels and nose as well.

In the currently ownership for at least three decades, its last active use was about a score of years ago. Dusty but complete, the car shows well save for a few pockets of rust along the rear quarter panels. While it hasn't been used of late, it has been carefully stored next to the Mercedes-Benz 230 n Roadster, Lincoln Continental, and Jaguar Mk IX.

A capable and enjoyable machine, this LaSabre Convertible will provide plenty of smiles once it is cleaned and sorted. With parts plentiful and easily found, it is only a matter of time before this bold Buick is back on the road!

\$5,000 - 10,000
Without reserve

363.

1951 BUICK SERIES 50 DYNAFLOW ESTATE WAGON

Chassis no. 16238410

263ci OHV Straight 8 Engine
Single Dual Downdraft Carburetor
124bhp at 3,600rpm
2-Speed Dynaflow Transmission
4-Wheel Coil Spring Suspension
4-Wheel Hydraulic Drum Brakes

- *Nicely preserved, original woody wagon*
- *The most expensive Series 50 iteration*
- *Lovely black over red color scheme*
- *An excellent family hauler*



THE BUICK SERIES 50

At the end of 1930 Buick adopted an all eight-cylinder range that would carry it through to WW2 and beyond, its products of the immediate post-war years, like those of major rivals, being revised 1942 models. The first significant styling changes arrived in 1949, and then in 1950 the 'bucktooth' range was introduced, so called because of its bold vertical grille bars. The following year saw this styling device revert to less exaggerated proportions. In 1951 the Buick Estate Wagon was the only car in General Motors' line-up that offered real wood body construction as opposed to simulated wood-style trim. It was available on the mid-price Series 50 Super and top-of-the-range Series 70 Roadmaster chassis.

THE MOTORCAR OFFERED

One of 2,212 Estate Wagons built on the Dynamaster Series 50 chassis in 1951, the body was manufactured by Ionia Manufacturing Co. and it was finished in Carlsbad Black over Red Cordaveen leather. Very likely delivered new to Pennsylvania, old Keystone State registrations date back to the early 1960s.

In the present collection since at least the early 1970s, it has been in long term dry storage since the early 1980s/late 1970s. A very original car, its finely crafted wood trim shows well and features the rich graining of the old-growth forests from which the timber was sourced at that time.

The chrome, paint and interior are all very serviceable and well preserved. Mechanically the car has not been started or moved under its own power in decades, but it is all easy to source pieces from GM's parts bin should anything thing be required.

These lovely estate wagons represented the top of the line for Buick in the 1950s and still carry cache with them today. Their elegant and understated lines are accentuated by the carefully placed wood trim, reflecting the last cars to carry such finely crafted timber on their exteriors. A well preserved and original example such as this is a rare find indeed.

\$15,000 - 20,000
Without reserve

364.

1948 LINCOLN CONTINENTAL CONVERTIBLE

Chassis no. 7H17201

305ci L-Head V-12 Engine
Single Two-Barrel Carburetor
130bhp at 3,600rpm
3-Speed Manual Transmission
I-Beam Front Suspensions with Leaf Springs and Live Rear Axle with Leaf Springs
4-Wheel Hydraulic Drum Brakes

- A nicely preserved example of Lincoln's top-of-the-line model
- Last actively used 35 years ago
- Fresh from long term ownership and storage
- A CCCA™ Full Classic



THE MOTORCAR OFFERED

This sleeping giant has been in the same collection for at least four decades. Finished in black over blue leather interior, it appears to be a largely original car save for yellow pinstriping on the bottom edge and along the rims of the wheels. Handsomely equipped with dual spotlights, its last road appears to have been around 1981 or '82. It has spent the subsequent 35 years in dry storage that has helped preserve the car in the mellowed—if dusty—condition it shows today.

Not run in decades, there is no question that a certain degree of detailing and mechanical fettling will be required prior to active use. Once completed, however, this top-of-the-line Lincoln will no doubt be a stellar touring car or entrant in the preservation class at any number of events. A CCCA Full Classic™ by definition, these elegant Lincoln Continentals remain one of the world's most coveted automobiles. This is a great entry level driver quality example.

\$20,000 - 30,000
Without reserve

365.

1959 JAGUAR MK IX SALOON

Chassis no. 790823BW

Engine no. NC3363-8

3,781cc DOHC Inline 6-Cylinder Engine

Dual SU Carburetors

220bhp at 5,500rpm

3-Speed Automatic Transmission

Independent front and Semi-Elliptic Leaf Spring Rear Suspension

4-Wheel Servo-Assisted Dunlop Disc Brakes

- One owner from new
- Originally collected through 'Personal Export Delivery'
- Numbers matching example
- Accompanied by its Heritage Certificate, original books, tools, manuals, and awards and trophies



THE MOTORCAR OFFERED

Completed on April 9th, 1959, this Mark IX was soon dispatched to its sole owner eight days later with the temporary U.K. registration UVC 736. Trimmed in the very elegant color scheme of Cornish Grey and Mist Grey over Grey leather, the optional automatic transmission was fitted from new.

While ordered new through Jaguar Cars of New York, this car was originally delivered through Personal Export Delivery—allowing the owner to make a European vacation out of delivery of his new car. Royal Automobile membership cards and tags, along with a Federation International de l'Automobile card, an RAC Foreign Touring Service booklet, and English language European road maps indicate that the initially weeks of ownership were highly enjoyable.

Following the European adventure, the car would return to the Philadelphia exurbs where it would remain for the rest of its life with its original owner.

Currently showing 41,764 miles—a figure that very well may be original—this car presents as a nicely persevered example of Jaguar's top of the line model. Unused in recent years, it is certainly a diamond in the rough that is ripe for gentle refurbishment back to its former glory. This numbers-matching Mark IX comes complete with a jack, original delivery paperwork, and original Radiomobile radio. A Jaguar Daimler Heritage Trust Certificate accompanies the car.

This gorgeous, preserved example of this capable and luxurious saloon is ready to continue be brought back into the light.

\$15,000 - 20,000
Without reserve

366.

1937 MERCEDES-BENZ 230N ROADSTER

Chassis no. 244551

Engine no. 155082

2,229cc Side-Valve Inline 6-Cylinder Engine

Single Solex 30 JFFK Carburetor

54bhp at 3,600rpm

4-Speed Manual Gearbox

4-Wheel Independent Suspension with Front Dual Transverse Semi-Elliptical Leaf Springs

4-Wheel Hydraulic Drum Brakes

- One of less than 30 230N Roadsters believed to have been produced
- Only about half a dozen survivors
- Largely restored
- A rare and desirable pre-WWII disappear top Mercedes



THE 230N

With the market for its luxury models hard hit by the post-Wall Street Crash Depression, Mercedes-Benz sought to establish itself in the medium-priced family car market sector with a range of new models designed by one of the most gifted automobile engineers of his generation - Hans Nibel. Introduced in 1936, the Type 230 was fourth in this series of Nibel designs that would form the mainstay of Mercedes-Benz production in the difficult years of the mid-1930s. The first of this line - the Type 170 - had appeared in 1931. Although outwardly of conservative appearance, the revolutionary 170 embodied Nibel's advanced ideas on chassis design, featuring a box-section frame with independent suspension all round and four-wheel hydraulic brakes that set new standards of ride comfort and safety.

It was also competitively priced for a six-cylinder car and suited the prevailing market conditions, being compact and economical yet constructed to Mercedes-Benz's traditionally high standard.

The 170 was a huge success and spawned a family of larger-engined, more-powerful models, including the 200 (1932) and 230 (1936), the latter being a modernized and re-styled version powered by a 2.3-liter, 55bhp, sidevalve six. In 1937, the 200 and 230 (W21) were replaced by the 230 (W143) whose engine had already been used in the predecessor model. Two different chassis designs were employed; long-wheelbase tourers and limousines using a box-section frame while the short-chassis cars employed an oval-tube backbone. Production ceased in 1939 after 24,500 230s of all types had been built.



THE MOTORCAR OFFERED

Virtually every variant imaginable was offered on the W143—including coupe, sedan, cabriolet, sedan convertible, landaulet, Pullman-Limousine, and even a 6-seat Tourwagen. But the rarest and most attractive body by far was the Roadster. Featuring svelte lines and a disappearing top, the Roadster costs some 5,000 Reichsmarks—about \$2,000 in 1937—and offered the peak of German luxury in a relatively compact package. Drawing clear inspiration from the 540K Special Roadster—of which 58 examples were produced, the 230 n Roadster was by far the rarest body style with only about 30 examples rolling off the Manheim production line.

This example is one of only about six or seven that survive to this day. Acquired by

the vendor several decades ago, it was in the process of being restored to its former glory when bad health put a stop to forward progress. Finished in chocolate brown over white with beige leather, it is largely finished but requires final assembly and fitting. Sideline for some time now, it is a sure to benefit from the care and attention that an able new owner can provide.

Among one of the only examples of its type in the United States, it is surely the most attainably priced pre-WWII Mercedes-Benz Roadster out there. With a bit of elbow grease, assembly, and effort, there is little doubt that the new owner will have a rare and special car to wow show goers and judges alike.

\$100,000 - 125,000
Without reserve



ACKNOWLEDGEMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2017 SIMEONE FOUNDATION CATALOG:

Aston Martin Works
Stephen Babinsky
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Motorcar Studios
Porsche North America
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Tim Stentiford
Dr. Fred Simeone
Sean Smith
Joshua Sweeney
Bill Warner
Ed Watts

Bonhams is extremely grateful for the assistance of Tim Stentiford with cataloging the Joel E. Finn Collection.

Tim Stentiford is from Kennebunk, Maine and is the owner of Motorland, a classic car showroom and service center. He has been researching, collecting, and writing about license plates for more than 40 years, and has over 5000 license plates in his collection including tags from all 50 states and every country in the world. Tim has been a member of license plate clubs since the 1970s, and has been interviewed by Forbes Magazine and the New York Times about license plates, and consulted with film crews and detectives.

PHOTOGRAPHY CREDITS

Chad Bee: 302, 313, 328, 341
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Joshua Sweeny: 301, 324
Dennis Tanney: 350, 351, 352



Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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 Information 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 Information 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.

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to online bidders; If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

Please mail or fax the completed Registration Form and requested information to:

Bonhams Client Services Department
580 Madison Avenue
New York, New York 10022
Tel +1 (212) 644 9001
Fax +1 (212) 644 9009
Automated Auction Results
Tel +1 (415) 503 3410

Bonhams

Sale title: Collectors' Motorcars and Automobilia Auction	Sale date: October 2, 2017
Sale no. 24308	Sale venue: Philadelphia, Pennsylvania
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: 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 send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 3pm October 3 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (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 \$ (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.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:

Date:

SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Collectors Motorcars and Automobilia Auction on October 2, 2017.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

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' Collectors Motorcars and Automobilia Auction on October 2, 2017.

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.

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 each lot of property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at the Simeone Automotive Museum in Philadelphia, Pennsylvania on Monday, October 2, 2017.
- 1.11 'Seller' means the person who offers the Lot for sale.

2. BONHAMS AS AGENT

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

3. CURRENCY CONVERTER

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

4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

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

5. INJURY ON BONHAMS' PREMISES; DAMAGE TO LOTS ON VIEW

- 5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be

conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

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

6. BIDDER REGISTRATION

No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading '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%) of the Hammer Price of such Lot, together with any applicable sales or use tax and any fees or duty due on the Lot.
- 8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium of TWENTY-FIVE PERCENT (25%) on the first One Hundred and Fifty Thousand Dollars (\$150,000.00) of the Hammer Price of such lot, TWENTY PERCENT (20%) on the amount of the Hammer Price above One Hundred and Fifty Thousand Dollars (\$150,000.00) up to and including Three Million Dollars (\$3,000,000.00), and TWELVE PERCENT (12%) on any amount by which such Hammer Price exceeds Three Million Dollars (\$3,000,000.00), together with any fees or duty due on the Lot, and, unless the purchaser is exempt by law from the payment thereof, any Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New Jersey, New York, Pennsylvania, Texas, Virginia, Washington, D.C., Washington state, or other applicable state or local sales tax (or compensating use tax).

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 3:00 p.m. local Eastern Time on Tuesday, October 3, 2017. Additionally, for purchases of automobilia and other non-motor vehicle property

only, the Buyer may make payment to Bonhams by Visa, MasterCard, American Express or Discover credit or charge card for such purchases. Upon prior arrangement with Bonhams, the Buyer also may pay by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

11. REMOVAL OF LOT

- 11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the '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

CONDITIONS OF SALE - MOTOR VEHICLES & AUTOMOBILIA

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 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 REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

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

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

**THE PREMIER INTERNATIONAL SHIPPING SERVICE
DEDICATED TO COLLECTIBLE VEHICLES.**



Please visit us at
Collectors Motorcars and Automobilia
October 2nd, 2017
Simeone Foundation Automotive Museum
Philadelphia, PA

Warren Barnes will be on site
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THE ZOUTE SALE®

Important Collectors' Motor Cars

Friday 6 October 2017
Knokke-Le Zoute, Belgium

FINAL CALL FOR ENTRIES

ALREADY CONSIGNED TO **THE ZOUTE SALE**

The Bonhams annual auction at Knokke-Le Zoute offers an unbeatable platform to sell your motor car. Entries for this year's auction are, as ever, strictly limited.



ENQUIRIES

Philip Kantor
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Gregory Tuytens
+32 (0) 471 71 27 36

Paul Gaucher
+33 1 42 61 10 11
eurocars@bonhams.com

Ex-Edouard Washer, delivered new to Belgium

1969 FERRARI 365 GTC COUPÉ

Chassis no. 12031
€730,000 - 870,000



Single Belgian family ownership from new
1976 PORSCHE 911 TYPE 930 3.0 TURBO
Chassis no. 9306700411
€180,000 - 240,000



Brand new and offered by the factory, one of only 99 built
**2017 MERCEDES-BENZ G-CLASS
MAYBACH G650 V12 BITURBO LANDAULET**
Estimate on request



Only 1 Belgian owner and 26,000 kms from new
2000 BMW Z8 ROADSTER
€180,000 - 240,000

Bonhams

**COMPLIMENTARY AUCTION
APPRAISAL REQUEST**

For details of how to
take part please contact
the London office or visit
bonhams.com/motorcycles
to submit a Complimentary
Auction Appraisal Request.

**THE AUTUMN
STAFFORD SALE**
Important Pioneer, Vintage,
Classic & Collectors' Motorcycles
Sunday 15 October 2017
The 24th Carole Nash Classic Motorcycle
Mechanics Show

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ukmotorcycles@bonhams.com

CATALOGUE
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subscriptions@bonhams.com

ENTRIES
NOW INVITED



1911 PIERCE FOUR
US\$100,000 - 160,000
£80,000 - 120,000 *



1912 PIERCE 592CC SINGLE
US\$59,000 - 72,000
£45,000 - 55,000 *



1913 HENDERSON 1,068CC FOUR
US\$91,000 - 120,000
£70,000 - 90,000 *



1914 EXCELSIOR SINGLE 2-SPEED
US\$39,000 - 52,000
£30,000 - 40,000 *£39,000



1923 EXCELSIOR 20R COMBINATION
US\$24,000 - 31,000
£18,000 - 24,000 *



1938 BROUGH SUPERIOR 982CC SS80 & BLACKNELL SIDECAR
US\$65,000 - 78,000
£50,000 - 60,000 *



Bonhams



28 October 2017
Padova, Auto e Moto d'Epoca

Bonhams are pleased to announce their inaugural sale of important collector's cars at the "Auto e Moto D'Epoca" show in Padua, Italy's largest classic car fair, which can be easily reached via Venice airport.

ENQUIRIES
UK

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

Italy

+39 333 564 3610
gregor.wenner@bonhams.com

Entries are limited to 60 exclusive automobiles.

1962 LANCIA FLAMINIA SPORT 3C
'DOUBLE BUBBLE' COUPÉ

Coachwork by *Carrozzeria Zagato*

Chassis No. 824.13.3388

€400,000 – 500,000



Bonhams

LONDON TO BRIGHTON VETERAN CAR RUN SALE

Friday 3 November 2017
New Bond Street, London

FURTHER ENTRIES INVITED

*The ex-George Milligen Collection,
2017 LBVCR entered*
1896 SALVESON STEAM CART

ENQUIRIES

Motor Cars

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

Automobila

+44 (0) 20 8963 2842
automobilia@bonhams.com

A photograph of a steam cart on a wet street at night. The cart is yellow and black, with large yellow wheels. A man in a dark jacket and cap sits in the driver's seat, while another person in a dark jacket is bent over the back of the cart. Thick white steam rises from the cart, partially obscuring the background. The street is wet and reflects the lights. Trees and a fence are visible in the background.

Bonhams

LONDON

bonhams.com/motorcars

THE BOTHWELL COLLECTION

Saturday November 11, 2017

Bonhams is proud to announce The Bothwell Collection Auction, to be held at the famed Bothwell Ranch in Woodland Hills, California.

The group is headlined by one of the most influential Grand Prix Cars of all time, the double overhead camshaft, 1913 Peugeot L45, which ran at Indianapolis in 1916 and is acknowledged as the best surviving example of these cars. Compiled by pioneering collector the late Lindley Bothwell, a name synonymous with the hobby since its earliest days, alongside this remarkable Peugeot are early examples of Prinz Heinrich Benz and Mercedes-Simplex, together with numerous pre-war competition and touring cars, automobilia, railwayana and ephemera.

ENQUIRIES

Malcolm Barber

(323) 850 7500

malcolm.barber@bonhams.com

Rupert Banner

(212) 461 6515

rupert.banner@bonhams.com



Bonhams

bonhams.com/bothwell

JANUARY 18
Scottsdale, Arizona

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motors.us@bonhams.com



Ex Scuderia Ferrari
1952 FERRARI 340 AMERICA SPIDER COMPETIZIONE
Sold for \$6,380,000



**1928 MERCEDES-BENZ TYP S 26/120/180
SUPERCHARGED SPORTS TOURER**
Coachwork by Erdmann & Rossi
Sold for \$4,812,500



*Matching numbers
Highly original and preserved
One owner for the past 28 years*
1964 PORSCHE 904 GTS
Sold for \$2,310,000



Originally delivered new to Gustav Eisenmann, ex-Grant White
**1931 ALFA ROMEO 6C 1750 5TH SERIES SUPERCHARGED
GRAN SPORT SPIDER**
Coachwork by ZAGATO
Sold for \$2,805,000

..... THE
SCOTTSDALE
.....*Auction*.....

CONSIGNMENTS INVITED



Ex Bob Jane - 1963 Australian GT Championship Winning
1963 JAGUAR E-TYPE LIGHTWEIGHT COMPETITION
Sold for \$7,370,000

Bonhams

bonhams.com/scottsdale

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LOT	YEAR	MODEL	LOT	YEAR	MODEL
321	1953	ALVIS TA 21 DROPHEAD COUPE	365	1959	JAGUAR MK IX SALOON
312	1954	AUSTIN-HEALEY 100 BN1	346	1948	LINCOLN CONTINENTAL CONVERTIBLE
358	1967	AUSTIN-HEALEY 3000 MK III BJ8	364	1948	LINCOLN CONTINENTAL CONVERTIBLE
339	1924	BENTLEY 3 LITER SPEED MODEL FOUR SEATER TOURER	350	1899	LOCOMOBILE STYLE 2 TWO SEATER
320	1929	BENTLEY 4 1/2 LITER LE MANS STYLE SPORTS	319	1917	MACK AB "C" CAB STAKE BED
310	1996	BENTLEY BROOKLANDS SPORTS SALOON	366	1937	MERCEDES-BENZ 230N ROADSTER
353	1988	BMW M6 COUPE	361	1937	MERCEDES-BENZ 230N 4-DOOR 'LIMOUSINE'
309	1998	BMW M-ROADSTER/DINAN SUPERCHARGED	314	1963	MERCEDES-BENZ UNIMOG 404
317	1975	BRICKLIN SV-1 COUPE	327	1966	MERCEDES-BENZ 230SL
363	1951	BUICK SERIES 50 DYANFLOW ESTATE WAGON	338	1968	MERCEDES-BENZ 230S SEDAN
362	1963	BUICK LESABRE CONVERTIBLE	304	1983	MERCEDES-BENZ 280SL CONVERTIBLE
345	1922	CADILLAC MODEL 61 TOURING CAR	332	1949	MERCURY OF CANADA PICKUP
306	1954	CHEVROLET CORVETTE	333	1948	MG TC MIDGET
334	1960	CHEVROLET CORVETTE CONVERTIBLE	344	1954	MG TF
318	1963	CHEVROLET CORVETTE 327/360HP ROADSTER	352	1901	MOBILE MODEL NO. 4 TWO SEATER
347	1965	CHEVROLET CORVETTE L76 ROADSTER	315	1936	MORGAN 4/4 SERIES 1 ROADSTER
360	1974	CHEVROLET MONTE CARLO TWO DOOR LANDAU COUPE	329	1966	OLDSMOBILE TORONADO DELUXE COUPE
355	1948	CHRYSLER TOWN & COUNTRY CONVERTIBLE	349	1968	PORSCHE 912 COUPE
307	1967	DATSUN FAIRLADY 1600 CONVERTIBLE	305	1971	PORSCHE 911T TARGA
348	1929	DESOTO MODEL K ROADSTER ESPANOL	326	1980	PORSCHE 911SC TARGA
359	1983	DODGE DATYONA PPG INDY PACE CAR	311	1910	REGAL UNDERSLUNG MODEL N ROADSTER
340	1982	FERRARI MONDIAL 8 COUPE	335	1913	ROLLS-ROYCE 40/50HP SILVER GHOST 'LONDON-TO-EDINBURGH' SPORTS TOURER
316	1972	FIAT 124 SPORT COUPÉ	323	1927	ROLLS-ROYCE 40/50HP PHANTOM I
342	1913	FORD MODEL T TOURING CAR	330	1963	ROLLS-ROYCE SILVER CLOUD III SALOON
325	1914	FORD MODEL T TOURING CAR	351	1903	STANLEY MODEL B 2/4 SEATER
328	1919	FORD MODEL T TOURING CAR	331	1920	STEARNS-KNIGHT L4 TOURING
301	1926	FORD MODEL T CUSTOM STAKE-BED PICKUP TRUCK	343	1913	STEVENS-DURYEA MODEL C6 FIVE -PASSENGER TOURING
302	1929	FORD MODEL A COUPE	354	1910	STODDARD DAYTON 10C RACEABOUT/4-SEAT ROADSTER
313	1931	FORD MODEL A HUCKSTER CONVERSION	322	1950	STUDEBAKER R6 PICKUP
356	1935/36	FORD PANEL DELIVERY TRUCK	324	C.1937	TRIUMPH 1.5 LITER TWO SEATER 'BROOKLANDS' SPECIAL
341	1956	FORD THUNDERBIRD COUPE	308	1960	TRIUMPH TR3 CONVERTIBLE
303	1912	FRANKLIN MODEL G TOURING	337	1968	VOLKSWAGEN BEETLE CABRIOLET
336	1904	HUMBER 8.5HP TWIN-CYLINDER TWO SEATER	357	1931	WILLYS ROADSTER

83 1793

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