

Bonhams



Collectors' Motorcars and Automobilia Auction

Simeone Foundation Automotive Museum Philadelphia, Pennsylvania | October 8, 2018



Collectors' Motorcars and Automobilia Auction

Simeone Foundation Automotive Museum

Philadelphia, Pennsylvania | Monday October 8, 2018 at 11am and 1pm

PREVIEW & AUCTION

LOCATION

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

bonhams.com/simeone

PREVIEW

Sunday October 7
10am - 5pm
Monday October 8
Motorcars only
from 9am - 1pm

AUCTION TIMES

Monday October 8
Automobilia 11am
Motorcars 1pm

SALE NUMBER: 24812
Automobilia: Lots 1 - 70
Motorcars: Lots 101 - 150

FRONT COVER

Lot 124

REAR COVER

Lot 133

INQUIRIES

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General Information and Automobilia Inquiries

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Vehicle Documents

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BIDS

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+1 (212) 644 9009 fax

From October 5- 9
to reach us at the Simeone
Foundation
Automotive Museum:
+1 (917) 206 1625

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

Please see pages 2 to 4,
and 127 and 128 for bidder
information including
Conditions of Sale, after-sale
collection and shipment.

Motorcar Session Page: Lot 133
Front Inside Cover: Lot 120
Back Inside Cover: Lot 135

REGISTRATION IMPORTANT NOTICE

Please note that all customers,
irrespective of any previous
activity with Bonhams, are
required to complete the Bidder
Registration Form in advance of
the sale. The form can be found
at the back of every catalogue
and on our website at www.bonhams.com and should be
returned by email or post to the
specialist department or to the
bids department at
bids.us@bonhams.com

To bid live online and / or leave
internet bids please go to
[www.bonhams.com/
auctions/24812](http://www.bonhams.com/auctions/24812) and click on the
Register to bid link at the top left
of the page.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

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. VD021967L.

AUCTIONEER

Rupert Banner of Bonhams, working in conjunction with Michaels Motor Cars, license no. VD021967L.

ADMISSION TO PREVIEW & AUCTION

All Bonhams auctions are open to the public. Admission to the October 7 preview is by purchase of a Museum entry ticket. Admission to the October 8 auction is by purchase of an auction 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 12% on the first \$250,000 of the bid price and 10% on any amount of the bid price exceeding \$250,000.

For AUTOMOBILIA and other non-motor vehicle property, the premium is 25% on the first \$250,000 of the bid price, 20% on the amount exceeding \$250,000, up to and including \$4,000,000, and 12.5% on any amount exceeding \$4,000,000.

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 Bonhams Nexus states) who take possession of a motor vehicle lot in the state of Pennsylvania may be exempt from the sales tax. You will be required at the time of purchase to provide:
 - 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 and shipped to a resident in the seventeen states in which Bonhams has Nexus is subject to sales tax (Georgia and Washington DC excluded), 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 possess a valid sellers permit/resale certificate number and must be a licensed motor vehicle 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: Alabama, 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.

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.

Buyer Information (Continued)

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 9.

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 \square 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.

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/24812 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

Payment for purchased lots must be made no later than 3pm local time on Tuesday October 9. Bonhams recommends anyone wishing to clear items immediately to pay by cash, certified check (bank draft) or debit card. Debit or credit cards may not be used to pay for motor vehicle purchases. 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 8, and then again on Tuesday October 9 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 9. 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 9. 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 9 until Friday October 12 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 9.

REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 3pm on Tuesday October 9, 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. Lots are at the buyers risk from the fall of the hammer.

Domestic Motorcar Transport

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

International Motorcar Transport

CARS (Classic Automotive Relocation Services)
Contact: Denise Rodriguez
+1 (718) 947 2277
denise@carsusa.com

Domestic/International Motorcar Transport

Schumacher Cargo Logistics
Schumacher Secure
Contact: Warren Barnes +1 (310) 626 7117 or
warren@sclusa.com

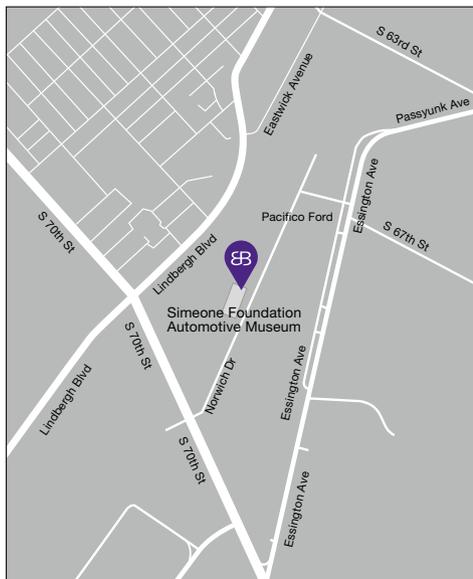
WELCOME

Bonhams is delighted to return to The Simeone Foundation for our 7th annual "Collector Motorcars and Automobilia" Auction.

We cordially invite clients, friends, and motoring enthusiasts to visit this wonderful museum, home to one of the finest collections of sports racing and endurance cars in the world. Every aspect of this wonderful collection is built with the keenest interest in originality, preservation, and authenticity of restoration. In keeping with that theme, the Bonhams Motoring Team is proud to present this auction within the museum's walls. With almost every era of motorcar development

represented, in preserved, or restored form, there is surely a motorcar for every garage. We extend our warmest thanks to Dr. Simeone, "Fred," to most that know him, and his curator Kevin Kelly, as well as all their staff and volunteers for their help and hospitality as our host. We wish you spirited bidding on the automobilia and automobiles offered for sale.

Sincerely,
The Bonhams Motoring Team.



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

From Friday October 5 to Tuesday October 9 at 5pm,
please contact us at +1 (917) 206 1625 for on site inquiries.

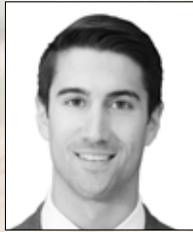
Parking: There is complimentary parking at the museum.

BONHAMS MOTORING INTERNATIONAL SPECIALIST TEAM

WEST COAST USA



Jakob Greisen



Michael Caimano



Lance Butler



Mark Osborne



Derek Boycks

EAST COAST USA



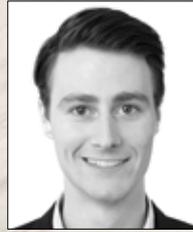
Rupert Banner



Eric Minoff



Evan Ide



John Neville

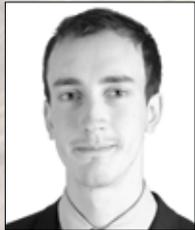


Greg Porter



Tim Parker

ADMINISTRATION & SUPPORT



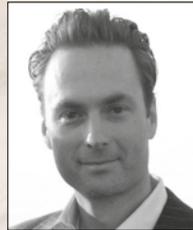
Gregory Coe
Senior Administrator
East Coast



Gordian Mandich
Senior Administrator
West Coast



Stanley Tam
Dealership &
Compliance Manager



Jared Zaugg
Press Officer
USA



UNITED KINGDOM



Tim Schofield



Sholto Gilbertson



John Polson



Rob Hubbard



Richard Stafford

EUROPE



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner

Automobilia

Monday October 8, 2018 at 11am
Lots 1 – 70

Additional images of each lot can be
found at: www.bonhams.com/simeone



1

A FINE EQUINE MASCOT BY GÉLAS, FRENCH, 1920S,

bronze mascot depicting a ring of horses heads, their tails entwined in the center, on a milled edge radiator cap, 5in high.

**\$750 - 1,000
WITHOUT RESERVE**

2

A CAT ON THE MOON MASCOT, SIGNED ET MERCIER, FRENCH,

nickel plated bronze, on milled edge radiator cap, 5½in high.

**\$1,000 - 1,500
WITHOUT RESERVE**

3

'TOP HAT AND TAILS' BY HENRI MOLINS (1893-1958), FRENCH 1920S,

depicting a tall, slender fellow in full formal dress with a monocle and a carnation. Nickel plated finish, mounted on a radiator cap, 7¼in high.

**\$2,600 - 3,600
WITHOUT RESERVE**

4

A ROMAN GIRL MASCOT BY HENRI FUGÈRE, FRENCH, 1910S,

signed, nickel plated bronze, unmounted, 6½ in high.

**\$600 - 800
WITHOUT RESERVE**

5

A RARE CHIMERA MASCOT BY BOURCART, FRENCH, 1920S,

signed, bronze with remains of nickel plating, the mythological beast perched on a rock, 7¾in high, mounted on a radiator cap.

**\$2,000 - 3,000
WITHOUT RESERVE**

6

A 'CHAUFFEUR BOY' BY JEAN VERSCHNEIDER, 1910S,

nickel plated depicting a kneeling figure wearing a fur coat, cap and goggles and clutching an over-sized bulb horn, mounted on a radiator cap, 6in. high.

**\$1,400 - 1,800
WITHOUT RESERVE**



1



2



3



4



5



6



7



7



8



9



10



11

7
GIRL AND BOY BY FRECOURT, FRENCH, 1920S,
 both playfully depicted holding a toy-him a wooden horse and her a
 teddy bear, both nickel plated and mounted on separate radiator caps,
 each 6in high.
 (2)

\$800 - 1,200
WITHOUT RESERVE

8
BUTTERFLY GIRL RADIATOR GRILLE MASCOT BY HENRI
PAYEN, FRENCH, CIRCA 1920,
 depicting a nude nymph figure with outspread butterfly wings. Bronze,
 signed by the artist, mounted on a wooden base, 6¾in. high by 7in.
 wide.

\$1,000 - 1,500
WITHOUT RESERVE

9
AN 'HIBOU ET SERPENT' MASCOT, FRENCH, 1920S,
 depicting an owl clutching a snake in its talons, perched on a globe,
 nickel plated, 6in. high.

\$800 - 1,200
WITHOUT RESERVE

10
AN "ISIS" BY HENRY BRIAND MASCOT, FRENCH, 1920S,
 signed on the base, nickel plated depicting the Egyptian goddess Isis,
 mounted on a bronze radiator cap, 6¾in high.

\$1,500 - 2,000
WITHOUT RESERVE

11
A "LOVE BIRDS" MASCOT BY MAISON CARDEILHAC, FRENCH,
1920S,
 stamped to the base of the harp, nickel plated on a bronze radiator
 cap, 5in. high.

\$500 - 700
WITHOUT RESERVE



12



13



14



15



16

12
AN "ELEPHANT" MASCOT BY M. BERTIN, FRENCH, 1920S,
depicting a narrow circus elephant in a seated position. Patinated
nickel plating, with incorporated radiator cap base, 5½in. high.

\$400 - 500
WITHOUT RESERVE

13
A RARE "TROIS PANTHÈRES" MASCOT BY FRANÇOIS ROQUES, FRENCH, 1920S,
hallmarked by the designer--who was also a designer for Hermès--
on the base, depicting three snarling felines pouncing off the Boyce
MotoMeter mounted in the center, nickel plated and mounted on a
nickel plated bronze radiator cap, 5½in. high and 7in. wide.

\$2,500 - 3,500
WITHOUT RESERVE

14
A "SNAKE CHIEFTAN" MASCOT BY FRANCOIS BAZIN, FRENCH, 1920S,
depicting a Native American warrior capturing a snake, stamped F.
Bazin on the base, mounted on a Bakelite radiator cap (chipped),
6½in. high.

\$800 - 1,200
WITHOUT RESERVE

15
A LARGE BRONZE FLYING STORK MASCOT BY M PROST, FRENCH, CIRCA 1925,
signed, mounted on radiator cap, wingspan 9in.

\$700 - 900
WITHOUT RESERVE

16
A FINE AND RARE FEMME LIBELLULÉ MASCOT, BY V ROSSI, FRENCH, 1921,
signed to base, nicked bronze, depicting a flying draped female with
dragonfly wings and flowing hair, good detail, 9½in. long, mounted to a
bronze radiator cap.

\$2,500 - 3,500
WITHOUT RESERVE



17



18



19



20



21

17
A "PIRATE SKULL" MASCOT BY E. BRÉGEON, FRENCH, 1920S,
signed to base, nickel-plated cast bronze skull and crossbones,
mounted on radiator cap, 4½in. high.

\$1,200 - 1,500
WITHOUT RESERVE

18
A "MY DREAM A CITROEN" MASCOT, FRENCH, 1920S,
depicting a kneeling nude female figure holding a Citroen roadster,
nickel plated bronze, mounted on a radiator cap, 6½in. high.

\$1,500 - 2,000
WITHOUT RESERVE

19
A RARE 'LA RAFALE' MASCOT BY M. GUIRAUD-RIVIERE,
FRENCH, CIRCA 1922,
signed on the base, nickel silvered bronze depicting a woman
crouching forward with her hair blowing in the wind, winner of the
Journal L'Auto Medal in 1922, mounted on a radiator cap, 9¼in. high
overall.

\$2,000 - 3,000
WITHOUT RESERVE

20
A 'PIERROT AVEC LUNE' MASCOT, BY ETIENNE MERCIER,
FRENCH,
nickel-plated bronze mascot depicting a lute-playing Pierrot crooning
to a bemused crescent moon, 5in. high, mounted on a period nickel-
plated radiator cap.

\$600 - 800
WITHOUT RESERVE

21
A UNIQUE 'RINGED ARROW' MASCOT BY JEAN DUNAND,
FRENCH, 1925-1928,
nickel plated bronze, the single arrow surrounded and enveloped by
five decorative rings, fitted to a period radiator cap, 4½in. high and
9½in. long.

\$10,000 - 15,000
WITHOUT RESERVE



22



23



24

22
ORIGINAL ROLLS-ROYCE RADIATOR BADGE
Pre-1933 badge, German silver with red cloisonné.

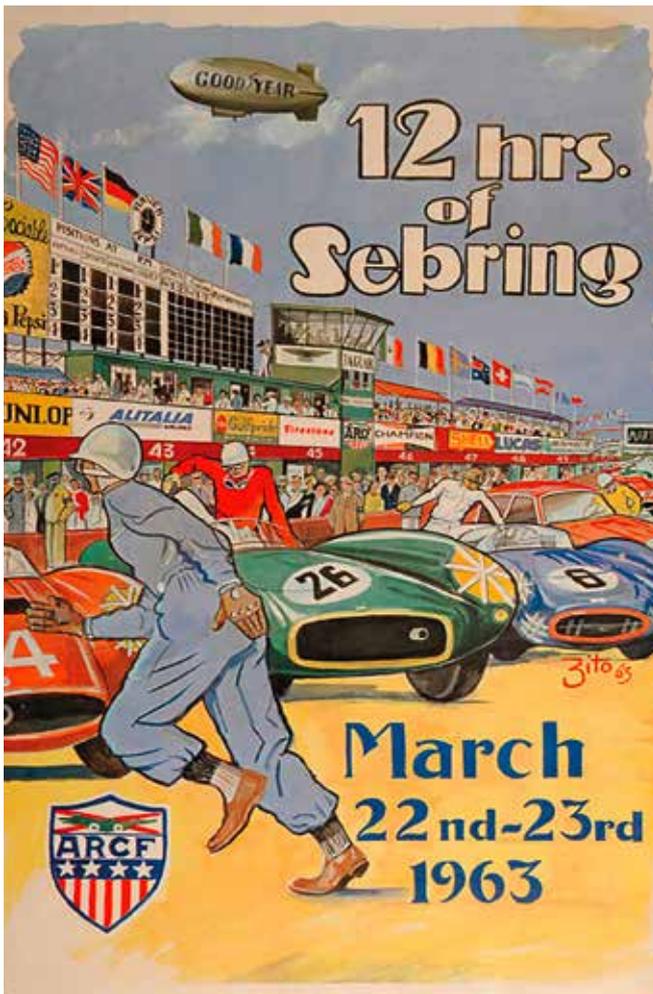
\$100 - 200
WITHOUT RESERVE

23
**MAXIMILIANO GARAY, BRONZE, COMMEMORATION OF JUAN
MANUEL FANJIO 1957 VICTORY AT GERMAN GRAND PRIX**

\$2,500 - 3,500

24
**LEO BESTGEN, BRONZE, 1910 BLITZEN BENZ BARNEY
OLDFIELD AND DOG, SIGNED AND NUMBERED**

\$2,500 - 3,500

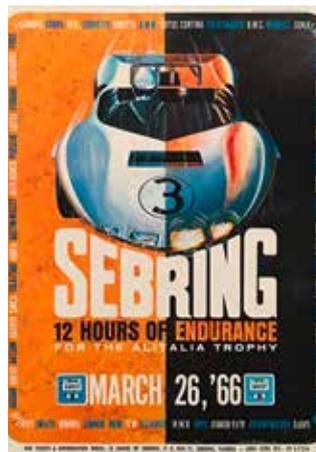


25

25
12 HOURS OF SEBRING 1963 ORIGINAL EVENT POSTER BY ZITO,

Featuring drivers running to their Ferrari, Aston Martin and others with pit row in background adorned with sponsors logos. The race was won by John Surtees and Ludovico Scarfiotti in a Ferrari 250 P. 19.75in x 28.5in

**\$800 - 1,200
 WITHOUT RESERVE**



26



27



28

28
INTERNATIONAL DAILY EXPRESS TROPHY SILVERSTONE 1965 ORIGINAL POSTER,

Formula 1 race at Silverstone organized by the BRDC showing the Ferrari V8 F1. The race was won by Jackie Stewart's BRM. Linen backed. 30in x 19.75in

**\$500 - 800
 WITHOUT RESERVE**



29

29
1000 KM OF NURBURGRING 1964 ORIGINAL EVENT POSTER,

Showing the artist's interpretation of the start of the event with all the represented marques such as Aston Martin, Porsche, Ferrari and others. The race was won by Scarfiotti and Vaccarella in their Ferrari 275 P. Linen-backed 32in x 23in

**\$800 - 1,200
 WITHOUT RESERVE**

26
12 HOURS OF SEBRING 1966 ORIGINAL EVENT POSTER BY JOHN PECKHAM,

Showing the new Chaparral 2F of Jim Hall. The race was won by Ken Miles and Lloyd Ruby in the Ford X-1 Roadster. Linen-backed. 22in by 17in

**\$700 - 1,000
 WITHOUT RESERVE**

27
MCF (MOTOR CLUB DE FRANCE) ORIGINAL POSTER BY GEO HAM,

For the famous Motorcycle Club de France in 1935. Linen backed. 15.6in x 11.75in

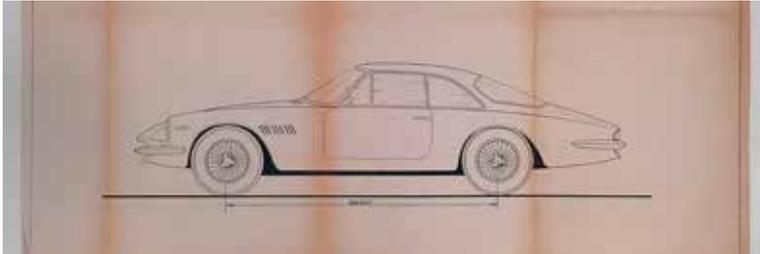
**\$700 - 1,000
 WITHOUT RESERVE**



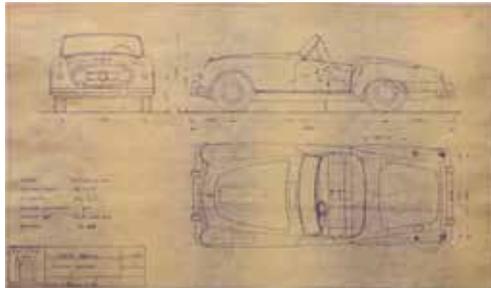
30



31



32



33



34

30
YACCO OIL ORIGINAL ADVERTISING POSTER BY P. BOYER, 1952,

Original advertising poster promotes the company's 1st place at l'indice de performance at the 1952 24 Hours of Le Mans. Linen-backed.

31.5in x 23.25in

**\$500 - 700
WITHOUT RESERVE**

31
24 HEURES DU MANS 1954 ORIGINAL LITHOGRAPH BY GEO HAM, AUTOGRAPHED, 26IN X 21.75IN

24 HEURES DU MANS 1954 ORIGINAL LITHOGRAPH BY GEO HAM, AUTOGRAPHED, Showing the winning Ferrari 375 Plus of Maurice Trintignant & Froilan Gonzales. Autographed by both drivers, passing René Bonnet and Elie Bayol's DB Panhard, winners of the Indice of performance in front of the pits. Linen-backed.

26in x 21.75in

**\$800 - 1,200
WITHOUT RESERVE**

32
FERRARI 500 SUPERFAST SCAGLIETTI FACTORY ORIGINAL BLUEPRINT,

Original working blueprint, early 1960, showing a side view of this flagship tourer with its large displacement V12 engine. Linen-backed.

28in x 13.75in

**\$1,500 - 2,000
WITHOUT RESERVE**

33
NASH HEALEY SPYDER ORIGINAL PININ FARINA BLUEPRINT, 1954,

Showing a top, side and front view of this legendary automobile. Linen-backed.

21.5in x 12.5in

**\$500 - 700
WITHOUT RESERVE**

34
MERCEDES-BENZ ORIGINAL VICTORY POSTER, 1937,

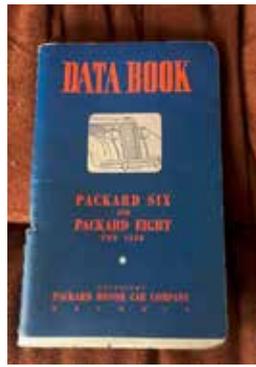
Featuring the W-125-GP car that finished 1st, 2nd and 3rd at the Grand Prix of Monaco that year. Linen-backed.

29in x 21in

**\$800 - 1,200
WITHOUT RESERVE**



35



36



37



38



41



42

35

PACKARD 12 CATALOGS

A 1934 Packard 12 deluxe, top-of-the-line spiral-bound catalog with velum cover and applied emblem. Special catalog showing all regular models.

1933 Packard 12, the Deluxe Edition showing all regular models. A rarity nowadays.

**\$400 - 600
WITHOUT RESERVE**

36

1938 PACKARD DATA BOOK ON SIX & EIGHT MODELS

Fully illustrated with many technical details. Available to Packard dealers.

**\$200 - 300
WITHOUT RESERVE**

37

PACKARD CUSTOM SUPER EIGHT & 12 DELUXE CATALOGS

A 1939 Packard 12 deluxe portfolio shows all models on separate plates and is complete with mild cover wear.

A 1940 Packard Custom Super Eight 180 deluxe hardbound catalog in excellent condition with all models including the Darrin convertible on a gold background.

**\$100 - 200
WITHOUT RESERVE**

38

'29 & '41 PACKARD CATALOGS

A 1941 Packard 160 and Custom 180 deluxe catalog showing custom models by LaBaron and Darrin in beautiful color pastel. Interior detail and mechanical booklet included.

1929 Packard 645 catalog in good condition this is not the large portfolio, but the medium-sized version.

**\$100 - 200
WITHOUT RESERVE**

39

A NICE GROUPING OF RARE PACKARD MAGAZINES

A total of 3 issues: December 1910, February 1912 & August 1912.

**\$200 - 300
WITHOUT RESERVE**

40

A NICE GROUPING OF RARE PACKARD MAGAZINES

A total of 3 issues: April 1913, February 1915 and April 1915.

**\$200 - 300
WITHOUT RESERVE**

41

1913 ABBOTT DETROIT CATALOG

40 pages, illustrating all models in detail. Soiled cover.

**\$50 - 100
WITHOUT RESERVE**

42

ORIGINAL WATKINS GLEN INTERNATIONAL SPORTS CAR GRAND PRIX PROGRAM

The early years, 1950, 1951, 1952, 1954, and a very rare 1949 program.

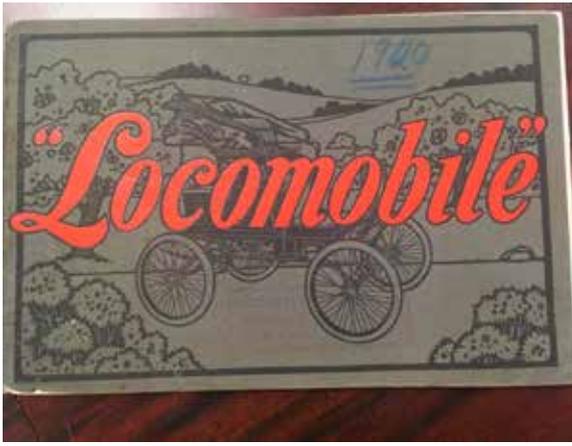
**\$200 - 300
WITHOUT RESERVE**

43

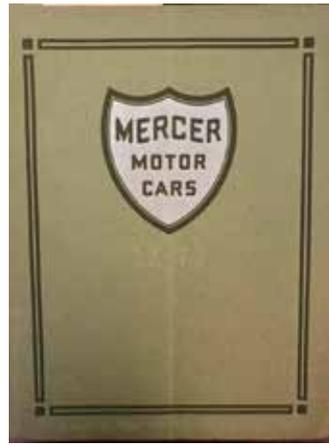
1932 & '33 LINCOLN DELUXE CATALOG

Deluxe, oversize hardbound catalog on custom models only. Shows Judkins, LeBaron, Dietrich, Willoughby models.

**\$100 - 200
WITHOUT RESERVE**



44



45



46

44

1900 LOCOMOBILE STEAMER CATALOG

Believed to be their first edition. Cover and pages are loose but complete.

**\$50 - 100
WITHOUT RESERVE**

45

1922 MERCER 22-72 DELUXE CATALOG WITH RACING HISTORY

The new raceabout, 24 pages. Vertical fold on cover, otherwise in very good condition.

**\$100 - 200
WITHOUT RESERVE**

46

1936 VANDERBILT CUP PROGRAM

A very detailed 72 page account of the reenactment of this great race including entries by: Farina, Lord Howe, etc. With advertisements for Cord, Jaguar, etc. Also included, excellent history of previous Vanderbilt cup races.

**\$300 - 500
WITHOUT RESERVE**

47

A COLLECTION OF BOOKS

The Golden Jubilee Book 1936-1986, 1986 1st edition signed Hugh Young with dust cover.

Bentley Factory Cars, 1993 1st edition, signed by Michael Hay, with leather cover & gold page edges.

All the Prewar Bentleys as New, Stanley Sedgwick and Hugh Young on paperback.

BDC 75th Anniversary Book, 2011 on paperback.

Bentley Heritage, 1991, Richard Bird on paperback.

Bentley A Racing History, 2011 David Venables 1st edit Dust cover.

**\$250 - 500
WITHOUT RESERVE**

48

A COLLECTION OF BOOKS

Bentley The Vintage Years, 1986 with dust cover, Michael Hay signature.

Bentley Cricklewood to Crewe, 1980 Michael Frostick with dust cover.

Bentley Past and Present 1982 Rivers Fletcher 1st edition with dust cover.

An Illustrative History of the Bentley Car, 1967 W O Bentley with dust cover.

The Other Bentley Boys, 1964 Elizabeth Nagle 1st edition.

**\$300 - 500
WITHOUT RESERVE**

49

A COLLECTION OF BOOKS

The Vintage Motor Car, 1954 Cecil Clutton with dust cover.

The Schlumpf Obsession, 1977 Denis Jenkinson 1st edition with dust cover.

The Treasury of the Automobile, 1961 Ralph Stein 1st edition with dust cover.

I Bugatti Torino Museum, paperback of Carlo Bugatti's art car photos included.

Bugatti Queen, 2004 Miranda Seymour with dust cover.

**\$80 - 120
WITHOUT RESERVE**



54



55



56

50

A COLLECTION OF BOOKS

Bentley The Vintage Years, 1997 Clare Hay with dust cover.

All Arms and Elbows, 1967 Innes Ireland with dust cover.

My Life and Cars, 1969 W O Bentley with dust cover.

The Le Mans Story, 1954 Georges Fraichard

Rolls Royce The Elegance Continues, 1977 Lawrence Dalton with dust cover.

\$150 - 250

WITHOUT RESERVE

51

A COLLECTION OF BOOKS

Bentley Factory Cars, 1998 Clare Hay with dust cover.

Bentley Old Number One, 1999 Clare Hay 1st edition, signed with dust cover.

Technical Facts of the Vintage Bentley, 1984 with leather ring binder.

Bentley 50 Years of the Marque, 1978 Johnnie Green with dust cover.

Bentley Lighter Moments with Heavy Metal, 2001 Brockbank with dust cover.

\$125 - 225

WITHOUT RESERVE

52

A COLLECTION OF BOOKS

Packard History of the Motor Car and Company, 1978 AQ certificates # 255 leather cover, leather box and gold edge.

Bentley 50 Years of the Marque, 1969 1st edition.

Sports Cars Book 2, 1907-1927 & 1970 T. R. Nicholson, 1st edition with dust cover.

The Healey Story, 1996 Geoffrey Healey 1st edition with dust cover.

Round the Bend, 1959 Russell Brockbank with dust cover.

\$200 - 300

WITHOUT RESERVE

53[□]

AN ASSORTMENT OF BENTLEY AND BRITISH CAR BADGES

250 - 350

WITHOUT RESERVE

54

A COLLECTION OF PRINTS

1 Helk, 1 Lemon, 1 Dion Pears, 'Racing Bentleys'.

\$250 - 300

WITHOUT RESERVE

55

A BENTLEY DECANTER BY RUDDSPEED, 1960S.

\$200 - 300

WITHOUT RESERVE

56

A ROLLS-ROYCE DECANTER BY RUDDSPEED, 1960S.

\$200 - 300

WITHOUT RESERVE

57

2 NICELY FRAMED SETS OF ROLLS-ROYCE AND BENTLEY LIMITED EDITION POSTCARDS

\$75 - 125



58



59



60



61



62



63

58

A LARGE WINGED "B" BENTLEY GARAGE SIGN

\$200 - 300
WITHOUT RESERVE

59

BENTLEY 4½ STEERING GEAR

Suitable for both 3 and/or 4.5 cars.

\$750 - 1,250

60

A BOSCH FU6BLS9 MAGNETO SUITABLE FOR A SPEED SIX OR 6½ BENTLEY.

\$2,000 - 3,000

61

1934 PACKARD DIETRICH MODEL

SN. 08-1 H 75

\$3,000 - 4,000
WITHOUT RESERVE

62

19" ROLLS-ROYCE WHEEL DISCS

Likely to be used on small h.p. Rolls-Royce cars, 1929-1938.

\$300 - 500



64

63

SET OF FOUR ALUMINUM WHEELS WITH CENTER CAPS FOR A 1979 CHEVROLET CORVETTE.

Mounted with period Goodyear GT P255/60R15 Radial tires.

\$500 - 700
WITHOUT RESERVE

64

SET OF 4 BUGATTI TYPE 35 ALUMINUM WHEELS

Late style, with large brake drums, complete with Dunlop racing tires.

\$1,500 - 1,800
WITHOUT RESERVE



65



66



67

65
VINTAGE BOSCH DUAL COIL SWITCH

\$600 - 800

66^D
1934 PACKARD CRANKCASE W/ CRANK & CAM

\$1,500 - 2,500
WITHOUT RESERVE

67
B-17 ENGINE FASHIONED INTO A MODERN TABLE

1,200 hp Wright R-1820-97 "Cyclone" turbosupercharged radial engine, with glass table top in place of propeller and held in place by spinner. 1,600 x 1,100 mm.

The four-engine (1200 hp each) Boeing B-17 Flying Fortress heavy bomber, which cost over \$200,000 each in 1940 (the equivalent of about \$3,000,000 in today's market), was a key component of the United States Army Air Forces' (USAAF) World War II strategy in Western Europe. It dropped more bombs (640,000 metric tons) on German industrial and military targets than any other U.S. aircraft. It was relatively fast (287 mph maximum speed), high-flying, long-ranging (2,000 miles with 6,000 lb bomb load), and known for its toughness with a number of badly damaged B-17s still able to return to base. In one famous episode a German Messerschmitt Bf 109 fighter attacking a 97th Bomb Group formation went out of control and hit one of the B-17s, which continued to fly, its tail nearly severed. The B-17 headed back toward base, its gunners fending off two more Me-109s. Nearly 2 1/2 hours after the collision, the aircraft was able to make it back to base and land on the runway, its entire crew safe.

\$10,000 - 12,000
WITHOUT RESERVE

68.

C.1856 BUTTON HAND-DRAWN MANUAL
PUMPER FIRE WAGON

SERIAL NO. 420

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

- Extremely rare example of an early American fire-fighting apparatus
- Originally used by the Clear Lake, Iowa, Fire Department
- Well documented early history
- Restored by experts to period-correct appearance



THE BUTTON FIRE WAGON

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

THE APPARATUS OFFERED

This beautifully presented Fire Wagon, serial number 420, was built in 1856 and delivered new to Clear Lake, Iowa where it was called "Clear Lake #1", according to extensive research completed by marque historian Stan Dixon. From Clear Lake the pumper would head east to Rock Island, Illinois and be renamed "Western #1" before being purchased by a Veteran Firemens Association in Lawrence, Massachusetts in 1900. Far from a relic, it was still in active service with the Firemens Musters and called the "City of Lawrence".

In 1921, s/n 420 was sold to the East Somerville, Massachusetts Veteran Firemens Association and given the regal title of "Fire Queen". Finally, in 1926 it travelled to nearby Quincy, Massachusetts earning the name "Granite City". From there a gap in the pumper's history appears until it was found associated with the Society for

the Preservation of New England Antiquities (SPNEA) in 1943 and then reappearing again on the West Coast in 1990. Owned for that decade from 1990 to 2000 by retired San Francisco Fire Department firefighter and San Francisco Hook and Ladder Society member Gil Aymeric, it was now carrying the uniquely Bay Area moniker of "The Emperor Norton I" hailing from "the world's most famous unofficial fire company".

The pumper was acquired by the current owner, an enthusiast with an extensive collection of historic fire memorabilia, in 2000. Well-kept since then, this historic machine is accompanied by a 1989 letter from Stan Dixon documenting its history.

\$35,000 - 45,000
WITHOUT RESERVE



69



70

69

ROLLS-ROYCE/BENTLEY R TYPE BODY

A late Rolls-Royce Silver Dawn or Bentley R primed body shell from firewall back, including door pillars. NOS, never installed. Sun roof panel is installed, wings, bonnets and boot lid not included.

**\$6,000 - 8,000
WITHOUT RESERVE**

70

**C.1920S AUTO RED BUG
CAR NO. 4727**

The Auto Red Bug was conceived as a simple, low-cost automobile for young enthusiasts. Powered either by Smith Motor Wheels or by electric propulsion, several companies made these iconic little machines. Their lightweight construction and simplicity made them quite popular. Notable customers even included "Le Patron" Ettore Bugatti.

This Auto Red Bug is beautifully preserved and highly original. It was built by the Automotive Electric Service Company in Bergen, New Jersey, and carries serial number 4727. This Red Bug is said to have belonged to the J.P. Morgan family from new, where it was used for turkey hunting at their Jekyll Island, Georgia based estate. It later joined the renowned collection of the late Mr. George Makris, and an AACA National First Prize was awarded in 1972.

**\$5,000 - 8,000
WITHOUT RESERVE**

Motorcars

Monday October 8, 2018 at 1pm
Lots 101 – 150

Additional images of each lot can be found
at: www.bonhams.com/simeone



LOT NO. 133

101.**1971 MERCEDES-BENZ 280SE 3.5 COUPE**

Chassis no. 111.026-12-001897

3,499cc SOHC V-8 Engine
 Bosch Fuel Injection
 200bhp at 5,800rpm
 4-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Top-of-the-line, hand built Mercedes-Benz*
- *Elegant optioned with ivory over navy leather interior*
- *Desirable large displacement 3.5 Liter engine*
- *Unrestored example with great potential*

**THE MERCEDES-BENZ 280SE 3.5**

The 3.5-liter version of the 280SE typifies the resurgence of larger-engine Mercedes-Benz models that began in the late 1960s. The ultra-luxurious 280SE Coupe, Cabriolet and 300SEL saloon models were chosen by Mercedes-Benz to launch its magnificent new 3.5-liter V8 engine in 1969. An over-square design featuring a cast-iron block and aluminum cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced a torquey 200bhp, courtesy of Bosch electronic fuel injection and transistorized ignition. Thus equipped, the 280SE 3.5 was good for cruising speeds up near 125mph, with 60mph reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures.

THE MOTORCAR OFFERED

This lovely example of the Mercedes-Benz 280SE coupe was purchased by the seller in San Francisco in 1999, immediately attracted to its classic beauty and signs of its hand-built construction.

Residing in California for the last three decades, very little is known about the car's early history. Several years before the seller acquired the car in 1999, it had received a full exterior repaint to the ivory finish you see today. Under its current ownership, this 280SE was lovingly driven until it was placed into storage in 2008 where it has remained untouched. The seller states that regular maintenance was completed on the car during its years of use. It should be noted that the fuel pump and fuel injection system will need to be evaluated and repaired for the car to run properly, and that the bodywork shows some corrosion in areas.

This 280SE is elegantly optioned with ivory paint over navy blue leather interior and hand-crafted wood interior trim. Fitted with Mercedes largest engine offered for the model run, the 3.5 liter V8 supplies 200 bhp to the wheels and is equipped with Bosch fuel injection and 4 wheel disc brakes. Showing signs of nearly 50 years of road use, this honest example is presented in unrestored condition with the potential for continual driving or restoration. The 280SE 3.5 coupe epitomized an era of luxury, performance, and design for Mercedes-Benz that many consider the pinnacle of the legendary automakers Golden Era to date.

\$40,000 - 55,000
Without Reserve

- Originally owned by R. Jacques DuPont
- One of 350 Produced in 1940
- Iconic Design by ET "Bob" Gregorie
- Fitted with period speed equipment

102.**1940 LINCOLN CONTINENTAL CONVERTIBLE**

Chassis no. H96693

292ci Flathead V-12 Engine
 2 Downdraft Carburetors
 120bhp at 3,900rpm
 3-Speed Manual Transmission
 Leaf Spring Suspension
 4-Wheel Hydraulic Drum Brakes

**THE LINCOLN CONTINENTAL**

Nowadays synonymous with Lincoln, the 'Continental' model name had first been used in 1940 for Bob Gregorie's masterly styling exercise on the existing V-12 Zephyr chassis. A sportier, top-of-the-range companion to the Zephyr, the Continental had started out as a personal, custom-bodied one-off commissioned by Lincoln boss Edsel Ford, and would be hailed as a classic of automotive design by authorities as diverse as the Museum of Modern Art and the Classic Car Club of America.

THE MOTORCAR OFFERED

The Lincoln Continental on offer has had the privilege of being under ownership within the DuPont family for over 60 years. According to a sales receipt dated January 7th, 1949, the vehicle was sold used for \$1250 to R. Jacques DuPont at the West Chester Mercury-Lincoln dealer in Chester County Pennsylvania. Jacques was the son of the renowned E. Paul DuPont, a man most famous for founding Du Pont motors and saving Indian from financial ruin. The Lincoln would remain in regular use for 10 years under Jacques' care and it even served as his wedding vehicle upon marriage to Nancy Springer. Sometime around 1960, the vehicle was placed in storage and remained stationary for the next 50 years. After this time, the consigner purchased the vehicle from the DuPont family and has owned the Continental since.

As a bike racer and connoisseur of speed, Jacques fitted the vehicle with some interesting

performance equipment. Under the hood sits an aftermarket Edelbrock manifold with dual carburetors, and the original cylinder heads have been replaced with steel units.

Due to the extended period of storage, the vehicle remains in original, unrestored condition. Just 350 of these cars were produced in 1940, making them a rare sight to see on the road today. Upon completion of a much needed refurbishment, this Lincoln will surely make a fine addition to any collection, especially considering its unique provenance.

\$6,000 - 8,000
Without Reserve

103.

1921 PAIGE 6-66 DAYTONA SPEEDSTER

Chassis no. 130345D

Engine no. 8AP-130598D

5,430cc Flathead Continental Inline 6-Cylinder Engine

Single updraft bronze Rayfield Carburetor

70hp at 2500rpm

3-Speed Manual Transmission

Solid axle front and rear suspension

2-Wheel Drum Brakes

- One of 18 believed surviving Daytona Speedsters
- One of the first 100mph capable American built stock cars
- Sporty and stunning good looks
- Recent Mechanical Restoration



THE PAIGE MOTOR COMPANY

Around 1909, Frederick Osgood Paige and Harry Mulford Jewett joined forces to establish the Paige Detroit Motor Company and would subsequently build motorcars from 1909 until 1927. The highest engineering standards were employed seeing potential much in the same fashion as Rolls, Johnson, and Royce on the other side of the Atlantic.

In 1910, Fred Paige left the company and Jewett took over as president, shutting down the assembly line in order to reorganize the engineering department to build a more conventional design. In total, the company sold around 800 vehicles in its first year. Eventually, the 'Paige Detroit' became 'Paige' and total production is said to have amounted to around 400,000 vehicles, with peak sales of 43,500 in 1923.

Paiges were large, powerful cars for the period that featured substantial engines, and sporty styling. Some models, like the Brooklands and later Daytona, were named after famous motorsport venues. In 1921 a stock Paige 6-66 Daytona was one of the first production cars to breach the 100mph barrier. Subsequently, Paige introduced the Daytona Speedster to celebrate this achievement.



THE MOTORCAR OFFERED

Paige's head of marketing in the early 1920s was ahead of his time; he realized that speed sells. On January 21st, 1921 with factory support in Daytona Beach, FL, a stripped down but otherwise stock Paige Speedster covered the measured mile in 35.1 seconds. This equaled a speed of 102.8 mph and established a new record for an American production car. Later, the same Paige set a long-distance record in Australia traveling from Brisbane to Adelaide in 68 hours.

The earliest known owner of the car on offer is Mr. Henry Vogt of Sacramento, CA in 1956. It is believed that he owned this car until his death in 1980. It then passed to another private collector who began a restoration. The motorcar would subsequently pass through a few more owners, but none ever fully completed the project.

In 2013 the car was purchased by the consigner and shipped to the UK. At the time, it was a complete yet partially disassembled restoration project. The consigner then went about the process of putting the car back together. The car was stripped to a bare chassis and reassembled. A full engine rebuild was completed. The details of which included new pistons, rings, and repoured engine bearings. Additionally, a slew of new parts found their way into the car including a new camshaft that allows for a small amount of valve overlap, a lightened flywheel. Lastly, the compression ratio was increased to improve performance.

To make the car a safe and reliable touring car, the axle and gearbox were also rebuilt. The back axle received new bearings and stronger half-shafts from a 1922 model.

It was then converted to 12 volt electrics, and the car was completely rewired. Flashing turn signals were also incorporated into the cowl and rear lights.

The Paige Daytona Speedster is one of the only true American sports cars that was built in the early 1920s as the manufacturer promised 80 mph plus performance from the fully road going Daytona. One of 18 known survivors, genuine Paige Daytona Speedsters seldom come available for sale. This automobile makes a great alternative to a Mercer or a Stutz with exciting performance and incredibly good looks. This Paige is freshly rebuilt and ready for a slew of vintage car tours or just as an enjoyable driver. With their rarity and iconic speed records, the Paige Daytona will be a coveted collector car for years to come. The opportunity to acquire this iconic surviving example should not be missed.

\$100,000 - 130,000

104.

1929 LaSALLE DUAL COWL SPORT PHAETON

Chassis no. 414551

Engine no. 414551

328ci V-8 Flathead

85bhp at 2000rpm

3-Speed Manual Transmission

Solid front and rear axle suspension

4-Wheel Mechanical Brakes

- *Intriguing history*
- *CCCA Full Classic™*
- *Desirable Dual Cowl Phaeton*
- *Powerful V-8 engine*



THE LASALLE SERIES 328

Introduced in 1927, the LaSalle was intended by General Motors to fill a perceived gap in the model range between Buick and Cadillac. Handsomely styled by Harley Earl, the LaSalle inspired General Motors to establish a separate division known as 'Art and Color' responsible for automotive styling, naturally with Earl at the helm. Built by Cadillac to the same high-quality standards, the LaSalle employed an advanced 303ci V-8 engine developing 75 horsepower and offered exceptional performance. For 1929, Cadillac offered further technical improvements on the LaSalle, introducing synchromesh on second and top gears along with safety glass. Mechanical changes included Duplex mechanical brakes, pressure lubrication on the piston pins, and mid-year metric spark plugs were adopted.

Built on two wheelbase lengths (125 and 134 inches), the 1929 LaSalle was offered with a wide variety of bodywork, chiefly from Fisher, although Fleetwood did produce some higher priced versions. On 1929 cars, all brightwork was chrome plated and the parking lights were moved to the fenders.



THE MOTORCAR OFFERED

The dual cowl phaeton is one of the most attractive body styles on offer from GM and Fisher coachworks in the 1920s and into the 1930s. This particular example is no exception.

The first known owner of this car was a Mr. David Hamsey of Lakeville, CT. Shortly after acquiring it in 1950, the car was put through a gentle reconditioning that included paint, upholstery, and a new top. However, the car was never disassembled.

Building up a bit of notoriety, it would be seen routinely by many enthusiasts in the area at a yearly pancake breakfast put on by Mr. Hamsey, earning it the nickname "the Pancake Car." Mr. Hamsey would retain ownership of the LaSalle until the 1980s. At this time, it passed into the collection of the current consigners. In this ownership, it has been carefully maintained and kept on the button for weekend drives. In fact, it was driven regularly to Cape Cod during

summers and then driven back to Connecticut on a yearly basis.

Today, this rare dual cowl phaeton presents very well. The restoration and paintwork done in the 1950s has developed a great deal of patina and character. The dual cowl phaeton has long been considered one of the most attractive Fisher body designs. This car would be a welcome participant on numerous vintage car tours, or weekend shows. With its striking good looks, the opportunity to acquire this example should not be missed.

\$70,000 - 90,000

105.

1967 AMPHICAR 770 CONVERTIBLE

Chassis no. 200085

Engine no. FC90507HE

1,147cc OHV Inline 4-Cylinder Engine

Single Solex Downdraft Carburetor

43bhp at 4,750rpm

4-Speed All-Synchromesh Manual Transmission plus Single Speed with Reverse Water Transmission

4-Wheel Independent Suspension

4-Wheel Waterproof Hydraulic Drum Brakes

- One of only 97 right-hand driver Amphicars ever built and 10 believed to survive today
- Sea and land tested
- Two owners from new
- Saves the hassle of having to buy a boat



THE AMPHICAR

Hans Trippel's experiments with amphibious vehicles began in the 1930s, bearing fruit in wartime in the form of the Volkswagen based Schwimmwagen, more than 14,000 of which saw service with the German Army in WWII. Trippel revived the concept post-war with the Amphicar (originally called the Eurocar). Necessarily of unitary construction, the cabriolet-style Amphicar was powered by a 70cu in (1,147cc) four-cylinder Triumph Herald engine mounted in the rear and driving the rear wheels. A special transmission drove the two propellers that afforded a maximum cruising speed on water of around 6 knots (7mph), the top speed on land being around 70mph. No special steering gear was required for use on water, the car being steered in the normal way. The design certainly worked, as demonstrated by a well-publicized stunt that saw an Amphicar successfully cross the English Channel from France to England in 1962. Despite the attractions of its dual capability,

the Amphicar was not a commercial success. In what should have been its biggest market - the USA - the Amphicar was handicapped by the many difficulties involved in trying to comply with smog and safety regulations. Demand for what was essentially a novelty vehicle never remotely approached the 20,000 units projected annually, only 3,000-or-so being constructed before production ceased in 1968.



THE MOTORCAR OFFERED

This rare Amphicar is made rarer still by its specifications, history, and presentation. Ordered new through the New Jersey importer of Amphicars, it was one of only 97 examples of the model ever produced in right-hand drive. The first owner, a pilot and flight instructor who lived on a lake in upstate New York, was so used to sitting on the right side of the cockpit that he made the unique decision to order his Amphicar in a specification matching this tendency. As a pilot, he was of course meticulous and detail oriented. Those attributes spilled over into the care for his conveyance for both land and sea. Carefully and regularly maintained throughout his long ownership, he would own the car for decades but sparingly drive it only about 2600 miles from new.

The current owner acquired the car from him about 25 years ago. In very nice, presentable and rust-free condition—a testament to the first owner's regular care—the decision was made to restore the car five years after acquiring it. Sent to marque expert Billy Syx of East Coast Amphicar, the vehicle was stripped and fully refurbished to like-new condition. Using the original panels, which were in good shape and free of tinworm, the car was brought to the show-winning condition it has remained in to this day. Regularly serviced and maintained by Mr. Syx, this Amphicar has managed to score a total of three first prize wins.

Driven a total of just over 5,300 miles, a figure that is believed to be from new, this right-hand drive Amphicar is understood to be one of just 10 remaining survivors of the 97 built. Tested on land and sea, it is both DOT and US Coast Guard certified and is supplied with both motor vehicle and water craft registrations. Complete with a correct jack, tool kit, and owner's manual in addition to front and rear navigational lights, marine flag, and a set of life jackets and paddles, it is no doubt ready to transport family and friends from the lake house to the beach—and beyond.

\$50,000 - 60,000

106.

1954 KAISER DARRIN 161

Chassis no. 1611249

161ci OHV Inline 6-Cylinder Engine
Single Downdraft Carburetor
90bhp at 4,200rpm
3-Speed Manual Transmission with Overdrive
Independent Front Suspension – Live Rear Axle
4-Wheel Drum Brakes

- *Only 435 produced*
- *Beautifully Restored*
- *Winner AACA Senior Badge*
- *A legend of 1950s motoring*



THE KAISER DARRIN SERIES 161

In the bustling years after World War II, American roads were peppered with ever growing numbers of European and British sports cars. American servicemen returning from overseas duty were bringing with them nimble little cars with gutsy engines and sleek styling. American manufacturers wanted in on the action, but nobody had a suitable car ready to compete with the European invaders. Ford and GM started work on their own interpretations of a sports car, while the independent Kaiser Motors also decided to toss their hat in the ring. To compete with the imports, swift action was needed, so Kaiser enlisted the famed industrial designer Howard "Dutch" Darrin to produce a fiberglass-bodied sports car based on the compact Henry J. economy car.

The first prototype appeared at the New York Auto Show in 1953, just besting Chevrolet's Corvette to become America's first fiberglass production sports car. Beyond the sweeping profile and heart-shaped grille, the Darrin was most famous for its pocket doors that disappeared into the front fenders on sliding tracks. Construction of the fiberglass bodies was outsourced to Glaspar of California. Power is courtesy of the 161 cubic inch Hurricane F-head inline six. Just 435 of these stunning cars were built, making them both rare and desirable. All sold as 1954 models and came equipped with a three-position Landau top, which was considered quite novel at the time.



THE MOTORCAR OFFERED

Being just one out of the 435 produced, this Kaiser Darrin represents one of the few examples of the unique roadster from its limited production run. As rare as it is innovative, this Kaiser Darrin is finished in the correct Pine Tint paint with matching seat covers and accurate brown carpets.

With its fiberglass coachwork and numerous difficult to find parts, Kaiser Darrins are sadly neglected due to the cost and challenges involved in restoring them. It is a rare find to come upon an example as nicely presented as this one. While the earliest history of the vehicle is shrouded in mystery, it is known that the car was bought by a Mr. Will Markey in the early 2000s. Reports state that the Kaiser was in an unrestored state but generally in good order. Nevertheless, Will decided to subject the car to a restoration soon after his acquisition. He would reap the rewards of this work by taking the vehicle to a national meet

in Hershey Pennsylvania where it subsequently and deservedly won the AACA Senior Badge. Further endorsing the condition, it scored 190 out of 200 possible points at the Kaiser-Frazer owners meet.

Few cars possess the style and elegance of the Kaiser Darrin. With so few examples left in existence, this great car is sure to command attention. To own a Kaiser Darrin is an opportunity to enjoy a rare, iconic American sports car.

\$140,000 - 180,000

107.

1929 CHRYSLER MODEL 75 ROADSTER

Chassis no. ZW 573E

248.9ci L-Head Inline 6-Cylinder Engine
Single Stromberg Carburetor
75bhp at 3,300rpm
3-Speed Manual Transmission
4-Wheel Semi-Elliptic Leaf Spring Suspension
4-Wheel Hydraulic Drum Brakes

- *Top-of-the-line factory bodied Chrysler*
- *Exquisitely restored and beautifully presented*
- *2-time AACA Award winner.*
- *Eligible for Le Mans Classic, as well as Mille Miglia Retrospective*



THE CHRYSLER MODEL 75 ROADSTER

Produced at the old Chalmers plant in Detroit and introduced in January 1924, Walter P. Chrysler's first automobile was an innovative, medium priced, six-cylinder car of better-than-average performance as numerous motor sport successes would soon demonstrate. Offering a \$5,000 specification for under \$1,500, the Chrysler featured hydraulic brakes, aluminum pistons, full-pressure lubrication, a tubular front axle, and was able to reach 70mph comfortably.

The Chrysler 75 Roadster was one of the sportiest models offered by Chrysler and is one of the pinnacles of the marque's motorcar development during the 1920's. With powerful and large 7 main bearing flathead engines mated to a superb three speed transmission and coming standard with hydraulic brakes, there were few cars short of the Stutz or Bentley that could better a Chrysler for speed and performance.

Chrysler actively campaigned their motorcars from 1925-1931, and the Model 75 was entered in the Mille Miglia, Le Mans, and the 24hrs of Spa. The Chrysler 75 finished 3rd and 4th in Le Mans in 1928, earning the nickname the "Poor Man's Bentley". Furthermore at the Mille Miglia, a Chrysler Model 75 won the 5 liter class in both 1929 and in 1930. Today many 75s are actively campaigned on the vintage rally and race circuit with a great degree of success.



THE MOTORCAR OFFERED

This particular Model 75 was acquired by the consigner's late husband in 1993. For a number of years, the car was used and enjoyed. It was driven extensively until a Packard was purchased, and it was at this time in 2007 that a full restoration began to bring the car up to AACA show standards.

This restoration initially began under Hill Jenkins but was completed by noted restorer Randy Brook in 2014. An extensive record of receipts and invoices are included with the car. The result of the work is truly breathtaking, presenting beautifully in its original color scheme of turquoise, with blue fenders and cream wheels. The car has been shown at AACA events and has been awarded 2 AACA National Awards.

In the past three years, this car has been kept in climate-controlled storage and given yearly mechanical checkups despite its infrequent road use. It was recently inspected by a Bonhams specialist and found to be in very fine order. During this inspection, it was also taken on an enjoyable test drive, in which it demonstrated impeccable road manners.

Chrysler 75s are highly event eligible and offer excellent value for the money. The opportunity to acquire this expertly restored example should not be missed.

\$70,000 - 90,000

Please note that the car is titled as ZW 36

108.**1913 FORD MODEL T TOURING CAR**

Engine no. 323625

177ci Flathead Inline 4-Cylinder Engine

Single Updraft Carburetor

22.5bhp At 1,600rpm

Transverse Leaf Springs And Solid Axles Front And Rear

Rear-Wheel Mechanical Drum Brakes And Transmission Brake

- *A highly original example of one of the most important automobiles*
- *Runs and drives very well*
- *Former Long term private ownership*

**THE MODEL T**

For years the Model T Ford was the backbone of car collecting. The perennial popularity of the T since its introduction 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

This "survivor" 1913 has remained in remarkably original and unmolested condition. Remarkably, it boasts a correct 1913 engine and running gear and still retains its original leather upholstery (1913 was the last year Ford used leather in the T). Equipped with gas headlights with acetylene generator, proper oil-side lights, and taillights, it has all the correct items that make these early Ts so charming.

Don't let the original appearance fool you, this is a great driving T. The engine starts easily and the transmission bands are silky smooth. The seller reports that this Ford has been run up to about 45 mph with no bad characteristics what so ever. It rides on a correct set of all white tires and the unusual twin spare carrier at the rear has two period tires fitted. This Ford's smooth running and authentic appearance have always made it a crowd pleaser wherever it goes.

Survivor "brass" Ts are difficult to find and are seldom found in running and ready to use condition. This charming example is exactly that and is bound to give its new owner as much enjoyment as it has its last.

\$10,000 - 15,000
Without Reserve

- Rare BMW model
- Germany's first post-war V-8 passenger car
- Desirable aluminum V-8 engine
- Innovative engineering and construction

109.**1956 BMW 502 SEDAN**

Chassis no. 62416
 Engine no. 2440

2,580cc OHV Aluminum V-8 Engine
 Single Carburetor
 100bhp at 3,800rpm
 4-Speed Manual Transmission
 Torsion Bar Suspension
 4-Wheel Drum Brakes

**THE BMW V-8**

Nicknamed "Baroque Angel" for their exaggerated curves and flowing lines, the BMW 501 and 502 sedans were some of the most graceful and distinctly stylish German automobiles of the post-war era. Luxurious and accordingly expensive, the 502 was built in relatively small numbers, with only 190 examples sold in the first year of production. The V8 powered 502 was distinguished from the six-cylinder 501 with additional interior and exterior trim, and more opulent fittings. Building the Baroque Angel was an expensive undertaking, and it nearly bankrupted BMW in the process.

THE MOTORCAR OFFERED

This example is a desirable 2.6-liter V8-powered 502. It is presented with a partially completed restoration, with the body restored and finished in cream over brown. The body presents in good condition overall, with respectable paintwork and finishing. Final assembly and detailing have yet to be completed, though a number of exterior trim parts will be included. Like the body, the interior has been retrimmed and presents in very good order overall, needing just final detailing and assembly, equipped with the 2.6-liter version of BMW's all-alloy V8 engine, which, in 3.2-liter form would power the legendary 507 Roadster. The engine is mated to a four-speed manual gearbox, shifted via the column as was common practice for many German cars of the period. The engine and mechanical systems will require attention as part of the restoration work as it has not been run while in the possession of the consignor. This is a rarely seen example of Germany's first post-war

V8-powered passenger car, and with much of the cosmetic restoration work already done, a relatively straightforward proposition to return to its former elegance.

\$30,000 - 40,000
Without Reserve

110.

1930 ASTON MARTIN INTERNATIONAL SPORTS 2/4 SEATER

Coachwork by Enrico Bertelli

Chassis no. K083

Engine no. K083

1,495cc SOHC Inline 4-cylinder Engine

Twin SU Carburetors

73bhp at 4,750rpm

4-Speed Manual Transmission

Semi-Elliptic Leaf Springs Front and Rear

4-Wheel Mechanical Drum Brakes

- *Rare example of Aston Martin's first high-performance production car*
- *Exquisitely restored and presented*
- *A ticket to some of the world's most exclusive motoring events*
- *A great prewar sports car from a legendary make*



THE ASTON MARTIN INTERNATIONAL SPORTS 2/4 SEATER

Manufactured by Robert Bamford and Lionel Martin, the first Aston-Martins (the hyphen is correct for the period) rapidly established a reputation for high performance and sporting prowess in the immediate post-WWI years. Unfortunately, the management's concentration on motorsport, while accruing invaluable publicity, distracted it from the business of manufacturing cars for sale, the result being just 50-or-so cars sold by 1925 when the company underwent the first of what would be many changes of ownership.

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus Bertelli and William Renwick. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia. Like his predecessors, 'Bert' Bertelli understood the

effect of competition success on Aston Martin sales and sanctioned the construction of two works racers for the 1928 season. Based on the 1.5-litre, overhead-camshaft road car, the duo featured dry-sump lubrication, and this feature was carried over to the International sports model, newly introduced for 1929. Built in two wheelbase lengths (102" and 118"), only 81 Internationals were manufactured between 1929 and 1932, mostly with bodies by Augustus's brother Enrico 'Harry' Bertelli.

A contemporary road test of an International recorded a top speed of 81mph with up to 90mph attainable, depending on the back-axle ratio. The new Aston was soon making its mark on the racetrack, 'Bert' Bertelli and Pat Driscoll winning the Biennial Cup at Le Mans in 1932, one of many competition successes achieved before the International was superseded by the Le Mans and Ulster models. Private owners entered all kinds of

competitions, while team drivers included Sammy Davis, Eddie Hall, Cyril Paul and George Eyston.







THE MOTORCAR OFFERED

Without question the most beautifully restored Aston Martin International we have offered, this is truly a benchmark example of its type. Acquired by the vendor in the 1990s, this rare early Aston was entrusted to Henry Magno of Magno Restoration in Haverill, Massachusetts for a complete restoration. Best known for his fine pre-war Mercedes restorations, Mr. Magno performed a meticulous "nuts and bolts" job bringing the machine to the highest possible standard. During the restoration a replacement block was fitted, a necessary and costly job on many of these 1½ liter cars. However, the original is included. Mr. Magno was given free rein to deliver the restored Aston within the highest degrees of authenticity. A look at the engine bay shows how authentically the car was restored without crossing over into over restoration.

The coachwork is particularly noteworthy for its exceptional panel fit and door lines. The sporty exterior is finished in a period correct dark red that is striking with the nickel-plated bright work. The interior is trimmed in fine tan hides over wool rugs. The figured wood dash is finely polished and displays the correct compliment of original instruments. A recent test drive by a Bonhams specialist found the car easy to start and free revving with crisp steering and braking. The original gearbox is good fun to run through and easy to rev match for clean shifts. Overall, the car worked as well as it looked.

Since its recent restoration, the Aston has seen infrequent use but was displayed at the Greenwich Concours d'Elegance. Other than this, it has been housed in a climate-controlled garage worthy of such a lovely machine.

This Aston is clearly a car at home both on a twisting road or a concours lawn. Seldom found in the US and highly desirable for their fine driving characteristics and fine looks, one is unlikely to find a better example of this legendary machine.

\$160,000 - 210,000

111.

2001 BMW Z8 ROADSTER

VIN. WBAEJ13451AH61111

4,941cc 32-Valve DOHC V8 Engine
Bosch Motronic Fuel Injection
400bhp at 6,600rpm
6-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- One owner from new
- Exquisite, low-mileage example of the Z8 Roadster
- Extremely well-kept condition inside and out
- Complete with factory hard top, books, tools and service records



THE BMW Z8

'That this new car, the Z8, is scorchingly fast comes as no surprise. It employs the potent 400-hp M5 powertrain, which endows the M5 sedan with the acceleration of a Corvette. Weighing about 500 pounds less than the two-ton M5, the Z8's performance is beyond question.' – *Car & Driver*.

In 1956, BMW released the 507, a stunning two-seat Roadster that delivered exhilarating performance, luxury, and rarity, which remains one of the most coveted BMW models ever produced. At the 1997 Tokyo Auto Show, BMW displayed a stylish retro-inspired concept car, the Z07. The Henrik Fisker-designed concept was initially intended to merely exist as a sole concept, however the incredible reception and overwhelmingly positive acclaim spurred the decision to put it into limited serial production in 1999.

The resulting Z8 remained remarkably faithful to the Z07 concept, with the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8, including a banjo-style steering wheel. The sleek and taut bodywork was all wrought in aluminum, as was the space-frame chassis. The 4,941 cc V8 engine was aluminum as well, a 400-horsepower power-plant that motivates this lithe roadster to 60mph in a scant 4.2 seconds. Needless to say, the Z8 was fitted with all the luxury appointments befitting a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible top.

Along with being a stunning, hand built limited-production roadster, BMW further enhanced the Z8's appeal to collectors by announcing that a 50-year stockpile of Z8 parts would be maintained. Despite a hefty launch price, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of MSRP. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.



THE MOTORCAR OFFERED

That these cars benefit from a cult following among collectors should come as no surprise, they embody those same retro looks with the 'mod-cons' of today, in keeping with the company's marketing, could well be considered as 'the ultimate driving machine'.

The car we present here follows the iconic look for these cars so memorably piloted on screen by James Bond in the movie *The World Is Not Enough*, albeit receiving an ending more appropriate to one of his enemies than comrades... Like Bond's car, it is finished in the Titanium Silver Metallic scheme, with a business like Nappa Black all leather interior and Anthracite headliner. Imported through New Jersey for dealer VOB Auto Sales of Rockville, Maryland, it landed with the current owner in Pennsylvania in October that year.

Over the course of the next 16/17 years the car has been thoroughly, but carefully enjoyed by its single owner, in his home state and Florida and accruing an average of roughly 1,000 miles a year, to read 17,818 on its odometer at the time of photography. Testament to their build quality, the seller reports that there were no recalls from BMW, and that his maintenance has simply been by the book as and when necessary. Today, the interior remains immaculate with limited signs of age, and matches the exterior which has been carefully maintained and is extremely clean. The hardtop as fitted today, has never been removed from the car, so the soft top remains unused therefore. The CarFax for the car lists no accident damage throughout the car's life.

Offered with the car are the original equipment including manuals, sales brochure, tools, window sticker, even factory installed cellphone and the hardtop. This Z8 is a highly collectible BMW, and will be a treasured asset for years to come.

\$160,000 - 180,000

112.

1961 AUSTIN-HEALEY 3000 MKI BN7 TWO-SEATER

Chassis no. HBN7L/10865

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

- *Rare and desirable two-seater 3000 BN7*
- *Unbroken maintenance records from new*
- *Careful long-term ownership*
- *Highly original matching numbers example*



THE AUSTIN-HEALEY 3000

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

In 1960, the second production year for the six-cylinder Healey’s, the marque saw great success on the competitive international rally scene, with Pat Moss and Ann Wisdom winning the Liege-Rome-Liege, Coupes des Dames in Geneva and the Tulip Rally. With partial alloy bodies, these cars were light enough to perform admirably with extra power of the three-liter engine.



THE MOTORCAR OFFERED

The story of this Austin Healey 3000 begins in the great white north of Canada. In 1961, Jed Wooley paid 3,575 hard earned loonies to Brennan Motors in Ontario for the vehicle. During his time, he would fastidiously maintain the vehicle, accounting all of the work within the log book accompanying the Healey. The level of documentation on hand is truly extensive and we invite those interested in the car to comb through them. Thanks to this work, many original components including the engine and functioning period radio have accompanied the car since its inception. Even the original color scheme as delivered adorns the vehicle, albeit with some touch up work having been done over the course of several decades.

In 2003, The most recent owner came about the car parked next to a Gulfstream within the confines of a hanger in Salt Lake City. 12,000 more miles have accumulated on the dashboard during his ownership, but the same level of distinct care has been poured onto the Healey. Evidently, the car has been largely reliable and so only routine maintenance has been conducted. New tires were shod on the numerally correct, spoked wheels and a new fuel pump was also installed.

Recently, a Bonhams specialist took the vehicle on a test drive and can report that the Healey drove very well, smoothly and quietly. Furthermore, the overdrive operated correctly. This is truly a testament to the careful ownership and unbroken maintenance history from new.

Arguably the most desirable model of the six-cylinder model range; a left-hand-drive BN7 two-seater, this example should be a must have for anyone looking for a preserved, well cared for car. The on-hand service history, hand book, and brochures should further sweeten the deal for anyone interested in the details. Do not miss this opportunity to pick up a truly wonderful and easily enjoyable roadster.

\$60,000 - 80,000

113.

1970 FERRARI 365 GT 2+2

Coachwork by Pininfarina

Chassis no. 13989

4,390cc SOHC V12 Engine
3 Weber Carburetors
320bhp at 6,600rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Matching numbers example of the classic Touring Ferrari
- Elegant Pininfarina-built coachwork
- Great Ferrari for high-speed rallies such as the Copperstate 1000
- Less than 16,000 original miles



THE FERRARI 365GT 2+2

By the mid-1960s, fifty percent of all Ferraris produced were being built with four seats. Following on from the success of its first such model, the 250 GTE of 1960, Ferrari introduced the 330 GT 2+2 in January 1964. Its replacement, the 365 GT 2+2, was launched at the Paris Auto Show in October 1967. Sleekly styled in the manner of the limited edition 500 Superfast, the 365 GT 2+2 was the most refined Ferrari to date.

Based on that of the contemporary 330 GTC, the chassis was made up of Ferrari's familiar combination of oval and round steel tubing, and in addition to featuring independent suspension all round (for the first time on a Ferrari 2+2) the car boasted Koni's hydro-pneumatic self-leveling system at the rear. Further refinements included mounting the engine and drive-train in rubber bushes to insulate the car's occupants from noise and vibration and providing ZF power-assisted

steering and air conditioning as standard equipment.

Developing 320bhp in its 365GT incarnation, the well-proven 4.4-liter V12 engine was coupled to a five-speed gearbox. The car's blistering performance - top speed 150mph, 0-60mph in 7.0 seconds - was restrained by Girling ventilated discs all around. Endowed with that unusual combination of fine handling and a supple ride, the 365GT 2+2 was rated by Car magazine as 'the most civilized Ferrari yet.'



THE MOTORCAR OFFERED

Fifteen years ago when the consigner's children were little, he looked for a car with enough seats to bring them to shows. As a prominent New England investor and businessman, he wanted something special, and he found it in this lovely 4-seat Ferrari 365, which was part of the prestigious Blackhawk Collection. At the time of acquisition, the odometer showed just over 14,000 miles. The previous owners reported more than \$20,000 in engine and other work.

The consigner has continued to provide meticulous care, with recent major service, new exhaust, new shocks and suspension, and a full tune up. All the fluids are fresh, and the car is ready to go anywhere. The car has seen very light use; the odometer today remains under 16,000 miles.

Years before, the consigner had loved watching Don Johnson's Ferrari Daytona in Miami Vice. This car was the closest thing he could find that could accommodate a family. Today, his kids are grown and they have their own automotive interests.

This particular Ferrari 365 presents very well. Finished in red with tan leather both show in equally good order in no part thanks to being looked after by a prominent New England region European auto specialist. Ferrari 365 2+2s make excellent high-speed rally cars, and are excellent cars for those needing more space. Sure to bring enjoyment to the next owner, the opportunity to acquire this should not be missed.

\$225,000 - 275,000

114.

1941 CADILLAC SERIES SIXTY SPECIAL SEDAN

Chassis no. 6343134

346ci L-Head V8 Engine
Single Twin-Choke Carburetor
150bhp at 3,200rpm
3-Speed Manual Transmission
Leaf Spring Suspension
4-Wheel Hydraulic Drum Brakes

- Offered from the renowned George C. Makris Estate Collection
- Multiple CCCA and CCCA Award Winner
- Elegant and exclusive Art Deco styling
- In current ownership for more than half a century



THE CADILLAC SERIES SIXTY

The 1940s were a somewhat magical decade for Cadillac. Nearly every car they produced from 1940 through 1949 was in some way a standout. Every year's styling was handsome, and these cars remain greatly sought after. Cadillacs of this era were performance leaders among American cars. The 1940-42 design successfully translated 1930s-era classic Cadillac design cues into a more modern context. Cadillacs from this era truly lived up to their motto "The Standard of the World". The first Series Sixty Specials of 1938 were bodied by Fleetwood; the 1939 and 1940 models, which used essentially the same design with updated front-end sheet metal and headlights, were built to the Fleetwood design by Fisher Body, and they were no less well-appointed and elegant.

THE MOTORCAR OFFERED

This luxurious Cadillac Series Sixty was purchased by renowned Upper Brookville, New York-based collector George C. Makris in 1962 and was a treasured part of the late Mr. Makris' phenomenal and pioneering collection of fine motorcars. The Cadillac is said to have had just one prior owner to Mr. Makris. This spectacular piece of Americana features an elegant black exterior and luxurious interior, which seem quite appropriate in conveying the overwhelming elegance that this model represented in period. Adding to the fashionable appearance are wide whitewall tires with full factory hubcaps and bumper over-riders. The Art Deco inspired dash, like the car itself, uses a carefully measured amount of chrome and brightwork to set off its design, and a classic large-diameter steering wheel instantly transports one to an age in which high tech did not dictate design. This car remains solid and eminently useable; and by being recognized as a Full Classic™ by

the Classic Car Club of America, this icon of General Motors design would be a perfect tour car, especially for CCCA CARavans, where this most modern and drivable of Classics has long been a preferred favorite. Both CCCA and AACA First Prize Awards have been given to this spectacular motorcar, which has been considered by Cadillac aficionados to be among the best examples of the model extant.

\$30,000 - 45,000

- Open air utility
- Well documented history post mid-century
- Attractive dark Brewster Green Paint
- A true American Classic
- A real gem of a Model A

115.**1929 FORD MODEL A ROADSTER PICK UP**

Engine no. A1380113

201ci Flathead Inline-4 Cylinder Engine
 Single Updraft Carburetor
 40bhp at 2,200rpm
 3-Speed Manual Transmission
 4-Wheel Leaf Spring Suspension
 4-Wheel Mechanical Drum Brakes

**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 original Model A design continued, with running improvements, into 1929, the year this Open Pickup (or 'Roadster Pickup') was built. Originally priced at \$445, the Open Pickup featured a non-folding canvas top that could be easily removed.

THE MOTORCAR OFFERED

This multi-faceted Roadster Pick Up Model A Ford combines the best of wind-in-your-face motoring with a heaping dose of utility. Used as a work truck for a majority of its life, the history of this classic is well documented since the mid-century thanks to a 10-page letter written by Mr. Tom Umholtz, who purchased the vehicle in 1965. As a carpenter, the truck was regularly used in the line of duty but received routine maintenance and some touch up work under his stewardship. As such, the vehicle presents with an honest amount of wear, a state that will encourage its new owners to continue to use the vehicle as intended. Overall, the vehicle is solid and sound, with an attractive dark Brewster Green exterior contributing greatly to the truck's determined and stylish look. This is the kind of pampered motorcar one could still find at events like the Hershey Fall Meet in the 1960s and 1970s, but rarely seen today.

The Model A makes a fantastic introduction to vintage motoring but also a fine addition to any current collection. An honest pick up like this is sure to be cherished for years to come.

\$20,000 - 25,000
Without Reserve

116.**1923 ROLLS-ROYCE SILVER GHOST "PICCADILLY" ROADSTER**

Replica Coachwork in the Piccadilly Style

Chassis no. 82LK

Engine no. R65

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

85bhp at 2,300rpm

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- Well known ownership history from new
- Derby built example of Rolls-Royce excellence
- Beautifully crafted bodywork in the style of the classic Piccadilly Roadster
- Eligible for touring events worldwide

**THE ROLLS-ROYCE SILVER GHOST**

Rolls-Royce came early to America. In 1906, C.S. Rolls himself brought three cars to race at New York's Empire City track. An exhibit at the annual auto show followed, where three cars were sold. In 1913, a New York depot was set up with coachbuilders Brewster & Co., who bodied the majority of the imported chassis. In 1919, Rolls acquired a factory in Springfield, Massachusetts and began to manufacture the Silver Ghost. In addition to Brewster, American Rolls-Royces were bodied by many other prestige coachbuilders, a number of them under the hallmark of "Rolls-Royce Custom Coach Work". Included in this bevy of eastern craftsmanship were such companies as Biddle & Smart, Willoughby, Merrimac and Holbrook. In order to have cars ready for customers who wished to buy "off the showroom floor," a range of standard designs was prepared, to be executed by the aforementioned firms. Included were the Pall Mall tourer, Oxford seven-passenger tourer,

Piccadilly Roadster and Mayfair and Riviera town cars. The Piccadilly Roadster is one of the most desirable of all Springfield Rolls-Royce combinations. It combines excellent performance, sleek, distinctive design and intimate sporting character in an automobile of the highest quality.

Initially the same as its British counterpart, the Springfield Silver Ghost chassis evolved over the years to adapt to its adopted country. First were component substitutions, American Bosch ignition in place of the Watford magneto, American wheels replacing Dunlops and eventually all electrical equipment was of local manufacture. By 1924, six-volt electrics had been adopted, and the following year the chassis was reconfigured for left-hand drive. At the same time, the four-speed, right-hand-shifted gearbox gave way to an American-style three-speed with center change.

In its infancy, the automotive industry was an environment where engineering and design were rapidly evolving. While motor cars by competing manufacturers proved to be crude and quickly showing age, it was Rolls-Royce's Silver Ghost that solidified the company's reputation for producing reliable vehicles that were precisely engineered and delivered with exceptional attention to detail. The Silver Ghost remained in production in England until 1925 and at Rolls-Royce's Springfield plant in the USA until 1926, the longest production run of any model from that celebrated company.



THE MOTORCAR OFFERED

This Silver Ghost, chassis 82LK, was built in Rolls Royce's Derby factory, sold new in the UK to Mr. Paul Goudie of Surrey on December 17, 1923. In 1927, the car changed ownership to a buyer in Kent. It remained there until 1947, when it sold to E.P Richmond. Chassis 82LK continued under the ownership of various proprietors in the UK until 1954, when it was imported into the US for the first time. Once stateside, it was purchased by a Pennsylvania collector who had several Silver Ghosts. In 1969, the car was sold to a California based collector and circulated in California until 1989, when it was exported to Japan. The car made its return to the US in 2016 when it was acquired by the current owner.

The original body fitted on this chassis was a landaulet configuration built by Hooper. In the late 1980s, California metal shaper Marcel Delay placed upon this Silver Ghost coachwork in the style of the 2/4 passenger Piccadilly Roadster. This desirable body shows very well with its 1980s restoration in ivory over red leather interior.

Mechanically, 82LK is fitted with the 7,428cc L-Head inline 6-cylinder engine (R65) that attributed to naming the Silver Ghost. With heads casted to the cylinders and a large crank to offset engine vibration, the Silver Ghost's engine ran smoothly and quietly, impressing all who drove the car when new. Mated to the engine is a 4-speed manual transmission that is well known for its "top-gear" functionality, allowing drivers to operate from a standstill and accelerate to cruising speed without having to shift. Additionally, this car was fitted with 4-wheel servo assisted brakes in April of 1925.

The first advertisement for the Silver Ghost asked the question: "Is this the best car in the world?" Rolls-Royce's search for perfection created a car that is still known for luxury and excellence 100 years after being introduced.

**\$125,000 - 175,000
Without Reserve**

Please note, this vehicle is titled under Engine No. G2783E.

117.

1911 BREESE PARIS TEARDROP ROADSTER

Engine no. 2783E

Fivet Flathead Inline 4-Cylinder Engine
Signal Zenith Updraft Carburetor.
7½hp at 2500 RPM
4-Speed Manual Transmission
Solid Axle Front and Rear Suspension.
2-Wheel Rear Drum Brakes

- *Advanced design brass era sports car*
- *In current family ownership since 1961*
- *Original coachwork*
- *Believed one of two survivors.*
- *Exquisite French craftsmanship*



THE MOTORCAR OFFERED

After traveling to Paris in 1910 and having gained experience working at Peugeot Dress, DeDion-Bouton, and Renault, inventor and engineer Robert Breese decided to design and build his own automobile. The plan was to return to New York with the three prototypes and begin production. The exact number of cars that were eventually built remains a mystery, but it seems that only 2 of the three known examples exist today. This particularly dashing teardrop roadster is supposedly the first produced.

This particular car was built to very high standard. The teardrop bodywork was fashioned out of aluminum and fitted to a well designed ladder chassis. The engine was sourced from Fevit, and mated to a four-speed transmission- quite advanced for its day.

The marque's production numbers remain a lingering question of the company's history. Robert Breese himself did not need to produce cars to make a living so the whole enterprise may have been viewed as little more than a hobby. What is clear is that the Breese Paris cars were built to a very high standard and way ahead of their time. Most sports cars of the brass era achieved speed by having huge displacement engines. Breese appears to have taken a much more modern and sophisticated approach. The whole car is built with lightness and maneuverability in mind, only weighing in at a lithe 1550lbs. Even with the small Fevit engine, speeds upwards of 70mph were possible.

The earliest known owner of this car is a Mr. Albert Blecher of New York City. In 1927 he sold this car to Mr. Don Romeo, a well known jazz band tenor banjo player. Mr. Romeo was a very enthusiastic owner of the

car used it extensively around NYC for ten years. Unfortunately, Mr. Romeo was not very mechanically inclined and did not see the warning signs of the back wheels failing. After exhausting his search for replacement wheels, the car was disassembled and laid up in his garage. The car would remain in Don garage for the next 24 years, till a NYC fire Marshall determined it was a fire hazard and demanded he clear it.

A fellow vintage car enthusiast tipped off the new owner, Mr. Emanuel Speraza, about the car. Initially not having an interest, Emanuel offered the car to other club members. As fate would have it, a fellow vintage car enthusiast by name of Leo Peters, who introduced him to Mrs. Breese, Robert Breese's widow in a local park. When informed that it was probably the missing first car, Mr. Sperraza developed an interest, and purchase the car from Mr. Romeo.



Emanuel spent two weeks searching Romeo's house for all the parts, loaded the car components into the back of his station wagon, strapped the alloy bodywork to the roof, and then drove home with the whole lot. Over the next few years he spent many hours putting the car back together. This task made more complicated by the fact that no two breeze automobiles were the same. Many small parts he had to manufacture himself, but at the end of 2 years, the car was finished and back on the road. It was first displayed at the Antique Car Rally on Staten Island in 1963, where it won 1st place.

The car eventually passed to Emanuel's son in 1990, an ardent vintage car enthusiast and now retired NYPD police officer. The car has since been displayed at numerous events and shows. These included, The Greenwich Concours de Elegance, Meadowbrook Hall, and the car won a Palmetto award at Hilton Head in 2006.

Even though the car was last restored in the 1960's, the cars condition today is very good, a testament to the Sperrazza family's careful care and diligent maintenance. It was recently inspected by a Bonhams Specialist and appears to be in very good order.

In the world of collector cars, there are few rarer than a Breeze. The vehicle is surely eligible for any number of Concours events, or a slew of Brass era tours.

\$100,000 - 130,000

Please note, this vehicle is titled under Engine No. G2783E.

118

1911 BREESE PARIS ROADSTER

Engine no. M795-Y

1,392cc OHC Inline 4-Cylinder Engine
Signal Zenith Updraft Carburator
Approx. 20bhp at 2500 RPM
4-Speed Manual Transmission
Solid Axle Front and Rear Suspension
2-Wheel Rear Drum Brakes

- *Advanced design brass era sports car*
- *Robert Breese Personal Car*
- *OHC 4-cylinder engine*
- *Believed one of two survivors*
- *Unique documented history*



THE MOTORCAR OFFERED

This 1911 Breese Paris is one of three cars known cars produced by Robert Breese in France to sell in America. The other two were the teardrop roadster and the race car that has been lost. This car is believed to be the last of the trio and is fitted with many features not found on the earlier car. It is believed to have originally appeared with an attractive boat tail three-seater body. Under the hood of the Breese was a very advanced OHC 4-cylinder engine that shares many similarities to Bugatti engines of the period and the later 4-cylinder engine designed by W.O. Bentley- all three units share a camshaft driven via vertical shaft on timing gears.

This overhead camshaft engine had many advantages over the small flathead Fivet unit used in other cars. The biggest being that flathead engines are not as efficient on the intake stroke as overhead units. By designing an overhead camshaft unit, Robert Breese was

able to drastically increase performance, while still using a relatively small 1.3-liter unit. Many HCCA members who toured with Robert in the NYC area, all said that this car was extremely fast for its age.

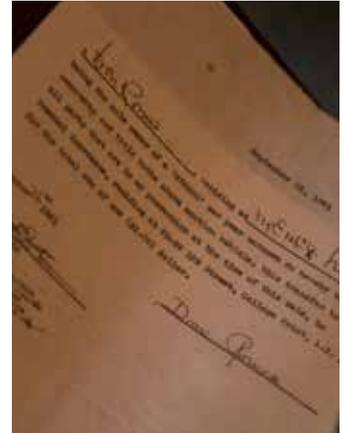
The first owner of this particular car is not known, but in 1926 it was seen by a Mr. Blumberg laid up in a Manhattan garage. According to an article written by him, he instantly fell in love with the car and its sporty lines, so he arranged to buy it. Accompanied by his brother, Mr. Blumberg decided to drive the car on a rather epic 5000-mile road trip around the eastern United States. Setting off from his home at 151st and Broadway, he completed the journey some eighteen weeks later with no mechanical failures.

The next known owner of the car was Robert Breese himself. It is believed that during his

ownership the car received the rather spartan two-seater coachwork it still wears today.

Robert Breese would retain the car for the rest of his life. He even raced it in the commemorative running of the Vanderbilt cup in 1946, where he was barley beaten by Old 16 piloted by veteran racing driver Joe Tracy. A video of this match exists, as do numerous photos of Robert Breese with the car in a history file.

After Breese's death in 1958, it would pass to a surviving member of the Breese family and would remain in their ownership until 2001. It was then acquired by Sperraza family, the owners of the teardrop roadster. By this point, the car had been laid up for a quite lengthy period so the consigner devoted a large amount of the time getting the car roadworthy again.



Today, the car is very much the way it was when Robert Breese owned it. Although, the original bodywork is gone, but the unique OHC engine remains. It would make an intriguing restoration project or do equally well as a preservation piece. Seldom do brass cars with such advanced design features come available for purchase.

**\$40,000 - 60,000
Without Reserve**

Please note, this vehicle is titled under Engine No. 795Y.

119.

1933 PACKARD SUPER EIGHT MODEL 1004 TOURING CAR

Engine no. 750814

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

- *CCCA Senior Award Winner*
- *Lowest production year for Packard*
- *Authentically restored*
- *Twin throat carbonation for improved performance*
- *An excellent touring car*



THE PACKARD EIGHT

Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. First introduced in 1924, the Eight was notable as the first Packard to employ four-wheel brakes. Its side-valve straight-eight engine developed 85bhp from 5.9 liters, and the model Eight line-up initially comprised ten models on two wheelbase lengths. In 1927 the engine was enlarged to 6.3 liters and a smaller 5.2-liter Standard Eight was introduced for 1929, with the larger engine continuing to power the Custom and DeLuxe Eights. The latter was re-christened 'Super Eight' for 1933, by which time all Packards featured synchromesh transmissions.

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



THE MOTORCAR OFFERED

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

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

This particular Packard was sold new in New York City by Park Avenue Packard. It would have been quite a sight when new in the Big Apple. It is most unusual as touring cars are

quite rare in this era, with the fashion trending toward all-weather cars. This body style does give some evidence to it being a government use vehicle as touring cars such as this were very popular with high ranking government officials.

The seven passenger touring car designs by Packard are some of the best-looking touring cars of the period. Under the watchful eye of Ed Macauley, director of Packard styling division, graceful art deco influenced designs, that were also influenced by Raymond Dietrich, were crafted and fitted. These bodies were of the utmost quality.

Restored a number of years ago, today this car presents very nicely as an older restoration. A CCCA senior award winner, this car has been in current ownership since 2007, were it has been carefully maintained and kept in climate-controlled storage. It is quite fetching in its brown color scheme with light brown interior.

This Packard would make an excellent choice for various vintage car events. This was the first year of the dual throat carburation which led to a noticeable improvement in performance, making these cars very roadable even today. This tourer is sure to bring its next owner years of high quality and refined motoring.

\$150,000 - 200,000

120.

1910 CADILLAC RACER

Engine no. 46746

226ci Inline 4-Cylinder Engine
Single Updraft Carburetor
30bhp at 2,300rpm
3-Speed Sliding-Gear Transmission
2-Wheel Mechanical Brakes

- *Ex Lindley Bothwell*
- *Great period correct racer*
- *Fitted electric starter*
- *Great car for Vintage Races, or Brass Tours*



THE 1910 CADILLAC

The first multi-cylinder Cadillac was their 4-cylinder model introduced in 1905. It was a bit primitive in construction upon its unveiling, but Cadillac knew they had to move on from the single-cylinder motors they had become known for. The 4-cylinder engine was truly refined in 1909 with the introduction of the 30 horsepower Model 30. The Model 30 still bore much of the distinctive engineering from the single-cylinder engine, such as the copper water-jackets and unique carburetor, but the new engine was nevertheless a major step forward. With this new model, Cadillac was able to offer a relatively powerful and good performing car, at an excellent price. This combination made the car popular from the start and still keeps the car popular today on antique car tours.

Each successive year after its introduction saw the Cadillac 4-cylinder model gradually upgraded. The engine's displacement was increased, and the car was more refined throughout. The big innovation for 1912 was the introduction of the self-starting system, a first for a production car. This innovation is so central to Cadillac's legacy of being at the forefront of automotive design that it inspired the name for the Cadillac-LaSalle Club's publication *The Self-Starter*.

Pioneered by legendary automotive engineer Charles Kettering, the idea was put into motion after the death of a good friend of Mr. Kettering, caused by a starting handle injury. Kettering's innovation combined the generator and starter into one unit and proved highly effective.



THE MOTORCAR OFFERED

Built on a 1910 Cadillac chassis, this racer is good looking and bound to be great fun to drive. Cadillac never produced anything quite like this in period, so it is safe to assume it was a well-executed conversion. This conversion may have been done by Lindley Bothwell in 1948-1949, or during a prior ownership. This car was certified under Lindley Bothwell by the AAA as a veteran race car in 1952, and it retains its original registration badge.

This example passed from Mr. Bothwell's estate to a California based Horseless Carriage Club member. It would remain in his ownership until 2008 when it was acquired by the consigner. During his ownership the car has had limited use, but it was kept on the button and maintained regularly.

A fun machine with a great period racer look, this Cadillac should prove great fun on the road, track or on a brass car tour.

\$35,000 - 45,000

121.

1920 AHRENS-FOX FIRETRUCK

Engine no. 1502

612ci T-Head Inline 6-cylinder Engine
3-Speed Manual Transmission
Semi-Elliptic Leaf Springs Front and Rear
Mechanical Rear Brakes

- *"The Rolls-Royce of firetrucks"*
- *Previously owned by noted collector Mark V. Smith*
- *A vehicle with great historical significance*
- *Extremely collectible*



THE FIRETRUCK OFFERED

Known as the "Rolls-Royce of firetrucks," the Ahrens-Fox was simply the best piece of equipment a fire fighting team could have had at its disposal in the early 20th century. This machine is incredibly well engineered and provided departments crucially important features to help get the job done. One of which was the chrome plated ball which was perched atop the 4-cylinder pumping engine. At the time, firefighting was not just a dangerous job due to the proximity to roaring infernos but because the tools themselves were potentially harmful. Uneven pressure movement could cause surging strong enough to break arms and wrists. This priming ball fitted to the Ahrens helped to regulate this pressurized water into an even stream, drastically reducing potential accidents. This innovation was combined with the step-down nozzle to make larger, lower pressure flows of water out of the hose possible.

The task of propelling this rig down the road was handled by a 6-cylinder gas powered internal combustion engine capable of moving the vehicle to speeds of 50mph. As reliability was a main point of concern for the firefighting teams, levels of redundancy were employed to keep things moving. Dual ignition systems, double spark plugs, and many other systems were done in duplicate making this one of the most expensive motors of its day.

The Ahrens-Fox on offer was first delivered to the Minneapolis Fire Department and served as a trusted tool of the city for many years. Since leaving the line of duty, however, the vehicle has been featured in the noted firetruck collection of Mark V. Smith in Staunton, Virginia. Eventually the truck would leave his care to be placed in the hands of the current consigner who has kept the truck within his own collection for 20 years. This Ahrens Fox is a fine show piece and a rare example of one

of the best pieces of firefighting equipment available at the time. An item of historical significance presented such as this should make for a great addition to any collection.

\$70,000 - 90,000

- A True Grand Tourer in the tradition of W.O original design
- 493hp Twin Turbocharged V8
- Owned by noted Bentley Enthusiast
- Maintained to a high standard

122.

2003 BENTLEY ARNAGE T

VIN. SCBLF34F63CX09288

6,750cc Twin Turbocharged OHV V8 Engine
 Fuel Injection
 493bhp at 4500 RPM
 4-Speed Automatic Transmission
 Independent Front and Rear Suspension
 4-Wheel Disc Brakes



THE ARNAGE T

Emphasizing its racing heritage, Bentley Motors unveiled the new Arnage in April 1998 at Le Sarthe circuit, home of the Le Mans 24-Hour Race and scene of its greatest triumphs in the 1920s. Bentley, together with parent company Rolls-Royce Motors, was in collaboration with BMW at this time, and the Arnage was the first Bentley to benefit from the Munich firm's engine technology in the form of an all-new 4.4-litre 32-valve twin-turbocharged V8 power unit. However, Bentley's subsequent acquisition by Volkswagen resulted in a partial volte face, with the 'old' 6.75-litre push-rod V8 being reintroduced on some models, beginning with the Arnage Red Label that debuted at the Frankfurt Motor Show in 1999. The BMW-engined car lived on as the Green Label, while the Red Label version boasted redesigned front suspension to cope with the heavier 'big block' engine, together with brakes of increased diameter. In addition, subtle alterations were made to the interior,

resulting in 2 inches more legroom for rear seat passengers, while features that had previously been 'extras' (power-fold door mirrors, for example) were included as standard. Despite its older and simpler engine design, the Arnage Red Label amply demonstrated the truth of the old saying: 'there's no substitute for cubic inches'

THE MOTORCAR OFFERED

This particular Bentley Arnage T was acquired by the consigner in 2009 from noted Southeastern Bentley dealer, Bentley Hight Point, in High Point, NC. Since that time, it has been used sparingly and serviced regularly. It has provided many years of comfortable weekend transport and has also been shown at RROC events on a few occasions. Included in the sale are its original owner's books.

Ask anyone who has ever driven in one, being behind the wheel of an Arnage T is a fantastic experience. The massive twin turbocharged V8 has an incredible amount of torque and will provide and effortless flow of power at speed. Although a big car, it will also seem to shrink around you on windy roads, a true GT car in the finest tradition.

\$25,000 - 35,000
Without Reserve

123.

1916 SIMPLEX CRANE MODEL 5 46HP LIMOUSINE

Coachwork by Brewster & Co.

Chassis no. 2196

Engine no. 2099

563ci L-Head Inline 6-Cylinder Engine

110hp at 2,900bhp

Single Newcomb Updraft Carburetor

4-Speed Manual Transmission

Semi-Elliptic Leaf Springs With Tubular Dampers

Double Acting Hand and Foot Brakes on Rear Wheels

- One of America's premier makes
- Formerly part of the Powers Antique Automotive Museum
- Restored by Neve Engineering
- Little used during this ownership



THE MOTORCAR OFFERED

Producer of one of the finest and most exclusive luxury cars built in the USA before World War I, the Simplex Automobile Company was founded when wealthy textile importer Herman Broesel purchased the Manhattan-based S & M Simplex company in 1907. The latter had come into being in 1904 when A D Proctor Smith and Carlton R Mabley set up as automobile manufacturers in order to avoid the punitive customs duties levied on the foreign makes they imported. These included some of Europe's finest: FIAT, Panhard, Renault and the Daimler-built Mercedes, whose advanced Simplex range inspired a host of imitators, Messrs Proctor Smith and Mabley included. Designed by Edward Franquist, the four-cylinder S & M Simplex was a very expensive car (\$6,750 in 1904) and although the price dropped to \$5,750 under Broesel's ownership, it remained within the reach of only a privileged few.

Broesel's first Simplex was another Franquist design: a 50hp 'T-head' four featuring four-speed sliding gear transmission and twin chain drive. These 50hp Simplexes were formidable competition cars – an example finished 6th in the first Indianapolis 500 – but more often were seen in luxury car guise boasting extravagant coachwork by the likes of Brewster, Demarest, Healey, Holbrook and Quinby. Following Herman Broesel Senior's death in 1912, his sons sold out to a New York-based consortium. The new management identified the need for a six-cylinder model to maintain Simplex's place in the front rank of luxury car manufacturers and took the short cut of purchasing the Crane Motor Car Company which was already building an exclusive and expensive (\$8,000 for the chassis alone) 'six' at Bayonne, New Jersey. Simplex also retained the services of Henry M Crane, whose reputation as a car designer was reinforced by his previous work in marine engineering,

engines of his design and construction having powered Dixie speedboats which won the coveted Harmsworth International Trophy on four occasions.

The new model that Crane created for Simplex was very similar to the Crane Model 4 that his company had been building but on a longer (144") wheelbase. Of 4.375"x6.25" bore/stroke, the six-cylinder engine displaced 563ci (9.2 litres) and was almost identical to that of the Crane model. Cast in two blocks of three cylinders, with all valves on one side, it was claimed to develop 100-110bhp at 1,800-2,000rpm. The crankshaft ran in three main bearings of 2.75" diameter and the connecting rods were machined all over. The carburettor was a Newcomb design, modified by Crane, and there was magneto ignition. Drive was via a single-plate clutch and three-speed transmission to a 3.0:1 ratio rear axle. These attributes endowed this massive car with





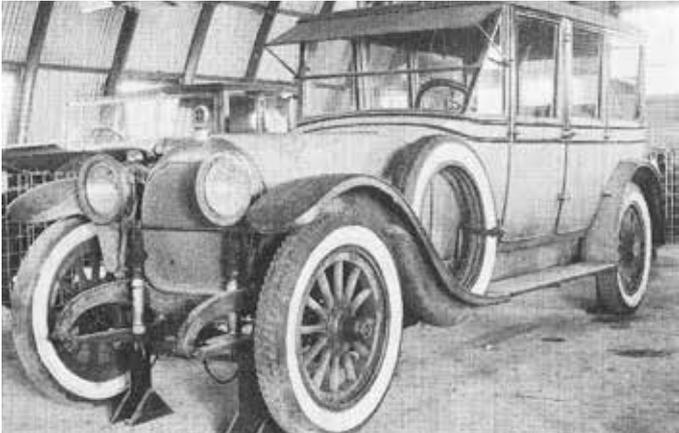
outstanding acceleration as well as a high top speed. Officially titled 'Simplex Crane Model 5', the new car became the 'Crane-Simplex' in popular parlance. When introduced, the chassis price was \$5,000, which was raised to \$6,000 a year later and to \$7,000 the year after that.

It is evident from the serial numbers that Crane wanted his previously built cars taken into account when Simplex assigned serial numbers to its new model. Four-cylinder Simplex numbers had reached the 1500 region and allowance was made for the continued production of those cars by starting the numbers of the six-cylinder cars at 2000. However, since previously built Crane cars had been numbered from 1 to 38, allowance was also made for these, so Simplex Crane Model 5 numbers began at 2039.

In 1916, Simplex was acquired by the Wright-Martin Aircraft Corporation and its New Brunswick factory turned over to Hispano-Suiza aero engine production following the USA's entry into WWI. Automobile production was suspended for the duration of the war but never resumed, although a few cars were constructed from existing parts. By this time fewer than 500 'Crane-Simplexes' had been built. Rights to the Simplex name were acquired in 1920 by former Packard vice-president Emlen S Hare and shortly thereafter by Henry Crane himself, but no further cars were made. It was a sad end to a marque that, in its day, had ranked within the highest echelons of the world's luxury automobiles.

The present owner acquired the car in 2014 and has since spent some time researching its history, most importantly he was able to access the information from the Brewster and Company Records, held in the New York Public Library and through this we now know much of the car's original delivery and build details.

Dated January 6th, 1916, the order for its Double Enclosed Drive coachwork was made to Simplex Auto Co. by G. W. Canterbury Inc. for their client Francis L. Swift at a cost of \$2,150 for the bodywork alone. Canterbury were one of the most esteemed agents in Boston, retaining agencies for high quality automobiles including Stevens-Duryea and Winton at various times. Detailed notes describe the body to have been a sedan format, with no formal division, simply a front bench seat, supplemented with a pair of occasional 'jump' seats behind. Interestingly,



The Simplex-Crane while in the Powers Automobile Museum

one line on the order book states 'The front seat is to be pushed back in the body as far as possible, practically to the rear door jams because Mr. & Mrs. S are very long legged and want all the room they can get there.' The process of construction continues from the initial order at the start of the year, through to November 1916, with additions and amendments to the specification along the way. Mr. Swift appears to have been an attorney in Boston.

The car may well have remained in the NorthEast for most of its life, as it is known to have been the property of Ralph H. Powers, who for a number of years in the 1950s and 1960s ran the Powers Antique Automotive Museum in Southington, Connecticut, which would have been one of the pioneering publicly displayed collections of this era.

By the turn of the millennium, the car had left this continent for a near 2-decade sojourn in the UK, from which it now returns for sale. Over the course of this latter period, the Brewster car received some cosmetic refurbishment, and after a period of storage some mechanical refreshing. It has been used occasionally for events of the Veteran Car Club of Great Britain.

The 'Crane-Simplex' truly deserves its reputation as one of the finest American automobiles of the industry's heroic, pioneering age, and this wonderful example should reward a future owner with many enjoyable miles and years of use.

\$60,000 - 80,000
Without Reserve

Please note, this vehicle is titled under the model year 1915.

124.

Ex-Hugh Curling Hunter, Famed Privateer Racing Driver

1927 BENTLEY 6½ LITER ALL-WEATHER TOURING CAR

Coachwork by T.H. Gill, Under License from Hibbard & Darrin

Chassis no. PR2310

Engine no. PR2308 (see text)

6,567cc, SOHC Inline 6-Cylinder Engine

Twin SU Carburetors, approx. 160bhp at 3,500rpm

4-Speed 'C' Manual Transmission

Semi-Elliptic Leaf Spring Suspension

4-Wheel Mechanical Servo assisted Drum Brakes

- Well known touring car
- Documented history with factory build sheets on file
- Upgraded by factory to twin carburetor (Speed Six) engine specification in 1932
- Eligible for Vintage Bentley, CCCA, and other Club tours



THE SIX-CYLINDER BENTLEY

Next year, the Bentley marque will pass a milestone in its story, with the centenary of the brand. It is a huge achievement, not least because throughout those 100 years it is a company that has always been associated with the utmost sporting and luxurious cars.

That reputation was founded on the basis of magnificent automobiles like the 6½ Liter offered here today, cars which exemplified style and performance. Walter Owen Bentley would commence operations with his four-cylinder cars, which as early as 1922, were stealing the march on others in events such as the Tourist Trophy, and even Indianapolis where a sole car debuted in 1922, but it wasn't long before the 'Grand Prix d'Endurance' at Le Mans was in his sights as the ultimate proving ground. Forays began in 1923, with a 4th place and the following year an outright win became the first of a series. Despite a dry spell through 1925-1927, the bigger 4-cylinder 4½ Liter

achieved victory in 1928. Throughout this period, and frustrated by retirements at La Sarthe, production quickly evolved, and in 1926 Bentley introduced the model which would be the backbone of his final Le Mans campaigns – the fabulous 'Big Six'.

The tale goes, that development of the 4-cylinder was deemed not enough by 'WO' after a chance encounter with the prototype Rolls-Royce 'New Phantom' in France, sending them back to the drawing board. The result was two more liters! Boasting a stoic high-quality chassis, this now behemoth power unit was matched with beefed up transmission and axles. Production of these cars continued from 1926 through to the introduction of their eventual successor the 8 Liter in 1930. Along that journey, the stealth of the 6-cylinder cars brought Le Mans wins in 1929 and 1930.

Whereas four-cylinder cars tended to

receive light weight coachwork, the 6½ was unrestrained, so it is not surprising that of the 544 cars built, only 10% were delivered with open touring bodies. The buyer of the six-cylinder Bentley knew what they were doing, each country had its pinnacle cars, in Belgium the Minerva, in France the Hispano-Suiza, in Italy the Isotta-Fraschini and here in America Duesenberg and Packard tied for this crown, but arguably none blended luxury with sport as Bentley did, the owner of a Bentley was the driver and the 'red mist' was usually in the air!



THE MOTORCAR OFFERED

This majestic 'All Weather' Touring car has a well-documented history, including factory records back to day one, and in its two decades of current custodianship has been frequently toured in a variety of club events. It offers the best of all worlds in terms of the versatility of its bodywork, underpinned by the surging power house of 'WO' six-cylinder, twin carburetor drive train which propelled its brethren to the ultimate crown of Le Mans.

As stated on its build sheets, PR2310 was a late 1927 order by dealers Gaffikin Wilkinson & Co. of Hanover Square in London and was built on the 12ft 6inch platform, to 1928 specifications which included C Type gearbox, no. 6144, and camshaft damper. Its coachwork as new was a lightweight Saloon, built to Weymann patents, and when completed, it was guaranteed on December 2, 1927 and registered for the road with London license plate 'YU 6868'. The lucky first owner was a P.

Worthington, of 32 Davis Street, near London's famed Berkeley Square. Early in 1928, he would no doubt have been haring around these roads, close to the stomping grounds of the Bentley Boys such as Benjafield, who lived in a large town house at the top of the square.

Charting the history of these wonderful automobiles in this period is straightforward when cars were based in the London area, as they would invariably be serviced by the factory as PR2310 was. From this, the very detailed records tell us that within the first two years of the original ownership more than 35,000 miles had been covered and much work over those 24 months, the factory elected to fit it with a replacement unit, MD2458, which rather interestingly had been removed from chassis PR2317, a Saloon owned briefly by Barnato. According to the factory records, they re-stamped it with the number of the original unit, PR2308 (today the stamping of the engine

number has clearly been adapted, we presume, but are not certain, that it was done at this early juncture). Perhaps the refurb was not enough for Mr. Worthington, or he had simply moved on to other cars, but at this point it was put up for sale and then purchased by Alfred Zeitlin, of the same locale in Piccadilly. By May 1931, the car was newly the property of Capt. R. A. Abercromby of Eaton Terrace, also in London's 'SW1' jurisdiction.



PR2310 As new on the streets of London. Photo credit - WO Bentley Memorial Foundation

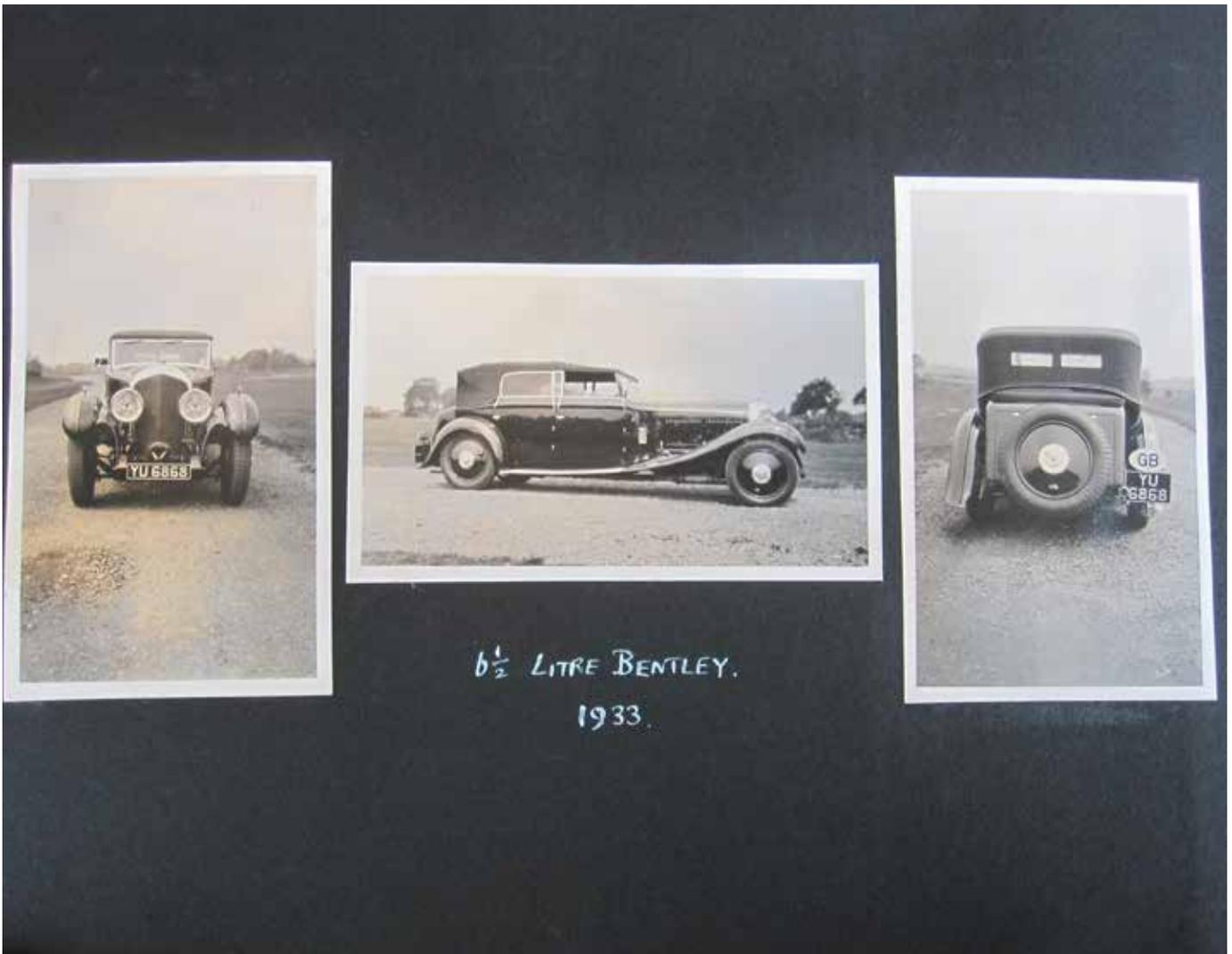


Captain Abercromby may also have been someone susceptible to the effects of the 'red mist' and in May 1932 following an accident, the car returned to the factory for a more substantial overhaul. At this point, the car's chassis was reconditioned, seemingly following damage to the right-hand side of the car, the steering arm being replaced and also the front spring. Importantly, it was also updated to the latest performance specifications afforded to Speed Sixes, of twin SU HG5 carburetors and manifold which it retains today.

The Captain appears to have taken the opportunity to modernize the car's looks also and commissioned new coachwork by T.H. Gill of Paddington in London. The name Gill is certainly not well known, or that prolific, but the coachwork they built in this period is particularly interesting, for they were one of a handful of worldwide licensees of Hibbard and Darrin coachwork.

Between 1923 and 1931, "Carrosserie Hibbard et Darrin" was operated by expat American partners Thomas L. Hibbard and Howard "Dutch" Darrin in Paris. The duo designed and built bodies for the finest automotive chassis available and served a clientele that included royalty, tycoons and celebrities.

"Dutch" Darrin personally designed and held a patent for Torpedo Transformal Phaetons with a distinctive convertible top treatment and trapezoidal-shaped side windows. With the top up, an inverted triangle-shaped flap fills the area between the retractable glass side windows, creating a weather-tight body with an elegant, intimate appearance. With top and side windows down, the style is that of a sporting dual-cowl phaeton. Most Hibbard & Darrin commissions were for formal town cars, but a few had sporty two-piece Vee-windshield designs.



Proudly wearing its new coachwork, as depicted in the Hugh Hunter Family scrapbooks

To the trained eye, Gill's licensed bodywork is interchangeable with the contemporary Hibbard and Darrin work, and they can be noted for providing none other than W. K. Vanderbilt Junior with similar coachwork for his 8 Liter Bentley. A period article on that car in Autocar, notes 'Mr. Vanderbilt has had this car prepared for fast touring on the Continent, and he chose a Gill all-weather body as its dual character appealed to him, since it is an excellent open tourer' 'and yet for social functions in town or for touring in wet weather it affords him all the comfort of a saloon.'

The body that Gill tailored for the car, was either built for Abercromby or perhaps its next owner, the famed privateer racing driver Hugh Curling Hunter. Hunter taking delivery of it in the middle of 1932.

Hugh Hunter was one of a breed of characters who dominated the Brooklands racing scene

in the 1920s and 1930s, unshackled by the burden of a working career, his time was devoted to a love of machines and performance machinery, and where others may have channeled their competitiveness into their profession, Hugh's was firmly focused on racing. Over the course of the 1920s he would campaign all manner of motor cars, from an Alta to Bentleys, to a Frazer Nash BMW. After the war he campaigned the Embiricos Bentley at Le Mans, but he will be indelibly associated with the ownership of one of the all time great automobiles, an Alfa Romeo 8C 2900B, the car that today lives here in the Simeone Foundation in Philadelphia, the Mille Miglia Winner of 1938! In Hunter's care, the Alfa was raced in the 'Fastest Road Car' contest at Brooklands in 1939.

Bonhams has been able to access Hunter's family archives, from which previously unseen images show PR2310 in its brand-new guise





proudly photographed by him. After Hunter, a Lady H.G. Walston of Newton Hall, in Cambridgeshire was the car's last documented pre-war owner. As with many cars, it seems to have been hidden away through the war years, surfacing next in the West Country region of the UK with another titled gentleman, Major W. Enderby of Luxborough, in Somerset.

The Bentley would disappear from UK Club circles at this point and in fact migrated to these shores and into the ownership of Daniel B Schwartzkopf of Stowe, Massachusetts. It would rest there until the 1980s, when it was discovered. By now in somewhat tired order and a significant 'Bentley in the Barn' find, it subsequently a major focal point of late 1980s London auction falling under the gavel of Bonhams Malcolm Barber, to pass into a significant Vintage Bentley collection.

The Bentley underwent a thorough restoration at Scott Moncrieff, which was completed by Chris Shenton for its then owner, next it passed through another significant collection to the current owner in the mid-2000s. In the course of its current career, the car has been regularly toured and proven to be an absolutely perfect tour car, its 'All weather' coachwork living up to its name and allowing the owners to enjoy a rally whatever the conditions. To improve long distance events an overdrive unit has been discreetly added.

After more than two decades since its restoration was completed the car still shows well today and could be as at home on the road as a show field.

The ethos behind this era of Bentley continues to perpetuate the genius of these cars today, the sporting, romantic, 'devil may care' attitude of the Bentley Boys proving inspirational nearly one hundred years after their creation. This well-known and eminently usable 6½ Liter, with its dual carb set up should continue to provide its next custodian with a great tour car.

\$800,000 - 950,000



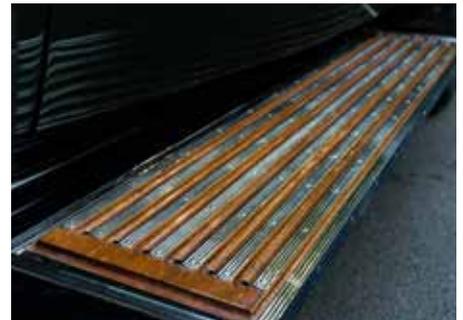
125.

1931 ROLLS-ROYCE 40/50HP PHANTOM II DOVER SEDAN Coachwork by Brewster & Co.

Chassis no. 246AJS
Engine no. C95T

7,668cc OHV Inline 6-Cylinder Engine
Single Jet Rolls-Royce Carburetor
120bhp at 3,500rpm
4-Speed Manual Transmission
4-Wheel Servo-Assisted Drum Brakes

- *Attractive Brewster Coachwork*
- *1 of 125 Left hand drive Phantom II built*
- *Owned by last owner for over 30 years*
- *RROC award winner*
- *Attractive and stunning green and black color scheme*



THE ROLLS-ROYCE PHANTOM II

Reputedly the last model that Henry Royce designed himself, the Phantom II was introduced in 1929 as a successor to the New Phantom (retrospectively Phantom I) with deliveries commencing in September of that year. Unlike its predecessor, which inherited its underpinnings from the preceding 40/50hp model, the Silver Ghost, the Phantom II employed an entirely new chassis laid out along the lines of that of the smaller 20hp Rolls-Royce. Built in two wheelbase lengths - 144" and 150" - this new low-slung frame, with its radiator set well back, enabled coachbuilders to body the car in the modern idiom, creating sleeker designs than the upright ones of the past.

The six-cylinder overhead-valve engine too had come in for extensive revision. The PI's cylinder dimensions and basic layout - two blocks of three cylinders, with an aluminum cylinder head common to both blocks - were retained, but the combustion chambers had been redesigned and the 'head was now of the cross-flow type, with inlet and exhaust manifolds on opposite sides. The magneto/coil dual ignition system remained the same as on the PI.



THE MOTORCAR OFFERED

With production of the Springfield Phantom I ending, Rolls-Royce began limited production of the left hand drive Phantom II beginning in 1931. In total 125 of these left drive center shift Phantoms were built, of which 116 were delivered to the US.

According to the factory build sheet, this particular Phantom II was ordered on March 7, 1931. The completed chassis was delivered to New York and dispatched to Brewster Coachworks. When completed by Brewster, the car was fitted with its current, very attractive Dover sedan body, numbered 7327, and delivered to its first owner, Mrs. E.R.F. Johnson.

Much of the history of this car is unknown, but in 1982 the car passed to its current consigner, a well-known Rolls-Royce enthusiast. In his ownership, the car has been meticulous maintained and cared for. The engine was completely rebuilt by marque expert Frank

Cooke a number of years ago and has done only a few miles since. The brake system, clutch, magneto, and radiator have also been attended to, and the car comes with numerous invoices for this work. An overdrive has also been fitted to increase the car's usability and make it more enjoyable over long distances.

Today, the car shows beautifully in its attractive color scheme of dark green with black fenders. The interior has also been restored to a very high standard using original materials. At the RROC 2010 Toronto meet, the car was awarded 1st place in touring for the Phantom II class.

Anyone who has ever driven a well set up Phantom II will tell you that they are great tour cars. The 7.7-liter engine provides an overabundance of torque which makes them delightfully easy to drive. This engine is of course paired with a wonderful chassis with servo assisted brakes, and the exquisite deftness and precision of all the controls make the Phantom II one of the best driving experiences from the prewar era.

\$75,000 - 100,000

Please note, this vehicle is titled under the model year 1934.

126.**1958 MERCEDES-BENZ 220S CABRIOLET**

Chassis no. 180.030.N.8505498

2,195cc SOHC Inline 6-Cylinder
Twin Solex Carburetor
120bhp at 5,200rpm
4-Speed Manual Transmission
Independent Front and Swing-Axle Rear Suspension
4-Wheel Servo-Assisted Hydraulic Drum Brakes

- *Personal vehicle of the former President & CEO of Daimler-Benz NA*
- *Rare cabriolet variant*
- *Exceptional color combination*
- *Beautifully preserved*

**THE MERCEDES-BENZ 220**

The 220 was Mercedes-Benz's bread and butter model, comprising the vast majority of cars built, particularly for export, in the mid- and late-1950s. First introduced in 1951, the 220 was comfortable, well-built and attractive. Its 80hp single overhead camshaft six, however, did little to provide exciting performance.

A drastic leap forward for the brand would occur in 1953 with the adoption of unibody construction across the more accessible sedan range. With only the slightest hint of separate rear fenders, the full-envelope bodywork was modern while still being instantly recognizable as a Stuttgart product. These models would subsequently be dubbed the "Ponton" cars as a reference to their pontoon fenders. Under the skin, the fully independent front suspension and single joint rear swing axle gave excellent road holding but was tuned by Mercedes-Benz for comfort and stability at high speeds.

The W180 introduced in 1954 was effectively an upscaled version of the W120. 7 inches were added to the wheelbase in order to both make the passenger compartment roomier but also to provide additional room for the larger six-cylinder engine. The first run of cars on this chassis were the 220a models powered by the single carburetor motor producing 84hp.

The 220S would arrive in 1956 with dual carburetion and a higher compression ratio. This resolved the power shortcomings of the 2.2-liter single overhead camshaft six-cylinder M180 engine and eventually culminated in 120hp. Further adding diversity to the lineup that year were the additions of coupe and cabriolet models. 3,429, roughly 4% of the total production run, 2 door 220s Mercedes were completed making them both rare and desirable to marque enthusiasts.



THE MOTORCAR OFFERED

Nestled in a calm cozy New England corner, is one such example of the 220S Cabriolet. This Mercedes is believed to have been purchased new by a family based in the greater Woodstock, Vermont area. They would go on to enjoy the vehicle for many a decade, keeping it well maintained and orderly for Sunday and casual drives.

In the mid-1980s a gentleman from New York, at that time the President & CEO of Daimler-Benz North America, seeking a more leafy residence, made his way north to purchase a home close by the township of Woodstock. The gentleman, sympathetic towards his new community and historic home, was soon presented the above mentioned 220S by a kind neighbor once they caught wind of his connection to the Mercedes brand.

Around 1986, confident that the New York gentleman would attend to their family treasure, the ownership of their 220S was transferred.

Correct in their assertions, the car would continue to be used for decades on, driven up into 2014 before being tucked away in the garage for safe keeping. A half century of unbroken routine maintenance has allowed the car to be very well preserved. Its massively desirable Anthracite Grey paint is stunning. Paired with a red leather interior and a noticeably well preserved white cloth convertible top, the character of this W180 can be described as nothing less than elegant. Despite appearing with a bit of dust, the remainder of the interior appears in fine condition.

The unusually-figured wood moldings and trim has held together uncracked and the leather shows only modest wear. Furthermore, an original radio and bench seats provide an honest vintage driving experience to anyone lucky enough to get to experience a drive behind the wheel.

Examples like this - particularly desirable models and body styles like the 220S Cabriolet - are increasingly hard to find and make stylish, reliable open-topped entries for tours and rallies. With such a well-preserved model like this now available, one should not miss the opportunity to get their hands on this splendid German creation.

\$40,000 - 60,000
Without Reserve

Please note, this vehicle is titled under chassis no. 180030N8505498

127.

1925 LINCOLN MODEL L CONVERTIBLE COUPE

Coachwork by LeBaron

Chassis no. 29368

Engine no. 29368

358ci L-Head V-8 Engine

90bhp at 2,800rpm

Single Carburetor

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Rare and desirable open LeBaron body*
- *Complete with numerous period accessories*
- *Beautiful example of transitional model*
- *High quality, older restoration*



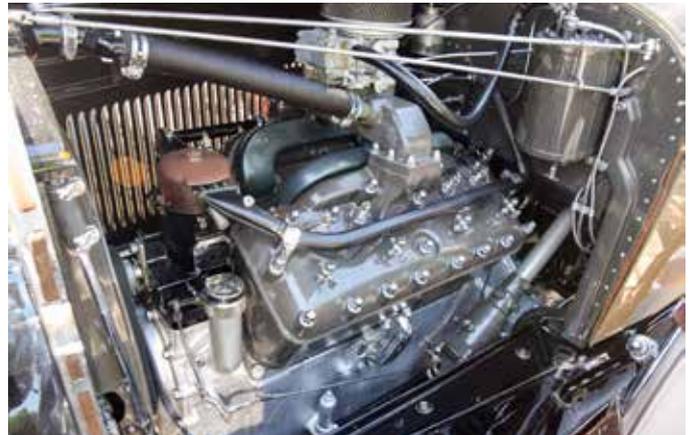
THE LINCOLN V-8

The Lincoln Motor Company had been founded in 1917 by the great engineer Henry M. Leland and his son Wilfred. After the Great War, Leland's first Lincoln was superbly engineered and built. Introduced in 1921, it was powered by a 358 cid L-head 60° V-8 engine. Unlike more conventional V-engines which offset the cylinder banks slightly to make room for adjacent connecting rod bearings on the crank journals, Leland's Model L used expensive, precision-made fork-and-blade connecting rods and disposed the cylinders directly opposite each other. Unusually for the period, Leland's V-8 had full pressure lubrication.

However, Leland had an engineer's vision and the bodies which completed his automobiles left something to be desired in the design department. Lincoln tried a quick redesign with a set of twelve body designs by Hermann A. Brunn but it was too late as dismal sales, the

post-WWI recession and an erroneous \$4.5 million tax bill spelled the end of Lincoln. It was bought out of receivership in 1922 by none other than Henry Ford to balance the success of the bare bones Model T with the best-engineered and best-built luxury automobile in America.

Ford put his son Edsel, who had an innate sense of style, grace, balance and proportion, in charge of Lincoln and the automobiles soon began to reflect Edsel's vision. Initial production after the takeover consisted of the model L, where the "L" indicated that it had been designed by Henry and Wilfred Leland. This would remain the catalogue designation until the V-8 was superseded in 1931, a measure of Edsel Ford's respect for Leland, who was called the "Master of Precision".



THE MOTORCAR OFFERED

This 1925 tri-tone medium khaki Lincoln Model L reflects the beginning of Edsel Ford's influence on Lincoln design. The long hood, continuous beltline accent, subtly defined passenger compartment edges and body sides that curve in to join the chassis apron all convey a tight, integrated sense of purpose and performance that perfectly suited the Leland-designed chassis and drivetrain.

Furthermore, this LeBaron bodied convertible coupe is ripe with period accessories. Beginning up front, there is no shortage of illumination thanks to a suite of lights. Nickel plated Drum-type headlights manage the bulk of the work while a bar-mounted spot light and a rare OWL accessory light supplement. Rounding off the remaining extras, are two side mounted spare tires, cowl lights, a rumble seat windshield, and a covered trunk fixed to the rear wrack.

The older restoration conducted on the Lincoln has stood the test of time, and the vehicle shows in wonderful condition. The body shut lines are tight, the brightwork is lustrous, and the interior upholstery presents with only minimal wear. Under the hood, the running components appear in an equally impressive state.

This Lincoln has a very neat 'Time Warp' feel to it, and should make a fine addition to any collection. With its plethora of accessories, powerful V-8 engine, and open top, many miles of happy motoring should follow.

\$80,000 - 110,000

128.

1914 CADILLAC MODEL 30 TOURER

Engine no. A1806

366ci L-Head Inline 4-Cylinder Engine
Single Updraft Carburetor
45bhp at 2,300rpm
3-Speed Sliding-Gear Transmission
Leaf Spring Suspension
2-Wheel Mechanical Brakes

- *Ex-Arnold E. Petsche Collection*
- *Well restored example of a high-horsepower Cadillac*
- *Recent Mechanical Service work*
- *Delightful and sporting Touring coachwork*



THE CADILLAC MODEL 30

The Model 30 was not the first four-cylinder Cadillac, but it was arguably the perfected four-cylinder Cadillac, setting a standard for quality, luxury, performance and price which positioned Cadillac for the century of leadership that followed. As any contemporary observer will quickly recognize, the re-invention of Cadillac, which the Model 30 represented, was not the last time Cadillac would endure that wrenching metamorphosis. In 1909, Cadillac was only in its sixth year. It was still under the guidance of its founder, Henry Martyn Leland, and his son Wilfred, and had only five years before merged with Leland & Faulconer. It was in only its second year as part of William Crapo Durant's General Motors.

Cadillac had introduced its first four-cylinder automobile in 1905, the Model D. Its configuration was refined over subsequent years until 1909 when Cadillac realized the singles which had gotten it started were now a distraction from the rapidly evolving market which had come to expect greater refinement, size, reliability, and power. In 1908, there had been five different models in Cadillac's catalog. A year later, there was only one, the four-cylinder powered Model 30. That the '30 met the expectations of the market is clear in its longevity. It remained the sole model in Cadillac's catalog for the next six years although the model designation changed and in 1913 an increase in stroke of 1 1/4" substantially increased displacement and brake horsepower even though the calculated rating stayed the same.



THE MOTORCAR OFFERED

The car was acquired by the consigner earlier this year. Since that time, he has devoted a great deal of time to service work, ensuring it is tour ready. Many medium sized brass cars are difficult to drive in modern traffic conditions. This is not true in the case of the 1914 Cadillac as they offer considerable torque.

This well-restored Model 30 previously resided in the prominent Arnold E. Petsche collection. The sporting Touring bodied Cadillac received a comprehensive restoration, which was finished in recent years. The workmanship and level of detail is very impressive and deserves a close look. The prominent Cadillac is finished in Brewster Green with black interior and top. All show impeccably well throughout. A pinstripe has been added to the bodywork and wheels. The quality of this 1914 Cadillac Model 30 Tourer is apparent and is a credit to the leadership and standards set by Henry Leland and Cadillac during the formative years of the

automobile era. This is a beautifully restored example of a most charming automobile.

\$65,000 - 85,000

129.

1967 PLYMOUTH BARRACUDA COUPE

Chassis no. BH23D72265452

273ci V-8 Engine
Single 2-Barrel Carburetor
180bhp at 4,400rpm
3-Speed Automatic Transmission
Front Independent Torsion Bar Suspension
4-Wheel Drum Brakes

- Present ownership over 35 years
- Less than 35K miles from new
- Greater Philadelphia Car from new
- One repaint on a virtually survivor car



THE PLYMOUTH BARRACUDA

Knowing full-well that Ford was planning on introducing a sporty, 2-door version of its compact Falcon sedan, the other American manufacturers of the day rushed to build their own competitor in order to cash in on the newly emerging segment. The Mopar family followed very much the same recipe as their Dearborn based opponent by utilizing the compact A-body platform and drive components to form a sporty car for the day's youth. Thus, the Barracuda was born, beating the Mustang to sales floor by two weeks. 1967 saw the introduction of the updated model which brought about 2 extra inches on the wheelbase and model-specific sheet metal to greater distance itself from its sedan brethren. Plymouths fuel in their competitive fire were a wide variety of engines that began on the bottom end with pedestrian 170cid slant-6 and ended at the top with the 440cid V8. Certainly, there was no shortage of performance as production carried later into the 60s, and the stage was now set for the ultimate third generation vehicle of 1970.

THE MOTORCAR OFFERED

The Barracuda on offer was delivered new to a school teacher in Camden, NJ as a gift for her young son before facing Vietnam's draft. Sadly, he was one of the many who did not return, and the nearly brand-new Plymouth remained dormant for the subsequent two decades. In the early 1980s, the father of a young gentleman suggested that a colleague of his within the school district had tucked away a nearly new '67 Plymouth in her garage nearby. Soon a deal was brokered, and the ownership passed on to the young man and his family where it has since remained. Having lived most of its life inside a Pennsylvania garage, this Barracuda has less than 35,000 miles since new on its "D" code 273 V-8 having been enjoyed solely on dry, weekend and summer journeys. Although a fresh coat of code EE1, Dark Blue Metallic paint was applied and some interior fittings have seen replacement since 1967, the car remains largely untouched.

With a fascinating story, this Barracuda is truly a fantastic example of the original pony car and is sure to get your heart pumping.

\$16,000 - 24,000

- From the Henry Petronis Collection
- Uncommon roadster with considerable performance
- Well presented with lovely patina
- Recently serviced

130.**1913 HUDSON MODEL 37 ROADSTER**

Chassis no. 36709

Engine no. 4741S

280cid L-Head 4-Cylinder

37bhp at 1,500rpm

Single Updraft Carburetor

3-Speed Transmission with Cork Insert Clutch

2-Wheel Mechanical Brakes

**THE HUDSON MODEL 37**

Incorporated in February 1909, Hudson built its first car in July of that year and 12 months later had sold 4,000 units, the industry's best first-year sales record to date. Not content to rest on its laurels, Hudson introduced an entirely new car for 1911. Introduced in October 1910 and manufactured alongside the original Model 20, this was the Model 33, another inline four. After two years in production the Model 20 was dropped, leaving the Model 33 as the only Hudson on offer for 1912.

In July of that year the Model 33 range was superseded by the longer wheelbase Model 37. The latter was powered by a Continental-built four-cylinder 37hp engine displacing 280.6ci (4.6-litres) and there were five models in the line-up, arguably the most stylish of which was the five-seater torpedo tourer costing \$1,875. Lavishly equipped, the latter came with an electric starter and lights, clock and speedometer, illuminated dashboard, detachable wheel rims, and a 'Rain Vision' windshield.

THE MOTORCAR OFFERED

This particular Model 37 hails from the Henry Petronis collection of Easton, Maryland. Prior to entering this assemblage of fine motor cars, the vehicle previously spent time with Kelly Kinzle Antiques in Pennsylvania, and before that, it was in the estate of Earl W. Beck, who was quite the Hudson enthusiast.

The car features a high-quality grained vinyl top with twin glass back windows and handsome nickel plated brightwork. Out back is a sporty, angled spare wheel. The round gas tank is likely not original and has been fitted to give it more of the "mile o minute" look. Originally, it had a turtle deck that matched the cowl in shape. The Leather covered dashboard has all the correct, and rare, instruments and switches. The car appears to have to be an older and sympathetic restoration on what was clearly a well-preserved example. Further, this Hudson is reported to be in running condition and a service was recently finished in conjunction with the fitting of new tires.

The Model 37 was high-quality medium-priced car in the period and well regarded today for their performance and quality construction. Roadsters in this era are uncommon and quite desirable as they offer considerable performance at an entry level price.

\$20,000 - 30,000
Without Reserve

131.

1958 LANCIA B20GT

Chassis no. B20S 1763

Engine no. B20 5409

2,451cc OHV All-Alloy V-6 Engine

2 Weber Twin-choke Carburetors

112bhp at 4,700rpm

4-Speed Manual Transaxle

Sliding Pillar Front - Independent Rear Suspension

4-Wheel Drum Brakes - Inboard Rear

- Original well-preserved example
- Late series car with larger 2.5 liter engine
- Attractive color scheme
- Eligible for numerous motoring events



THE LANCIA AURELIA

Introduced in 1907, Vincenzo Lancia's first car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era. Lancia recommenced production after WWII with the Aprilia and its smaller cousin the Ardea but waiting in the wings was yet another groundbreaking design: the Aurelia. Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show. Designed in wartime by Francesco de Virgilio, the 1,754cc 60-degree V6 was of all-aluminum construction and used overhead valves operated via short pushrods instead of Lancia's traditional overhead camshafts. An advanced unitary-construction design, the Aurelia retained Lancia's 'sliding pillar' independent front suspension, first seen on the Lambda, but used a novel semi-trailing-arm layout at the rear, another world first. The transmission too, was unusual, comprising a

two-piece prop-shaft and combined gearbox/rear transaxle on which were mounted the inboard brakes, though for once this was not an entirely new departure.

The B10 saloon was joined the following year by the Pinin Farina-styled B20 GT Coupe, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world. The Aurelia engine had been increased to 1,991cc in 1951 and it was this unit in up-rated form that went into the B20 GT. Lighter and higher geared than the saloon, the B20 GT was good for a top speed of over 100mph. An engineering tour de force clothed in sublime coachwork by Italy's foremost carrozzeria, the Aurelia B20 represents for many the zenith of Lancia's post-war production.

Stunning the motor racing world, a mildly race-developed B20 GT driven by chain-smoking, brandy-swigging Giovanni Bracco finished 2nd in the 1951 Mille Miglia, beaten only by Luigi Villorosi's 4.1-liter works Ferrari! It is worth noting that the nimble Aurelia was actually faster than the Ferrari over the mountain passes north of Florence. Sharing his Aurelia B20 GT with Umberto Maglioli, Bracco won the Targa Florio for Lancia in 1952 and in 1954 another B20 won the Monte Carlo Rally in the hands of the famous Monegasque driver Louis Chiron.



THE MOTORCAR OFFERED

6th Series Lancia B20 GTs featured all the refinements and improvements developed on the earlier iterations of the superbly engineered and manufactured Aurelia Coupes. The 2.5-liter engine delivered more performance than ever. A stronger transaxle and De Dion suspension helped to maintain excellent balance and an exquisite driving experience.

This example appears largely original and unrestored. Being first sold new in Florida, it is a left-hand drive "S" version with the desirable floor shift. It appears the car was acquired in the 1980s by a Toronto area collector and then by Frank Allocca, a New Jersey collector. While under his ownership, the transaxle was refreshed, and the car received service by the well-known restorers at Paul Russell and Co. in the late 90s.

The car then made a short move to a New York area collection in 2003, and then to another enthusiast before being obtained by the seller's to become a part of their collection in Southern California.

The engine is believed to be the original to the car. The engine bay appears to be very original and unrestored condition and many of its original components have been retained. The engine runs strong and maintains temperatures and oil pressure well. The transaxle shifts smoothly up and down through the gears. Under its current ownership, the car has received regular maintenance and has been repaired as required to ensure its use on a regular basis. Most recently, a brake service was performed including new linings and the hydraulic components were rebuilt.

The body of the car is very solid and appears unrestored. It has excellent gaps and closures, with the majority of the paint appearing to be original in both appearance and by paint meter measurements. The underside structure appears to be very original with its original undercoating solid and free of any signs of collisions or damage. The side glass and rear window appear to be the factory original Sekurit pieces. Under Mr. Allocca's ownership the interior was redone, though the dash board and controls appear original in condition.

Overall this particular car drives very well. It shows with a wonderful patina that it has been cared for well through its life and should be well appreciated by its next owner. Lancia B20s in original, well preserved condition rarely come available.

\$190,000 - 210,000

132.**1953 JAGUAR XK120 ROADSTER**

Chassis no. S672955
 Engine no. W6153-S

3,442cc DOHC Inline 6-Cylinder Engine
 2 SU Carburetors
 160bhp at 5,000rpm
 4-Speed Manual Transmission
 Front Independent Suspension – Live Rear Axle
 4-Wheel Drum Brakes

- *Less than 5,900 original miles at the time of cataloguing*
- *Offered with original tool roll*
- *Classic and iconic Jaguar XK styling*
- *Offered with Jaguar Heritage Trust Certificate*

**THE JAGUAR XK120**

“We claimed 120 mph (for the XK120), a speed unheard of for a production car in those days”
 - William Heynes, Chief Engineer, Jaguar Cars.

Conceived and constructed in just a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise.

Its stunning appearance notwithstanding, the XK120 was conventional enough beneath the skin, being built on a separate chassis featuring independent front suspension by means of wishbones and torsion bars, a live rear axle and drum brakes all round. The car's heart was, of course, the fabulous XK engine. Intended for Jaguar's post-war range-topping saloon, the 3.4-liter six embodied the best of modern design, boasting twin overhead camshafts running in an aluminum-alloy

cylinder head, seven main bearings and a maximum output of 160bhp. When installed in the lightweight XK120, the result was a car with a phenomenal power-to-weight ratio and blistering performance.

The XK120 set new standards of comfort, handling and performance for sports cars and in keeping with the Jaguar tradition there was nothing to touch it at the price. Coupe and Drophead Coupe versions followed, which provided the opportunity to offer a luxurious interior with copious amounts of wood veneer. Regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.



THE MOTORCAR OFFERED

This particular Jaguar XK120 roadster was delivered to Charles H. Hornburg of Los Angeles, California, and was shipped via T.T. Pascoe Ltd aboard the S.S. Pacific Importer. Mr. Hornburg would probably retain the car for a short while until it passed to a Mr. James Flaherty, of South Gate, California. The car was most likely registered in the state until at least 1960, as indicated by a sticker dated with the same year on the rear plate. After this time, the whereabouts of the vehicle remain unknown until the 1990s when it was acquired by a Jaguar dealer.

By this point, the car had an indicated 5,750 miles, and a production trace certificate was issued.

In 2003 the car passed to William Twigg Smith II on February 7. At this time, a few things had been replaced to make the car a runner, but all of the original components were kept with the car. The original wheels with their original tires were also taken off the car and preserved. The car would remain with William Twigg Smith until 2016 when it was sold to the consignor.

When inspected recently, this Jaguar XK120 appears to be a remarkably preserved example and the indicated mileage of 5,856 is believed to be correct. The car still wears its original color scheme of red on red as indicated by the heritage certificate, and is believed to be the original paintwork, and original interior. The only non-factory modification plainly evident on the vehicle is a shortened windscreen, a project more than likely completed early on in the car's life.

Any Jaguar or preservation-class car enthusiast should treat themselves to a close inspection of this stunning "time-capsule" automobile still retaining factory markings and tags along with the original matching numbers drivetrain. Accompanying the sale of the car is its original tool kit, jack, original tires, and Jaguar-issued Heritage Trust Certificate. With just 5,856 original miles on the odometer at the time of cataloging, this is unquestionably one of the best-preserved Jaguar XK120s in existence.

\$90,000 - 115,000
Without Reserve

133.

1931 ISOTTA FRASCHINI TIPO 8A TWO-DOOR SPORTS COUPE

Coachwork by Lancefield

Chassis no. 1676

Engine no. 1676

7,370cc Inline 8-Cylinder Engine

115bhp at 2,500rpm

2 Zenith Carburetors

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Mechanical Servo Assisted Drum Brakes

- Beautifully preserved example.
- One of the most iconic cars of the 1920s and 30s
- Original and attractive Sports Coupe coachwork
- Original buff logbook
- One of three Lancefield bodies Isotta Fraschini



THE ISOTTA FRASCHINI TIPO 8A

Cesare Isotta and Oreste Fraschini founded their company in 1900, displaying their first primitive 5hp, single-cylinder car at the Milan Exposition in 1901. Progress was rapid, speeded by the company's involvement in motor sport. Celebrated victories included the 1908 Targa Florio and a sensational second place in the challenging 1908 Vanderbilt Cup. The firm built many fine cars prior to The Great War but is best remembered today for the Giustino Cattaneo designed Tipo 8 and its derivatives.

Developed prior to WWI and introduced in August 1919 as the result of Isotta's switch to a one-model policy, the massively built Tipo 8 was the world's first series-production straight eight. Its magnificent engine was a 5.9-liter overhead-valve unit producing 80bhp at a lowly 2,200rpm; a nine-bearing crankshaft, alloy cylinder block and magneto ignition were features. Chassis details included a three-

speed gearbox, multi-plate clutch, semi-elliptic springing and coupled four-wheel brakes.

Conceived as a chauffeur-driven luxury conveyance, the Tipo 8 was aimed at the American market where it was the choice of such world-famous film stars as Rudolph Valentino and 'It Girl' Clara Bow. Other Isotta owners included press baron William Randolph Hearst and world heavyweight boxing champion Jack Dempsey. In 1924 the revised Tipo 8A was introduced, which featured a 7.3-liter engine producing around 115bhp—making it the most powerful straight-eight in production—and Isotta's highly regarded three-speed synchromesh transmission. Improvements to the chassis and suspension were implemented also.

In the USA, where Isotta Fraschini was the second most popular foreign make after Rolls-Royce, the price of an 8A exceeded even

that of a Duesenberg Model J. The chassis alone was priced at \$9,750 while coachbuilt models could cost upwards of \$20,000. With one third of all Tipo 8 production going to the United States, the Wall Street Crash of 1929 and the ensuing Depression hit Isotta hard. An improved Tipo 8B featuring a four-speed transmission was introduced in 1931 but it is thought that fewer than 100 examples were built compared with 320 of the Tipo 8 and 950 of the 8A. After Henry Ford's plan to save the company failed, Isotta Fraschini was bought by aircraft manufacture, Count Caproni di Taliedo in 1932. Pre-war car production ceased in 1935, Isotta Fraschini concentrating on aero engines and trucks thereafter. There was an abortive comeback attempt in 1947 with a rear-engined V8, but the project foundered after relatively few cars had been completed.





THE MOTORCAR OFFERED

The story of this particular Isotta Fraschini starts in 1931. Its first owner, Victor Pryce Webb Esq, was a wealthy attorney living in London. He clearly had an eye for style, ordering his Isotta with a devastatingly striking sports coupe body built by the coach builder Lancefield. Operated by the Gaisford Brothers on Lancefield Street in London, early commissions mostly came from Rolls-Royce and Bentley with more than 150 Rolls and Bentleys ending up clothed in Lancefield's handiwork. They also built bodies for Delage, Stutz, Lagonda, and on three occasions, Isotta Fraschini. Legend has it that this car was admired by a young lady in London, who was so taken by the car she convinced her wealthy male suitor to buy her one just like it.

Originally the car was finished in beige. Shortly after it was delivered in March of 1931, the color was changed to off white, which is believed to be the same paint it wears today. In 1935 it is

believed that Mr. Webb Esq, took the car to his home on an island off the Australian coast. It would remain there for 3 years. In 1938 with hostilities brewing all over the world, Mr. Webb chose to return to England, bringing the car with him.

At the outbreak of the war the Isotta was given to the war effort. At this time, it was owned by Mr. Webb's wife, Pretoria Webb, as he had entered the armed services. The car was assigned to a motor pool attached to an ambulance station in Norwich in Southern England. Throughout the war, it was used to transport walking wounded and on occasion had stretchers strapped to the running boards. As it was a fairly expensive car, it also would have been used to transport various VIP and military officials.

When the war ended the car was given back to Mrs. Webb who sadly had been widowed. It was at this time that the car returned to the Webb home in Australia, where it was laid up in the garage and put on blocks. It would remain there until Mrs. Webb's death in the 1980s, when it passed to her son. It was at this time the car was sold and exported to the United States. Its next and current owner was a Tampa area collector who acquired the car in the late 1980s.

Today, this particular Isotta Fraschini seems to be in very good order, with less than 55,000 miles indicated on the odometer. Its current paint is believed to be from the color change that took place early in the car's life. The upholstery is believed to be from the late 1940s as it was very common for cars that had been donated to motor pools to be freshened up before they were returned to the original owners, but on careful inspection there are



signs that indicated that some of it may be original. The rest of the car appears to be very much undisturbed. Also included in the sale will be a set of what is believed to be the original pattern tires. A testament to its current mindful custodian and years of hibernation in Australia.

\$300,000 - 400,000

Isotta Franchini and Lancefield are names that are familiar with almost all prewar car enthusiasts. Isotta Franchini were top of line in their day and the choice of celebrities and those with impeccable taste. Few of these cars survive in original condition. Coming out of years of private ownership and careful stewardship, this wonderful Lancefield bodied sport coupe would be an excellent choice for touring or for various preservation class concours events. This may be one of the last chances to acquire an unrestored, preserved Isotta, and the opportunity should not be missed.

134.

2002 BENTLEY CONTINENTAL R MULLINER

VIN. SCBZB25E22CX01791

6,750cc OHV V8 Engine
Fuel Injection
420bhp
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- One of 148 Built
- One owner from new
- Just 6,400 total miles
- Stately Black Sapphire exterior



THE BENTLEY CONTINENTAL R

By the end of the 1970s, Bentleys accounted for a mere 3% of Rolls-Royce Motor Cars' production, clearly a situation that could not be tolerated if the once-famous marque was to avoid extinction. The solution was to seek to re-establish Bentley's credentials as the purveyor of high-performance luxury cars, and in a move calculated to evoke memories of the company's glorious past achievements at Le Mans, the name 'Mulsanne' was chosen for the Rolls-Royce Silver Spirit's counterpart. This strategy would succeed brilliantly. Launched at the Geneva Motor Show in March 1982, the Mulsanne Turbo provoked a rash of headlines in the motoring press hailing the return of the 'Blower Bentley' - the 'Silent Sports Car' was back.

Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products, but on display at Geneva in '85 was 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape. Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox, a four-speed automatic with an 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say,

this was outstanding, the combination of the 385bhp Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to 6.1 seconds and boosting top speed to 151mph.



THE MOTORCAR OFFERED

As production continued through the decade, increasing iterations of the platform were introduced offering customers further performance and features. The exclusive Continental R Mulliner was just one of these new models with only 148 examples produced over several model years. Effectively a standard wheelbase version of the sporty Continental R, the Mulliner shared the titanic 420 horsepower turbocharged engine and aggressive flared fenders of its squatter sibling while providing additional legroom to its rear passengers.

The example on offer left the Crewe factory in 2002 to be delivered to its original, and only owner in Greenwich, Connecticut. Well appointed, the exterior is dressed in deep Black Sapphire paint, a stygian blue that reveals its true depth in the sunlight, while the interior is swathed in acres of Cotswold leather with French Navy contrasting elements throughout. Dark blue carpets complete the stately look.

Owned with care and sparingly used, roughly 6,400 miles have accumulated on the odometer during the vehicle's 16-year life. Unsurprisingly, the Bentley presents in fine conditional all around. The Interior shows minimal signs of wear and the forest worth of wood on the dash shows little in the way of age.

This vehicle represents a fine opportunity to obtain a shining and well specified example of one the rarer and well-regarded Bentleys of the modern era.

\$110,000 - 120,000

135.

1931 ROLLS-ROYCE 40/50HP PHANTOM II NEWMARKET CONVERTIBLE SEDAN

Chassis no. 234 AJS

Engine no. B65M

7,668cc OHV Inline 6-Cylinder Engine

Single Jet Rolls-Royce Carburetor

120bhp at 3,500rpm

4-Speed Manual Transmission

4-Wheel Servo-Assisted Drum Brakes

- *Attractive Brewster Coachwork*
- *1 of 125 Left hand drive Phantom II built*
- *First Owned by famed politician Vance McCormick*
- *Under 35,000 miles from new*
- *Excellent touring car*



THE ROLLS ROYCE PHANTOM II

Reputedly the last model that Henry Royce designed himself, the Phantom II was introduced in 1929 as a successor to the New Phantom (retrospectively Phantom I) with deliveries commencing in September of that year. Unlike its predecessor, which inherited its underpinnings from the preceding 40/50hp model, the Silver Ghost, the Phantom II employed an entirely new chassis laid out along the lines of that of the smaller 20hp Rolls-Royce. Built in two wheelbase lengths - 144" and 150" - this new low-slung frame, with its radiator set well back, enabled coach-builders to body the car in the modern idiom, creating sleeker designs than the upright ones of the past.

The six-cylinder overhead-valve engine too had come in for extensive revision. The PI's cylinder dimensions and basic layout - two blocks of three cylinders, with an aluminum cylinder head common to both blocks - were retained, but the combustion chambers had been redesigned and the 'head was now of the cross-flow type, with inlet and exhaust manifolds on opposite sides. The magneto/coil dual ignition system remained the same as on the PI.





THE MOTORCAR OFFERED

When the Rolls-Royce Springfield works began to shut down its assembly line in 1930, there was still a demand for new chassis to be built, and Rolls-Royce could not simply allow the US market to be forgotten. So, 125 Phantom II chassis were set aside to be converted to left hand drive with center gearshifts. These cars were referred to as the 'AJS' and 'AMS' series cars- the A prefix standing for American.

This particular Phantom II Rolls-Royce is one of those 125 left hand drive examples. It was ordered new by noted American politician and newspaper tycoon Vance McCormick. He was the youngest man elected to serve as the Mayor of Harrisburg and was in office from 1902 to 1905. During his tenure, he was responsible for many improvements to the city and the population grew by 22,000. Even today, he is regarded as the man who delivered Harrisburg into modernity.

After this, Vance went on to have a very successful career with the Democratic Party. At the height of his political power, he was chair of the American Commission to Negotiate Peace at the Versailles Peace Conference at Woodrow Wilson's right hand. Vance McCormick's Diplomatic Service brought him in close contact with Bernard Baruch, Lawrence of Arabia, David Lloyd George, and Herbert Hoover.

It was very odd at the time for a public figure to order such a lavish car after the Great Depression commence in 1929. McCormick spent over \$18,000 dollars on the Rolls-Royce. This was an immense expense on a car, especially for someone who was likely trying to form relationships with the common man.

In John Webb de Campi's book *The Rolls Royce in America*, chassis 234AJS is listed as a special order. It was fitted with a Brewster Newmarket convertible sedan, with division.

Brewster began building carriages in New Haven in 1810. Their artistry was recognized internationally, including a prize won in Paris in 1878. Like many carriage builders, they segued into automobile bodies in 1905. By 1911 they had moved their atelier to Long Island City, New York, perhaps to be closer to the financial center that provided them customers. They were later acquired by Rolls-Royce and built many of the bodies on Springfield built, left hand drive Phantom IIs and later had an agreement with Ford. Their quality was in fact so legendary that the great Cole Porter, added the lyrics, "You're a Brewster body" to his song, "You're the Top."

McCormick was clearly a man of distinguished taste. The special feature that is believed to be original is that all the fittings and trim, including the flying lady, were ordered in brass. This, along with its Burgundy and black original color scheme, is most striking.



After McCormick's ownership, the car is rumored to have gone to the New York area. Much of this history is currently unknown. In the 1980s, it was in the collection of Mr. Karl Blade of Oklahoma. It is unknown as to when Mr. Blade acquired the car, but he did use it extensively. In 1987 the car was on the show field at Hershey when it was admired by Jim Adams, a collector based in Harrisburg. Mr. Adams told Mr. Blade that if he ever wanted to sell it, he should give him a call.

A few years passed, and Mr. Blade decided to sell 234AJS to Mr. Adams. It was at this time that the car returned to Harrisburg. At this time the car was presented very much in the same way it is today, having only travelled an indicted 32,000 miles. The car would remain in Mr. Adams ownership until 1997 when he decided to sell it.

As a boy, the current consigner saw the car when it was used to chauffeur Mr. McCormick and his wife to church. During church service the car was polished by his chauffeur. As it turned out, he would grow up to be an ardent Rolls Royce enthusiast, and jumped on the opportunity to purchase the car in 1997.

This car has remained with the consigner for the past twenty years. It has been lovingly looked after and has been regularly maintained by a list of the who's who of Rolls Royce specialists. These include, Dick Foley, John Denisson, and Tim Jane. It has also been displayed on numerous occasions at the Radnor Hunt Concours and was a star of the Harrisburg parade in 2006.

Today, the car is in remarkably preserved condition. In fact, it has been used as a template to determine originality for various Phantom II restorations. Its current paint

scheme is deep red and retains its original black fenders. The interior is said to be the original color and is in very good condition. This car also retains its original tool kit, with accessory spot lamp.

One of the nicest features about Brewster Newport is their usability as tour cars. They offer the sportiness of top down motoring with added luxury of cover when touring weather is more hostile.

The American series of Phantom IIs have always been highly sought after as there were only 125 examples ever produced. This particular car benefits from a famous celebrity first owner, and the extraordinary low mileage further adds to the mystique of the vehicle. This Phantom II is eligible for a variety of touring events and a welcome participant on the concours lawn.

\$300,000 - 400,000

136.**1926 ROLLS-ROYCE SILVER GHOST TILBURY SEDAN**

Coachwork by Rolls-Royce Custom Coach Work

Chassis no. S 256 PL

Engine no. 21565

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

85bhp at 2,300rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- *Desirable Tilbury sedan from Rolls-Royce Springfield factory*
- *Beautifully presented in red/black body over red leather interior*
- *Ideal long-distance touring vehicle*
- *Well maintained restoration*

**THE ROLLS-ROYCE SILVER GHOST**

The legendary Rolls-Royce model first introduced in 1906 was not initially referred to as a Silver Ghost rather, the 40/50, referring to its 40 taxable horsepower and 50 real horsepower. The first 40/50 to bear the name Silver Ghost was actually the thirteenth chassis to-be-built. It featured an aluminum body by Barker with silver-plated exterior fittings and a silver-plated brass plate bearing the name "Silver Ghost." The name stuck, and Silver Ghosts became known not only for their incredible reliability, but also for their virtually silent operation, smoothness, and absence of vibration. Simply stated in a 1911 company catalogue: "The Rolls-Royce Car is bought by people who will have the best and nothing but the best." The company unabashedly claimed "The Best Car in the World" as its mantra. Production continued in England through 1925 and in America at Rolls-Royce's Springfield facility from 1921-1926. At the time, no car was built better; its excellence achieved by a

painstaking dedication to detail unique in the automotive industry.

When World War I ended, there was great pent-up demand for new cars, and the Rolls-Royce factory could not keep up with demand for the first couple of years after the Armistice. The Managing Director of Rolls-Royce, Claude Goodman Johnson, had visited the USA as part of R-R's war effort, and he was most impressed with what he saw. The USA auto market was much larger than the rest of the world combined, and it was not a market that Rolls-Royce was penetrating very effectively. Johnson knew just how to attack the US market – Rolls-Royce needed a factory in the USA. After the war, he set about establishing a manufacturing operation on Yankee soil, having looked at a plant site in New Jersey but finally choosing Springfield, Massachusetts, because there was suitable real estate available, a large pool of skilled

workers and a history of good labor relations. A factory property was acquired in 1920 and work began. Fifty-one foremen sailed over from Britain and set about hiring the rest of the staff locally. Production began in 1921 and a few cars were produced that year.

The first 100 cars were almost identical to British models. But soon Springfield realized that changes would be required, for some of the British components could not be easily serviced in America so US components were substituted. Gradually the cars became quite different from their British brethren. The biggest change came in 1925 when right-drive steering and four-speed gearboxes gave way to left-drive and three-speed transmissions. The Silver Ghost remained in production at Springfield until 1926, and the car offered here is one of the very last of the Springfield Ghosts and includes all the improvements made for the American market.



THE MOTORCAR OFFERED

Rolls-Royce records state that this 1926 Silver Ghost, chassis S 256 PL, was originally delivered in October of 1926 to a J.M Coward IV of New York, New York. Chassis supplied by Rolls-Royce's Springfield, Mass. factory would be fitted with bodies produced by the likes of Brewster, Willoughby, Merrimac, and Holbrook. This car was built as a Tilbury sedan body; coachwork that remains original to the car today. The Tilbury sedan is one of several "catalog" styles offered by Rolls-Royce of America under the hallmark of Rolls-Royce Custom Coach Work, available in fixed-roof or landaulet styles.

Chassis S 256 PL is seen today with an older restoration, finished in a handsome two-tone burgundy over black livery. The car's paint work has held up well and is presented in tidy fashion, as well as the nickel accessories and fittings that include dual side-mount spares and twin cowl lamps. The interior is trimmed

in complementary dark red leather, with fawn carpets, panels and headlining.

The Tilbury-bodied Ghosts seldom appear for sale as they offer a near ideal combination of style and all-weather comfort. Presented in good order throughout, S 256 PL is a charming motorcar that is well suited for use touring with organizations such as the Silver Ghost Society within the RROC or the CCCA.

**\$100,000 - 140,000
Without Reserve**

137.

1924 LOCOMOBILE MODEL 48 OPEN DRIVE LIMOUSINE

Coachwork by Bridgeport Body Co.

Chassis no. 19124

Engine no. 19124

525ci T-Head Inline 6-Cylinder Engine

Single Carburetor

103hp at 2,400rpm

4-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- One of the most exclusive and expensive cars of its day
- Highly advanced technical specification and coachwork design
- Used on many AACA tours and events
- Fine example of one of America's finest motorcars



THE LOCOMOBILE MODEL 48

Locomobile, like most other manufacturers, stumbled in the early 1920s, hit by both the post-WWI recession and the glut of military trucks which came on the market after the war, decimating sales of its Riker truck line. It fell into the hands of Hare's Motors, and when that grandiose house of cards collapsed, it was acquired by Billy Durant. He was determined to create a competitor to General Motors which had been wrestled from his control by the banks. The victim of inspired mismanagement and manipulation, Locomobile entered receivership in 1929, ending the saga of one of America's earliest and best automobiles.

The Model 48 was designed by Andrew Riker and introduced in 1911. It would remain in production almost until the end of the marque's existence, yet today very few survive. Of undoubted quality and construction, some maintain that the Model 48's low survival rate was due to the quality materials lavished

upon it. Old Locomobile 48s were simply too valuable as scrap to be preserved as old automobiles.

The centerpiece of Riker's Locomobile 48 was its 6-cylinder engine. A massive affair, the iron T-head cylinders were cast in pairs and bolted to a bronze crankcase, which contained a drop-forged alloy steel crankshaft that was both statically and dynamically balanced and rode in seven main bearings.

The Locomobile Model 48's chassis members were pressed from chrome-nickel steel, then heat treated and hot-riveted together, and rode on chrome-nickel-tungsten steel leaf springs. It utilized 4-speed transmissions when all competitors had only three forward speeds. There were no shortcuts taken in the Model 48's materials, construction methods, or finishes.

THE MOTORCAR OFFERED

This fascinating and powerful Locomobile Model 48 wears an elegant and formal Open Drive Limousine body designed by J. Frank de Causee for the Bridgeport Body Company. Most bodies, including this one, were built very close to the Locomobile works at this highly regarded shop, though Locomobile did contract with a number of outside coachbuilders through the years. An imposing and grand machine, this Model 48 wears a high-quality older restoration and has been enjoyed by the previous owners on a great many AACA tours. It presents in beautiful condition throughout, having remained under the care of one owner from 1963 to 2008. Remarkably, the 25,560 miles showing on the odometer are believed to be accurate.

The restoration was sympathetically executed and has been well-maintained since with very good dark blue paintwork on the main body, black fenders and subtle gold coach lines. The theme repeats on the wood spoked



wheels shod in period appropriate black tires. A pair of spare tires are fitted to the rear, as to not impede ingress and egress to the cabin. Furthermore, this helps along the process of making the car look even longer than its 142" wheelbase already suggests. Fine quality polished nickel plating adorns the radiator, headlamps, and other details.

The driver's compartment is largely open with the exception of the fixed roof panel. As expected with a chauffeur-driven limousine, the front is trimmed in hard-wearing black leather, showing little wear in spite of the regular use this car has seen. The speedometer, incorporating a clock and odometer, is by Waltham while secondary instruments are by Westinghouse. A Locomobile patent tag is attached to the dash, showing this as car number 19124. Sills are stamped with body number 3393. Black leather door cards and kick panels are in good condition. The

driver's compartment presents as it should, businesslike and functional.

Rear passengers are protected by the elements in a fully enclosed compartment with roll up side glass and an interesting three-pane divider window. The compartment is trimmed in blue fabric and blue carpeting to complement the body. The large rear seat has room for at least three passengers, while a pair of jump seats stow in the floor. The cabin is opulently equipped with a pair of bud vases, grab handles, silk blinds, dual dome lamps, robe rail, and a rear Waltham clock. Passengers are also treated to dual running board lamps and a speaking tube for with which to bark orders at the chauffeur.

This impressive Locomobile was awarded an AACA National First Prize in 1966, and has been preserved well since, a testament to both the quality of the restoration as well

as the quality of the Model 48. Few early American cars are as evocative or imposing as Locomobile. Belying the years since its restoration, this grand and important motorcar presents in wonderful condition, still very much showable, yet also an excellent choice for CCCA or AACA touring.

\$100,000 - 130,000

138.**1917 PAIGE BROOKLANDS 6-51**

Chassis no. 73804
 Engine no. 9807804

303ci Flathead Continental Inline 6-Cylinder Engine
 Signal Downdraft Stromberg Carburetor
 30bhp at 2500rpm
 3-Speed Manual Transmission
 Solid Axle Front and Rear Suspension
 2-Wheel Drum Brakes

- *Unique original coachwork*
- *Believed to be the only Brooklands Model Paige Surviving*
- *Sporty and stunning good looks*
- *Preserved original interior*
- *Originally owned by founder of Maybalene Cosmetics*

**THE PAIGE MOTOR COMPANY**

Around 1909, Frederick Osgood Paige and Harry Mulford Jewett joined forces to establish the Paige Detroit Motor Company and would subsequently build motorcars from 1909 until 1927. The highest engineering standards were employed seeing potential much in the same fashion as Rolls, Johnson, and Royce on the other side of the Atlantic.

In 1910, Fred Paige left the company and Jewett took over as president, shutting down the assembly line in order to reorganize the engineering department to build a more conventional design. In total, the company sold around 800 vehicles in its first year. Eventually, the 'Paige Detroit' became 'Paige' and total production is said to have amounted to around 400,000 vehicles, with peak sales of 43,500 in 1923.

Paiges were large powerful cars for the period that featured substantial engines, and sporty styling. Some models, like the Brooklands, were named after famous motorsport venues. In 1921 a stock Paige Daytona was the first production car to breach the 100mph barrier.



THE MOTORCAR OFFERED

This particularly well-preserved Paige Brooklands is an interesting car with an iconic and documented history. Its first owner was a successful entrepreneur in the Detroit area, Thomas Lyle Williams. He had turned a normal sibling activity, watching his sister apply makeup into Maybelline cosmetics, which bore his sisters name. Evidently, it is still an industrial giant 100 years later.

Paige liked to name their cars after motorsport venues, as is the case with this Brooklands model. The total production figures of the Brooklands model is unknown, but this is believed to be the only survivor. Mr. Williams was clearly a man concerned with style, so the Paige was ordered with the unique convertible bodywork designed by the very man himself. To this day the coachwork original coachwork remains on the vehicle. It can be converted from a two-seat roadster, to an open touring car, or a bobtail 2+2, or an all-weather phaeton.

The body panels and top pieces all store in a compartment behind the rear seat. The back seat also houses unique wooden cabinets. Surely this was a unique and grand statement on the streets in 1917.

Much of the history immediately after WW2 remains unknown, but at some time it passed into the hands of Jim Grundy Sr. It passed from his estate to Mr. Robert Pass, and then to the consignor in 2007.

When acquired, it was in remarkably preserved condition, even retaining most of its original pigskin interior. The engine was indeed tired and after a bearing failure the engine was completely rebuilt with custom pistons by Egge Machine. At this time an overdrive was also fitted to make it a more capable long-distance touring car. Since this rebuild, the Paige has been a veteran of many tours with its enthusiastic owner.

On a recent test drive, the Paige performed extremely well. Large engined vehicles spanning the Edwardian/Teddy Roosevelt/Wilsonian era are a far cry from the driving experience of the smaller, mass produced cars of the period. This car's marvelous torque smoothness and precision gearbox will delight all enthusiasts. With its intriguing history it will be a hit at weekend vintage car gatherings and will make an excellent addition to an established or newly forming collection.

**\$50,000 - 70,000
Without Reserve**

139.

1934 PACKARD 1101 EIGHT TOURING CAR

Chassis no. 377723

Engine no. 328569

320ci L-Head Inline 8-Cylinder Engine
Single Dual-Throat Carburetor
120bhp at 3,200rpm
3-Speed Manual Transmission
Front and Rear Leaf Spring Suspension
4-Wheel Drum Brakes

- *Over half a century of single family ownership*
- *Extensively documented maintenance records*
- *Presents in wonderful condition*
- *CCCA Full Classic™*



THE 1934 PACKARD

Charles Dickens may have written “It was the best of times, it was the worst of times” about the beginning of French Revolution, but it applied just as well to Packard in 1934. The cars were wonderful, offered in a profusion of models, body styles and optional accessories, but the Great Depression was at its deepest and even Packard’s elite clientele were not buying. It was cold comfort when Packard finished the year with 42.7% of the luxury car market. Cadillac and Lincoln were in much worse shape but still afloat, unlike Marmon and Peerless who had called it quits in 1933. Pierce-Arrow was also well on its way to going out of business.

In the 1934 luxury market Packard’s accomplishment was truly remarkable, but it amounted to only 8,000 cars and they were spread out over three different engines and five different chassis.

In addition to the inherent quality, luxury, performance, and silence for which Packard was justly famous, the marque’s design and styling combined conservative elegance with a hint of sporting flair. Raymond Dietrich had laid down the basic lines of Packard’s cataloged and custom bodies while working for Murray Corporation subsidiary Dietrich, Inc. in the late twenties. Ray Dietrich’s concepts were embraced by Ed Macauley, who was appointed as Packard’s styling director in 1932 by his father Alvan Macauley, Packard’s President. Alexis de Sakhnoffsky joined Packard as a part-time consultant through the early thirties, contributing his own sense of form, flow and streamlining to the development of Packard coachwork. Sakhnoffsky’s work was then implemented with great talent and skill by Werner Gubitz.

While a few remaining independent coachbuilders continued to body Packard

chassis, the economy and Packard’s extensive catalog of finely-styled designs kept most Packard coachwork production in Packard’s own facilities. That was, as it turns out, a serendipitous consequence as the Packard coachwork of the early thirties, and particularly 1934, is among the best of the period.

Packard relied on their traditional buttressed grille shell, which since 1932 was vee-shaped with vertical blinds. The nose was complemented with veed headlight lenses and the “down-tick” dart-shaped shoulder molding created by Hibbard & Darrin. Packard cataloged no less than thirteen standard bodies on the prestigious 1104 Super Eight alone. Deliveries of closed sedans predominated but it is the few, very special, open 1934 Packards that are most appreciated today. These particular cars embody the essence of classic design and quality - their appeal is timeless.



THE MOTORCAR OFFERED

The known history of this Packard begins in 1950 when the vehicle was purchased by Curtiss L. Blake, the founder of Friendly Ice Cream Company. Soon after his acquisition, the car was brought to Packard Springfield Inc. for a restoration which included rebuilding the motor, applying a dark blue lacquer finish, fitting a new top, floor mats, tires and a plethora of new small items. After two years of enjoying his refurbished automobile, Mr. Blake parted ways with the car and handed it over to patriarch of the family which currently owns the vehicle. At this point, 52,000 original miles appeared on the odometer.

Under this gentleman's care, the Packard would split its time between a home in Pennsylvania and Cape Cod during the summer months. On two occasions the Wendling Brothers touched up the paint, and in 1971 the car was taken to Hibernia Auto Restorations for the first of many instances. In 1982, the car was purchased

by a son of the family and would find its new home in New Hampshire. The practice of routine maintenance and continual restorative work would proceed under this newest owner with trips to Partridge Restoration occurring in 1980, 1982, 1983, and 1985. Further brake and electrical work were carried out in 1984 and after moving the car to Pennsylvania, the Packard received new tires and engine work in 1994.

Just a year later the car was sent to Vermont for a full body off repaint, replating, engine rebuild and a new top. More Recently, the carburetor was rebuilt by Daytona Parts Company.

As described, this Packard benefits from a one family ownership that extends over 50 years and is subsequently accompanied by a plethora of paperwork documenting the extensive efforts carried out on the vehicle. This marks a rare opportunity to obtain a very well cared for example.

\$120,000 - 160,000

140.

1936 BENTLEY 4¼ LITER AIRFLOW SALOON

Coachwork by J Gurney Nutting & Co.

Chassis no. B118HK

Engine no. K2BY

4,257cc SOHC Inline 6-Cylinder

Twin SU Carburetors

125 bhp at 3,800 rpm

4-speed Manual Gearbox

Solid front and Live Rear Axle with Semi-Elliptical Leaf Springs

4-Wheel Drum Brakes

- Well known ownership history from new
- Stylish design of iconic Bentley
- Matching numbers example
- Accompanied by period photos and RREC documents



THE BENTLEY 4¼ LITER

The 'Art Deco' period of the inter-war years was one that saw an increasing interest on the part of motor manufacturers - and independent coachbuilders - in streamlined or 'airline' designs, resulting in the creation of some of the most visually exciting cars ever seen. British company J Gurney Nutting - 'coachbuilder to the maharajas' - had first produced an airline body in 1930 for Woolf Barnato's famous 'Blue Train' Bentley, and the firm would be responsible for some of the most daring Art Deco designs of the next decade.

After acquisition of Bentley Motors in 1931, Rolls Royce declared their intention to make the best sporting car of its type in the world. The result was the 3½ liter Bentley which combined power, luxury and superb Rolls Royce engineering. Quickly becoming known as the "Silent Sports Car", the 3½ liter Bentley, soon succeeded by the more powerful 4¼ liter, won almost universal praise for its performance, superb brakes and effortless long-distance touring capabilities.



THE MOTORCAR OFFERED

This Bentley 4 1/4 liter, chassis B118HK, was completed in October of 1936, just in time to be exhibited by coachbuilder Gurney-Nutting at the Olympia Motor Show. It was Gurney-Nutting's chief designer, A.F. McNeil, who penned the name "Airflow" to describe the streamlined saloon body, this example being one of just two cars built to this design. Further confirmation of B118HK's appearance at the Olympia Motor Show is provided by noted Bentley historian Michael Ellman-Brown. B118HK can also be seen in its original specification on page 206 of Johnnie Green's book Bentley: Fifty Years of the Marque, where it's seen in "Steel Dust" over grey leather upholstery.

Following the Olympia Motor Show, B118HK was delivered to its first owner, Major C. Watson Smythe of Cornwall, via The Car Mart, Ltd of London, in March of 1937. In 1940 it was passed to C.J. Oppenheim, and then to V. Motion of London, a squadron leader in the

Royal Air Force. Copies of the DVLA records document subsequent British owners through the early 1960s. It then passed through the famed London dealers Frank Dale & Stepsons to Art Mullaly of Carmel California who would keep the car for a further 14 years. In the late 1980s it was restored to the specification you see today and exhibited by then-owner Malcolm Schneer at a variety of events including the Pebble Beach Concours d'Elegance in 1995 and the RROC National Meet the same year.

Today, B118HK still wears its first and only restoration. The car has retained its original British registration number, DNX 401, and overall, remains very correct to its original specification with only the rear spats being a later addition to the stunning body. Additional body features on this example include a sunroof, multi-panel boot, a distinct lack of a rear bumper, a split rear window, Lucas headlamps and central spot lamp. The interior

is trimmed in tan leather and carpeting, with red piping throughout. Interior details include a recessed headliner to accommodate taller passengers in the streamlined roofline, a lovely restored dash panel and even a driver-operated rear privacy shade.

The engine (K2BY) is mated to a 4-Speed manual gearbox with Bentley's right-hand floor shift, a delightfully tactile and mechanically positive device that is a signature joy of driving a Bentley of this era. Usable and even showable as is, the historical significance and beautiful coachwork also make B118HK an excellent choice for tours, as these 4 1/4 liter cars offer outstanding performance for the era.

\$175,000 - 225,000

141.

1913 STUTZ SERIES B BEARCAT

Chassis no. 997
Engine no. AB1828

389ci Wisconsin T-Head 16-Valve 4-Cylinder Engine
Single Updraft Carburetor
60bhp
3-Speed Manual Transaxle
Front and Rear Leaf Spring Suspension
Rear Drum Brakes

- *Subject to a comprehensive, nine-year restoration*
- *Regularly serviced and updated for touring*
- *One of America's first sports cars*
- *The Car That Made Good in a Day*



THE STUTZ BEARCAT

In the world of antique cars, few names resonate like the Stutz Bearcat. Images of young gentlemen in raccoon coats racing around the countryside with a college pennant attached to the car often come to mind, and for the era, there were few cars as sought after and mythical in stature.

The Stutz Company and the Bearcat model were famous from day one. Soon after completion, Harry C. Stutz sent the prototype Bearcat racer to compete in the 1911 inaugural Indianapolis 500 race. The untested car did remarkably well, finishing the race and beating many established brands, earning the Stutz the slogan, "The Car That Made Good in a Day."

First offered to the public in 1912, the Bearcat was essentially a road-worthy version of the highly successful Stutz racers that followed the original Indy car. A radically designed sports car through and through, the Bearcat had

just two bucket seats and no convertible top or windshield. Like the Stutz racing cars, the Bearcat was constructed around a low-slung chassis, ensuring a lower center of gravity and good handling characteristics in addition to its lightweight design.

The first production models were closely based on the successful Indianapolis car and featured proprietary Wisconsin engines and Stutz's own rear three-speed transaxle. A 50hp four, the 6.4-liter Wisconsin engine was of the twin-camshaft 'T-head' type, with inlet valves on one side of the block and exhausts on the other. It would be used up to 1917 when Stutz began to manufacture its own power units. There was also a 60hp six in Stutz's range for 1912 and the famous Bearcat model was available on both chassis. Stutz's most famous product, the Bearcat was one of the first true sports cars, being stripped of all but the bare essentials and offering little in the way of weather protection

or comfort. In 1912 Stutz won 25 out of 30 competitions entered thanks to the Bearcat.

Although small by American standards - Stutz built a mere 759 cars in 1913 compared with Chevrolet's 5,987 - the Bearcat's competition successes ensured that the company enjoyed a disproportionately high-profile reputation. The Bearcat remained a fixture of the range until the end of the 1924 season when the installation of Frederick E Moskovics as company president marked a change of emphasis: from now on Stutz cars would be aimed at the luxury end of the market.





THE MOTORCAR OFFERED

It only takes a quick glance at this stunningly presented Stutz to see why it has become such a legend. Beyond its racing success, the Bearcat had everything you needed and nothing you didn't—as shown on this car.

The earliest history of this example is not known, but it is understood to have been discovered in the 1970s by an aerial photography pilot and car enthusiast. While doing survey work for the US Government, he would scan his photos for evidence of lost vehicles and certainly seems to have hit the jackpot when he spotted the remains of this Series B Stutz in a ranch on Montana. Understood to have been in rough shape upon discovery, it is believed that much of the frame, the gas tank, and most of the engine was intact and salvageable.

Using what was found as a basis, the new owner began the difficult process of obtaining correct pieces to replace the missing parts. Correct transaxle halves (the center aluminum housing is a more modern piece), front axles, trunk, steering column and lamps were all sourced. The engine, which was in poor condition, was refurbished as best as possible with the block being retained and replacement cylinder blocks understood to have come from the Los Angeles County Museum. Many parts were said to have come from Harrah's ample collection as well.

After decades of searching and work, the car was still in unfinished shape when it was discovered by the penultimate owner in a restoration shop and purchased in 2004. A knowledgeable and studious collector, he began a restoration to finally bring the car to the beautiful condition in which it shows today.

Over the course of nine years, he restored or sourced correct replacements for each part of the car doing almost the entire restoration himself. Working to maintain authenticity, a correct body was fabricated – which in the case of the racy Bearcat largely entailed the fenders and hood. The current owner acquired the car in 2015, a few years after the restoration was completed.



Finished in dark green with fire engine red frame and fender undersides, this American sportscar shows very well. With its gleaming nickel plating and shining paint, it has the looks that made this racer famous. Beyond just that though is the performance that helped rocket the Bearcat to fame. The big Wisconsin-sourced four has been regularly maintained—most recently with fuel system servicing. Reported to be a strong runner, these cars are a delight to drive and continue to provide the thrills and excitement for which they were known over a century ago. Updated to a 12-volt electrical system with ignition modifications and a more modern clutch—all for touring reliability—this racer would be a welcome participant on any number of fun and desirable events not to mention an excellent addition to any collection.

\$550,000 - 650,000

Please note, this vehicle is titled under the engine number.

142.

1970 MERCEDES-BENZ 300 SEL 6.3

Chassis no. 109.018-12-003662

6,332cc SOHC V-8 Engine
Mechanical Fuel Injection
300bhp at 4,100rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Recently a recipient of extensive mechanical work
- Splendid Aqua Blue exterior
- Well preserved interior
- Powerful Mercedes-Benz luxury sedan



THE MERCEDES-BENZ 300 SEL 6.3

The greatest sedan in the world,' according to Road & Track, and few would disagree with the authoritative American motoring magazine's assessment of what in its day was the last word in high-speed opulence: the Mercedes-Benz 300SEL 6.3.

First shown at Frankfurt in 1965, the 'S' Class Mercedes range, designed by Paul Bracq, was outwardly distinguished from preceding models by a new sleeker bodysell with lower roof and waistline as well as increased glass area. Joining the range for 1968 was the 300SEL 6.3, created by installing the powerful 6,332cc overhead-camshaft V8 of the leviathan 600 limousine in the long-wheelbase 300 saloon, while other refinements included the 600's air suspension and power-operated brakes. Automatic transmission was standard equipment. According to The Motor: 'The rich smell of expensive cow hide and firm, but shapely seats welcome you aboard. The

door shuts with a muffled donk, like that of a railway carriage in an acoustic chamber, and suddenly the outer world is remote and strangely silent.' A superbly appointed luxury conveyance endowed with sports car performance, the 300SEL 6.3 could attain 60mph in around seven seconds and had a top speed approaching 140mph. Autocar commented: 'The tremendous superiority in handling is the key to what makes the 6.3 Mercedes such an exciting vehicle, and so essentially a driver's car. The responsiveness of all its controls makes it a delight to drive.' It is not at all surprising that the 300SEL 6.3 was such a favorite with racing drivers of its era. They would have been among the relatively few individuals wealthy enough to afford it as it cost more than Ferrari's fabulous 365GTB/4 'Daytona' sports car.



THE MOTORCAR OFFERED

The 6.3 we are proud to offer recently received extensive mechanical work which was conducted to bring an already well-preserved car to tip-top shape. The drivetrain was an area of particular focus for those involved in the project and the engine was taken out to be thoroughly overhauled. The transmission was also treated to a similar procedure. With both removed, it provided an opportunity to refinish the engine compartment, and as such, a fresh coat of paint was sprayed within. Furthermore, the air suspension received considerable attention in conjunction with the brakes. Lastly, a stainless steel exhaust was fitted.

Inside, the original parchment colored seats present with an honest amount of wear and splendid patina. The wood treatment on the dash was removed and refinished to appear in as-new condition, and truly adds to the elegance of this Mercedes' interior. Underfoot, new Coco floor mats were placed. Adding to the authenticity is a fully functioning Becker radio.

Completing the stylish look of this large Teutonic sedan is an uncharacteristically colorful exterior treatment of Aqua Blue. This dashing color is clearly evocative of the era in which it was produced and makes this Mercedes a real stand-out.

The vehicle was purchased by its current owner 10 years ago and has since, placed great care on the vehicle to keep it in good condition. Little is known about the early history, but the roughly 83,000 miles on the odometer are reported to be original. A preservation award won at the Misselwood Concours all but confirms the quality of this truly special automobile. A well driving, mechanically sorted example such as this will surely be an object of desire to anyone who is enthusiastic about comfortable, sound, V8 powered super saloons. Now is the opportunity to obtain an exemplary iconic Mercedes Benz.

\$70,000 - 90,000

143.

1928 PACKARD EIGHT MODEL 443 PHAETON

Chassis no. 225262
Engine no. 229222A

385ci L-Head Inline 8-Cylinder Engine
Single Carburetor
109bhp at 3,200rpm
3-Speed Manual Transmission
Front and Rear Leaf Spring Suspension
4-Wheel Drum Brakes

- *Top of the line Packard, with sporting Phaeton coachwork*
- *Beautifully aged restoration*
- *High quality motorcar from the Classic era*
- *CCCA and AACA event eligible*



THE FOURTH SERIES PACKARD

During the Great Depression, the luxury car segment catering entirely to the upper class profoundly suffered within the worsening economic climate. Competition became very fierce as luxury brands began dropping prices and offering a wide variety of options just to entice buyers. At the top of the luxury market was Packard, who introduced some of their greatest classic automobiles during this time.

Introduced mid-summer of 1927, the Fourth Series Packard was built on a 143-inch wheelbase chassis - hence the 4-43 series designation. The 4-43 was powered by Packard's magnificent 385cid (6.3-liter) L-head straight eight. First made available in mid-1923, the big 109bhp, nine-main-bearing engine had been substantially upgraded in 1926. Standard chassis equipment included mechanical four-wheel brakes and a Bijur chassis lubrication system.

Fourth Series Packard Eight production bridged over into 1928 and would total 7,798 units in both Custom and Standard model lines. Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. "Original Creations by Master Designers" according to Packard, the custom offerings were bodied by Derham, Dietrich, Fleetwood, Holbrook and Judkins, among others. The secret of Packard's success was tight quality control and the use of only the best materials, and the company made great play of the fact that almost everything was manufactured in house.



THE MOTORCAR OFFERED

This fine example of the Model 4-43, Fourth Series Packard features the elegant Dual Windshield Phaeton coachwork. The car exhibits a well-preserved older restoration, still presenting in very attractive condition. The coachwork is finished in an era-evoking combination of medium brown with dark brown beltline, black fenders and dark orange disc wheels and body accents. The signature Packard disc wheels are fitted with whitewall tires all around, including the dual side-mount spare wheels. The styling is very sporting for a large car. With the canvas top erected, a rakish and aggressive look, particularly in profile, is exhibited. Paint, chrome and brightwork are in beautiful condition, showing deep shine and minimal flaws. The imposing Packard radiator shell is protected by a stainless-steel stone guard, while wind-wings, cowl lamps, outside mirrors, and a trunk rack round out the accessories.

The luxurious interior is trimmed in dark tan leather which finely complements the exterior paint colors. Sporting the Dual Windshield Phaeton coachwork, rear passengers have their own adjustable windscreen with wind-wings to keep them comfortable and unruffled during top-down touring. A past owner installed a set of handsome wooden cabinets behind the driver's seat which appear to be the only deviation from originality in the cabin. The wood dash and door caps are restored with deep gloss and the instruments present beautifully in the center of the fascia. Thanks to the obvious care this example has received, it remains attractive enough for show. As a CCCA approved Full Classic, it would be extremely well-suited for CARavan Touring and a welcome addition to any collection of fine automobiles.

\$120,000 - 150,000

Please note, this vehicle is titled under the engine number.

144.

1947 JAGUAR MK IV 3½ LITER DROPHEAD COUPE

Chassis no. SL3157

Engine no. Z2059 (see text)

3,485cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

125bhp at 4,200rpm

4-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- *Attractive Burgundy over Caramel livery*
- *Rare left-hand drive, 3-position Drophead Coupe*
- *Previously under single ownership for 37 years*
- *A stately and elegant cruiser*



THE JAGUAR MK IV

The name 'Jaguar' was first used by SS Cars Ltd in 1936 to denote its new high-performance sports model, the SS100; company founder William Lyons later recalled: 'I immediately pounced on Jaguar as it had an exciting sound to me.'

'SS' originally stood for the Swallow Sidecar & Coachbuilding Company, which had been founded in Blackpool, England by William Walmsley. The company branched out into motor manufacture in 1926, its first major success being an attractive sports saloon on the Austin Seven chassis, the design being the work of Walmsley's partner, one William Lyons. Relocation to Coventry followed and the Swallow range expanded to include models on Morris Cowley, Wolseley Hornet and Standard Sixteen chassis. Marque status arrived in October 1931 with the launch of the SS1, the chassis of which was supplied exclusively to Swallow by Standard, who also

provided the six-cylinder side valve engine and four-speed gearbox. Although unspectacular in performance, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price. ('Jaguar' would be adopted as the marque name in March 1945, 'SS' having by then acquired a somewhat tarnished reputation).

When peace came some six months later, the newly renamed Jaguar Cars, like the majority of Britain's motor manufacturers, commenced post-war production with a range of pre-war designs, albeit with some minor improvements. Essentially stopgap models pending the arrival of an entirely new generation of Jaguars, these comprised the compact 1½-Liter and the 2½ and 3½-Liter model, retrospectively known as the 'Mark IV', which still enjoyed an enviable reputation for strong performance, good road

manners and well-appointed interiors.

Built on a generous 120" (3,048mm) wheelbase, the Mark IV retained a separate chassis featuring beam front and live rear axle suspension on semi-elliptic springs, lever-arm dampers, Burman worm-and-nut steering and Girling mechanical brakes. The stylish all-steel coachwork was available in saloon or drophead coupé forms and featured the kind of luxurious and well-appointed interior that would become a Jaguar hallmark. Used by SS Cars since 1934, the engine was Standard's rugged seven-bearing six which in Jaguar specification was fitted with a Weslake overhead-valve cylinder head and coupled to a four-speed manual gearbox; in 3½-liter form capable of propelling the sturdy Mark IV to over 95mph.



THE MOTORCAR OFFERED

At the top of the Mark IV range was the decidedly voluptuous 3½-Liter Drophead Coupé, a full five-seater that boasted an ingenious three-position hood giving occupants the choice of open, closed or coupé de ville motoring. Utilizing the same all-steel body construction as its late 1930s SS Jaguar forebear, the newcomer appeared even more svelte thanks to a revised hypoid bevel rear axle that allowed the floor to be lowered by two inches.

As post war Jaguars go, this left-hand drive Mark IV 3½ liter 3-position drophead coupe is evidently one of the rarer models to be sold in period. Finished in an attractive combination of burgundy over a caramel interior, the colors reflect the subdued yet sporting nature of the vehicle.

Under enthusiast ownership for 37 years prior to be acquired by the consignor, the vehicle was kept in good running order during his stewardship and would further receive a restoration. Despite being conducted some time ago, the vehicle looks sharp today with good panel fitment and alignment. Inside, the story is very much the same, and the upholstery has been kept in good shape given its age. The dash features a full suite of original gauges and switch gear and even the wood has been kept glossy. It is also reported that the mechanicals have been looked after well and the drivetrain is in good condition.

It should be noted that the engine is reported to have been replaced at some point. Furthermore, a remote-mount oil filter has been installed to help along the longevity of the motor.

A very usable car with handsome looks, this Mark IV will surely provide its new owners with many enjoyable open-air rides, and the rarity will ensure a unique status within any collection.

\$70,000 - 90,000

145.**1930 AUSTIN SEVEN SWALLOW SALOON**

Coachwork by Swallow Coachbuilding Co.

Engine no. M99312

747cc Side-Valve Inline 4-Cylinder Engine
 Single Updraft Carburetor
 10.5bhp at 3,100rpm
 3-Speed Manual Transmission
 Leaf Spring Suspension
 4-Wheel Drum Brakes

- *Elegant, high-quality Swallow coachwork*
- *Britain's equivalent to the Model T Ford*
- *A model with great club support and event eligibility*
- *Excellent example for a light recommissioning*

**THE AUSTIN SEVEN**

Simple in construction, economical and easily maintained by the home mechanic, the Austin Seven brought motoring within the financial reach of the man in the street. A huge success from the moment deliveries commenced in January 1923, the Seven remained in production until 1939. The Seven's success led to a host of special-bodied variants from independent coachbuilders, none more famous than those produced by the Swallow Sidecar & Coachbuilding Company. The Austin Seven Swallow became deservedly popular, with an estimated 2,500 cars made from 1927 to 1932. Indeed, in its lifetime, there was no comparable car in its size or at its price that offered a similar amount of style and luxury.

THE MOTORCAR OFFERED

This delightful 1930 Austin Seven wears a handsome Swallow Saloon body and is presented in remarkably original condition. The two-tone paintwork is a signature of Swallow bodies, and the black and Old English White scheme on this example certainly suits it. The paint shows quite a bit of age since receiving an average quality respray, but the elegant design shines through and it remains a handsome little motorcar regardless. The car is very complete, down to the proper Swallow radiator ornament atop the signature Austin radiator shell. The rear mounted spare wheel and bumper-less body make for a slightly sporty appearance.

Black upholstery is in fair condition, again appearing to be original but complete and intact. The engine and chassis appear complete as well but needs some attention to bring it up to a more usable state. While this cheeky and cheerful little Austin Seven does

show a bit rough around the edges, it is no less an important car and one that could be enjoyed as-is or restored to best show off its original style. The joy of the Austin Seven is that it delivers outsized fun in a tiny package. The Swallow 2-door Saloon body adds not only style, but tremendous value from this fascinating, history rich marque.

\$35,000 - 45,000
Without Reserve

146.

1929 CHRYSLER MODEL 75 ROADSTER

Chassis no. R262516
Engine no. R262516

248.9ci L-Head Inline 6-Cylinder Engine
Single Stromberg Carburetor
75bhp at 3,300rpm
3-Speed Manual Transmission
Lead Spring Suspension
4-Wheel Hydraulic Drum Brakes

- *Top-of-the-line factory bodied Chrysler*
- *Presentable older restoration.*
- *A great car for vintage car tours*
- *Eligible for Le Mans Classic, as well as Mille Miglia Retrospective*



THE CHRYSLER MODEL 75 ROADSTER

The Chrysler 75 Roadster was one of the sportiest models offered by Chrysler and is one of the pinnacles of the marque's motorcar development during the 1920's. With powerful and large 7 main bearing flathead engines mated to a superb three speed transmission and coming standard with hydraulic brakes, there were few cars short of the Stutz or Bentley that could better a Chrysler for speed and performance.

Chrysler actively campaigned their motorcars from 1925-1931, and the model 75 was entered in the Mile Miglia, Le Mans, and the 24hrs of Spa. The Chrysler 75 finished 3rd and 4th in Le Mans in 1928, earning the nickname the "Poor Man's Bentley". Furthermore at the Millie Miglia, a Chrysler model 75 won the 5 liter class in both 1929 and in 1930. Today many 75s are actively campaigned on the vintage rally and race circuit with a great degree of success.

THE MOTORCAR OFFERED

The early history of this particular Model 75 is unfortunately not known. The car was restored a number of years ago, but not actively used. The car was acquired in 1999 by a family member of the consigner, a Chrysler enthusiast. At this time, it was very well presented, but not to the enthusiast's liking. First on the to-do list was to rebuild the motor and go through the entire brake system. After this work was completed, the car was driven for a short time. In 2003 the car passed to the consigner. The car has been carefully stored over the past few years. Last year it was decided to get it on the road again.

During this process it was decided to repaint the fenders, as they had faded slightly. The rest of the bodywork's current coat of yellow lacquer remained on the vehicle as it was still in good condition.

Chrysler 75s are great, powerful, easy drive classics, with plenty of performance. They are eligible for numerous events worldwide and are easy to maintain. This particular example in its attractive yellow and black color scheme would make a great addition to any collection, or as a great way to enter the collector car hobby.

\$40,000 - 50,000

147.

1930 CADILLAC MODEL 353 CONVERTIBLE COUPE

Coachwork by Fisher

Engine no. 506162

353ci L-Head V-8 Engine
Single Carburetor
3-Speed Manual Transmission
Leaf Spring Suspension
4-Wheel Drum Brakes

- *Attractive Fisher Coachwork*
- *Powered by the venerable Cadillac V8*
- *Wonderful period Primrose Yellow over Black Livery*
- *Excellent candidate for restoration*



THE SERIES 353 V8

At a time when most American luxury automobile manufacturers were facing their eminent demise, Cadillac charged into the 1930s with brash confidence, led by the astonishing V16 and V12 series. While the “multi-cylinder” engines stole the headlines, Cadillac’s bread and butter remained the V8 powered 353 series.

Cadillac first introduced its ground breaking V8 in 1915. Designated the Series 51, the new model set the tone for the direction of the industry. The V8 was so good that it remained relatively unchanged in the lineup until 1928, an amazing run for an industry that was changing rapidly. When the motor was finally altered for ‘28 the changes were subtle. The engine capacity was increased and the new Cadillacs received styling penned by Harley Earl that would define their early classic period. He imbued it with much of the European influenced flair he displayed with the LaSalle

brand and each subsequent year Earl’s subtle design changes would make the cars more refined and striking.

The L-Head V8 engine produced 90 horsepower and was mated to a new “clashless” 3-speed transmission, which allowed for seamless shifting. The effortless nature of the Cadillac 353 made it a popular choice with owner-drivers of the period, as well as today’s touring and event enthusiasts.



THE MOTORCAR OFFERED

This 1930 Cadillac Series 353 wears rare and handsome 2/4 passenger Convertible Coupe coachwork, style number 168 from the Fisher Metal Body factory catalog. It is presented in primrose yellow over black, wearing an older restoration that presents with a pleasant, moderate patina. Fully accessorized, it features dual sidemount spares, Cadillac goddess mascot, radiator stone guard, a single Pilot Ray driving lamp and a color-keyed trunk. While the restoration has aged, it remains in attractive order overall. The body is straight and appears sound, and the paint is glossy, with some minor checking and blemishes visible upon closer inspection. Similarly, the chrome and brightwork is in good order, with older, careworn plating that is consistent with the overall feel of the car. The two-place cabin is trimmed in brown upholstery, which is inviting and in very good condition overall with good brown carpets and original instruments, controls, and switchgear.

It runs and drives, though some additional attention would be required before embarking on any longer tours or events. The Cadillac Series 353 is one of the best driving class-era Cadillacs, and with sorting, this example has the potential to be a very enjoyable event car for CCCA CARavan or similar tours. With rare and attractive coachwork by Fisher, and a pleasing patina, this lovely Cadillac will surely provide many more years of enjoyment to its next keeper.

\$90,000 - 120,000

148.

1957 CADILLAC ELDORADO BIARRITZ CONVERTIBLE

Chassis no. 5762101362

365ci OHV V8 Engine
Twin 4-Barrel Carter Carburetors
325bhp at 4,800rpm
4-Speed Hydra-Matic Automatic Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Power-Assisted Drum Brakes

- *Gorgeous tuxedo color scheme*
- *Recently restored and complete with detailed invoices*
- *GM's top-of-the-line convertible for 1957*
- *Splendid jet-age styling*



THE ELDORADO

From their radically curved wraparound windshields to their unusual "X-member" frames, the 1957 Cadillacs were virtually all new. Engineered to maintain Cadillac's "Standard of the World" prominence, the '57s evidenced a fresh and pleasing vigor in their styling. Cadillac customers could choose from two convertible styles: the traditional Series 62 offering or the ultra-prestigious Eldorado Biarritz.

Cadillac had debuted the first Eldorado, a special sports convertible that introduced the wrap-around windshield, in 1953. Priced at an astounding \$7,750, the ultra-plush first edition attracted 532 buyers. Sales rose in 1954, as the Eldorado became for that year essentially a specially trimmed Series 62 Convertible.

The 1955 Eldorado was more distinctive, with its exclusive sharp-edged fins. In 1956, the Eldorado became available in both the "Biarritz" convertible and "Seville" two-door hardtop models.

Stylists working under the direction of GM design chief Harley Earl made the 1957 Eldorados more special than any preceding editions. The softly rounded rear sections of the Eldorado bodies were obviously inspired by GM Motorama show cars. Blade-like fins jutted forth from the tapering rear deck. A split rear bumper and memorable tail lamp treatment lent further distinction. Special 15-inch chrome-finish Sabre-Spoke wheels were standard on the Eldorados. The Biarritz was supplied with a fiberglass reinforced plastic top boot, finished in the same color as the car body.

Eldorado standard equipment for 1957 included almost every conceivable power-assist and luxury feature available at the time. These included a power six-way front seat, left-hand remote outside mirror, a radio, and power steering, brakes and windows. Air conditioning, E-Z Eye tinted glass and an automatic headlamp dimmer were among the few extra-cost options. The Biarritz convertible listed for \$7,286—about \$2,000 more than the ticket for a Series 62 convertible



THE MOTORCAR OFFERED

The known, modern history of this lavish piece of American steel begins in the sunny state of California when Mr. Arthur Wickers purchased this Eldorado from Cadillac Corner on Sunset Boulevard, Hollywood on June 18, 1993. As noted on the bill of sale, the car was wearing burgundy paint with a black and white interior. Additionally, the files on hand report a slew of mechanical work done to the vehicle throughout the remainder of the 1990s. In 2001, the Cadillac was purchased by the consigner and shipped to Rye, New York. Soon after, it was decided to begin the process of restoring the vehicle with an eye for authenticity. Beginning first with detail odds and ends, the project would eventually lead to a full frame off restoration that would see the car stripped down to bare metal. Mechanically, the car was fully treated, and the drivetrain received thorough attention. The enthusiast owner made a point to keep the original interior of the car and so the inside remains untouched from

any cosmetic refurbishment. Furthermore, the exterior was treated to fresh black paint giving the Eldorado a truly striking presence. Great care was given to the car and a hefty stack of service records detail exactly the amount of work poured onto this classic.

Outfitted with a 'batwing' air cleaner with dual 4-barrel carbs, Autronic Eye, and heater, it is a nearly six-decade old luxury car with comfort that rivals – and even exceeds – many modern-day drop tops. Then and now, there are few classier ways to show you've arrived than to appear on the scene in '57 Eldorado Biarritz Convertible.

\$120,000 - 130,000

149.

1999 ROLLS-ROYCE SILVER SERAPH

VIN. SCALA61E7XCX01903

5,379cc SOHC V-12 Engine
Electronic Fuel Injection
322bhp at 5,000rpm
5-speed ZF Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Power Assisted Vented Disc Brakes

- Cost over \$220,000 new
- Elegant, two-tone interior livery
- Under 31,000 original miles
- Luxury motoring at its finest



THE SILVER SERAPH

After an 18-year production run, Rolls-Royce replaced its Silver Spur with an all-new model, the Silver Seraph. Designed during Vickers' ownership of Rolls-Royce, but with heavy influence from BMW, the Silver Seraph was a massive leap forward for the brand. Powered by BMW's 5.4-liter V-12, the first Rolls to be powered by a twelve pot since the Phantom III, the Silver Seraph was also 65% stiffer than its predecessor. Debuting in 1998, along with its badge engineered Bentley twin the Arnage, the Silver Seraph would be the last Rolls built in Crewe and remain in production for only four years as the Rolls brand would eventually fall under the wing of BMW and Bentley under VW.

With a base price of over \$220,000, it was one of the most expensive cars you could buy off the lot. In total, only 1,570 Silver Seraphs were produced before the new Phantom was released.

THE MOTORCAR OFFERED

Delivered new to a Massachusettsan in the winter of 1998, the Rolls-Royce on offer was finished in a subtle grey-silver paint scheme with a matching double grey interior. This individual would hold onto the car for 6 years and rolled 14,000 miles on dash. In 2005 the vehicle received its second owner and in 2011, a third. Today, the seller reports that the service is all up to date and the car is in good order with roughly 40,000 miles now appearing on the odometer. 3 years ago, \$10,000 was spent replacing the wood in the interior, giving the car a very fresh look indeed. With a base price of \$220,000, the Silver Seraph was finest and most luxurious vehicle on the road when it came out. The old-world luxury one experienced when ensconced in the buttery soft leather seats is just as enjoyable today as it was when new. And when you can enjoy a Rolls for the price of a new Chevy, it is hard to reason why one wouldn't jump at the opportunity.

\$30,000 - 40,000

- Three owners from new
- A longtime Texas car
- Fewer than 9,800 original miles
- An excellent highway cruiser

150.**1975 LINCOLN CONTINENTAL MARK IV COUPE**

Chassis no. 5Y89A862821

460ci OHV V8

Single Carburetor

225bhp at 4,000rpm

3-Speed C-6 Automatic Transmission

Independent Front with Live Axle Rear Suspension

Front Disc - Rear Drum Brakes

**THE LINCOLN CONTINENTAL**

When Lee Iococca of Ford discussed the styling of the new Lincoln model with top designer Gene Bordinat, he basically directed him to put a 'Rolls-Royce grille on a 1965 Thunderbird'. The result was the iconic Lincoln Mark III –a grandiose and boxy fusion of the fourth generation Lincoln Continental and the fifth generation Thunderbird, designed specifically to compete with Cadillac's popular and luxurious Eldorado. A resounding success from its initiation in September 1968, Lincoln chose an evolutionary design path for the Mark IV that debuted in 1972. Carrying a similar profile, the car grew in size slightly, incorporated opera windows in the c-pillar, and added 5mph bumpers in 1974.

THE MOTORCAR OFFERED

This Mark IV was purchased new by an inventor in Florida. Finished in Dark Red with a white vinyl faux landau roof and a matching white and red leather interior, it was cherished and sparingly driven. The car was driven to Texas after a few years where it came into the garage of the father of the present owner. A manufacturer of coin mechanisms for newspaper racks that used the patents held by the first owner, it was natural that the car would pass to a familiar next owner.

Under the care of the current owner's family the car was only used once or twice a year and appeared occasionally at the front of local parades and the Grand Marshall's conveyance. Showing under 9,800 miles from new and in original condition, this big Lincoln is ready for its next, superfly owner.

\$25,000 - 35,000**Without Reserve**

ACKNOWLEDGEMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2018 SIMEONE FOUNDATION CATALOG:

Aston Martin Works
Warren Barnes
Bentley Drivers Club
British Heritage Trust
Jaguar Daimler Heritage Trust
Dr. Clare Hay
Brian Joseph
Mike Kunz and Mercedes-Benz Classic Center
Marcel Massini
Motorcar Studios
Rolls-Royce Owners Club
Ed Watts

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Jeremy Scott: 133
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Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Guide relating to this sale and other published notices and terms relating to bidding. Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Guide in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

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.

If successful

- I will collect the purchases myself
- Please contact me with a shipping quote (if applicable)
- I will arrange a third party to collect my purchase(s)

Please email 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
bids.us@bonhams.com

Bonhams

Sale title: Collectors' Motorcars and Automobilia Auction		Sale date: October 8, 2018	
Sale no. 24812		Sale venue: Philadelphia, Pennsylvania	
General Bid Increments:			
\$10 - 200by 10s	\$10,000 - 20,000by 1,000s		
\$200 - 500by 20 / 50 / 80s	\$20,000 - 50,000by 2,000 / 5,000 / 8,000s		
\$500 - 1,000by 50s	\$50,000 - 100,000by 5,000s		
\$1,000 - 2,000by 100s	\$100,000 - 200,000by 10,000s		
\$2,000 - 5,000by 200 / 500 / 800s	above \$200,000at the auctioneer's discretion		
\$5,000 - 10,000by 500s	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 resale license number here _____ We may contact you for additional information.			

SHIPPING	
Shipping Address (if different than above):	
Address: _____	Country: _____
City: _____	Post/ZIP code: _____

Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in US\$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone or should the connection be lost during bidding.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND 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 GUIDE 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 8, 2018.

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 Collectors' Motorcars and Automobilia Auction on October 8, 2018.

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 8, 2018.

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 TWELVE PERCENT (12%) on the first Two Hundred Fifty Thousand Dollars (\$250,000) of the Hammer Price of such lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds Two Hundred Fifty Thousand Dollars (\$250,000), 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 equal to TWENTY-FIVE PERCENT (25%) on the first Two Hundred Fifty Thousand Dollars (\$250,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on the amount of Hammer Price above Two Hundred Fifty Thousand Dollars (\$250,000) up to and including Four Million Dollars (\$4,000,000), and TWELVE AND A HALF PERCENT (12.5%) on any amount by which such Hammer Price exceeds Four Million Dollars (\$4,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot, and, unless the purchaser is exempt by law from the payment thereof, any Alabama, 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. Eastern

Standard Time on Tuesday, October 9, 2018. 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:

CONDITIONS OF SALE - MOTOR VEHICLES & AUTOMOBILIA

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Rescind the sale of the Lot to the Buyer at any time;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.

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

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

18. Miscellaneous
18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California (subject to specific applicable local laws governing the sale of motor vehicles in the state in which the Sale takes place). Jurisdiction and venue for all dispute resolution shall be in New York City, New York or San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

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

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

the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed 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 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 MERCHANTABILITY, 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.

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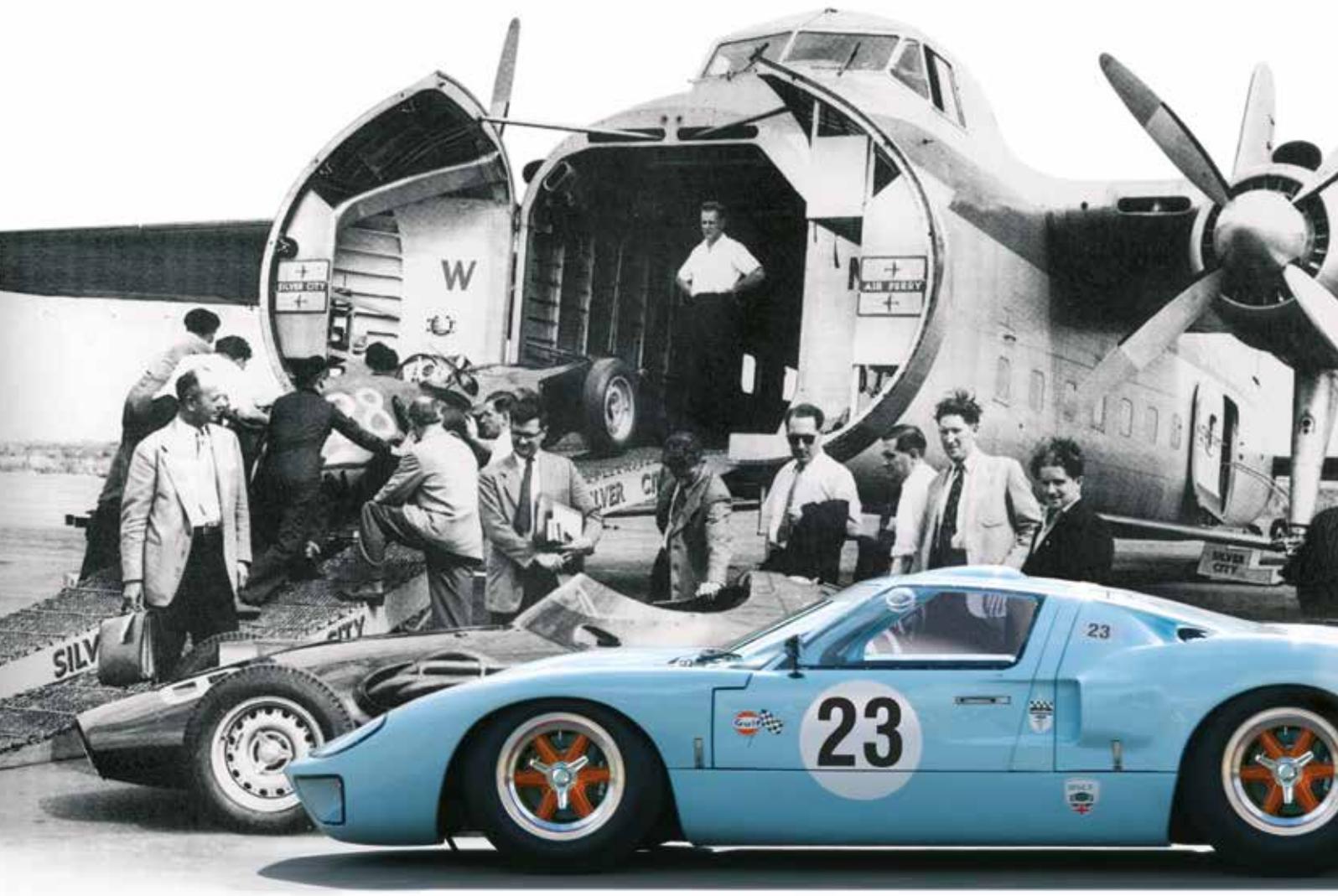


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THE WILLOWBROOK COLLECTION

The Willowbrook Collection, comprises more than 80 important machines, joining the already impressive 400+ lot line-up of the two-day Autumn Stafford Sale. Many machines - including the majority of the Willowbrook Collection - are to be offered without reserve.

LOT PREVIEW

Please see the lot preview for further information:
bonhams.com/autumnstafford

THE AUTUMN STAFFORD SALE

**Important Collectors' Motorcycles,
Related Spares and Memorabilia
The Willowbrook Collection,
The Basil Keys Collection Part Two
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The 25th Carole Nash Classic Motorcycle Mechanics Show
Saturday 13 & Sunday 14 October 2018

TWO-DAY AUCTION

ENQUIRIES

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ukmotorcycles@bonhams.com

Catalogue

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LOT PREVIEW
REGISTER TO BID



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Friday 2 November 2018
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AUCTIONEERS SINCE 1793



The Bond Street Sale

Exceptional Motor Cars

New Bond Street, London | 1 December 2018

ENTRIES NOW INVITED

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*A fully restored example
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**1937 LAGONDA 4½-LITRE
LG45 RAPIDE TOURER**

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1964 PORSCHE 904 GTS
Sold for \$2,310,000



1958 PORSCHE 550A SPYDER
Sold for \$5,170,000



..... THE

SCOTTSDALE

..... *Auction*

Scottsdale, Arizona | January 17, 2019

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1952 FERRARI 340 AMERICA
SPIDER COMPETIZIONE
Sold for \$6,380,000

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AUCTIONEERS SINCE 1793



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DU MONDE

AU

GRAND
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Following the spectacular auction at the Grand Palais in 2018, Bonhams is delighted to announce its return to this magical venue steeped in automotive history.

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Original coachwork

**1934 FIAT BALILLA
COPPO D'ORO SPIDER**

Chassis no. 108CS00952

€110,000 - 160,000 *

* For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide

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