

Bonhams



Collectors' Motorcars and Automobilia Auction

Simeone Foundation Automotive Museum Philadelphia, Pennsylvania | October 11, 2020



Collectors' Motorcars and Automobilia Auction

Simeone Foundation Automotive Museum

Philadelphia, Pennsylvania | Sunday October 11, 2020 at 12pm and 1pm

BONHAMS

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046

601 California Street, Suite 150
San Francisco, California 94108

bonhams.com/simeone

PREVIEW & AUCTION LOCATION

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

PREVIEW

Saturday, October 10, 9am - 5pm
Sunday, October 11, 9am - 1pm

AUCTION TIMES

Automobilia 12pm
Motorcars 1pm

SALE NUMBER: 25838

Automobilia: Lots 201 - 260
Motorcars: Lots 301 - 358

SPECIALIST INQUIRIES

Greg Porter
+1 (336) 409 6636
greg.porter@bonhams.com

Rupert Banner
+1 (917) 340 9652
rupert.banner@bonhams.com

Eric Minoff
+1 (917) 206 1630
eric.minoff@bonhams.com

John Neville
+1 (917) 206 1625
john.neville@bonhams.com

Evan Ide
+1 (917) 340 4657
evan.ide@bonhams.com

Michael Caimano
+1 (929) 666 2243
michael.caimano@bonhams.com

GENERAL INFORMATION VEHICLE DOCUMENTS

Aleksandra Krypciak
+1 (415) 503 3322
aleksandra.krypciak@bonhams.com

BIDS

+1 (212) 644 9001
+1 (212) 644 9009 fax
motors.us@bonhams.com

From October 7 - 12
to reach us at the Simeone Museum:
+1 (917) 206 1625

To bid via the internet please visit
bonhams.com/simeone.

Please see pages 2 to 4 and 115 and 117 for
bidder information including Conditions of
Sale, after-sale collection and shipment.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

ILLUSTRATIONS

Front Cover:
Lot 330 1931 Bentley 8-Liter Tourer

Inside Front Cover:
Lot 318 1969 Ford Mustang Boss 429

Motorcar Session Page:
Lot 335 1913 Locomobile Model 38
Five-Passenger Tourer

Index Page:
Lot 341 1913 RAUCH & LANG
Model J Electric Coach

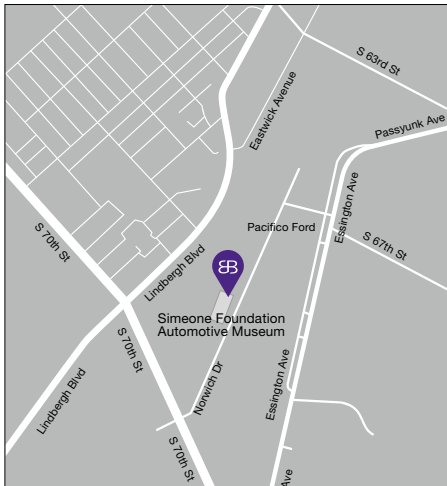
HISTORY FILES AND CONDITION REPORTS

History files are available for review in digital
format. Please contact motors.us@bonhams.com
for either a written condition report or to
schedule a video review of a car on offer. Ad-
ditional photographs of all lots can be viewed
online at bonhams.com/simeone.

Bonded pursuant to California
Civil Code Sec. 1812.600;
Bond No. 57BSBGL0808



General Information



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

PREVIEW

The Collectors' Motorcars and Automobilia Preview and Auction at the Simeone Museum is open to the public. Admission to the Oct 10 preview is by purchase of a Museum entry ticket. Admission to the Oct 11 auction is by purchase of an auction catalog, permitting two people entry. Catalogs can be purchased at the preview, or in advance by contacting Client Services at +1 (212) 644 9001. Bonhams strongly encourages interested bidders to attend the preview or to schedule a virtual preview appointment with a specialist. Please contact Aleksandra Krypciak for inquiries and scheduling: +1 (415) 503 3322 or aleksandra.krypciak@bonhams.com.

Los Angeles Preview By Appointment

Lots 310, 311, 319, 325, 328, 333, 334, 337, 355, 358

AUCTION

The auction will be conducted live at the Simeone Foundation Automotive Museum and streamed to [bonhams.com/simeone/live](https://www.bonhams.com/simeone/live). Bidder attendance is subject to Philadelphia COVID-19 guidelines in effect on October 11, 2020.

COVID-19 REQUIREMENTS

In accordance with government guidelines, masks are required inside the Simeone Museum. Bonhams will have protective masks, hand sanitizer and gloves available for client use. Social distancing guidelines will also be followed.

BIDDER REGISTRATION

Registration for this auction is complimentary. Registered bidders may bid in person at the Simeone Museum and in real time online, via telephone or by absentee bid.

Our Client Services team is available to assist prospective buyers with the registration process in advance of the auction. All registration requirements must be met and documentation provided timely prior to the auction in order for bidding to be authorized with an assigned bidder number. Registration requirements include completing our Registration Form, providing a current driver's license or passport identification, a secondary article with matching name, proof of residence, a bank reference and dealer license, if applicable. Examples of bank references can be found at the back of this catalog. By registering to bid at auction, registrants agree to be bound by Bonhams' Conditions of Sale provided in the back of the auction catalog and online on Bonhams' website.



BIDDING METHODS

In Person Bidding: Registered bidders will be permitted to bid in person at the Simeone Museum while following current Covid-19 requirements for mask wearing and social distancing.

Online Bidding: Watch the auction online and submit real time bids. Advance registration is required. Please see the Legend on Page 3 for additional information.

Telephone Bidding: Bid via telephone during the auction with a Bonhams representative. To ensure availability, telephone bids must be arranged prior to the auction. Bonhams will phone the bidder several lots in advance and will execute bids upon instruction by the bidder.

Absentee Bidding: Bidders may submit an absentee bid, also called a commission bid, which is the bidder's maximum bid for a lot. After an Absentee Bid Form is completed in advance of the auction, a Bonhams' representative will execute the bid on behalf of the client, buying the lot either under or at the maximum bid and against other bidding and reserves.

To reach our Client Services Department for more information and for registration, please call +1 (212) 644 9001 or email [bids.us@bonhams.com](mailto: bids.us@bonhams.com). To view the auction live, please go to www.bonhams.com/simeone/live.

VIDEO RECORDING

Bonhams routinely records our live auction audience. Your presence on site and/or bidding activity may be captured on our internal video which is not shared with the public. If you do not wish to be recorded, please speak to a Client Service representative to arrange a different method of bidding.

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.

Bonhams strongly encourages interested bidders to perform their own due diligence inspecting lots on offer by attending the preview or by scheduling a virtual preview appointment with a specialist. Please contact Aleksandra Krypciak for inquiries and scheduling: +1 (415) 503 3322 or aleksandra.krypciak@bonhams.com.

TITLE DOCUMENTS

Some of the motor vehicles in this auction 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 registrable vehicles, following the auction, historical documents and accompanying items may ship with the vehicle or from Bonhams' offices. Titles will be mailed via FedEx from our Los Angeles office within 30 days. Titles that are announced as 'in transit' at the time of auction may take additional time. For inquiries and updates, please contact Bonhams' Dealership and Compliance Manager, Aleksandra Krypciak, +1 (415) 503 3322, aleksandra.krypciak@bonhams.com.

AUCTIONEER

Rupert Banner of Bonhams, working in conjunction with Michaels Motor Cars, Pennsylvania vehicle dealer license number VD021967L.

BUYER'S PREMIUM

The final bid (hammer) price of each lot will be subject to a buyer's premium. 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 27.5% on the first \$3,000 of the bid price, 25% on the amount above \$3,000 up to and including \$400,000, 20% on the amount above \$400,000 up to and including \$4,000,000, and 13.9% of any amount which exceeds \$4,000,000.

TAXES AND LICENSE FEES

Buyers are required to pay any applicable state or local sales or use tax, import duty (see Legend below) 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.

In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold both a valid resale certificate and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase. 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, Hawaii, Idaho, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Nebraska, Nevada, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Texas, Utah, Virginia, Washington DC, Washington State, West Virginia, Wisconsin and Wyoming.

In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold both a valid resale certificate and be a licensed automobile dealer in the applicable state, and furnish documentation of the same to Bonhams' Cashier Department prior to or at the time of purchase.

LEGEND

Ω Import Duty:

Motor vehicle import 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. If the purchased lot is exported within certain criteria, the duty may be refundable.

⚡ Not Available for Online Bidding:

Lots with this symbol are not available for on-line bidding. Please speak to Client Services about an alternative bidding method. (this may come out but leave it in for now.)

PAYMENT AND LOT COLLECTION DETAILS

Payment Deadline and Cashiering Hours:

Payment Deadline: 3pm on Mon Oct 12, 2020
Cashiering Hours: Sunday October 11 during and after the auction
Monday October 12 8.30am to 3pm

For buyers who plan to collect their purchases immediately, Bonhams strongly recommends paying by wire transfer or certified check (bank draft). Lots will not be released to buyers until full and final payment is received by Bonhams. Payment made by personal or business check may result in property not being released until purchase funds clear our bank. Bidders may also pre-arrange suitable check or credit approval with Client Services. We strongly encourage contactless payment of invoices prior to collection.

For payments made by bank transfer, Bonhams' bank details are below. Please include your client identification number on the wire transfer instructions.

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

Lot Collection Deadline:

3pm on Monday October 12, 2020
All motor vehicle and automobilia lots must be paid for and collected from the sale venue by this time.

Purchased lots become the buyer's risk once the hammer falls. Storage, collection and uplift for paid and unpaid lot removal is at the buyer's sole risk and expense. Overseas buyers are strongly advised to make collection arrangements with Bonhams in advance of the auction.

Buyers may have an authorized agent collect their purchases according to the collection deadline. It is the buyer's responsibility to ensure that their designated agent has the auction venue details, bill of lading showing where the lot will be transported and proof of the buyer authorization for collection of the lot(s). Bonhams will release the lot only once all payment requirements have been met including payment of taxes and any applicable fees. Buyers and/or their agent are responsible for collecting all available parts, logbooks, title, keys and any other accompanying documents.

Buyer Information (Continued)

If no arrangements are made for motor vehicle lots by the 3pm deadline on Monday October 12th, Passport Auto Transport will automatically collect and store the lot(s) at their chosen storage location. The buyer/seller will be informed of this location and will be solely responsible for any expenses incurred.

Uncollected automobilia lots will be removed to Bonhams' New York location for shipping or collection by the buyer or its authorized agent. These lots will not be available for collection after 3pm on Monday October 12 until 9am on Wednesday October 14.

Transport Arrangements

Representatives of Bonhams' preferred carriers will be present at the auction to provide shipping quotes and transport information.

Domestic Motorcar Transport

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

International Motorcar Transporters

CARS (Classic Automotive Relocation Services)
Contact: Alistair Forbes, +1 (310) 695 6403
info@carsusa.com

Schumacher Cargo Logistics

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

Acknowledgements

Darell Allard
Colin Warnes
David North
John Nikas
Claire Hay
Jaguar Daimler Heritage Trust
GM Heritage
Bruce Austin

Photography Credits

Ted7 333, 334, 337, 355

Apochromatic Studios 326

Brian Rozar 302, 304, 345, 348

David Sironsky 318

Jeremy Cliff 341

John Groo 349

Josh Sweeney 303, 320, 335, 336, 356

Motorcar Studios 306, 307, 308, 309, 312, 313, 317, 322, 323, 324, 330, 338, 339, 343, 347, 350, 351, 352, 354, 357

Pawel Litwinski 310, 311, 319, 325, 328, 340

Sean Smith 327

Windborne Photographic Studios 329

Bonhams Motoring International Specialist Team

West Coast USA



Jakob Greisen



Gordan Mandich



Derek Boycks



Craig Mallery



Mathieu Guyot-Sionnest



Mark Osborne

East Coast USA



Rupert Banner



Eric Minoff



Michael Caimano



Evan Ide



Greg Porter



Stephen Mancuso

Administration
& Support



Aleksa Krypciak



Jared Zaugg



John Neville

United Kingdom



Malcolm Barber



Tim Schofield



Sholto Gilbertson




Guy Newton



Richard Stafford



James Knight

Bonhams | 



Rob Hubbard

Europe



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner

Automobilia

12pm | Lots 201 - 260 | www.bonhams.com/simeone/automobilia



201



203



205



202



204



206

201
A 'WOMAN IN THE WIND' MASCOT BY FANNY ROZET (1881-1958), FRENCH, 1920S,

signed, nickel plated bronze, 6 inches tall, mounted on a period radiator cap.

\$1,500 - 2,000

To be sold without reserve

203
A RARE 'DANCING NUDE' MASCOT BY F. BAZIN, FRENCH, 1920S,

stamped F Bazin to the base, nickel plated bronze, 5 inches tall, mounted on a period radiator cap.

\$800 - 1,000

To be sold without reserve

205
A 'DANDY BOY' MASCOT BY C. OMERTH, FRENCH, 1910S,

signed, nickel plated bronze, the smartly dressed lad holding a cane, 7 3/4 inches tall, mounted on a period radiator cap.

\$400 - 500

To be sold without reserve

202
A 'WINGED CENTAURESS' MASCOT BY DAREL, FRENCH, 1920S,

stamped Darel to the base, nickel plated bronze, 7 inches tall, mounted on a period radiator cap.

\$900 - 1,100

To be sold without reserve

204
AN 'EXOTIC DANCING GIRL' MASCOT BY H. FUGERE, FRENCH, 1910S,

signed on the base, with MAM foundry mark, the topless maiden in a long flowing skirt with detailed belt, 6.5 inches tall, mounted on a period radiator cap.

\$700 - 900

To be sold without reserve

206
A FINE 'LA CONQUETTE' MASCOT BY HENRI PAYEN, FRENCH, 1900S,

signed, polished bronze winged figure reaching skywards, 7 inches tall, mounted on a brass radiator cap.

\$600 - 800

To be sold without reserve



207

207
A FINE 'DANCING PIERROT' MASCOT BY MAURICE GIRAUD-RIVIERE, FRENCH, 1920S,

Signed, nickel plated bronze, 9.5 inches tall, mounted on a period radiator cap.

\$1,200 - 1,400

To be sold without reserve



208

208
A 'GIRL WITH A GOOSE' MASCOT BY PALMA DI FALCO, 1920S,

Signed, nickel plated bronze, 4.5 inches tall, mounted on a period Bakelite and brass radiator cap (some loss to Bakelite).

\$500 - 700

To be sold without reserve



209

209
A 'NUDE WITH CAT' MASCOT BY M BERTIN, FRENCH, 1920S,

signed, nickel plated bronze, 6 inches tall, mounted on a period radiator cap.

\$500 - 700

To be sold without reserve



210

210
A RARE 'SNAIL RIDER' MASCOT BY G POITVIN EXCLUSIVELY FOR HERMES OF PARIS, FRENCH, 1910S,

signed, from a limited edition numbered 21, nickel plated bronze putti riding on the shell of a giant escargot, 6 inches tall, mounted on a period radiator cap.

\$1,500 - 2,000

To be sold without reserve



211

211
A 'DIANA THE HUNTRESS' MASCOT BY F BAZIN, FRENCH, 1920S,

stamped F Bazin to the base, nickel plated bronze, 8.5 inches tall, mounted on an alloy radiator cap.

\$1,200 - 1,600

To be sold without reserve



212

212
A 'FAMILY OF LOVE BIRDS' MASCOT BY MARCEL BOURAINE, FRENCH, 1920S,

signed, nickel plated bronze depicting two birds perched on a hollow stump above a nest of fledglings, 6 inches tall.

\$600 - 800

To be sold without reserve



213



215



217



214



216



218

**213
A MONA LISA OR "LA JACONDE"
MASCOT, FRENCH, 1920S,**

bronze, 5 inches high, mounted on a radiator cap.

\$1,000 - 1,500

To be sold without reserve

**214
A VOLUPTE MASCOT BY M. BERTIN,
FRENCH,**

signed, nickel plated bronze, 7in. high, mounted on a bronze radiator cap.

\$500 - 700

To be sold without reserve

**215
A FOX GIRL MASCOT BY BOUSQUET,
FRENCH, 1920S,**

signed, nickel plated bronze, depicting a nude woman draped in a fox fur stole, 6.5in. high, mounted on an octagonal radiator cap.

\$1,500 - 2,000

To be sold without reserve

**216
A RARE LE BOLIDE MASCOT BY A. LUPPI,
FRENCH, CIRCA 1920,**

signed, nickel plated bronze, 5.5in. high, mounted on a period radiator cap.

\$3,000 - 4,000

To be sold without reserve

**217
A SPIRIT OF ST. LOUIS MASCOT BY
BOUSQUET, FRENCH, 1927,**

signed, nickel plated bronze Ryan Monoplane with map depicting Charles Lindbergh's flight decorating the top of the wing, with rotating propeller, wingspan 5.25in, on period radiator cap.

\$1,200 - 1,400

To be sold without reserve

**218
A FINE CLEAR ST CHRISTOPHE MASCOT
BY RENE LALIQUE, FRENCH 1920-30S,**

model number 1142, first introduced 1928, marked 'R.Lalique France', in good order, mounted on a metal base with threaded screw base to attach to a radiator cap, 4.5 inches high.

\$800 - 1,200

To be sold without reserve



219



220

219

A RARE TWO PERSON PICNIC SET BY DREW & SONS OF PICCADILLY CIRCUS, MAYFAIR, LONDON, CIRCA 1908,

the case with black molded raised geometric decorated fold front, with Drew makers plaque to front of lid, opening to reveal fine wicker covered wire support, containing full set of two sandwich containers, larger food box, wicker covered drinks bottle, two vacuum flasks, and other accessories and cutlery, the case 13.5in wide, the lid initialed F W H.

\$1,500 - 2,500

To be sold without reserve

220

A QUANTITY OF NEGATIVES DEPICTING ITALIAN MARQUES,

including Abarth, Ferrari, Maserati and Lamborghini.

(Qty)

\$300 - 600

To be sold without reserve



221



222

221

FOUR LAMBORGHINI BOOKS INCLUDING 'THE 95 YEARBOOK', AUTOMOBILI LAMBORGHINI ANNUAL, 1995

limited edition publication, blue Alcantara covers, 81 numbered pages, large 4to, as well as Lamborghini from Auto Test, Lamborghini by Richard Crump and Rob de la Rive Box, and L'Uomo Che Invento La Miura by Florido Borzicchi, signed books by Fabio Lamborghini and Clay Regazzoni (4).

\$300 - 600

To be sold without reserve

222

A FERRARI DRIVERS SIGNED F1 CHEQUERED FLAG,

with the signatures of World Champions Phil Hill, John Surtees, Alain Prost, Nigel Mansell, together with the signatures of Patrick Tambay, Dan Gurney, Derek Bell, Jackie Ickx, Brian Redman, Jean Alesi, René Arnoux, Eddie Irvine, Tony Brooks, Arturo Merzario, Gerhard Berger.

\$800 - 1,200

To be sold without reserve



223



224



225

223

A CHOPARD MILLE MIGLIA PRESENTATION WRIST WATCH,

decorated with 1000 Miglia to bezel, revolving date window, fitted with a Chopard leather strap and accompanied by the original 'Marlboro Race Personnel Watch' strap and stamped 313660 8142 to case.

\$1,000 - 1,500

To be sold without reserve

224

A RARE JEAN ALESI PRESENTATION HELMET,

sponsors logos for Marlboro and Luxottica, together with three accompanying photographs depicting Alesi and a Ferrari Christmas card.

\$800 - 1,200

To be sold without reserve

225

A THREE LAMBORGHINI SHOWROOM DISPLAY SIGNS,

each clear plexiglass with painted design to the reverse, 29.5 x 20in (2) and 18 x 14in (1).

\$1,500 - 2,500

To be sold without reserve



227



229



230



226



228

Lots 228-256: Property from an Important Private Collection

226

AN EXXON "WE'RE CHANGING OUR NAME" BANNER

42in wide x 70in long

\$300 - 600

To be sold without reserve

227

A STAMPED METAL MOBIL OIL PEGASUS SIGN,

46 x 36 inches.

\$2,000 - 3,000

228

A MALLORY IGNITION COIL

\$50 - 100

To be sold without reserve

229

A PAIR OF MARCHAL 630/53 DRIVING LIGHTS

\$200 - 300

To be sold without reserve

230

A PAIR OF MARCHAL AERO HEADLAMPS NEEDING RESTORATION

\$200 - 300

To be sold without reserve

231

A PAIR OF MARCHAL PEAKED DRIVING LIGHTS

\$200 - 300

To be sold without reserve

232

A PAIR OF TILT RAY BULLET HEADLAMPS

\$200 - 300

To be sold without reserve

233

A STROMBERG C-3 CARBURETOR FOR A CHRYSLER IMPERIAL

\$300 - 500

To be sold without reserve



231



234



237



240



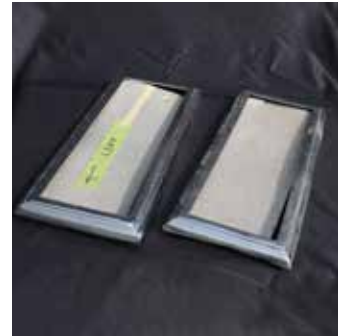
232



235



238



241



233



236



239



242

234
**ASSORTED FRENCH TAILLIGHT
 BRACKETS AND BODY HARDWARE**
 \$100 - 200
 To be sold without reserve

235
**A PAIR OF CHROME VACUUM WIPER
 MOTORS AND A CHROME FIRE
 EXTINGUISHERS**
 \$100 - 200
 To be sold without reserve

236
**A CHROME PLATED PERCOLATOR
 FILTER**
 \$50 - 100
 To be sold without reserve

237
A PAIR OF HANDBRAKE LEVERS
 \$50 - 100
 To be sold without reserve

238
**A SET OF DUESENBERG J BUMPER
 CENTERS**
 \$100 - 200
 To be sold without reserve

239
**A PAIR OF FRENCH DOOR HANDLES,
 C.1930S**
 \$50 - 100
 To be sold without reserve

240
**A REPRODUCTION GERMAN LICENSE
 PLATE WITH MOUNT**
 \$50 - 100
 To be sold without reserve

241
A PAIR OF RUNNING BOARD FOOTSTEPS
 \$100 - 200
 To be sold without reserve

242
**A JAEGER TACHOMETER 5,000 RPM
 WITH SMITHS INTERNALS**
 \$200 - 300
 To be sold without reserve



243



246



249



244



247



250



245



248



251

243
A JAGUAR XK150 SPEEDOMETER AND TACHOMETER
\$100 - 200
To be sold without reserve

244
A FRENCH OIL CIRCULATION GAUGE
\$100 - 200
To be sold without reserve

245
TWO SETS OF SIX VELOCITY STACKS
\$50 - 100
To be sold without reserve

246
A SET OF THREE AUTO PULSE FUEL PUMPS FOR A DUESENBERG J
\$300 - 500
To be sold without reserve

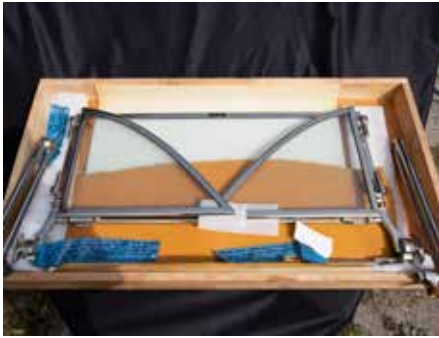
247
A REMO INJECTOR
\$50 - 100
To be sold without reserve

248
A PAIR OF AUBURN HYDRAULIC LEVER SHOCKS, REBUILT
\$200 - 300
To be sold without reserve

249
A DRY SUMP OIL TANK WITH MOUNT
\$200 - 300
To be sold without reserve

250
AN ORIGINAL MERCEDES 300SL ROADSTER STEERING WHEEL
\$100 - 200
To be sold without reserve

251
A SET OF FIVE DISC WHEEL COVERS, NEW
\$100 - 200
To be sold without reserve



252



253



254



255



256

252
A N.O.S. AUSTER SCREEN SET,
nickel plated in like new condition.
\$1,000 - 2,000
To be sold without reserve

253
A CORD SPORTSMAN WINDSHIELD,
\$300 - 500
To be sold without reserve

254
A PAIR OF BRONZE WINDSHIELD
STATION CASTINGS,
undrilled fresh castings.
\$100 - 200
To be sold without reserve

255
AN ORIGINAL BENTLEY 6½ LITER
RADIATOR,
crafted from German silver with fine emblem.
\$1,000 - 2,000
To be sold without reserve

256
AN ORIGINAL HISPANO SUIZA "KING
ALFONSO" RADIATOR,
crafted from German silver with original
emblem.
\$500 - 1,000
To be sold without reserve



257



258



259

257

Offered from the Ted Gildred Collection

HORSE-DRAWN BUGGY,

Small version, fitted with steel spoke bicycle type wheels and pneumatic tires. Black with much pin-striping and decorative work. Labelled 'Argentina 10' on the rear.

\$300 - 400

To be sold without reserve

258

Offered from the Ted Gildred Collection

VIGNAU LABOURDETTE HORSE-DRAWN BUGGY,

Dark Green coach, with yellow wooden wheels and chassis. Fitted with black convertible top. Made in Buenos Aires, Argentina.

\$700 - 900

To be sold without reserve

259

Offered from the Ted Gildred Collection

WILLIAMS STRED HORSEDRAWN BUGGY,

Four place buggy, fitted with steel rimmed wooden wheels. Dark red chassis, with black coachwork. Made in London, England.

\$500 - 600

To be sold without reserve

A RARE, MID-19TH CENTURY MANUAL FIRE PUMP,

marked with VR (Victoriae Reginae), the Royal coat of arms and Royal Cypher, possibly from one of Queen Victoria's many royal residences.

\$3,500-4,500

To be offered without reserve

261 - 300

No lots

Motorcars

Approx 1pm | Lots 301 - 358

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



301.**1968 CADILLAC SEDAN DEVILLE**

Chassis no. B8-221117

Engine no. 8221117

472ci OHV V8 Engine

Single 4-Barrel Rochester Quadrajet Downdraft Carburetor

375bhp at 4,400rpm

3-Speed Turbo Hydramatic Automatic Transmission

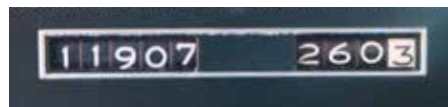
4-Wheel Independent Suspension

4-Wheel Power-Assisted Drum Brakes

- Three owners from new
- Originally delivered to Stamford, Connecticut
- Under 12,000 original miles and lovingly preserved
- Corner office, Mad Men luxury for a secretary's pay's prices

**THE MOTORCAR OFFERED**

This particular Sedan DeVille has lived in the suburbs of New York City its entire life in the care of just three, meticulous owners. The original dealer invoice dated March 4, 1968 shows the fully loaded Caddy was purchased new by John A. Cassone of Stamford, Connecticut through Suburban Cadillac—also of Stamford—for the grand sum of \$7,128.50. The original registration to Mr. Cassone indicates he drove away with the temporary tags, plate number FE5590, the same day. John and his wife Jennie clearly loved and cherished the car, barely driving it and seemingly never taking it out in the snow. In 1993, it was passed to the Cassone's only daughter Juliette and it was acquired by the present owner in 2010 with a mere 10,245 miles on the clock.



A devoted Cadillac enthusiast and long-standing member of the Cadillac Museum Board of Directors, he was drawn to this car's phenomenal condition and originality. Since entering his collection, he has ensured proper maintenance has been performed by the specialists at Anderson Automotive Enterprises in Maryland, Automotive Restoration Inc. in Connecticut, and Xtreme Restorations in Rhode Island. Adding only 1,400 additional miles in his decade of ownership, a new set of white wall radials were installed last year, and a comprehensive systems check was done in March of this year.

Complete with a mountain of paperwork including service records from new, original purchase paperwork, old registrations, original dealer brochure, Protect-O-Plate, original owner's manual, and more, the stunning preservation of this Cadillac is a marvel to behold. Short of finding a working flux

capacitor and a Mr. Fusion to power it for a leap back to when this car was new, this is the closest you can get to a near showroom fresh Sedan DeVille.

\$15,000 - 20,000
WITHOUT RESERVE

- 1600cc flat four-cylinder
- Four-speed manual transmission
- Sought after Karmann Cabriolet
- Solid original car

302.

1969 VOLKSWAGEN BEETLE CABRIOLET

Coachwork by Karmann

Chassis no. 159760385
Engine no. H349028

1,600cc OHV Flat 4-Cylinder Engine
Single Carburetor
38bhp at 3,900rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Hydraulic Drum Brakes



THE MOTORCAR OFFERED

One of the most cherished and long-lived variations of the Volkswagen Beetle is the Cabriolet, which actually outlived the German sedan by three years. In 1949, soft-top versions of the Beetle were produced by two German coachbuilders, Hebmüller and Karmann. The Hebmüller was a two-seater with a long engine deck and was produced only through 1952 at which time the company folded. Karmann fared to have a long association with VW. The name is perhaps best known for the Karmann Ghia coupes and convertibles, designed by the latter Italian concern, built as sporting Volkswagens from 1955 to 1974.

The Karmann cabriolets were four-seat models, which gave them a much wider audience, particularly in the United States where they sold well. The Karmann cabriolet generally mirrored the development of the Beetle during its life, both mechanically and in body features, although the top mechanism maintained its

distinctive appearance. When folded, the top did not disappear, but sat proudly on the rear deck, covered with a canvas boot.

When VW introduced the Super Beetle, with MacPherson strut front suspension and improved luggage space in 1971, the Cabriolet adopted its characteristics, retaining them even when Super Beetle sedans were discontinued after 1974. Production continued alongside the standard Beetle, and carried on after 1977 when the German Beetle was discontinued. The last of more than 330,000 Karmann Beetle Cabriolets was produced on January 10, 1980.

This particular VW was gifted to the consigner a number of years ago in 1998 by his father, who's first car had been a hard top Beetle. Since that time, the car was kept in the garage and driven on weekends around the neighborhood.

Today, this car is believed to have had three owners and is in very solid original condition. It appears to have only one repaint over the original. The interior is original and shows some signs of age. It does run very well and drives very nicely. A great car for a do it yourself restoration or for enjoyable country drives.

\$7,500 - 15,000
WITHOUT RESERVE

303.

1960 CHEVROLET CORVETTE

Chassis no. 00867S100866

283ci V8 Engine
Signal 4-barrel Carter Carburetor
230hp at 4,400 rpm
Powerglide Automatic Transmission
Independent Front Suspension with Live Rear Axle
4-Wheel Hydrological Operated Drum Brakes

- *Highly original time capsule survivor*
- *Retained by the second owner for close to 50 years*
- *Eligible for AACA, and NCRS events – survivor & benchmark candidate*
- *Extensive history file with original accompanying items*



THE 1960 CORVETTE

There was no doubt in GM General Manager Ed Cole's mind that the Corvette had needed a V8 engine. Work on what became the 1955 V8 began as soon as Cole was installed as head of the Chevrolet Division. With it, the Corvette was transformed from an acceptable and attractive boulevard cruiser to a genuine performance machine. It was then down to Harley Earl's team of designers to upgrade the package, which they did with the introduction of the 1956 model. A stylish new design, wider and wilder than its predecessor, the Corvette gained popularity among America's youth, and with continuous styling refinements and updates, remained fresh. By 1958, the 'Vette featured a four-headlight front end and more chrome trim, while engine packages continued to grow in output.

THE MOTORCAR OFFERED

Bonhams is thrilled to offer what must be one of the finest and most original 1960 Corvettes in existence! Hubert Smith ordered the Corvette from Lefever Bros. Inc. on October 9th, 1959. The car was ordered in Solid White over red, with a powerglide transmission, deluxe heater, signal-seeking radio, power windows, white wall tires, courtesy lights, sunshades and convertible top in black. The total price of the car came to \$4,519.15. Mr. Smith would keep the car for a couple of years as he loved Corvettes and had the habit to follow model upgrades. The second owner held the car until 2009, always diligently maintaining it at the selling dealer. In 2009 the car was sold back to the dealer, where it was purchased by the consignor.

At the time of cataloging, the car has only covered 68,280 pampered miles. The original paint is in phenomenal condition, showing a slight level of charming patina only under close inspection. The chrome and stainless also appear to be original and have been superbly preserved. In the cockpit, the seat covers, and carpet have been replaced with correct materials that match the original specification, while the door panels and dash look to be original and are in amazing shape. Under the hood, the engine and its surroundings have also been incredibly preserved with factory decals and markings present throughout. During a recent inspection, the car proved to be well sorted and "on the button". This Corvette possesses an extensive history file containing the original order form, window sticker, service records, keys, books and manuals.



With only a few surfaces in the interior and the top having been replaced, this Corvette is in unbelievably original and outstanding condition; a true testament to the love and care that it received throughout its life. Having been absent from the national show circuit all of its life, this American icon is primed to earn its new owner a case full of trophies and ribbons. An opportunity to acquire an early corvette of this caliber is indeed a rarity.

\$80,000 - 95,000

304.

1970 OLDSMOBILE 442 W25 CONVERTIBLE

Chassis no. 344670E137259

455ci Pushrod V8 Engine
Single 4-Barrel Quadrajet Carburetor
365bhp at 5,200rpm
3-Speed Turbo 400 Automatic with His and Her shifter
Independent Front and Conventional Axle with Coil Spring Rear Suspension
Front Disc and Rear Drum Hydraulic Power-Assisted Brakes

- Offered by the original owner
- Restored by marque specialist
- Devastating Rally Red with White leather interior
- Matching number example
- Includes original owner's manual and "Protect o Plate Card"



THE OLDSMOBILE 442

Model text Oldsmobile is not generally thought of as a maker of high-performance cars. Early cars, good cars, reliable cars, but rarely fast or stylish. In fact, one of the company's most famous and important cars was its 'Curved Dash' models from around 1901. They were moderately priced, well-built and reliable for the day. However, they were very basic single-cylinder machines.

The company graduated to big and powerful touring cars and after World War II was one of the first American automakers to bring out a new overhead valve V-8 engine, known as the Rocket 88. In fact, both the Curved Dash Olds and the Rocket 88 were popularized in contemporary songs.

Although the Oldsmobile's of the 1950s and 1960s had powerful engines, they were big and heavy cars primarily sold to successful middle-class drivers. That all changed in 1964

when the 4-4-2 package came along for the F-85 Cutlass. Although the F-85 line had held a Cutlass nameplate for several years, for 1964 the wheelbase grew to 114 inches and the 215 cid V-8 gave way to the bigger 330 cid Rocket engine. However, a V-6 was an option.

In the middle of the model year, an exciting model came along. The new 4-4-2 offered serious performance by way of a new 310 horsepower version of the 330 cubic inch V-8 engine with a four-barrel carburetor, dual exhausts, and an available four-speed manual transmission. Suddenly, Oldsmobile had entered the muscle car wars along with Pontiac and Chevrolet. New sheet metal came in 1966 and again in 1968. Finally, the sleek 4-4-2 had the looks to match its very credible performance.

The new body was carried over into 1970 with only detail changes. Under the hood, there were two base engines, both of which displaced 400 cid. The big block 455 cubic inch engine was also available, that produced a monstrous 500ft'lbs of torque. Total 1970 4-4-2 production amounted to under 20,000 units, only 2,933 of them were convertibles.



THE MOTORCAR OFFERED

This particular Oldsmobile 442 convertible has been in the care of the consigner since new. The manner in which the car came into her hands could be described as pure fate. After just having won a brand new Javelin SST from a raffle drawing, the seller was driving her car in Virginia Beach when she happened to pass Phillips Oldsmobile. Through the window, spinning on a turntable under the lights sat this particular car in the dealership showroom. She swung around in the Javelin, walked in, and traded her new Javelin SST for this car. It has remained in her ownership ever since

When new, the car was finished in its current color scheme of rally red (paint code 73), with white leather interior, and a white convertible top. It was also fitted with an 8 track tape player, and an optional outside air induction hood.

Around the turn of the millennium, it was decided to put the car through a restoration. It had been

a faithful car with 144,000 well loved miles, and was entrusted to Page Customs, a muscle car specialist in Oilville, VA. Three years later, the work was completed, and the car was back with the consigner. Since its restoration, it has travelled around 2000 miles and has been kept in climate controlled storage. Today, the restoration still appears very fresh, the paintwork is in very good condition, and the white leather interior is still very clean.

Very few cars from this era have been kept by the original owners. Today this example presents extremely well and is an excellent example of the one of the most iconic convertible muscle cars. It still retains its original owner's manual and is offered with an original "Protect o Plate" card. This 442 is sure to be a hit at Cars and Coffee, Shows or Concours events, or as an excellent Sunday morning cruiser.

\$70,000 - 90,000

305.

1969 JAGUAR E-TYPE ROADSTER

Chassis no. 1R8836

Engine no. 7R43799

4,235cc DOHC Inline 6-Cylinder Engine

Triple SU Carburetors

265bhp at 5,400rpm – see text

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *In the present ownership since 1987*
- *Believed to have been a gift from Elvis to the original, former owner*
- *Restored, then serviced and maintained throughout this custody*
- *Jaguar Heritage Certificate on file confirming matching engine number*



THE SERIES II E-TYPE

The first significant upgrade of Jaguar's sensational E-Type came in October 1964 with the launch of the 4.2-liter version. Along with the bigger engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series II' guise. Enlarged side and rear lights were adopted while a thickened front bumper center section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

THE MOTORCAR OFFERED

The Jaguar E-Type we present here was built in March 1969 and delivered new on May 2 that year as verified by the Jaguar Heritage Certificate on file. Distributed through British Leyland of New York, as supplied it was finished in Light Blue with a Dark Blue interior and Blue top, was fitted with the engine that it still retains to this day and had manual transmission. The car has been in its current ownership since 1987, when it was acquired from a Joseph Mallia of Yorktown Heights, New York. The seller reports a rather amusing anecdotal tale came with the car at its point of acquisition, being that Mr. Mallia was selling the car as he had won the lottery and was moving to the West Coast, endorsing this was the fact that the E-Type was registered '1Lottery'! If this was not colorful enough, Mr. Mallia stated that he had formerly worked for Elvis Presley, who had given him the Jaguar as a thank you. While this is not verified in documents, gifting of cars by Elvis was certainly in character for him, and the current

owner recalls that Mr. Mallia's home displayed numerous photos of he and Elvis together, so this rather nice story does seem to hold water.

Immediately after its purchase in 1987, the car was firstly serviced by Semaca Foreign Cars in Port Chester, NY, before being sent to the hallowed Reuters Coach Works shop for a full restoration, during which its colors were changed to the current guise. At this point, to judge from photos on file it already had been fitted with triple SU carburetors. A job posting in 1993 to the UK saw the car shipped back to its home country where it was used for the next couple of years, during which time it was maintained by Southern Classics and then Talacrest, the famed Ferrari dealers and classic car restorers.

The Jaguar was returned to the US early in 1995, where it has been ever since. Latterly maintenance and work has been carried out by



the noted company British Auto Restorations in Roanoke, Virginia which has been renamed Vintage Auto Restorations by its new ownership.

As the car stands today, it is cleanly presented and offered with the benefit of being cared for throughout its 33 year tenure. The addition of the provenance that it may well carry can be considered an added bonus.

\$55,000 - 75,000

306.

1990 PORSCHE 944 S2 CABRIOLET

VIN. WP0CB2944LN481127

2,990cc Inline 4-Cylinder Engine
Port Injection
208bhp at 5,800rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Ventilated Disc Brakes

- *Desirable end of the run S2 Cabriolet*
- *Fewer than 35,250 miles from new*
- *Regularly serviced and maintained*
- *Gorgeous color combination with 5-speed transaxle*



THE MOTORCAR OFFERED

Announced in 1981, the 944 was the third of Porsche's new family of front-engined sports cars, which had a very successful run of nearly a decade. The 944 was shared a lot of its identity with its smaller brethren, the 924. Both cars were constructed on the same platform however, the 944 would go on to flourish into numerous iterations. The 944 S2 was one of the latest and most developed variants, which brought with it an all new 3-liter, normally aspirated engine. The increased power of the S2 really elevated the the 944 to a true driver's car, now capable of achieving nearly 150mph.

The new S2 introduced the new integrated front bumper as well as a convertible variant, the first and only front engine Porsche available as a drop top. The convertible featured a lower windshield and a rear end design. Production of the S2 ceased in 1991 along with the end of 944 production.

This 944 S2 Cabriolet is finished in Alpine White with a beautiful contrasting Marine Blue partial leather interior and convertible top. The car is fitted with a blaupunkt radio/CD player, full power seats, Dunlop tires, and most importantly, a 5-speed manual transaxle. With just over 35,000 miles and having benefited from regular servicing at Porsche dealerships throughout its life, the car is in phenomenal condition. Complete with its books, tools, COA, original window sticker, service receipts and a clean Carfax, this 3-owner S2 cabriolet would make a great start or addition to any Porsche collection.

\$20,000 - 25,000

- The final iteration of the iconic 'Big Healey'
- Lovely and factory-correct Healey Blue color
- Much restoration work performed in the last two decades
- Ideal British Roadster for Sunday drives or rallies
- Offered with tonneau cover, car cover, tools, and restoration receipts totaling over \$26,900

307.**1965 AUSTIN-HEALEY 3000 MKIII BJ8**

Chassis no. HBJ8L29075

2,912cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

150bhp at 5,250rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

**THE AUSTIN-HEALEY 3000**

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

Designed as a sports car and indeed quite successful in rallying and racing, the Austin-Healey 3000 had by the mid-1960s evolved into the fully civilized 3000 Mk III. Fitted with roll-up side windows and an easily operable soft top, the 2+2 tourer was quite enjoyable and safe for daily driving. Fitted with the potent 2,912cc 150bhp twin-carb six-cylinder engine, mated to a four-speed manual overdrive transmission, and equipped with disc brakes in the front, the 3000 Mk III also provided performance worthy of its sporting heritage.

Shortly after the Mk III was introduced in 1964, 'Phase II' upgrades were added that would further enhance the ride and handling of all subsequent Mk III BJ8 series chassis through 1967. Top speed was 121mph and the 0-60mph time dipped below 10 seconds. Despite the antiquity of the basic design, the Big Healey remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered.

THE MOTORCAR OFFERED

Completed at the Healey works during the latter part of 1964, this lovely 3000 Mk III BJ8 was equipped as a left-hand drive Convertible and most likely delivered new to the United States. The car had made its way to Colorado by the 1990s, where the current owner procured the car - intended as a birthday gift for his 60th birthday in 2001. Classic car specialist Briarcliff Classic & Imported of Briarcliff, NY has since looked after the car, and more than \$26,900 in receipts of restoration work, including an engine and transmission rebuild in 2002, is offered with the car.

Completed in appropriate Healey Blue, this lovely example of the end-of-the-run 'Big-Healey' is ready to be enjoyed on Sunday drives or displayed at local car shows.

\$30,000 - 40,000
WITHOUT RESERVE

308.

1970 DODGE SUPER BEE

Chassis no. WM23N03E140677

383ci Overhead Valve V8 Engine

Single Carburetor

330hp at 5,000rpm

4-speed Manual Transmission

Independent Front with Live Rear Axle Suspension

4-Wheel Drum Brakes

- *Wonderful survivor car*
- *Just under 32,000 original miles*
- *Recipient of recent mechanical work*
- *Well optioned with air conditioning*



THE DODGE SUPER BEE

Introduced in 1968, the Super Bee was introduced to buyers as the fully optioned go-fast model in the lineup. The name was quite literal as this B-body platform on which the car was based only received Mopar's largest motors under its hood. Differentiated from Plymouth's Road Runner by an extra inch of wheelbase and more luxury-oriented trimmings both inside and out, the Super Bee occupied a sweet spot within the range. Updated in 1970, the styling was a sign of things to come from the marque, who would introduce its fuselage bodies the following year. The grill remains a distinctive feature and was intended to resemble the shape of a bee's wings.

THE MOTORCAR OFFERED

Presented here is a highly original 1970 Dodge Super Bee with just under 32,000 original miles visible on the odometer. Purchased by the consigner several years ago just outside New York City, this MOPAR had the distinction of residing within a private collection at that point in time. Well optioned in Burnt Orange, the vehicle is believed to have received a single repaint in its life with its matching interior believed to be entirely original. The experience inside is a true time warp back to thanks to is well preserved vinyl seats and faux wood grain. Complete with full instrumentation, air conditioning, and an automatic transmission this Super Bee is not lacking in creature comforts. We can further report from the seller that the correct markings have been located and matched to the specifications of this vehicle.

Mechanically, this Dodge is in very good shape despite not having been driven too much since it left the factory 50 years ago. At the end of 2019, the vehicle was sent to Anderhart Speed, LLC of Ivyland Pennsylvania for a thorough reconditioning. A number of systems were addressed including the heater and air conditioning. Under the sheet metal, the motor received several small jobs along with the steering, which had a new box installed. Thousands were spent, and the Super Bee is reported to be in fine working condition and ready to use for its next owner. Receipts are on file for those interested and detail the work conducted on the vehicle within the past year.



Chrysler can be celebrated in this period for thinking outside the box when it came to their marketing and styling. The Super Bee, with its mascot and entomorphic styling, show what can happen when designers are given a bit of freedom. The vehicle on offer represents a truly superlative example thanks to its surviving condition and well sorted mechanicals. Devotees of Mopars should not pass this one up.

\$45,000 - 60,000

309.

1986 BUICK GRAND NATIONAL

VIN. 1G4GK477SGP4S52297

3.8 Liter Turbocharged OHV V6 Engine
Multi-Point Fuel Injection
235hp at 4,000rpm
TH-200-4R 4-Speed Automatic Transmission
Independent Front with Live Rear Axle Suspension
Front Disc Brakes – Rear Drum Brakes

- *Under 6,000 original miles*
- *An icon of 80s turbo performance*
- *Well optioned*
- *Complete with history file*



THE MOTORCAR OFFERED

The most startling automobile of the Eighties had to be the Buick Grand National, its lower key sibling the T-Type and its successor, the GNX. Buick for years had built wicked high performance turbocharged pushrod V-6 engines for Indy car competition and they had earned success at the Brickyard and elsewhere although it was hard to see how increasingly stodgy Buick was taking advantage of the dollars being spend on R&D and race support. That became apparent in 1982 when Buick released the Grand National with its optional 175hp, 275 lb-ft torque turbocharged power.

The Grand Nationals were the fastest things on the street in the middle years of the Eighties, a desirable combination of performance, fuel economy (when that performance wasn't being used) and comfort. Development continued and culminated in the 1986 and 1987 models which are the most sought after of the Grand Nationals. By 1986, the Grand National

had gained sequential fuel injection with a distributor-less ignition but new for the model year was a Garrett air-to-air intercooler which boosted horsepower to 235 supported by 330 lb.ft. torque. With the newfound power, the 1986 Buick Grand National scorched down the quarter-mile in under 14 seconds, vastly quicker than the competition.

This incredible 1986 Buick Grand National is a superb time capsule example that has only covered 5,850 miles from new. The car is highly optioned, some of the bigger ticket items include; automatic door locks, tinted glass, power windows, electronic cruise control, tilt steering column, theft deterrent system, cassette and ETR with clock, 6-way power driver seat, and a limited-slip differential. The cars original window sticker is on file showing the complete list of options. In addition to the window sticker, the car is accompanied by comprehensive history file full of original

documentation, a look through the substantial file is recommended. Original low mileage Grand Nationals are highly sought after by enthusiasts and collectors, with the 1986 and 1987 model years being the most coveted. This well documented, factory fresh time capsule example is surely one of the best surviving examples.

\$65,000 - 85,000



310.**1931 PACKARD 840 DELUXE EIGHT ROADSTER**

Chassis no. 191229

385ci Inline 8-Cylinder Engine
 120hp at 3,200rpm
 4-Speed Manual Transmission
 4-Wheel Drum Brakes
 Leaf Spring Suspension

- *Only three owners since WWII*
- *CCCA Senior National First Prize winner*
- *Only year for the four-speed transmission*
- *Ex-Walter Shearer Collection*

Previewing in Los Angeles, California by appointment. Please contact motors.us@bonhams.com for scheduling.

**THE EIGHTH SERIES PACKARD**

Packard's rise to prominence has its roots in 1907 with the introduction of the landmark Model 30. From that point forward, Packard produced arguably the finest styled and engineered automobiles in the United States. From the Model 30 to the magnificent six-cylinder cars, then to the technologically triumphant Twin Six, Packard could do no wrong. The manufacturer would achieve a further triumph in 1924 with the introduction of the eight-cylinder range. This machine was seen as such a significant development that it would be designated as the "first series" and all other Packard model years would carry the consecutive series number until the end of the company.

This new, straight-eight car helped define so many of the characteristics we associate with classic era cars today. Most notably, the long straight eight required a long hood – a body stylist's dream, which helped to define the

appearance of a great classic. The industry was starting to witness a truly inspired period of automotive design.

With each year after 1924, a new series was introduced and more features and refinements were added. The Sixth Series, introduced in 1929, would prove to be Packard's most successful year and along with the 443, would be hailed as the marque's early classic masterpieces. Packard's styling prowess was no doubt related to the fact that only Ford employed more in-house stylists than Packard. Close examination of this car reveals a machine of cohesive and thorough styling excellence. From the hubcaps to the door handles to the radiator shell, Packard got all the details right.

For 1931 Packard introduced the Eighth series. The motor now produced 120hp, up from its initial 85. Thanks to gradual year over year changes the styling was highly refined and the

details magnificent. The 840 wears some of the most elegant bright work seen on any car of this era. Packard had truly hit their stride and would continue to set the bar high throughout the 1930s.



THE MOTORCAR OFFERED

Arguably one of the finest looking cars produced in its day, the Packard has a look that completely embodies all qualities that make cars of this period special. Riding on a 140.5 wheelbase the Packard displays the quality, refinement, and elegance of a top end classic car. This sporting Roadster was delivered new to Southern California through Earle C. Anthony's Packard dealership and has remained in those sunny environs ever since.

While the original owner is not known, from at least 1941 (and likely earlier) the Packard was in the garage of astronomer and life member of the American Astrological Society, Mrs. Ada Margaret Brayton of Pasadena, California. Her ownership is documented by a 1950 letter from the Packard Motor Car Company. The car would remain with Mrs. Brayton until she died. After sitting in storage with the Citizens Commercial Trust and Savings Bank of Pasadena for three years, the car was

purchased by noted Packard enthusiast Mr. Walter Shearer on Friday August 5th, 1966 at 9:30am (no, really, the exact time is listed in the documentation).

A well-known figure in the California car community, Shearer assembled a collection of Packards, Duesenbergs, and other stunning classic era cars—carefully restoring and maintaining each one. The regular service and restoration this Packard received throughout Shearer's ownership is documented by numerous receipts on file. Shearer would keep this 840 Packard in his collection until his passing, after which his wife Hilda sold it to the current owner in 2006.

Retaining an older restoration from Shearer's ownership—one that was good enough to achieve a Classic Car Club of American Senior National First Place Award (number 0871), it has been carefully stored and minimally used

in the last four years. Recently run after a period of static display, the strong pull of the 120-horsepower straight eight makes these cars easy to drive and they rarely come out of top gear. The 840 sports a one year only feature; a four-speed transmission. This extra gear was discontinued for 1932 as most found the abundance of power made the extra gear superfluous.

840 Roadsters have always been scarce and come to market quiet infrequently. This example, with its heaps of documentation going back to the 1950s and lovely older restoration, is a rare chance to acquire a very sought-after machine.

**\$100,000 - 150,000
WITHOUT RESERVE**

311.**c.1930 CADILLAC/LASALLE V-16 BOATTAIL SPEEDSTER**

Engine no. 5100144 (see text)

452ci OHV V-16 Engine
 Dual Updraft Carburetors
 185bhp at 3,600rpm
 3-Speed Manual Transmission
 4-Wheel Semi-Elliptic Leaf Springs
 4-Wheel Mechanical Drum Brakes

- *A unique creation*
- *Powered by a 1935 Cadillac V-16*
- *Based on a 1929 LaSalle chassis*
- *Sporting good looks*

Previewing in Los Angeles, California
 by appointment. Please contact
motors.us@bonhams.com for scheduling.

**THE MOTORCAR OFFERED**

Hotrods and customs can come in all shapes and sizes. Some are chopped, channeled, and sectioned, and others are sleepers with big power and minimal external modification. This unique creation is a little bit of everything. Believed to be built off a 1929 LaSalle 328 Series chassis, it later received a 45-degree V-16 from near the end of production in 1935 and a swoopy, boattail body. It is not documented when all of this was put together, or by whom, but the finished product is certainly something to behold.

Long and lean stylistically, the sides of the hood appear to take inspiration from the Duesenberg SJ forgoing the usual manual opening louver doors for rectangular wire mesh. The open cockpit features split folding seats and a dashboard festooned with all manner of gauges—most prominently a H.W. Struck dual arm vacuum tachometer that likely found original use in a truck given its 3,000rpm

redline. Heading back, the tail tapers to a fine point with a rear mounted spare behind it.

Given the massive powerplant and minimal coachwork, it will no doubt move down the road expediently. Acquired by the current owner 16 years ago in a level of disrepair, it has since been piecemeal maintained and reported to be a good runner, having been recently started after four years of careful storage. Fitted with a dual electrical system—12 volts for starting and 6 volts for running—it would be a fine machine for cruising around. No matter what, you're guaranteed to never suffer from cylinder envy with a V-16 under the hood.

\$45,000 - 60,000
WITHOUT RESERVE

This vehicle is titled as a model year 1930 Cadillac.



312.

1967 DODGE CORONET R/T

Chassis no. WS23L77225958

440ci Overhead Valve V8 Engine
Single 4-Barrel Carburetor
375hp at 4,600rpm
3-Speed TorqueFlite Automatic Transmission
Independent Front with Live Rear Axle Suspension
4-Wheel Drum Brakes

- *Top Specification R/T Trim*
- *Magnum 440ci power*
- *Wonderfully restored*
- *Ready to use*



THE DODGE CORONET

A long running staple of the post-war Dodge lineup, the Coronet served as the full-size offering up until 1965 when it was downsized to a 117 inch wheelbase and fit amongst the rest of Chrysler Corporation's B-Bodies. Available in just about every conceivable permutation, Coronet buyers had quite a few choices to make when going down the specification sheet. Wagons, convertibles, and coupes could be had with everything from a frugal inline six cylinder all the way up to the legendary 426ci Hemi V8.

THE MOTORCAR OFFERED

The 1967 Dodge Coronet R/T presented here is a truly superlative example. Purchased out of a private collection located in Connecticut roughly 5 years ago, the vehicle had been restored in the early part of the decade. A well optioned example, the car features front bucket seats, air conditioning, and a column shifted automatic transmission. The crown jewel of the experience, however, is Chrysler Corporation's largest motor of the day- the venerable 440ci V8. In R/T specification, the big bloc was christened 'magnum' and was fitted with a single 4-barrel carburetor. All together 375hp was output from this glorious creation and fed into a 3-speed TorqueFlite transmission.

As a result of the aforementioned restoration, the Coronet presents today in wonderful condition. The exterior's blue paint shows with a nice gloss, and the brightwork shines with equal luster. Inside, the interior appears to have seen careful use since the completion of the project as the surfaces show little in the way of wear. More recently, the vehicle received a new exhaust system. In addition, simple maintenance was performed prior to the sale in order to ensure turnkey readiness to its next owner. This work included installing new belts, filters, and changing the lubricants where necessary. Receipts for this are on file to those that are interested. It is reported that even the air conditioning blows cold, making this a fine car for a summer cruise.



A Coronet fit for the road and drag strip, this R/T 440 is truly deserving of this designation. We will likely never see naturally aspirated engines of this size ever again in ever the most sporting contemporary cars. To have such displacement in a humble mid-size coupe is an experience that one can only find in the 1960s and as such will continue to be cherished by enthusiasts for decades to come. Do not miss this wonderful opportunity to get behind the wheel of one of Mopar's outstanding creations.

\$45,000 - 60,000

313

1967 OLDSMOBILE 4-4-2 CONVERTIBLE

Chassis no. 3386677M185484

400ci OHV V8 Engine
Single 4-Barrel Carburetor
350bhp at 5,000rpm
4-Speed Manual Transmission
Independent Front Suspension, Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- C60 Four-Season air conditioning
- M20 4-Speed M20 manual transmission
- Frame off restoration to original specification
- Numbers matching – Documented with original window sticker



THE OLDSMOBILE 4-4-2

Although the Oldsmobiles of the 1950s and 1960s had powerful engines, they were big and heavy cars primarily sold to successful middle-class families that needed a solid driver. That all changed in 1964 with the introduction of the 4-4-2 package for the F-85 Cutlass. The new 4-4-2 offered serious performance and with that, Oldsmobile saw entry into the muscle car wars. New sheet metal came in 1966 and again in 1968. Finally, the sleek 4-4-2 had the looks to match its very credible performance. The new body was carried over into 1969 with only minor changes. Under the hood, one could pick among the base 400ci V-8, or the massive 455ci powerhouse. Even more ponies were on tap with the W-30 and Hurst packages.

THE MOTORCAR OFFERED

This stunning 1967 Oldsmobile code-L78 442 convertible is truly an outstanding specimen. The car sports an extensive list of highly sought after and incredibly rare options. The combination of the M20 fully synchronized, wide ratio 4-speed transmission with the seldom seen C60 four-season air conditioning, a \$343.20 option, is nearly impossible to find in a 442 convertible. Among the many other options ticked were the N40 roto-matic power steering, J50 pedal-ease power brakes, P05 super stock wheels, D55 sports console, and a G80 anti-spin rear axle.

Documented with its original window sticker, this numbers matching 442 was more than a worthy candidate for a frame-off restoration and was sent to the experts at Thornton Autoworks. The results of the nut-and-bolt restoration are incredible and must be seen to appreciate the quality of the work performed. With its incredible specification and outstanding restoration, this

is one of the best examples extant. If you have ever considered adding a 1967 442 convertible to your stable, this numbers matching 4-speed with air conditioning is the one to grab.

\$70,000 - 90,000



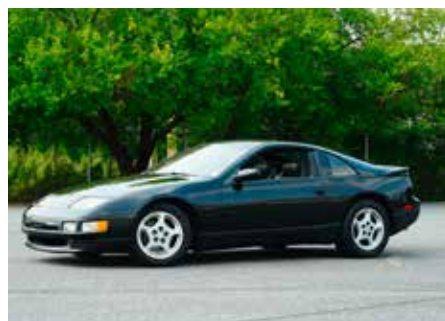
314.

1990 NISSAN 300ZX TWIN TURBO COUPE

VIN. JN1CZ24A9LX005861

2,960cc Twin Turbo DOHC V6 Engine
Electronic Fuel Injection
300bhp at 6,400rpm
4-Speed Automatic Transmission
Independent Front and Rear Suspension
4-Wheel Disc Brakes

- Under 35,000 original miles
- Under care by the Simeone Foundation Automotive Museum for number of years
- One of the 'Bubble' era's finest performance cars



THE MOTORCAR OFFERED

The car for sale is a 1990 300ZX Twin Turbo with the four-speed automatic transmission. Showing 34,895 miles on the odometer, it has been driven sparingly its whole life. It shows very well with few blemishes looking like a newer car with similar miles. Lovingly cared for by its owners it has spent the last several years in the care and collection of the Simeone Foundation Automotive Museum. It is a well-appointed car with the added factory options including electronic climate controls, Bose stereo system, and leather seats. In period after market options include performance electronic tuning, air filter/intake system, Stilen brake rotors, and a Stilen exhaust system that improves performance, looks, and quality of the sound without being "boy racer" loud. An aftermarket JVC head unit replaced the factory radio some time in its history. The car doesn't show its age with paint, plastic, leather, and interior trim in excellent condition testifying to pampered indoor storage throughout its

life with just two previous owners. Now the museum is selling this little time capsule to make room for future donations.

It should be noted that the car while seeming mechanically and cosmetically sound has been driven very few miles in the last few years. It has a stuck fuel injector on one cylinder creating a slight misfire. The problem has been isolated to a single injector but is beyond the scope of work the museum can do before sale. It would be beneficial to the new owner to service the car after purchase as the timing belt has aged out and is due for a replacement. Replacing all of the injectors is recommended by many Z32 faithful due to age, being a common problem, and the parts removal required to remove one injector allows the quick replacement of all. Once service is completed this car should make a great addition to any collection that can be driven great distances reliably.

\$18,000 - 22,000

- *Appealingly styled post war Hudson*
- *Blend of refurbished cosmetics and original interior*
- *Recently serviced*

315. 1947 HUDSON COMMODORE SIX

Chassis no. 17220085

Engine no. 165610

202 ci, L-Head Inline 6-Cylinder Engine

Carter Two-Barrel Carburetor

103bhp at 4,000rpm

3-Speed Manual Transmission

Independent Front with Live Rear Axle Suspension

4-Wheel Drum Brakes



THE MOTORCAR OFFERED

Hudson came straight out of the gate after a wartime effort which had included production of airplanes and landing craft with revised updates to their prewar range of six and eight cylinder automobiles, it would be a couple of years before a new range of 'step down' designs hit the road. In the meantime, buyers got a distinctively new looking car with its wide chrome grille out front, and host of standard equipment including dual brake system, Auto Poise Control, chrome alloy engine block, rear lateral stabilizer, front door arm rests, woodgrain dash and so on... This was enhanced further for the '47 cars such as this, with herringbone weave upholstery, electric clock, rear center arm rest and 18 inch DeLuxe steering wheel with horn push among other features. As presented here, the model would have cost its first owner something in the order of \$1,896.

This example of the early post war Hudson displays the hallmark features of the design, being played up by a contrasting paint scheme of a rich petrol blue over more teal hue. Combined with the plethora of chrome from the large bumpers and grille, it eschews its era of production looking more like an Art Deco masterpiece, than a post war classic. While the paintwork has clearly been renewed at some point, the car's interior appears to be the original and is in remarkably good and clean condition, the main facing panels being in the patterned fabric and the bases and edges in light blue. A recorded mileage at the time of writing of 31,916 is understood to be actual and appears consistent with the condition of the upholstery and trim.

Reported by its seller to be in good running order, the Hudson has recently benefited from some mechanical refreshing which included new brake hydraulics and the fitment of a new carburetor.

**\$12,000 - 15,000
WITHOUT RESERVE**

316.

1912 PEUGEOT TYPE BP1 BEBE TWO SEATER

Bugatti Design Type 19

Chassis no. 10357

Engine no. 10357

856cc "T-Head" Four Cylinder Engine

Single Solex Carburetor

10 HP

Twin Driveshaft Transmission with Rear Brakes

Semi Elliptic Front and Quarter Elliptic Rear Leaf Springs

- One of the most original surviving example
- A design filled with many Bugatti innovations
- Well appointed with period accessories
- The 'Baby Bugatti'



THE MOTORCAR OFFERED

Ettore Bugatti, who had previously sold designs to Emile Mathis, Deutz and Isotta-Fraschini, was responsible for the design of the Bébé Peugeot at a time when production of Bugatti cars at the Molsheim works was slowly getting off the ground. Only five Bugattis were built in 1910, 75 in 1911 and 175 in 1913, so the sale of the T-head, lateral-valve engine generated a useful injection of capital for Bugatti's operation while providing Peugeot with a power unit that put them at the forefront of French light car design. The 856cc engine was neat and efficient, and the chassis layout of the new horseshoe-radiated Bébé featured the reversed, quarter-elliptic leaf spring rear suspension which was to be a feature of Ettore's later models. Many of Bugatti's design patents including the quarter key-tic springs were first licensed with this model. Ettore Bugatti acquired the last 15 production cars, fitted them with Bugatti radiators made a few modifications and sold them as the Bugatti Type 19.

Owing to the connection to the Bugatti story, these cars have always been accepted by the various Bugatti associations around the world and are frequently found in the garages of the finest Pur Sang grand prix and touring automobiles. Of those known, this must be one of the nicest, most original examples to survive. The car was brought to this country a few years ago having been acquired from Netherlands based dealer, Jan Bruijn, and has resided in two American collections in the last 20 years. Mr. Bruijn was able to confirm to the current owner that he had purchased it from the Nefkens family, who were Peugeot importers in Holland and had certainly owned the car as far back as the mid-1950s as he had seen a photo of the car on a rally in that period. Bonhams sold the car in 2009 establishing a new world record for the type - a testament to the quality of this example.

What can be certain is that the car is a remarkably complete and attractive example. It has been sympathetically refurbished in a subtle color scheme of dark green, with black fenders and cream coach-lining, which is complemented by white tires and nickel radiator and brightwork. Its interior is in black leather, the door panels and seats all appearing to have little wear and yet seemingly original. The car is well-appointed with period accessory fittings, of note this includes scuttle mounted 'Bebe Peugeot' lamps by Phares Ducellier and a matched acetylene generator. Additionally, Bonhams can report that the vehicle was taken out on a drive. The Peugeot started easily and maintained a surprisingly brisk pace down the road.

This is truly a pretty example of these oft coveted 'baby Bugatti' designs.

\$70,000 - 80,000



317.

1960 BENTLEY S2

Chassis no. B344BS

Engine no. 422B

6,230cc OHV All-Alloy V8 Engine

2 SU Carburetors

200bhp

4-Speed Automatic Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- Documented History
- Attractive Sable Color over Sand Scheme
- Great example of a Park Ward S2
- Great car for RROC and BDC events



THE BENTLEY S2

Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental has been synonymous with effortless high-speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival in 1955 of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type. Dependable though it had proved, Rolls-Royce's six-cylinder engine was nearing the end of its development. At the same time the company was facing increased competition from faster rivals in the vital United States market, and it was, principally, these two factors that prompted the switch to V8 power as the 1960s approached.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc all-aluminum engine, which

produced approximately 25% more power than the old six-cylinder unit. 'The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well-being that only British craftsmanship can give,' enthused Autosport. 'The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step forward in Rolls-Royce technique.' There were few significant changes to the running gear, though power-assisted steering was now standard, and the manual gearbox had been dropped, Rolls-Royce's own four-speed automatic transmission being the sole offering.

Built in 'S2' form from the autumn of 1959, Continental version of the Bentley remained, as ever, exclusively a coach-built car. The firms of H J Mulliner, Park Ward, James Young, and Hooper (with a solitary example) all offered bodies on the Continental S2 chassis, which

differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing. Of these four, James Young, and Hooper would soon cease coachbuilding, leaving only Mulliner and Park Ward to carry on a noble tradition.



THE MOTORCAR OFFERED

According to factory records, chassis number B344BS left the works on 20th of August 1960, and was dispatched to noted Rolls Royce and Bentley dealer Joseph Cockshoot Ltd. of Manchester. Like many S2's it is fitted with the attractive saloon coachwork by Park Ward.

The car's first owner was a Mr. J.S Leach Esq. of Lancashire. It is of interest that he registered the car EN60 which is a cherished number, as it was first registered in 1903. Mr. Leach would have paid for the number from another keeper. Mr. Leach ran his family business, Swintex, at Derby Works, Bury, Lancashire. This was part of a larger business S & JH Swinnerton Ltd., this firm still is a leading manufacturer of traffic cones in the United Kingdom.

It is unknown how long Mr. Leach retained the car. It is noted that it was reregistered in July of 1964 with the number VEN 224. In 1979 the car was in the ownership of RROC member D. Gordan in Cheshire.

The car passed to its current owner in 2008. Since that time, it has been kept in the stable with the consigner's various other Rolls-Royce and Bentley motor cars. The car presents very well in its Sable over Sand colour scheme and beige Connolly leather interior. It has had a substantial amount of maintenance done by The Frawley Company. Today, the car presents very well and is very much on the button. A great car for enjoyable Sunday drives, RROC, and BDC events. Well looked after S2's are difficult to come by and this would make an excellent car for the experienced collector or first time Bentley or Rolls Royce enthusiast.

\$40,000 - 60,000

318.

1969 FORD MUSTANG BOSS 429

Chassis no. 9F02Z172937

Kar Kraft No. 1680

429ci OHV Q-Code V8

Holley 735 CFM 4-Barrel Carburetor

375bhp at 5,600rpm

4-Speed Close-Ratio Manual Transmission

Competition Coil Spring Front Suspension and Semi-Elliptic Rear Leaf Springs with

Traction-Lok Live Rear Axle

Power-Assisted Front Disc and Rear Drum Brakes

- Restoration by marque expert Bob Perkins
- Multiple award winner including the triple crown in 1990
- In private ownership for 35 years
- Less than 3,500 original miles
- Extremely well documented with original window sticker, Kar Kraft inspection report, and Marti Report



THE "BOSS" MUSTANG

It is simply the most awesome regular production Ford Mustang ever created and it really deserves the name "Boss". Created as an outlet to market their mighty NASCAR 429 engine, which was utilized on track in the Torino-based Talladega hardtops, this was not your standard 429 V8 with a few tweaks to make it go faster. Derived from Ford's "385" program, which was the last generation of big-block Ford engines ever developed, the Boss 429 would use four-bolt mains, forged steel connecting rods, and a heavy duty forged steel crank shaft. Special cast aluminum heads were developed to mount to the block using what Ford termed "crescent" combustion chambers that were basically a modified hemispherical style system. These heads were mounted using the "dry-deck" method, which meant they were mounted metal to metal without a head-gasket. Each individual oil and water passage were sealed tightly using "O" ring style seals which proved to be very effective.

When first developed, the Boss 429 engine used hydraulic lifter camshafts, but for 1970 a more secure system of mechanical lifters was incorporated into production. Another improvement that year was a modified exhaust system that reduced any flow restrictions to a minimum. Despite these improvements, Ford did not cite any increase to the horsepower ratings. Fuel induction for the Boss 429 was achieved through the use of a single, 735 CFM four-barrel carburetor supplied by Holley, which was mounted atop a specially ported aluminum intake manifold.

NASCAR rules dictated that components had to reach minimum production numbers to be properly homologated into the racing program, but NASCAR did not require that the components be made available to the public in the same configuration as raced. Thus, the production Talladega received a 335bhp version of the "Q" code 428 cubic inch V8 matched

to a C6 automatic transmission, while early competition versions were fitted with the FE block 427 ci side-oiler with the Boss 429 being introduced later in the season.

There were major production woes to be addressed with the production of the Boss 429 Mustangs. Simply put, in pure stock form, the 1969 Mustang's engine bay would not accept the Boss 429 engine! Extensive hand re-working was needed for each vehicle and Ford turned to an ally in the Detroit area to help create these most powerful pony cars ever—Kar Kraft. The association of Ford with Kar Kraft dated back to 1963 and beginning of the GT40 project that would lead Ford to the winner's circle at the 24 Hours of Le Mans. Kar Kraft was prepared to do whatever was needed to get a car put together and deliver the ultimate in performance. With the Boss 429, or the "Boss-9" as it is often referred to today, each car was specially prepared as it came



down the assembly line at the Rouge assembly plant in Dearborn. But there were a lot of parts missing from these special Mustangs when they reached the end of the assembly process, most importantly, the engine and transmission.

These incomplete cars were then transported in special carriers to the Kar Kraft facility. There they entered their second assembly line. First order of business was a rebuild of the engine bay, removing the strut towers and inner fenders, then a relocation of the front suspension mounts so as not to interfere with the mounting of the engine. Also removed from the engine bay was the battery, relocated to the trunk. A rear sway bar was fitted to help keep the car going in a straight-line during acceleration and on the road maneuvers. Engines were prepared at Ford and shipped to Kar Kraft where special mountings had to be built before the mighty V8 was shoe-horned snugly under the hood.

Other amenities added to the Boss 429 including the 3.91:1 "Traction-Lock" rear axle, and to keep track of the high-revving engine, a tachometer rated at 8,000 rpm was installed. Helping to keep the engine at an even operating temperature, an oil cooler system was added and finally a manually adjustable air-flow hood-scoop was mounted to the hood. Keeping the weight to a minimum, special ornamentation was missing from this car with a simple decal added to the front fenders proclaiming the car as the "Boss 429". The only other visual cues to this super Mustang's identity were the Magnum 500 wheels and a front spoiler to aid in providing a bit of downward force. One final touch was added, the application of a small silver sticker with the letter "KK" and found control numbers applied to the rear face of the drivers door either below the data plate for 1969 models, or the Federally required sticker on the 1970's.

The final product was capable officially of 375 horses at 5,600rpm, which were artificially reduced so as to try and keep the insurance companies from going off the charts with premium payments and possibly trying to quell an uprising from government regulators. However, from contemporary tests of the day, it was shown this engine could easily attain up to 500bhp at 6,200rpm, and with a few minor modifications, significantly more!



THE MOTORCAR OFFERED

This particular Boss 429 was built in Ford Dearborn assembly plant and was completed on April 2, 1969. It was dispatched to John Bolton Ford Inc, in Maitland Florida.

The car's first owner was John Simmons of Thomaston, Georgia. Like many Boss 429 purchased, it was bought to be a potent weapon on drag strips. This of course explains the vehicle's very limited mileage.

During its drag racing career, the original boss 429 power plant spun a rod bearing. Probably to make the racing habit more affordable, John Simmons fitted a 429 cobra jet unit and stored the original engine in his barn. John Simmons retained the car until 1985, when it along with the original engine passed to Charles Hill. During this time, the car was seen by the consigner and Jacky Jones of Jacky Jones Ford. They followed the car to the owner's home and offered to buy the car.

An agreement was reached soon afterward between the consigner and Charles Hill for the purchase of both the car and the original Boss 429 Engine. At the time, the car was still in its original paint, but after years of drag racing was showing some wear. However, the car retained many of its original documents including the original window sticker, build sheet, Kar Kraft inspection report, its original Boss 429 Manual and supplement manual.

The car was sent to renowned Ford Mustang specialist Bob Perkins of Perkins Restoration. Bob is the Mustang Club of America (MCA) Authenticity head judge as well as the Shelby American Automobile Club (SAAC) Head Judge. Over the next few years, the consigner and him scoured swap meets for NOS parts to be used in the cars restoration. In February 1988 Bob Perkins delivered the restored car to the consigner's residence in Marietta, GA.

Through 1988 and 1989 the car was shown three times. It was awarded a National Point Champion with the Mustang Club of America at two different national shows. When it was shown at the 1989 Shelby Nationals it also won a national points championship. This completed the coveted Mustang triple crown. Ever since this accomplishment the car has been in careful climate controlled storage. It was recently recommissioned by Shelby and Boss specialist, Chris Agee, of Chris Agee Resto-Racing of Loganville, GA. It is today presented in very good order. Finished in its original color of candy apple red and in a factory correct finish. The NOS parts that were sourced are still seen on the car. All together a wonderful example of the iconic Boss 429. A sure hit at any number of concours events, cars shows, or a high speed blast on the Copperstate, or Texas 1000.

\$250,000 - 300,000



319.**1936 AUBURN 852 BOATTAIL SPEEDSTER REPLICA**

Chassis no. 2850559

460ci Ford OHV V8 Engine
 Singler Carburetor
 388bhp at 2,800rpm
 3-Speed Automatic Transmission
 4-Wheel Independent Suspension
 Front Disc and Rear Drum Brakes

- A handsomely done replica of the original Auburn Speedster
- Just over 27,000 miles from new
- Long time West Coast car
- Classic style, modern convenience

Previewing in Los Angeles, California
 by appointment. Please contact
motors.us@bonhams.com for scheduling.

**THE MOTORCAR OFFERED**

The 1960s saw a rise in the replica (or 'evocation') industry in the USA, where several evocative pre-war cars were reprised with contemporary running gear while retaining the looks of the original model. The Excalibur Mercedes-Benz SSK replica kicked things off in 1963, followed by replicas of Auburns and Cords. The Auburn Speedster Replicas would achieve particular fame as the hero car in such varied examples of cinematic greatness including the 1990 movie *Dick Tracy* starring Warren Beatty and Madonna and the 1980s TV hit *Remington Steel* featuring future James Bond star Pierce Brosnan.

This Auburn Speedster replica was built for Ray Moss by Classic Coach and Performance – Nova Systems on December 10, 1979—the fifth car built in the series. The early history of this vehicle is not known, but it appeared in the collection of William Krebs of Southern California in 2000 before being acquired by

the current owner in August of 2007. Bought with 26,663 original miles, fewer than 600 additional miles have been added in the past 13 years of ownership.

Recently run after sitting for four years, this is a unique opportunity to acquire one of the most iconic designs of the 1930s—but still enjoy the benefits of power steering, brakes and windows in addition to an automatic transmission, an AM/FM radio, and more. And based on the film appearances of the model, it is perfect for fighting crime too.

\$35,000 - 45,000
WITHOUT RESERVE

- Largely original 'timewarp' example
- Former long-term enthusiast ownership
- Recently recommissioned

320.

Sold To The Benefit Heritage Museums & Gardens 1922 FORD MODEL T COUPE

Engine no. 1046615

177ci flathead inline 4-cylinder engine

Single updraft carburetor,

22.5bhp at 1,600rpm

2-speed planetary manual transmission

Transverse leaf springs and solid axles front and rear

Rear-wheel mechanical drum brakes



THE MOTORCAR OFFERED

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

In 1922, some 198,382 of these \$595 two door Coupes were built, a staggering number which confirms both their popularity then and now. This rather charming Model T Coupe is presented in ostensibly unmolested and timewarp condition clearly having been carefully and sympathetically preserved in its near century of existence. Of particular appeal is its interior which for the most part appears to show original finishes from its door panels

and headliner, to carpet base of the seats, and original floorboards. The exterior paintwork shows some cracking and loss in places, while the roof covering and leather windshield peak appear also to be original.

Resting alongside its Canadian built Touring counterpart for many years, the Coupe sports non-period badging/stickers drawing attention potentially to period use as a conveyance for Clergy, albeit more likely to have been a conveyance for a Doctor! It is presented for sale following long term ownership in the custody of a Massachusetts collector.

The T is being sold to benefit Heritage Museums and Gardens in Sandwich, Massachusetts, a renowned institution in housing the collection of Josiah K. Lilly III. Following a more recent period without use, the car has been recommissioned/checked over and made to run with work including

cleaning out of fuel lines, rebuilding carburetor, replacement of starter, starter switch and battery, replacement of 2 coils, fluids replaced, and the brakes checked. It is reported to be running well and in addition has been cleaned sympathetically. Text

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

321.

1930 CADILLAC SERIES 452 V-16 IMPERIAL SEDAN 4330

Coachwork by Fleetwood

Engine no. 700163

452ci OHV V-16 Engine

Twin Updraft Cadillac Carburetors Fed By Twin Vacuum Tanks

185bhp at 3400 rpm

3-Speed Synchromesh Manual Transmission

Solid Axles Front and Rear with Semi Elliptic Leaf Springs

4-Wheel Vacuum Assisted Drum Brakes

- *Cadillac's crowning technological achievement, the V-16*
- *Well preserved example from long term original ownership*
- *Great candidate for a Concours preservation class*
- *Extremely expensive model aimed at society's elite*



THE CADILLAC V-16

Cadillac's development of the V-16 was shrouded in utter secrecy. It was an absolute success, a stunning accomplishment for an organization as large as General Motors and one that relied on a huge array of outside contractors and suppliers.

The new engine was sprung on an unsuspecting public in late 1929 in a flurry of announcements, dealer presentations, previews for privileged clients and public auto shows. While competitors publicly scoffed at the V16's size and complexity, privately they marveled and quickly retired to their drawing boards where twelve cylinder engines bloomed like flowers in the spring. Only Marmon even bothered to try to emulate Cadillac's feat of creating the V-16.

By adopting a relatively small 3" bore Cadillac was able to place the cylinders close together, minimizing the engine's length and, more

importantly, the length of the crankshaft. The crank ran in five main bearings and the combination of short crank length and plenty of bearings eliminated annoying harmonics. The V16's narrow 45° vee angle was chosen to minimize the engine's width so it would fit comfortably under the hood. Overhead valves with hydraulic clearance adjustment were chosen for quiet, reliable operation and for easy access to the valve train for service. The better breathing and specific power output of overhead valves was a side benefit.

With "enough" power assured and quality and silence promised, Cadillac looked for something else to distinguish its V-16. GM had just landed the man to provide it, legendary designer Harley Earl from Southern California, hired by Larry P. Fisher to run GM's new Art and Color Department.

Art and Color's singular design statement for the V16 was under the hood. Hidden from public view but very important to Cadillac in conveying the sleek, refined, subdued image of the V16's quiet, confident power, the V16 engine was as much a triumph for the stylists as it was for Cadillac engineering. Everything suggesting the minutiae of function was hidden. The spark plug wires traveled from the distributor to the plugs under covers. The valve covers, manifolds and even carburetors were monochromatic with only carefully selected details and highlights. There were no exposed oil lines. It was a sleek, modern statement of machine age design, carefully detailed and refined.



THE MOTORCAR OFFERED

A California car from new, this Imperial Sedan survives in highly original condition seldom seen on these automobiles. Said to have remained in its original ownership well past the 1950s, this is easy to believe looking at the car. The interior is remarkable with no tears or moth damage to the original wool broad cloth. The ornate woodwork is in wonderful condition and the rugs all appear to be well preserved and original. The headliner is equally well preserved including its original hat holders, as is the original lambs wool over rug. The dash features all its correct instrumentation and includes the rather charming addition of a 1950s era radio - lending credence to its long original service.

The paint work presents well and does show some signs of work but overall has a great original look. The bright work is no doubt original and generally in good order. The engine starts easily and runs smooth and quietly.

Number 9 of 50 Imperial sedans produced, this formal body style is finely proportioned and reflects all the opulent qualities one expects in such a superb automobile.

Cadillac V16s have been some of the most desired collector cars since the early days of collecting classic era cars. This fact makes it all the more remarkable this one has avoided getting the restoration treatment. Lucky for us we can enjoy this magnificent V16 in all its original glory

\$150,000 - 180,000

322.

1970 FORD MUSTANG MACH 1 FASTBACK

Chassis no. 0105M153299

351ci OHV V8 Engine
Single 4-Barrel Carburetor
300bhp at 5,400rpm
FMX Select-Shift Cruise-O-Matic transmission
Independent Front with Live Axle Rear Suspension
Front Discs and Rear Drum Brakes

- *Superb and Fresh Frame-Off Restoration*
- *Mach 1 with M-Code 351-4V*
- *Documented with Deluxe Marti Report*
- *Muscle Car Icon*



THE FORD MUSTANG

The 'Pony Car Wars' reached a zenith in 1970 with the Trans Am Series raging with Parnelli Jones and George Follmer going tooth and nail with Rodger Penske and Mark Donohue. Ford prevailed in the end with the Trans Am Championship for 1970. In commemoration of their 'Total Performance' program, high performance abounded on the showroom floor as well. Larry Shinoda and Kar Kraft introduced the Boss 302 and 429 configurations, along with well-healed enthusiasts opting for Shelys in four models, small block and big block in both fastback coupe and convertible versions. The staple performance flag however, was flown by the previous year's introduction of the model specific, Mach 1.

In second-generation form, the 1970 model appeared more muscular with single front headlamps and lower body along with unique tail lamp trims that set the Mach 1 visually apart from its Mustang brethren. Under the hood horsepower was increased as well with the introduction of the 351 with unique canted valve heads derived from the Trans Am racing program. The block also was completely different for '70 and as such this stout power plant was nicknamed the "351 Cleveland" as homage to the location of the foundry plant.

THE MOTORCAR OFFERED

This Jaw dropping code-05 1970 Mustang Mach 1 Sportsroof was produced on January 23, 1970. The car was specified with the M-code 351-4V Cleveland engine with an FMX Select-Shift Cruise-O-Matic transmission routing power to a 3.25 rear axle. Calypso Coral Paint with a black hood stripe was chosen for the exterior while black Clarion knit and Corinthian vinyl bucket seats make up the cockpit.

In 2016, a complete frame-off restoration was commissioned. The extensive nut-and-bolt restoration took almost 3 years to complete; the results are absolutely stunning! Appearing as it just left the factory, this Mach 1 is ready to stand out on the show field or become the star of any collection. Documented with a deluxe Marti report, this incredible Mustang deserves a serious look.

\$50,000 - 65,000



323.

Exhaustive 14-year nut-and-bolt restoration

1969 FORD MUSTANG GT SUPER COBRA JET

Chassis no. 9T02R156501

428ci OHV V8 Engine
Single 4-Barrel Carburetor
335bhp at 5,600rpm
C-6 Cruise-O-Matic transmission
Independent Front with Live Axle Rear Suspension
Front Discs and Rear Drum Brakes

- 428 Super Cobra Jet Ram Air with Drag Pack
- 1 of 11 built in this superb configuration
- Less than 15,500 original miles
- All-Ford Nationals First Place Award Winner



THE FORD MUSTANG

While many favor the first generation Mustang, the original Falcon-based Pony car, it was the second generation, larger, more comfortable and with room to accept Ford's big block engines, which made the Mustang's reputation and cemented the success of its image. Even today, when Ford designers reach back for historic cues to reflect in the 21st century Mustang, it is the second generation look which they mirror.

The SCCA Trans Am series, Ford's happy hunting ground for its first two seasons, remained restricted to five-liter engines but Ford had its Total Performance sights set on more than just the Trans Am and road racing and that meant increasing the size of the Mustang's powerplants. The most egregious big block in the Mustang was the Boss 429, built by Ford to qualify the 429 "Semi Hemi" engine for use in NASCAR. A limited production tool room job built by Kar Kraft, it pushed to the absolute

limits the physical size of engine that could be squeezed under the hood of a Mustang.

More important were the 428 Cobra Jets. The concept for these came from no less an authority than Carroll Shelby, who realized that the 428, a longer stroke, smaller bore version of the famous FE series 427 Ford, was a match made in heaven – or maybe in Dearborn – for the larger engine compartment of the second generation Mustang. He extracted a few from Ford's supply chain, dropped them into Mustangs and created the Shelby GT500 which revolutionized both the Shelby Mustang image and Ford's concept of what "pony car" meant.

Another Ford insider, Rhode Island dealer Bob Tasca, had an even better idea, mating the 428 block with a set of free-flowing 427 low rise heads. This combination benefited from the long stroke 428's torque and the 427 heads' high rpm power. After some massaging by Ford

to ensure its long term reliability in the hands of ordinary retail buyers it became the 428 Cobra Jet. Dropped into Mustangs, the Cobra Jet quickly earned a reputation as a stand-up power-plant worthy of respect from any competing pony and muscle cars.



THE MOTORCAR OFFERED

This stunning 1969 Mustang GT Sportsroof was produced on January 13th, 1969. The car was superbly optioned with the mighty R-code 428-4V with Cobra Jet Ram Air, Drag Pack which added the 4.30 Traction-Lok axle ratio and a C-6 Cruise-O-Matic transmission. This combination was lethal at the stoplight and drag strip. In 1969, only 246 GT fastbacks came with the R-code 428 Cobra Jet Engine. Of the 246, only 94 were automatics and of those, only 11 were fitted with the Drag Pack/ 4.30 Traction-Lok gears. The body was finished in Indian Fire paint while the interior was clad in Black Kiwi vinyl. A deluxe Marti Report is on file authenticating its original configuration.

The Super Cobra Jet was discovered sitting in a barn in the late 1980s by Frank Miller. The car had lived its life as a drag racer and as a result, had only accumulated 14,000 original miles. Once Frank realized how special and rare the car was, he undertook a complete nut-and-

bolt restoration that he would complete himself over the next 15 years. Every inch of the car was gone through and restored or replaced with NOS items. At the completion of the labor of love, the car was showcased at the 2004 All-Ford Nationals in Carlisle, Pennsylvania. At Nationals, the Super Cobra Jet was awarded first place in the 1969 Mustang class and Mustang Monthly's editor's choice award for vintage Mustangs for both the superb quality of the restoration in addition to the significance of being such a rare and coveted specification.

Since receiving the marques highest honors, the Super Cobra Jet has lived a pampered life. The mighty Mustang has been carefully stored and maintained since its restoration, periodically making appearances at local shows and posing for magazines who want to feature the incredible story. At the time of cataloging, the car has only covered an amazing 15,432 miles from new.

A Shelby GT500 in all but name, it is a powerful presence in nostalgia drag racing, earning the respect of collectors and racers alike for its style, presence, design and performance. This 1 of 11, special order configuration is a documented and verified Super Cobra Jet that is ready to earn more first place awards at both the drag strip and nation show circuit.

\$60,000 - 80,000

324.

Documented W-30 restored to original specification by marque specialist
1971 OLDSMOBILE 442 W30 COUPE

Chassis no. 344871M163873

455ci Pushrod V8 Engine
Single 4-Barrel Carburetor
350bhp at 5,200rpm
4-Speed Hurst Close-Ratio Manual Transmission
Independent Front and Conventional Axle with Coil Spring Rear Suspension
Front Disc and Rear Drum Hydraulic Power-Assisted Brakes

- *Highly optioned and fitted with the desirable W-30 package*
- *1 of only 810 W-30's produced*
- *1 of only 247 W-30's with M22 "Rockcrusher" 4-speed Manual*
- *Documented with original window sticker*



THE MOTORCAR OFFERED

This example is among the finest 442s in existence. In accordance with its original window sticker, the car was completed at the Lansing Michigan assembly plant and delivered to the selling dealer, Henry Faulkner Inc, in Philadelphia Pennsylvania. The 442 was blessed with all of the most desirable options, including the W-Machine package. Only 810 442s were optioned with this legendary performance package in 1971. The W-30 was also blessed with the all mighty M22 "Rockcrusher" Muncie 4-speed transmission. This close-ratio, race bred transmission was only available in 1971 and only 247 W-30s were outfitted with it. Continuing down the list of phenomenal options are the anti-spin rear, variable ratio power steering, heavy duty performance axle package with 3.73 to 1 ratio, soft-ray tinted windshield, Super Stock 1 wheels, custom-sport steering wheel, and a rear deck air spoiler to go with the lightweight fiberglass hood with dual force-air intakes. After ticking all of the

boxes, the total list price came to \$4,671.05! In the mid 2000s, the car was purchased out of New York by the consignor from its long term caretaker who is believed to have been only the second owner. The car was mostly original and complete with its factory parts including the special heads and aluminum intake. A few years after acquiring the legendary Oldsmobile, the decision was made to restore the car back to its original, as delivered condition. The W-30 has spent the last two years being meticulously restored by noted marque specialist Thornton Auto Works in Telford, Pennsylvania. The results of the documented restoration are stunning. Upon inspection, the Ebony Black paint gives off the illusion of endless depth and is perfectly complimented by the bright red W-30 accent stripes. Inside, eyes are immediately drawn to the Hurst shifter which sits in-between the black bucket seats. After the exciting discovery of the M22 Rockcrusher, you notice the rest of the elegant interior with wood finishes throughout.

Under the hood is a spotless engine bay housing the famous red fender liners and all of the correct factory decals and markings.

The 442 W-30 is considered by many to be the ultimate performance Oldsmobile; no great muscle car collection is complete without one. Opportunities to purchase a documented W-30 are few and far between, a chance to acquire one as well optioned and restored as this should not be missed.

\$80,000 - 100,000



325.**1920 VAUXHALL D-TYPE TOURER**

Coachwork by Jackson, Jones & Collins

Chassis no. D3392

Engine no. D3528A

3,969cc L-Head Inline 4-Cylinder Engine

Single Zenith Carburetor

25bhp at 2,800rpm

4-Speed Manual Transmission

Leaf Spring Suspension

Rear-Wheel Mechanical Drum Brakes

- *Desirable D-Type Vauxhall with elegant, open Tourer coachwork*
- *Well-known history and provenance*
- *Believed to be one of just 3 examples in the US*
- *Eligible for many tours and rallies*

Previewing in Los Angeles, California by appointment. Please contact motors.us@bonhams.com for scheduling.

**THE VAUXHALL D-TYPE**

Following the success of a 20hp Vauxhall in the 1908 RAC 2,000 miles Trial, Vauxhall recognized the benefits of competition success as a means of promoting sales. The firm distinguished itself in the Coupe de l'Auto races and at the new Brooklands circuit and excelled in the 1910 Prince Henry Tour. The new model for 1911 was called the 'Prince Henry' and what a handsome and purposeful machine it was, with its tapering aluminum bonnet and fluted radiator. By 1914 the 3-liter engine had grown to 4 liters and the Prince Henry Vauxhall was perhaps the ultimate development of the pre-war sports car, laying the foundation for the later 30/98 model.

The touring version of the Prince Henry was the D-Type 25hp car, generally sharing the mechanical specifications of its more sporting stable mate. Performance and handling were much the same and the model earned its colors in World War I in military service, produced at the rate of about eight per week to the order of the War Office. The model remained current until 1922.

THE MOTORCAR OFFERED

This charming example of Vauxhall's 4-liter D-Type model was completed as a bare chassis at the London-based Vauxhall Motors Limited factory in 1920 and soon after shipped off to Australia, where the first owner was located. The coachwork was to be completed by Jackson, Jones & Collins Coachbuilders of Sydney, N.S.W., in an elegant Open Tourer form. The original Jackson, Jones & Collins coachbuilder plaque can still be found on the car today, 100 years after first instillation. The Vauxhall Tourer is believed to have remained down under through the early 1990s, when it was imported to the United Kingdom. The car would later form part of the Boland Collection in Ireland, before migrating back to the U.K. in the early 2000s. The most recent owner purchased the car there in 2017 and brought it to his California-based residence. The Vauxhall D-Type Tourer was exercised on John Mozart's rally for proper, early motorcars in 2019.



Today the Vauxhall shows a lovely patina from the beautifully aged restoration performed some decades ago. It is fitted with U.K. registration number IB 993 and retains original chassis tags and plates. The black and Emerald Green exterior color suits the car very well and is neatly contrasted by Vauxhall's signature polished bonnet. The black leather interior is nicely worn in, and the dashboard is adorned by lovely Watford gauges, much like an airplane of the time. Believed to be one of just 3 examples remaining in the U.S., this fine Vauxhall offers room for four, and is eligible for many early car tours. This English tourer provides a great driving experience, now dating back a century.

**\$50,000 - 80,000
WITHOUT RESERVE**

326.

1958 MERCEDES-BENZ 220S SEDAN

Chassis no. 8513153

2,195cc SOHC Inline 6-Cylinder

Twin Solex Carburetor

120bhp at 5,200rpm

4-Speed Hydrak Semi-Automatic Transmission

Independent Front and Swing-Axle Rear Suspension

4-Wheel Servo-Assisted Hydraulic Drum Brakes

- *Completely original and stock 220S survivor*
- *Rare Hydrak Transmission*
- *Believed to be a 2-owner car*



THE MOTORCAR OFFERED

The known history of this fine Mercedes-Benz is believed to have began in the northeast where it was likely sold out of a Litchfield, Connecticut Studebaker dealership when new. Occupying the space just below the Adenauer in the Benz lineup, the 220S would have been a rare sight on the road in the late 1950s thanks to its hefty price tag. This particular car carries the distinction of being optioned with Mercedes attempt to automatize a manual transmission. The Hyrak, as its called, forgoes the third peddle, relying solely on a hydrodynamic torque converter. However, changing of gears was still operated via the column shifter. Misunderstood by the American clientele, most of these Hydrak were converted back to fully manual, and few exist in their original vehicles to this day.

Believed to have been purchased from the original owner in the 1980s, the car remained in single family ownership until the beginning of 2020 when it entered the esteemed collection of young Westchester based Mercedes connoisseur. The Mercedes had seen little use since the 1990s and was stored underneath a cover in the family's garage. Since leaving the vault, the sedan received a mild reconditioned to get the car back running, although further inspection and work and the car's various systems is recommended before further use. As it sits today, this 220S can be reported to be unmodified and original. The interior remains untouched with original leather, headliner, and radio. Outside, the chrome has taken on the years with little age. Seemingly factory fitted Hella spot lamps can be found up front.

The 220S will be available with its owner's manual and additional historical documentation. An incredible survivor, this Mercedes will make for a lovely addition to any collection. Opportunities to procure true originals do not come very often. Do not pass this one up.

\$7,500 - 15,000
WITHOUT RESERVE

- Striking fastback Club Coupe 'Sedanette' model
- Early iteration of Cadillac's iconic tailfins inspired by the P-38 fighter plane
- Classic and elegant Frank Hershey styling
- A highly original and well-preserved example

327.

1950 CADILLAC SERIES 61 CLUB COUPE

Chassis no. 486112044

Engine no. 486112044

346ci L-Head V8 Engine

Single Two Barrel Carburetor

150bhp at 3,400rpm

Hydra-Matic Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes



THE POST-WAR CADILLAC

The Series 62 Cadillac's beautiful Fisher-built 'Projectile' or 'Torpedo' bodies had first appeared on the 1940 range and featured a revised front-end treatment for '41, establishing a pattern that would last for several years. Only detail changes were made in the immediately post-war years before the range was comprehensively restyled for 1948, emerging with Harley Earl's Lockheed P38-inspired tail fins for the first time. Progressively enlarged, this signature styling device would reach its zenith in 1959 before fading away. With 150 horsepower on tap, the '48 Series 61s and 62s had a decent turn of speed, while the chassis was considered remarkable for its maneuverability. The Club Coupe is, of course, a highly influential piece of design which is credited with inspiring others, including no less than Bentley with their R-Type Continental.

THE MOTORCAR OFFERED

This example of Cadillac's sublimely designed '48 Fastback is a remarkable time-warp automobile which has survived its 70 plus years in good unrestored order. Its body tag confirms it to have been delivered in the rich Beldon Blue Metallic scheme as new, with the contrasting Gray Dual Cord and Gray Plain Broadcloth and the 'K' option of under seat heating, and this is how we find the car today.

As was the fashion in its day, the Cadillac was fitted with plastic seat covers for the majority of its life, ensuring that when they were removed in recent years the interior was revealed to be immaculate and yet original with only the lightest of wear. All told, the odometer reading accrued is 42,887 miles, and much of its paintwork appears to be original finish. The car has been in the present custody for a number

of years having been acquired as part of a group collection of authentic original motorcars, and emerges again offering a wonderful opportunity here.

\$35,000 - 45,000

328.

1933 PACKARD 1004 SUPER EIGHT CONVERTIBLE VICTORIA

Coachwork by Dietrich, Inc.

Engine no. 750707

320ci Side-Valve Inline 8-Cylinder Engine

Single Carburetor

120bhp at 3,200rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Servo-Assisted Drum Brakes

- *Desirable open coachwork by the famed coachbuilder Dietrich*
- *High quality Packard from the peak of the classic era*
- *In same ownership for over three decades*
- *CCCA Full Classic™*

Previewing in Los Angeles, California by appointment. Please contact motors.usbonhams.com for scheduling.



THE PACKARD EIGHT

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

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

THE MOTORCAR OFFERED

Built on the 142-inch wheelbase, the model 1004 was offered with 13 individual body styles. Arguably, none were more in tune with the coachbuilding fashions of its era than the Convertible Victoria. The more austere times and trends perhaps dictated a shift towards all-weather designs, allowing one car to suit multiple climate conditions, rather than needing a stable of bespoke automobiles each with a specific purpose. For this fashionable style Packard turned to the styling and coachbuilding firm Dietrich, Inc. of Detroit, Michigan. Founded by Raymond Dietrich, the firm reached a mythic status with their handsome and innovative styling, and Dietrich became a frequent collaborator with Packard; their designs as applied to these chassis today represent some of the most revered models of the Classic era.

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. Priced at \$3,440, the Convertible Victoria was one of the more expensive body styles available, and would no doubt have only accounted for a modest percentage of the 788 Eight chassis built. It is believed that far less than 100 Convertible Victorias were produced in 1933.

Delivered new to Packard Washington on April 26, 1933, the early history of this machine is not well known, but it is likely that it has spent the entirety of its life on the West Coast. The current owner acquired this Packard from Russell Keller of Torrance, California on February 22, 1987. Fresh from at least four years in Mr. Keller's care, the rare Victoria would enjoy a decade of ownership in the

current collection before it was sent to Bob Mosier in 1997 for a three-year engine and drivetrain rebuild with receipts on file totaling over \$50,000 for the work done at the time.

Nicely presented and showing well with its older restoration, it has recently been run after four years of sitting. A Packard of high quality from the marque's best era, this car is at the apogee of style with its sophisticated Dietrich Convertible Victoria design that rarely comes to market.

**\$125,000 - 150,000
WITHOUT RESERVE**

329.

1947 ALLARD K1

Chassis no. 71K250

c.276ci Side-Valve Mercury V8 Engine – see text
Twin Holley 94 Carburetors
Approximately 200bhp
3-Speed Manual Transmission
Front, Independent Leaf Spring, Rear, Live Axle Leaf Spring
4-Wheel Drum Brakes

- Usable entrant for high-speed 1,000 mile retrospective rallies
- Original UK delivered car
- Formerly the property of DuPont and North family collections
- In the present ownership since 2010



THE ALLARD MOTOR COMPANY

Using a crashed Ford V8 coupe on to which he had grafted the body from a Grand Prix Bugatti, racing driver Sydney Allard constructed one of the most unlikely of all pre-war trials specials. Nevertheless, the Allard Special's lightweight construction and relatively powerful American V8 engine, although not the first such combination, demonstrated the formula's potential and provided the inspiration for future imitators, including Carroll Shelby who acknowledged Allard's influence on the Cobra.

After WW2, Allard progressed from special builder to motor manufacturer, though the latter activity was really little more than a means of financing the company's competition program. Allard's post-war cars combined the same virtues of light weight, independent front suspension and an abundance of American V8 power, which had been features of that first trials special of the mid-1930s. These favorable characteristics enabled Allard to establish a

formidable competition record in the immediate post-war years. Despite its small size and limited resources, Allard's achievements were legion, Sydney himself finishing 3rd at Le Mans in a J2 sports-racer and winning outright at the Monte Carlo Rally in a P-Type saloon.

The Allard K1, announced in 1946, was a two-seater on a box-section frame, transverse leaf springing and Ballamy's IFS front axle, and either Ford or Mercury flathead V8 power. Light and powerful, it had excellent acceleration. A longer wheelbase version, called the L1, had a longer wheelbase and seats for four. Like the vast majority of production Allard's, the J1 used Ford/Mercury components, these being readily obtainable from Ford in the UK, while cars bound for the USA were usually fitted with either Cadillac or Chrysler power units.

Being top quality, hand-built British cars with American mechanicals, Allard's were very

usable and relatively inexpensive to run and maintain. With their powerful and torquey V8 engines, three-speed manual gearbox and high overall gearing, they were fast and exciting cars to drive. Allard's were immensely popular in production sports car racing in North America, providing drivers such as Tom Cole, Zora Duntov, John Fitch and Carroll Shelby with numerous successes - in 1953 Shelby won every race he entered with his Allard.



THE MOTORCAR OFFERED

According to Allard Register authority Colin Warnes, Car 71K250 was delivered new to Allard Dealers Bristol Street Motors, in the UK precisely 73 years ago on October 10, 1947. As delivered, it wore blue paintwork, with a matched blue interior and when new carried Ford V8 engine number 7180297.

In the late 1980s the car came on to the horizon of noted collectors the North family of Easton, Maryland and was purchased by David North who today runs the respected North Street Garage in that town. Mr. North recalls that he bought it from a member of the DuPont family, who had found the car in the UK in the 1970s and imported it to this country. Further, he remembers it as being a particularly original example, seemingly retaining original paint and trim, even brightwork, but was admittedly somewhat tired. North rebuilt the front end of the car and did other work before other priorities took over and he passed it on.

That was 1993, when it was acquired by its next longer-term owner.

The new owner had looked to provide a good tour and race car and found this to be a good basis, it was progressively improved over the course of that ownership. The engine fitted at the time was well worn, and so a Ford Model 59A block was sourced and built up with performance in mind. It was bored out to 3 5/16, a new SCAT crankshaft fitted, as well as new rods, alloy domed pistons and new Offenhauser heads topped the V8. At the time, its dyno tests were nudging an impressive 200hp. Suitably hotted up, better anchorage was added with Lincoln Zephyr brakes. A sympathetic refurbishment of the bodywork was carried out, during which it was found to be in good order.

The red Allard would propel its owner to numerous VSSCA events for the next dozen years. It was a regular sight at Lime Rock, Mount Equinox Hill Climb and nearby Pocono. In 2005 it passed to the next owner in Colorado. The current owners acquired the K1 a decade ago and have continued to enjoy it in the same vein of regular use and touring. While in their custody the car has achieved accolades at the events including The Glenmore Gathering, Keeneland Concours d'Elegance, and the Bay Harbor Vintage Car and Boat Festival.

\$60,000 - 70,000

330.º

1931 BENTLEY 8-LITER TOURER

Coachwork by Swallow Coachbuilding Co.

Chassis no. YF 5013

Engine no. YF 5013

7,983cc SOHC Inline 6-Cylinder Engine

4-Valves per Cylinder

Triple SU HO8 Carburetors

220bhp at 3,000rpm

4-Speed F-Type Manual Transmission

Semi-Elliptic Leaf Spring Suspension

4-Wheel Mechanical Servo Assisted Drum Brakes

- *Prominent and exciting early Works Demonstrator provenance*
- *Equipped with one-off Saoutchik Sports Saloon bodywork from new*
- *Matching-numbers engine, chassis and driveline*
- *Researched and documented history since new by Dr. Clare Hay*
- *Important W.O. Bentley, eligible for the most exclusive Concours and driving events*



THE 8-LITER BENTLEY

Although the prevailing image of Bentley cars during the Cricklewood period of the company's life is that of out-and-out sports cars and fast tourers, it is often overlooked that W. O. Bentley made a determined bid for the carriage trade, particularly with his larger 4½-Liter, 6½-Liter, and 8-Liter models. It is largely because of this that Napier's bid for the company, in 1931, was thwarted by Rolls-Royce, which doubtless saw that a rejuvenated Bentley company would present strong competition for its own models.

As it is, only 100 examples of the 8-Liter model had been produced before bankruptcy overtook the original Bentley company; had they been in a stronger financial position, it may have been a different story. With a chassis price of £1,850, the 8-Liter Bentley was in direct competition with the Rolls-Royce Phantom II while offering better performance, and the contemporary motoring press was

lavish with its praise for the 8-Liter model. The latter had debuted at the 1930 London Motor Show and was the largest-engined car made in the UK at that time, and arguably the fastest. Bentley's advertising claimed "100mph without noise" and tests bore out that claim, the 8-Liter being fully capable of the "ton," even when burdened with weighty formal coachwork. As W. O. Bentley said, "I have wanted to produce a dead silent 100mph car, and now I think we have done it."

The 8-Liter represents an evolutionary step in the development of the Vintage-era Bentley, combining proven features of the 6½-Liter model with the latest engineering advances. Rather than trying to extract more power from the existing 6½-Liter engine, W. O. Bentley followed his long-preferred method of improving performance and simply enlarged it, increasing the bore size from 100 to 110mm. Although the 8-Liter's engine followed

conventional Bentley practice, its gearbox—designated "F-type"—was radically different from its predecessors, the redesign having been necessitated by the greatly increased power and torque it was required to transmit, as well as the quest for silence.

The massive chassis frame likewise was entirely new, being of the "double drop" design that enabled overall height to be reduced and the center of gravity lowered, these aims also dictating the use of a hypoid-bevel rear axle. Seven tubular cross members resulted in a much stronger and less flexible frame than hitherto, which was available in a choice of two wheelbases: 12' or 13'. Revised suspension incorporating longer road springs, out-rigged at the rear, together with Bentley & Draper shock absorbers, made for increased smoothness and stability, both vital considerations when designing a large and weighty vehicle capable of three-figure speeds.



The 8-Liter's steering and braking systems also featured numerous detail improvements.

In December of 1930, *The Autocar* eulogized, "Motoring in its very highest form," having recorded a top speed of 101.12mph in W. O. Bentley's own saloon-bodied 8-Liter over the half-mile. Between 1930 and 1939, Britain's foremost motoring magazine bettered that figure only once, while testing an Alfa Romeo 8C 2300. The 8-Liter was destined to remain the fastest production Bentley until the R-Type Continental's arrival in 1953.



THE MOTORCAR OFFERED

This handsome Bentley encapsulates the last years of the W.O. Bentley Vintage era. It is the definitive article of the genius that has created the essence of what the marque stands for.

8-Liter Bentley chassis no. YF 5013 was the 13th of the just 100 examples made of the top-of-the-line, fully evolved model. According to research by noted W.O. Bentley historian, Dr. Clare Hay, YF 5013 was delivered new as a Bentley Works demonstrator on the Continent, to Société Européenne Bentley Automobiles SA, located near Paris, France, during March of 1931. To keep with the latest Continental Europe and French fashions, YF 5013 was commissioned by Bentley Motors to be fitted with a stunning, close-coupled Sports Saloon body penned and hand-built by renowned coachbuilder Jacques Saoutchik. Once completed at the Saoutchik coachworks, YF 5013 was registered on French license plate no. 4379 RE9, and shown at various Concours

d'Elegance shows around France, alongside other exotic and exclusive motorcars of the era.

After Bentley Motors was sold to Rolls-Royce, 8-Liter Bentley chassis no. YF 5013 was included in the transaction as 'new-old stock' and sold to the famed London-based Bentley dealer, Jack Barclay. In December of 1931, longtime Bentley enthusiast and prominent British politician Sir John Jarvis acquired YF 5013 from Barclay, trading in his 6 ½-Liter Bentley on the deal. Over the next couple of years, the 8-Liter was kept in up-to-date condition by Bentley specialists, and received suggested upgrades and recalls such as the Andre shock absorbers. Sir John would keep the car for about four years, before entrusting the car with prestigious London-based coachbuilder Hooper, to receive a new, 'Haute Couture', All-weather Tourer body.

By May of 1938, YF 5013 was in the hands of S.G. Howard and would see little use until acquired about 1950 by Wentworth L. Rowland. The 8-Liter would finally make its way to the United States by the mid-1950s, where George C. Chilberg became the next custodian. In December of 1962, the luxurious and powerful 8-Liter Bentley was acquired by legendary Rolls-Royce and Bentley collector Mr. Norris Allen, of St. Louis, Missouri. Known for his long-term stewardship of numerous important models from both marques, Mr. Allen decided to have the 8-Liter restored in a more sporting configuration. The Hooper coachwork was carefully removed, and the chassis was trimmed to 11 feet and 2 inches, similar to the Speed Six team cars, while a new sporting open, four-seater Tourer body was acquired from Swallow Coachbuilding of Coventry. Finished in appropriate British Racing Green and equipped with large Lucas P100 headlamps, the car looked, and does



to this day, elegant and sporty at the same time, like the quintessential W.O. Bentley. The original radiator and cowl were retained during the coachwork upgrades, along with the 1935 engine bonnet with the distinctive molding line above the hinge. The fenders and running boards are believed to have been retained from the Hooper bodywork as well.

YF 5013 remained part of Mr. Allen's collection until his passing in 1995, and was then sold to Bill Ford, a fellow W.O. Bentley enthusiast, who would use the car and display it at Bentley Drivers' Club events. The sporting 8-Liter Bentley was acquired by the consignor - a prominent East Coast based collector of exceptional Sports and Racing cars - in 2006, and has been well maintained in the climate-controlled collection and serviced as needed. YF 5013 has been thoroughly researched by noted Bentley Historian Dr. Clare Hay, and is listed in various books and registries.

The research reveals that the Bentley retains most of its original components, including of course the chassis, engine, and both front and rear axles. It has a thorough purity in its components, and a provenance which stretches back to the day it was built.

These cars are legendary for their torque, being able to pull away from standstill in top gear and take off to their guaranteed "ton." With a known history throughout its life, handsome and sporting looks, and the performance abound that these amazing cars are well-known for, this is an excellent example of the end-of-the-fun, fully-evolved 8-Liter W.O. Bentley, ready for Concours d'Elegance showings at the most prominent events around the Globe, or touring on the many Bentley Drivers' Club tours

\$775,000 - 875,000

Special formalities are required to bid on this lot. Contact Client Services at +1 (212) 644 9001 or bids.us@bonhams.com at least 48 hours in advance of the auction. Please also note Online Bidding is not available for this lot.

331.

Former "Boot Legger" Car With Special Equipment 1928 CADILLAC 353 V-8 COUPE

Engine no. 309994

314.5ci Side Valve V-8 Engine
Single Updraft Carburetor
83bhp at 3,000rpm
3-Speed Manual Transmission
Front and Rear Suspension by Semi-Elliptic Leaf Springs
4-Wheel Mechanical Brakes

- Fascinating piece of prohibition history
- Equipped with an elaborate police evading smoke screen
- Desirable convertible coupe coachwork



Original smoke screen system.

THE CADILLAC V-8

Cadillac's imposing Model V63 was the culmination of a series of cars which shared the same basic engine design as the 1914 Type 51. This special model was custom-built by Fisher on a 138 inch wheelbase, on one of just four chassis of this length built in 1924. Color and trim were to the owner's specification and the finish generally was to a significantly higher standard than the shorter chassis-ed standard production models. The technically highly advanced side-valve engine featured the first ever inherently balanced two plane crankshaft ever fitted to a production motor car.

THE MOTORCAR OFFERED

The Prohibition era caused a huge industry of illicit alcohol trafficking. Boot leggers used to run booze across borders doing their best to evade the authorities. The more clever drivers would seek out the best performing cars and modify them to suit their needs. Enter the V-8 Cadillacs, which were well-known for both their power and reliability.

This is an amazing piece of American Prohibition era boot legging history. Equipped with an elaborate smoke screen system on the firewall, the Auto pulse fuel pump injects oil from a reservoir into the exhaust stem to produce a sliding wall of smoke. If the powerful Cadillac could not outrun the police, this smoke screen helped evade capture.

Found in complete condition a little over ten years ago, when discovered the rumble seat had been removed to allow for extra contraband storage. Since this time the car received some cosmetic restoration including a paint job, new top, new upholstery and a re-nickeling to much of the bright work. The chassis and mechanicals have been left in largely original condition as has the smoke screen device.

Perfect for a museum display or a great conversation piece at a show, this Cadillac represents a rare and fascinating piece of history to survive from this notorious era.

**\$45,000 - 65,000
WITHOUT RESERVE**

- A true survivor
- Great basis for a restoration or sympathetic refurbishment
- Great CCCA touring car

332.**1930 CADILLAC SERIES 353 V-8 5-PASSENGER SEDAN**

Coachwork by Fisher

Engine no. 319150

353ci L-Head V-8 Engine
Cadillac Updraft Carburetor

95bhp at 3,000rpm

3-Speed Manual Transmission

4-Wheel Semi-Elliptical Leaf Springs and Semi-Floating Rear Axle

4-Wheel Hydraulic Drum Brakes

**The SERIES 353 V-8**

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 MOTORCAR OFFERED

The Cadillac 353 V8 Sedan offered here is wonderful candidate for a complete restoration. Its Fisher coachwork has remained largely intact, the most deterioration being apparent on the roof. The body further features lovely period accessories such as cowl lamps.

Well engineered and robust, Cadillacs of this period best display how the marque gained the status of 'standard of the world.' Once complete, this V8 powered machine should make for a dependable and enjoyable tour companion.

\$50,000 - 60,000
WITHOUT RESERVE

333.

1914 DETROIT ELECTRIC MODEL 47 BROUGHAM

Chassis no. 48937

Body no. 668

48-volt DC electric motor

3bhp

4-Wheel semi-elliptical leaf springs

Rear Mechanical Drum Drakes

- *Innovative and exciting early electric car*
- *Ideal preservation or restoration candidate*
- *Formal Model 47 Brougham coachwork*
- *Offered from the Petersen Automotive Museum Vault Collection*

Previewing in Los Angeles, California by appointment. Please contact motors.us@bonhams.com for scheduling.



THE DETROIT ELECTRIC

The growing appeal of electric power for automobiles today reprises its popularity in the automobile's early days, when electric cars and trucks challenged steam and gasoline for supremacy. Electricity offered many advantages, particularly instant availability without warm-up along with silent, clean running, simple operation and reliability. Even with the battery technology of the day its range was more than adequate around town. Tests at the time of major manufacturers' electrics routinely produced effective ranges of 100 miles at the modest speeds they were capable of achieving.

Detroit Electrics were made by the Anderson Carriage Company. Originally from Port Huron, Michigan (coincidentally the hometown of Thomas Edison) Anderson – as its name implies – was founded in 1884 as a maker of carriages and wagons. Its founder, William C. Anderson, moved his company to Detroit

in 1895 and in 1907 began making electric vehicles under the name Detroit Electric. While Detroit Electric was never an industry technical leader, its products were soundly engineered and constructed, especially after the 1909 acquisition of Elwell-Parker, maker of the Detroit Electric's electric motor and its controller. Elwell-Parker's products were widely regarded as the best available.

The electric automobile's greatest strength was its operating simplicity and silence, attributes that commended electrics to women of the time who were put off by the smelly, noisy, cranky gasoline engined automobile. None other than Henry Ford acquired two successive electrics for his wife, Clara – both of them Detroit Electrics.

THE MOTORCAR OFFERED

This Detroit Electric Model 47 Brougham was preserved in its previous ownership uncompleted. Its Brougham body is one of the best-known styles, a tall, formal structure that is emblematic of early electrics. As it is unrestored it retains many of its features including the curved glass front quarter windows, embossed decorative interior trim, interior appointments and vis-à-vis seating with left side mounted tiller steering. Substantially complete, it should prove to be a relatively straightforward restoration project, with plenty of original details to guide the restorer in getting it exactly right and when completed, should still make an excellent vehicle for attracting favorable attention around town. The Detroit Electric is offered from the Petersen Automotive Vault Collection.

\$20,000 - 30,000

- *Sporting 2-place Torpedo bodywork*
- *Original UK Delivery example*
- *Sophisticated engine and De Dion rear axle design*
- *Offered from the Petersen Automotive Museum Vault Collection*

Previewing in Los Angeles, California by appointment. Please contact motors.us@bonhams.com for scheduling.

334.

1912 DE DION-BOUTON TYPE DG 8HP TORPÉDO

Chassis no. 7446

Engine no. 4407

1,486cc, Side-Valve 2-Cylinder Water-cooled Engine
Single Cox Atmos Carburetor
8bhp

3-Speed Manual Transmission

Semi-Elliptic Leaf Spring Suspension

Rear Mechanical Drum and Transmission Brake



THE DE DION-BOUTON

The names of De Dion and Bouton are inextricably linked with the pioneering years of the motor car, initially in company with Trépardoux, who can be credited with the 'De Dion' axle design in which power is transmitted to the road wheels via universally jointed shafts from a final-drive unit attached rigidly to the chassis, while a tubular 'dead' axle accommodates both vehicle weight and wheel location. Engineer Bouton's internal combustion engines developed significantly greater output than their contemporaries yet matched them for reliability. Early cars featured rear mounted single cylinder engines but from 1902 onwards the firm began to adopt what would become accepted as the conventional layout for a motorcar. By this time, De Dion's fast-revving engines were offered in 4½hp, 6hp and 8hp variants and all featured atmospheric inlet and mechanical exhaust valves.

Twin cylinder De Dion Bouton automobiles were offered from 1903 onwards, and they followed a monobloc form, mated to three speed transmissions which initially were combined within the rear axle. This format evolved progressively, but despite the introduction of fours and even their pioneering V8 in 1912, a two-cylinder continued to remain within their range, the principal difference being the arrival of mechanical inlet valves in 1907.

THE MOTORCAR OFFERED

This charming teen era twin-cylinder De Dion-Bouton is a Model DG which was introduced in 1911 and produced through 1912, a '12' suffix to the engine stamping, dating it from the latter year. Retaining its supply plates, these confirm it was supplied originally by the highly successful British agency for De Dion on Great Marlborough Street, in London, while a 'S' prefixed British License plate still fitted to the car, suggests that it may have spent time in Scotland. The car is fitted with a stylish and sporting two-seat Torpedo body, possibly built at a later date. The aged restoration should be easy to freshen up, and after a mechanical refurbishment, the car should be in running order. Offered from the Petersen Automotive Museum Vault Collection, it was originally donated by long term owner GR Howard. This is a lovely example of a sporting model from one of the most desirable manufacturers of motorcars of the Edwardian period.

\$30,000 - 40,000

335.

1913 LOCOMOBILE MODEL 38 FIVE PASSENGER TOURER

Chassis no. 6241

425ci Six Cylinder "T-Head" Engine

Single Updraft Carburetor

50hp Aprox.

4-Speed Transmission

Front Semi-Elliptic Leaf Springs, Rear Semi-Elliptic Leaf Springs

Rear-Wheel Brakes

- *Highly authentic example of an extremely rare Locomobile*
- *Desirable five passenger coachwork*
- *One of the highest quality cars made at the time*
- *AACA National First Prize winner*



THE LOCOMOBILE

Few would argue the greatest pre-World War I automobile in existence is the 1907 Locomobile "Old Sixteen." This 120hp Loco was the first American car to be victorious in the Vanderbilt Cup race in Long Island, besting a field of the finest factory cars from around the globe. Old Sixteen survives to this day in its original condition and is the rolling epitome of the heroic era of motor racing.

Even without this racing success, Locomobile would still have been regarded as one of the finest cars of the period, made to uncompromising standards of quality and without concern for cost. Locomobile's most famous feature that exemplified the quality of its construction was its solid bronze crankcase.

Locomobile originally rose to prominence producing steam cars to the Stanley brothers' design. These small carriages were the best selling American automobiles of the time.

Recognizing that the future would not be paved with steam, Locomobile hired the brilliant designer Andrew Riker to design a new line of gasoline automobiles. A new factory was established in Bridgeport, Connecticut and 1905 saw the first Gasolene (Locomobile's literature used this spelling) range introduced.

Riker's designs were heavily influenced by the European manufacturers of the day. These new gas Locomobiles were designed with performance and speed in mind, taking from Europe the Panhard system of the engine up front, transmission in the middle, and the drive at the rear wheels. Powering these cars was a lovely T-head four-cylinder motor. The T-head engine offered excellent flow characteristics and allowed the builder to use very large valves. All of these early models drove the power through dual chain drive rear ends. By 1908, a new, more advanced mid size offering was needed to fill out the line. This need was answered with

the Model 30. By 1911 the high end American consumer was demanding a six cylinder automobile. Locomobile would respond with the superb 48 and 38 models. The 48 was so advanced it would remain in production well into the 1920s!

Made to the same quality standard just in a more nimble package the 38 was a less common but superb automobile. With a great power to weight ratio and more livable scale it is a sought after car for brass touring.



THE MOTORCAR OFFERED

This wonderful model 38 is one of just a handful surviving pre World War I examples. It is fitted with handsome and finely proportioned coachwork that gives the 38 a striking and sporty appearance. The car is lavished with the special details and equipment one would expect on a car of this quality - just one glance at the dash reminds you this was not a mid-priced automobile.

This Locomobile was a long-time part of the Douglas Magee Connecticut Car, Family Collection. In recent years it was the go-to tour car for the younger brother Bill Magee. The car starts easily and runs strong and cool. It was last toured on a 635 mile "brass and gas" tour in 2017.

The car is highly original but has a few tour friendly additions including a 12-volt electric starting system, LED turn signals and an electric pump in addition to a good set of BF Goodrich

36x41/2 tires all around with dual, mounted rear spares.

Though an older restoration, it presents well. The majority of the work was done to the highest standard in the mid-1960s, so it has aged to a mellow even appearance. With a fresh brass polish, one would have few hesitations about showing the car as is.

This is a great example of a seldom seen model from one of America's finest manufacturers.

\$240,000 - 260,000

336.*Sold to the benefit Heritage Museums & Gardens***1922 FORD MODEL T TOURING**

Engine no. 1085771

177ci flathead inline 4-cylinder engine

Single updraft carburetor, 22.5bhp at 1,600rpm

2-speed planetary manual transmission

Transverse leaf springs and solid axles front and rear

Rear-wheel mechanical drum brakes

- *Canadian Built 'T'*
- *Former long-term enthusiast ownership*
- *Recently recommissioned*

**THE MOTORCAR OFFERED**

T's built in the Walkerville Canada plant differed notably one particular aspect of their bodywork configuration, being the presence of a driver's side door which was designed to assist those accessing their cars from the left hand side, prior to Canada adopting the USA's policy of driving on the right hand side of the road. In 1921 Canadian cars predated their US counterparts in receiving the slanted windshield which for 1922 became standard. Production was now quantified by the calendar year which in Canada delivered a little more than 50,000 units, making them proportionately rare compared to the more than 20 times that of US chassis.

This Canadian built example would have cost its original owner CAD595. It is presented for sale following long term ownership in the custody of a Massachusetts collector, where it resided alongside its counterpart Coupe of the

same year. Notably its specification includes the fitment of an aftermarket water pump.

The T is being sold to benefit Heritage Museums & Gardens in Sandwich, Massachusetts, a renowned institution in housing the collection of Josiah K. Lilly III. Photos indicate that in the 1990s the T was subjected to a frame off restoration. Following a more recent period without use, the car has been checked over and made to run with relative ease, work to achieve this included fuel tank and lines cleaned, a new battery, carburetor rebuild, new coils, new fluids and testing of brakes. It has been cleaned up well in preparation for its sale.

\$6,000 - 8,000
WITHOUT RESERVE

337.**1912 BABCOCK MODEL H 7-PASSENGER TOURER**

- *Prominent and practical 7-Passenger Tourer bodywork*
- *Enticing 'Barn-find' condition, with outstanding originality*
- *Powerful, large capacity 4-cylinder Engine*
- *Offered from the Petersen Automotive Museum Vault Collection*

Previewing in Los Angeles, California by appointment. Please contact motors.us@bonhams.com for scheduling.

Chassis no. 1138

Engine no. 1233

280ci Inline 4-Cylinder Water-Cooled Engine

Single Updraft Carburetor

27.3hp

Manual Transmission

Leaf Spring Suspension

Rear Mechanical Drum Brakes

**THE BABCOCK COMPANY**

The H.H. Babcock Company of Watertown, NY had been building carriages for nearly 60 years when its automobile department was established in 1908. Its first car was tested for 5,000 miles in the snow, ice, and mud for which Upstate New York is well known. The first models were high wheelers but, as the company was careful to point out, "the Babcock gasoline machine is not to be classed with motor buggies, but is, in all respect, an automobile, although fitted with 36-inch wheels carrying solid rubber tires." In December of 1913, George H. Babcock announced the closure of his automobile department, but the company continued to build truck bodies. During World War I, Babcock was employing 800 people in the building of ambulance bodies for the government.

THE MOTORCAR OFFERED

Completed in either 1911 or 1912, this prominent and powerful Babcock Model H features the 32 horsepower four-cylinder engine and the 114-inch wheelbase chassis. The bodywork is of a massive 7-passenger, four-door Tourer type, offering plenty of room for friends and family to come along for the ride. The motorcar is in exciting 'barn-find' condition and has been preserved in largely original condition. The interior appears to be as fitted when new, and the old paint is weathered to a degree where it could actually be original as well. Original chassis and indication plates are intact, and an array of period brass lights are in place, along with a lovely 8-day New Haven Clock Company clock. A Bosch magneto delivered a strong spark to the four-cylinder engine.

The car was discovered after a long slumber in Boston garage where it had been parked for many years by Connecticut collector Ralph De Angelis. It would later enter the collection of fellow East Coast enthusiast Joel Finn before making its way out West. Offered from the Petersen Automotive Museum Vault Collection, this lovely motorcar is a feast of patina and originality, and one of only two known survivors of the marque. It is the perfect candidate to restore mechanically and keep the exciting cosmetic patina and age intact, and then enter it into Concours judging.

\$20,000 - 30,000

338.

Beautifully restored big-block with Pistol Grip 4-Speed 1968 PLYMOUTH SATELLITE

Chassis no. RH23F8G267057

383ci Overhead Valve V8 Engine
Single Eddlebrock 4-Barrel Carburetor
330hp at 5,000rpm
4-speed Manual Transmission
Independent Front with Live Rear Axle Suspension
4-Wheel Drum Brakes

- *Recent recipient of mechanical sorting*
- *Enthusiast specification with manual box*
- *Wonderfully restored*
- *Midcentury-Americana with big V8 power*



THE MOTORCAR OFFERED

Updated for 1968, the Satellite lineup was expanded to a full line coupes and sedans as the introduction of the Road Runner that year had filled the role of lower trim performance within the catalog. The B-Bodies received new sheet metal in the form of sleek, subtle curved coke bottle profiles. Produced in every conceived permutation of cubic inches and body style, there was a Plymouth for everyone in 1968.

Purchased out of the Carolinas back in 2016, this Satellite was a nearly complete project by the time the consigner got his hands on this American V8 Coupe. It is reported that the Plymouth began its life as a fairly standard lower trim model and has been restored into a clone of a special higher performance 383ci model of the time. Very much an enthusiast's car, this Plymouth lacks much in the way of creature comfort and interior appointments. Basic instrumentation within the binnacle, a blanked

out radio tray and bench seats allow the driver to focus solely on the wonderful tactility provided by a 4-Barrell fed 383ci V8 hooked up to a Hurst thrown manual gearbox. Completing within the past couple of years, the efforts put forward on this project have resulted in a wonderfully presented coupe today. Little is to be found in the way of imperfections both on its blue exterior and interior. Mechanically, the car has been vetted and sorted by Anderhart Speed, LLC of Ivy Land Pennsylvania. While in their shop, a number of small jobs were conducted, and the vehicle is now reported to be ready to use upon purchase. Receipts of this work totaling over \$6,000 are available to those interested. Additionally, all 4 corners have received fresh modern tires wrapped around brand new Detroit Steel Wheel rims.

In a world of downsizing and electrification, the rumble of large displacement V8s shall not fade into the forgotten past, for this Plymouth

Satellite and all 383 of its cubic inches ensures future generations will be able to indulge in the fury of rampaging horses and tire smoke.

\$45,000 - 60,000



339.

1969 BUICK GS 400 STAGE 1

Chassis no. 446379H160303

455ci Pushrod V8 Engine
Dual Holley 660 Carburetors
595bhp at 6,200rpm
M-22 4-Speed Hurst Close-Ratio Manual Transmission
Independent Front and Conventional Axle with Coil Spring Rear Suspension
Front Disc and Rear Drum Hydraulic Power-Assisted Brake

- *Authentic Stage 1 Coupe Restored by Marque Expert*
- *Numerous Authentic Period Correct Stage 2 components*
- *Buick Nationals Concours Gold Award Winner*
- *The Ultimate Buick GS*



THE MOTORCAR OFFERED

The Stage 1 was the highest spec available from the Buick factory, however in the late 60s, Stage 2 performance components could be purchased from select dealers. Stage 2 components were primarily purchased by racers in the know, as the packages were not promoted by Buick and were not recommended for street use.

This world class 1969 Buick GS Stage 1 was discovered in Maryland by renown Buick restorer Nick Serwo of GS Garage in Warminster, Pennsylvania. Upon discovery, the GS was wearing legendary and nearly impossible to find Stage 2 performance parts including heads, intake, carburetor, and headers. The seller removed the Stage 2 components, but the fact that the car wore the items in period made the car even more special. Although the 22,000 miles on the odometer were believed to be original, the car had lived a rough life as most of those miles

were accumulated on the race track; the car was in need of a complete restoration. The car's transmission, which is the original and matches the vin number, contains a BB code, confirming that the car is an original and authentic Stage 1. Only 832 1969 Buick GS Stage 1 hard tops were built with an automatic transmission.

While the car sat idle in storage for years, Nick was very active collecting parts and scouring the globe for authentic Stage 2 pieces. In 2008 a complete nut-and-bolt restoration was started. Knowing that the authentic Stage 1 spent its life as a race car and wore many Stage 2 components, the car was restored back to its former glory with Authentic Stage 2 components. These components include heads stamped with an X, accompanied by a letter from Buick engineer Dennis Manner who headed up the development of the Stage 1 and 2, which states that the heads are early prototype Stage 2 heads. Only 75 sets of

Stage 2 prototype development heads were ever produced for purchase by the public. A set of vintage Kustom Headers from the Kustom Equipment Company of Flint, Michigan, which produced Stage 2 headers for Buick were purchased with the prototype Stage 2 heads. Inside the 455 block are Stage 2 TRW pistons with Sealed Power rings. The engine is fed by two Holley 660s on an Offenhauser aluminum manifold. A full breakdown of the engine build is on file documenting the work responsible for making nearly 600 horsepower! The original, numbers matching transmission was removed from the car and safely stored. Replacing the automatic transmission is an M22 "Rockcrusher" manual 4-speed transmission with a Hurst shifter and an optional Buick consolette. Power is routed to a Positraction 4.78:1 rear axle. Multiple coats of ChromaBase in the original Regal Black adorn the GS body, which is all original Buick manufactured. Multiple coats of ChromaClear have sealed



and protected the mirror finish. Inside, the upholstery which was originally pearl, has been replaced by a Legendary Auto Interior.

After the exhaustive 8-year restoration, the GS was entered in the Buick Nationals at Bowling Green, Kentucky where it was awarded Concours Gold and admired by Dennis Manner himself. This fabulously restored, authentic GS Stage 1 is an incredible machine that would be welcome on the finest concours lawns while possessing the substance that dominates at the drag strip. With a colorful history and highly sought after Buick stage 2 performance components, this GS is not to be missed.

\$80,000 - 100,000

340.

1964 ALFA ROMEO 2600 SPIDER

Chassis no. AR193023

Engine no. (See Text)

289ci OHV 8-Cylinder Ford Engine (see text)

Signal 4 Barrel Carburetors

300bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension with Live Rear Axle

Front Girling Power Disc Brake, with rear drums

- Great dark blue color scheme
- A potent Wolf in Sheep clothing special
- Great candidate for rallies, driving events, and shows
- Original 2600 engine, carburetors, transmission, and differential included with sale



THE ALFA ROMEO 2600 SPIDER

Carrozzeria Touring and Bertone were responsible for the 2600 Spider and Sprint Coupé respectively. The big news for the 2600 was the engine - in place of the old, long-stroke, 2.0-liter four was a new, 2,584cc, all-aluminum twin-cam six-cylinder. A maximum output of 145bhp was claimed and when installed in the Sprint coupé and Spider, it was good for a top speed of around 125mph.

Cars Illustrated magazine reckoned this magnificent power unit 'one of the smoothest, quietest running sixes, irrespective of the speed at which it is running, in our experience.' Rarest of these two high-performance variants was the Spider, a total of only 2,255 being produced between 1962 and 1965. Today this rare and hitherto under-appreciated model is becoming increasingly sought after by discerning collectors.

THE MOTORCAR OFFERED

Unfortunately, the early history of this particular motorcar is not known. It was acquired by a California based Alfa enthusiast 40 years ago. The Ford 289 small block engine and 4 speed manual had already been fitted at this time. He intended to change it back. He owned a few other Alfas at the time and after the drive home he decided to keep the car the way it was.

Over the years he made various other modifications to the car. This included fitting a narrowed Mustang differential. He also acquired an original Alfa 2600 engine, original manifold, set of Weber carburetors, and transmission in case anyone ever wanted to return the car to its original configuration. During his ownership he also kept many of the service receipts that are included in the car's history file.

Today, this particular Alfa special presents very well in its current dark blue livery and is a very intriguing American take on an Italian classic. The 289 currently fitted is almost double the displacement of the original Alfa 2600 unit making this particular car a very potent sleeper that would be an incredible amount of fun on various driver's events. For the purist, a good deal of the parts needed to return the car to stock configuration are included in the sale.

\$75,000 - 100,000



341.**1913 RAUCH & LANG MODEL J ELECTRIC COACH**

VIN. SCAZK29EXYCX68095

Chassis no. 29001

80 Volt Hertner Electric Motor
 Electric Speed Control
 4-Wheel Semi-Elliptic Leaf Springs
 Rear Mechanical Drum Brakes

- *Reported to have been delivered new to Bertha Palmer*
- *In the current ownership since 1957*
- *A Midwest car from new*
- *Lovingly unrestored and original*

**THE RAUCH & LANG**

Rauch & Lang of Cleveland was a prestigious name in the electric car field and, before that, in the carriage trade. The company dated from 1884, when wagon builder Jacob Rauch and real estate magnate Charles E. J. Lang formed a partnership to manufacture high-end carriages. By the dawn of the 20th century, Rauch & Lang carriages were among the more prestigious—and costly—horse-drawn conveyances available in their area. In 1903, the company opened a Buffalo Electric dealership, and in 1905 began to build and sell electric vehicles under the Rauch & Lang name.



By 1916, the typical electric car was an enclosed Brougham such as the example offered here. These were favored by wealthy urban women, as they were easy to drive and operated quietly. The high-torque electric motors powering these “drawing rooms on wheels” enabled them to carry heavy closed coachwork, even with several passengers aboard.

THE MOTORCAR OFFERED

This machine is the very finest owner-driven electric vehicle offered for '13. Costing \$3,100 when new, the Model J Coach sat on a long 105" wheelbase (shared with the Model TC Towncar) and featured luxury appointments inside and the option of Dual Control tillers or a steering wheel. It is reported that this Model J was purchased by grandest matron of the city of Chicago, Bertha Honoré Palmer. Originally from Louisville, Kentucky, Bertha married millionaire Potter Palmer of Chicago in 1870. Potter founded a thriving dry goods business and real estate holdings that included the luxurious Palmer House hotel. When the Chicago Fire in 1871 wiped out much of their holdings, it was Bertha's quick wits and business acumen that helped rebuild their fortune.

Bertha was known for her spendthrift, luxurious ways and her Rauch & Lang was indicative of just that. Finished in maroon with black and



magnificently trimmed in matching maroon tufted broadcloth with ivory woven piping, her Coach featured dual forward-facing bucket front seats and a rear bench with pull-down curtains for each window. It is unknown for how long the car remained in Mrs. Palmer's care, but it would remain in Chicago for at least the first 44 years of its life. Understood to have been displayed at some point at the Museum of Science and Industry in Chicago, a sticker on the window attests to its attendance at the 1948 Chicago Railroad Fair.

The Rauch entered the current, Midwestern ownership on April 4, 1957—likely from the collection of Chicago collector and Museum of Science and Industry Trustee D. Cameron Peck. Since acquiring the car, it has been kept in careful, enclosed, static storage. While the original batteries have long since been removed, virtually every other element of the vehicle appears to be beautifully preserved and original.

Showing just 10,651 miles on the odometer, a figure believed to be from new, the gorgeously presented interior and well-kept exterior paint speak to a lifetime of careful display.

Ready to enter into the garage of a new owner for the first time in over 60 years, it represents an opportunity to acquire a vehicle that was at the forefront of the electric car revolution some 100 years before that revolution began in earnest to displace the internal combustion engine. Save on congestion charges and gas with your over century old Rauch & Lang.

**\$50,000 - 60,000
WITHOUT RESERVE**

342.

2000 ROLLS-ROYCE CORNICHE

6,750cc Turbocharged V-8 Engine
Electronic fuel injection
325bhp at 4,000rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Just over 14,000 miles*
- *One of just 250 produced in 2000*
- *Attractive color combination*
- *The last Rolls-Royce manufactured at the Crewe factory*



THE CORNICHE

The original Corniche convertible had been a major success for Rolls-Royce, so the revival of the model in 1999 after a gap of five years caused considerable excitement. By this time, Rolls-Royce was owned by BMW, but the Corniche V had been developed while the British firm belonged to Volkswagen, which would keep both the Bentley brand and the Crewe factory. It is historically significant as the new Rolls-Royce developed under the auspices of VW, and the last built at Crewe. Thus, the Corniche used the 'old' Rolls-Royce / Bentley 6.75-liter pushrod V8 in its turbo-charged form with an astounding 544 ft. lb. of torque. A stiffer body shell, new hydraulic engine mounts, lighter steering, softer suspension and special Avon tires all contributed to characteristics more at home on the boulevard, which is exactly what its target market expected. At the time of its release, it was the most expensive Rolls-Royce on offer, with a base price of \$359,900. When the last Corniche was rolled off the production

line in August 2002, it marked the end of Rolls-Royce manufacture at the Crewe factory, which would henceforth only produce Bentleys. When production ceased in 2003 a total of only 374 Corniches had been built.

THE MOTORCAR OFFERED

Of the 374 examples produced, this stunning drop top Corniche is one of the select few that made its way stateside. Having spent most of its life in the southern climates this Corniche has clocked a little over 14,000 miles from new. The striking sunset red metallic paint suits the handsome coachwork perfectly and tastefully pairs with the tan convertible top. The tan interior hides are piped in contrasting burgundy and are accented by burlwood veneers. Acquired by its current owner for warm weather use it has been stored in a heated garage and driven sparingly. The car's fine presentation reflects its extremely low mileage.

The sale of this Corniche presents an opportunity to acquire a significant Rolls Royce at a fraction of its original price.

\$120,000 - 140,000



343.

1952 ROLLS-ROYCE SILVER WRAITH SALOON

Coachwork by Park Ward

Chassis no. WSG67

Engine no. W66G

4,566cc F-Head Inline 6-Cylinder Engine

Single Downdraft Carburetor

Approximately 125bhp

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel drum brakes hydraulic front, mechanical rear

- One of 121 of this body style built
- Attractive Ebony over Primrose color scheme
- Great car for RROC Events
- Beautifully presented
- Offered with History files and Maintenance Record



THE ROLLS-ROYCE SILVER WRAITH

After World War II when Rolls Royce production resumed at the new Rolls-Royce facility in Crewe, England, the model being built was the Wraith. The Wraith marked a radical change for Rolls-Royce, being the first car to be offered by the company with factory designed coachwork. Very similar to the contemporary Bentley Mark VI, primary differences were to the grille, trim and badging. Close fraternal twins in appearance, mechanically the two were identical twins.

Both the Rolls and the Bentley shared a 4,257cc F-head straight-six. This engine design enabled very good air flow, and enabled the engine to develop substantial torque while using a lower compression ratio, to optimize smooth and silent running. Though Rolls-Royce and Bentley never released horsepower figures, output has been estimated at approximately 126-132 horsepower. In 1951 the stroke for this engine was changed and increased

displacement to 4,566cc. Transmission was a synchromesh four-speed manual with choice of either floor or column selection.

Independent suspension was used up front, with a live axle and semi-elliptic leaf springs out back. Front control of the drum brakes was hydraulic, with mechanical actuation of the rear drums.

Manufacture of the short-wheelbase Wraith ceased in 1952, with a total production of 1,144; the long-wheelbase version continued until the introduction of the Phantom V in 1959, by which time 639 chassis had been completed.

THE MOTORCAR OFFERED

According to Rolls-Royce Factory records, this particular car's chassis was delivered in May of 1952, and dispatched to Park Ward Coach builders. Park Ward bodied many Silver Wraith chassis as they were owned by Rolls-Royce. Most were standard steel saloons. This particular car was ordered as a 6 light saloon which was an innovative design first displayed at the 1949 Earls Motor court show. Its original colors are listed as Tinder Grey, with Beige upholstery.

The car was dispatched to noted car dealer Joseph Cockshoot and Company in Manchester. The first owner is listed as John Slack Ltd. It is interesting that the cars first owner is listed as a company, and according to the cars history file they retained the car until 1972. It was then purchased by the Lee Distribution Company. In 1976 it appears that the car was in the ownership of J.W. Henrick in NY, who was the son of the Lee Company



director. He retained the car until 1997, when it passed to Victor Medlin.

It was acquired by the consigner in 2008. Today, the car presents very well and is finished in primrose over black with beige leather interior. Since being in his care the car has been kept on the button and has been well serviced over the last couple of years.

Anyone who has ever driven a Mark VI or Silver Wraith will tell you that they are fantastic driver's cars. The chassis is extremely well designed, brakes are superb, and the gearbox is a true delight. The powerful 6-cylinder engines are extremely smooth and have plenty of torque. A wonderful car for RROC events, shows, or vintage rallies. The opportunity to acquire it should not be missed.

\$60,000 - 80,000

344.

In the present family ownership since 1967

1934 LAGONDA M45 T8 TOURER

Chassis no. Z11105

Engine no. M45/262 – SEE TEXT

4,453cc, OHV 6-Cylinder Inline Engine

Twin SU Carburetors, 140bhp at 3,100 rpm

Four-speed manual transmission

Four-wheel hydraulic drum brakes

Semi-elliptic Leaf Spring Suspension

- *Elegant Thirties Sports Touring Car*
- *Charming patina of age*
- *Offered with copies of Factory Records*
- *Potential candidate for numerous long distance tours*



THE LAGONDA

Taking their name from the Shawnee settlement of Lagonda in Ohio, the birthplace of their founder Wilbur Gunn, it is fair to say that these British Sportscars have a unique link to America. Gunn had started out building motorcycles in the garden of his house in Staines with some success, including winning the 1905 London to Edinburgh Trial. Having established its reputation, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. This four-cylinder, 2.0-liter model was joined in 1929 by the first of Lagonda's own sixes - the 3-Liter - but by the mid-1930s the Meadows-engined cars were seen as the way forward. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Liter model, the M45 deployed Meadows' 4½-liter, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers 'the ton' under favorable conditions.

'A short run on one of the first of the 4½-Litre Lagonda models, with an open four-seater body, left a vivid impression not only of brilliant acceleration and sheer performance, but of a car delightfully silent and easy running in a way that can be achieved to the fullest extent only by a big-engined machine working well inside its limits,' reported *The Autocar* in 1933. As the foregoing contemporary quote clearly demonstrates, these exceptionally handsome big-engined Lagondas created a considerable impression when new, and here we offer a fine example of this elegant and very British post-Vintage thoroughbred.

THE MOTORCAR OFFERED

Factory records for this particular car still survive, and for that reason we know much of its pre-war history. Car number Z11105, was supplied through long time motorcar agents William Watson & Co. of Liverpool on August 18, 1934 and delivered wearing touring bodywork built to the 'T8' factory design of two, passenger and driver doors only format. A highly detailed specification notes that 11105 was painted in Belco Battleship Grey, with Black fenders with flared mudguards, the interior being trimmed in 'Grey Celestra' and a black top, and black wire wheels completing the tone set. Other noted features were that the bodywork had a cutaway driver's door, a spare wheel was mounted to the near side, and the trunk lid strengthened to carry luggage (something that has later been updated for the spare, as is seen today). It is also recorded that the dashboard was to be 'special polished wood' with 'no cubby hole'.



The original receiver of the 4 ½ Liter Lagonda was E. Stacey of 30 Exchange Street East, Liverpool, who certainly owned the car for much of the ensuing 1930s period as the records chart maintenance and some repair work carried out through 1934-37. An updated note beside the engine number records that within this period that the car received the engine number M45/262, which suggests that this was a factory replacement unit, although it does not confirm why, or a specific date for this change. For the road, it was registered with the local British registration/license plate 'LV 9903' which the car still sports physically today.

Within the next 30 years of the car's life it migrated to these shores and was acquired by the current owner's family in 1967. By that time, its sedate color scheme had been refinished in the colors seen today, a light gold with red trim work. A fortuitous moment that joins the dots of those prior three decades, when the

owners were approached by a gentleman who asked a few questions about the car, and then proceeded to pull out an old British registration document showing that the Lagonda LV9903 had indeed once been registered to him. It turned out that he was an ex-Serviceman, who had been stationed in the UK during the war and had purchased the car as a daily driver, owning it up to 1949, before returning home!

Well into the 1970s the Lagonda was used with some regularity proving to be an eminently usable and enjoyable mount, after which it remained static. In recent times and preparation for the auction, the car has been checked over, and made to run, but given its lengthy slumber, if it is to be used as is, then the sensible precaution of a thorough check over would be advised.

Viewed today, the 'Golden Lagonda' has aged sympathetically but is substantially original in

its detail - features such as the original side screens remain stowed behind the rear seats and even a period tool roll is present. Its shapely swept tail bodywork with cut down doors is particularly appealing, and as evidenced from contemporary reports, they can provide a very usable car that has good physical stature roads as well as comfortably being able to keep up with modern road speeds.

\$150,000 - 175,000

345.

1927 CADILLAC 341-A V-8 TOURER

Coachwork by Fisher

Chassis no. 1-50115

Engine no. 150115

Body No. 476

314.5ci Side Valve V8 Engine

Single Updraft Carburetor

83bhp at 3,000rpm

3-Speed Manual Transmission

Front and Rear Semi-Elliptical Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- 1 of only 6 surviving Cadillac touring cars built for use in Glacier National Park
- Believed to be 1 of the 7 cars to ferry President Franklin D. Roosevelt and his party on historic trip through Glacier Park in 1935
- Single ownership, ex Park, by the Rice family from 1936-2000
- Cadillac build sheet on file
- Impressive 1920s Touring Cadillac



THE MOTORCAR OFFERED

This Cadillac Touring car was built in 1927, and according to the vendor, it is understood to have been one of seven special touring cars ordered by Howard Hays Sr, President of the Glacier Park Transport Company. Built on a full 150 inch wheelbase, these were truly imposing and had many features that were not commonly seen on other Cadillacs. Those included special split rim wheels for the fitment of Heavy duty tires and a prominent large trunk compartment built into the back of the body with compartments for the fitments of snow chains. The cars were used within the park to transport various VIP guests and, as legend has it, they were all painted in the same orange red, to match the color of certain mountain berries that grow within the park.

The history on this particular car seems to be rather interesting, in that it was retained by the park from 1927 to 1936, which covers the time period that President Franklin D. Roosevelt

visited the park. A well-known occasion, period photographs show him riding in one of these special touring cars, with he and his entourage apparently using 7 of the park's vehicles to take them on a drive along the 54 mile "Going to the sun road".

These cars were all given three digit fleet numbers. This number was applied by decal, and many have faded away. From what we can tell from information provided, we believe that this particular car is No. 156 or No. 157. Number 156 was one of the cars used by President Roosevelt party on the trip through the park. No. 157 was not on the tour through Glacier Park but was used by FDR the next day on a trip to Fort Peck dam. Throughout this period the vehicles are understood to have been maintained and managed by the Greyhound Bus Company per government contract.

In 1936 Glacier Park replaced the Cadillac with vehicles sourced from Dodge. At that time this example was purchased by a Mr. John Rice, whose interest was that he had apparently been on the trip with Roosevelt and may well be pictured with Roosevelt in period photographs sitting in one of the tour cars. The car was kept for years in the family heated garage at their lake lodge within the Glacier park, and was used on the road until 1965 when it was stored. Amazingly, it would remain in the Rice Family until 2000 when it was sold as part of John's wife, Mary Rice's estate. At the time of writing, owing to the FDR Library being closed this is not something that Bonhams has been able to source documentary evidence to support, however the simple nature of its history and the tale therefore being first hand suggests that it was indeed likely to have been one of these noted Cadillacs.

Eight years after Mary Rice's death the



consigner acquired the car in 2008, and in 2013 the car went out for the 75th anniversary tour of the history FDR historic journey. It performed flawlessly was even pictured with Kate Roosevelt, Roosevelt's granddaughter.

Today the Cadillac is believed to be one of only two surviving Glacier National Park tourers. Close inspection suggests that the Rices seem to have kept the car well as it appears to be very well preserved and retains features such as its original side curtains and snow chains. It remains finished in the same color scheme which it was painted originally, and the black interior retains its occasional seats and folding rear windscreen.

This imposing and undeniably individual Cadillac is a unique piece of motoring history, and of the brand. Coupled with the fact that it was one of the Cadillacs that carried one of the most iconic and renowned U.S.

President's entourage, or possibly the car that FDR used on his trip to Fort Peck dam site. It would surely make a fantastic addition to any collection or museum or for the person that wants to tour with abundant luggage or passengers.

\$150,000 - 200,000

346.

1948 HUDSON COMMODORE CONVERTIBLE BROUGHAM

Chassis no. 48111

308ci L-head Inline 6-Cylinder Engine
Twin H-Power Carter Carburetors
160bhp at 3,800rpm
3-Speed Manual Transmission
Independent Front with Live Rear Axle Suspension
4-Wheel Drum Brakes

- One of very few convertibles made in 1948
- Iconic "Step-Down" styling
- Modified with H-Power and larger motor
- One of the finest post-war American motor cars



THE HUDSON COMMODORE

At the end of World War II, it was obvious that there would be a considerable American demand for newly designed automobiles. Hudson shook to styling world when they introduced their "step-down" design, which lowered the car 9 inches below its immediate predecessors. The floor was recessed between the box section frame girders and actually provided more headroom than its competitors. The "Monobilt" rigid, twist free body-and-frame was the ultimate in unitized construction of the time. They moved the passenger compartment forward and the back seat away from the wheels ahead of the rear axle, providing a jounce-free ride and 64-inch-wide seats.

The six-cylinder engine was rated at 121hp and was the largest mass produced six-cylinder engine. The Commodore was the top-of-the-line and at first came in 3 closed models but the convertible was added by the end of the year.

Contemporary authorities considered these the best of the American road cars because of the firm suspension, flat cornering, and an excellent balance in view of a high-performing engine.

But the most striking feature is the far-ahead smooth styling, with both novel and beautiful lines, made all the more obvious in the rare convertibles.



THE MOTORCAR OFFERED

Equipped with extras such as spotlights and accessories of the time, this is a rare opportunity to obtain the classic Hudson convertible design, considered by noted automotive stylist Robert Cumerford "one of the best ever from the USA". An older restoration, the work has stood the test of time and today presents in wonderful condition. Its paint has been stripped and the body was brought down to bare metal in order to return the vehicle back to a fine state of being, but with some age accumulating on the job, a touch up would do some good. The double red exterior/interior fully complements the Hudson's design language and work to create a satisfying representation of the period. The vehicle has further received a new top with a cover.

Under the skin, the engine has been swapped for the later and larger inline-6 and is fed its fuel through the "Twin-H Power carburetor set-up. This has provided the car with a good bit more

grunt and makes for a solid performer. Further modifications include a differential from the Hornet model. The mechanicals had received a restoration and should be a dependable machine for its next owner. Since the work having occurred, very little mileage has been placed on the car.

A spectacular and striking automobile, the chance to procure one of these first-year convertible should not be passed up.

\$30,000 -40,000

347.

1985 CHEVROLET CORVETTE

VIN. 1G1YY6784G5906362

350ci V8 Engine
Bosch Multi-Point Fuel Injection
230bhp at 4,000rpm
4-Speed Borg-Warner Super 10 Manual Transmission with Overdrive
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- 211 miles from new!
- Incredibly preserved and maintained
- First year C4 convertible pace car with 4-Speed manual
- Preservation, survivor, and benchmark candidate



THE C4 CORVETTE

Introduced in 1984 as a coupe—after a one-year model hiatus—the C4 Corvette modernized Chevrolet's halo model and brought it out of the emission-choked doldrums. 1984 C4's carried over the 350ci L83 V8 engine however, 1985 brought the introduction of the 230bhp fuel-injected L98 V8. 1986 would bring with it the introduction of the Convertible to the C4 lineup, in addition to Corvettes second appearance as the Indianapolis 500 Pace car. Entering the digital era with a host of new electronic features—including a digital dashboard which is only featured on the early years —the C4 would

carry Chevy through the 1980s and early '90s. The 1 millionth Corvette built was a C4 and the introduction of the ZR-1 brought the Corvette back to the top of the performance roost, a place it had not really set since the late 1960s.

THE MOTORCAR OFFERED

Bonhams is thrilled to offer this incredible 1986 Chevrolet Convertible Indianapolis 500 Pace car. This incredible Corvette has covered an astonishing low 211 miles from new! The car is a true time capsule and nearly identical to the day it left the factory. The car was special ordered new by Milton Robson as part of his world class collection. The car would spend its entire life safely stored in a climate controlled building. Acquired by the consignor in 2015, the Corvette was treated to a service and new tires (the original tires have been retained). The original Indianapolis 500 Pace car decals were never applied, but have been carefully preserved and will come along with the car and the rest of its accompanying items. Freshly serviced in May of this year, this best of the best 1986 Corvette Convertible is ready to roll onto the finest concours laws where it is sure to win preservation, survivor, and benchmark awards.

\$30,000 - 40,000



- Charming 1920s sedan
- Great car for prewar touring
- Elegant, color scheme
- Peppy 4.5 liter OHV Motor

348.

1926 BUICK MASTER SIX SEDAN

274ci OHV Inline 6-Cylinder Engine
Single Carburetor

274ci Straight Six OHV Engine
75hp at 2,500rpm

3-Speed Manual Transmission

Solid Front Axle and $\frac{3}{4}$ -Floating Rear Axle with transverse leaf spring
4-Wheel Mechanical Drum Brakes



THE MOTORCAR OFFERED

Under the stewardship of General Motors President William C. Durant, Buick production rose dramatically from 750 cars in 1905 to 8,802 in 1908 when its most popular product was the four-cylinder Model 10, a direct competitor for Ford's Model T. The company introduced its first six-cylinder car in 1914 and for a period in the 1920s, the range would consist entirely of sixes. A detachable cylinder head, strengthened chassis and axles, and four-wheel brakes were new introductions on the six-cylinder line for 1924, the last year of Buick's base-model four. Replacing the latter for 1925, the Standard Six boasted a new, overhead-valve engine displacing 191cu in and producing 50bhp, while the larger Master Six came with a 255cu in, 70bhp unit. The duo were restyled for 1926 and given larger engines of 207 and 274ci respectively and continued almost unaltered throughout 1927.

The Buick Standard Six has the 207cu in (3.4-liter, 60bhp), while the master six was 274cu (4.5-Liter, 75bhp). These cars were available in six different body styles.

This particular example has been in a private collection for the past few years. It is in very good overall condition. It also is in a charming color scheme of dark purple over light purple with a light purple interior. A great car for local prewar car drives, wedding events, or as a great car for weekend shows.

\$20,000 - 30,000

349.

1987 BENTLEY CONTINENTAL DROPHEAD

Coachwork By H J Mulliner, Park Ward

VIN. SCBZB42A8HCX1685

6,750cc OHV V8 Engine
Bosch Fuel Injection
Est. 220bhp at 4,100rpm
3-Speed GM Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Ventilated Disc Brakes

- *Iconic Bentley Convertible*
- *Attractive Color Scheme*
- *Maintained by Marque Specialist*
- *Hand built and very limited production*
- *Wonderful car for RROC and BDC events*



THE BENTLEY CONTINENTAL

A key factor in Rolls-Royce's marketing strategy for the 1980s was the re-launch of Bentley. To rekindle interest in the marque, a glorious name from its past was resurrected - 'Continental' - and applied to the two-door model previously known, like its Rolls-Royce equivalent, as the Corniche. An inspired move, the Bentley's 1984 name change had the desired effect; sales, which in the 13 years since the Corniche's launch had amounted to a mere 77 Bentley-badged cars, totaling 421 for the succeeding 11 years of Continental production.

Introduced in March 1971, the Corniche was a revised version of the H J Mulliner, Park Ward-bodied two-door variants of the Rolls-Royce Silver Shadow and Bentley T-Series saloons, themselves notable as the Crewe factory's first unitary-construction cars. In Corniche form Rolls-Royce's well-tried 6.7-liter V8 produced around ten percent more power than standard and proved capable of propelling the car to a

top speed in excess of 120mph, with sports car-beating acceleration to match. The model proved a major success for Bentley, and although its exterior style remained recognizably Silver Shadow, the Corniche/Continental benefited from the regular up-dates and improvements made to the contemporary Silver Spirit range, remaining in production well into the 1990s, the last (Convertible) examples being delivered in 1995.

THE MOTORCAR OFFERED

According to the car fax on file this particular Bentley Continental was delivered to New Jersey in January of 1987. It is stated that the original color was red with a tan leather interior - a popular color scheme for Bentley Motors in the 1980s. In 1993 the car had made the short trip over to New York and had traveled less than 7,000 miles.

The consigner purchased this car from Champion Auto in Long Island, in 2017. At that time, it was still in its original red color scheme and was professionally repainted to its current green. The original interior was in very good order and was retained.

The car has been mechanically serviced by Rolls Royce and Bentley Specialist J.E. Robison Service in Springfield, MA, and extensive receipts are on file.



The Bentley Continental convertible was a very limited production car. All were hand built in the factory in Crewe. The attention to detail and build quality are absolutely superb. The legendary 6.75 liter, hand built V8 provides an incredibly smooth flow of power, and the suspension is also exquisitely comfortable. These are great cars for RROC and BDC events. The opportunity to acquire it should not be missed.

\$85,000 - 115,000

350.

1993 GMC TYPHOON

VIN. 2GDCT18Z7P0810776

262ci Turbocharged OHV V6 Engine
Multi-Point Fuel Injection
280hp at 4,400rpm
4-Speed Automatic Transmission
Independent Front with Live Rear Axle Suspension
4-wheel Disc Brakes

- One of the fastest American production cars of the 1990s
- Well cared for example
- Desirable and Frost White exterior
- A sought after collector truck



THE GMC TYPHOON

The GMC Typhoon was the rather-more-useful SUV variant of the exciting Syclone pickup. It was made in 1992-93 and 4,697 were sold in that time. The Typhoon came in a number of colors, as well as the black of the Syclone, including the Frost White of the example on offer here. Other colors are Apple Red, Garnet Red, Raspberry metallic, Forest Green, Bright Teal, Aspen Blue and Radar Blue (there were two of those).

The package was the same though, and it spelled trouble for law-abiding folks. The 4.3-liter turbo-charged V6 meant that 0-60 came up in 4.9 seconds with the top speed limited to 125mph. The Typhoon also had the same 4-speed automatic transmission and all-wheel drive, and featured air suspension, to level the rear suspension when passengers were on board.

THE MOTORCAR OFFERED

Purchased out of the hands out of a New Jersey Syclone-Typhoon enthusiast just about half a decade ago, this GMC has benefitted from dedicated ownership since rolling off the lot back in the early 1990s. Well used but not abused, the roughly 70,000 miles present on the odometer have played little into deteriorating the quality of the truck. As it sits today fresh with a new layer of clear coat, the exterior of this Typhoon shows little in the way of blemishes while the interior displays an expected level of creasing on the seats and little much else wear. Like the vast majority of its turbocharged brethren, this example did not remain stock for long and has received tasteful modifications in the form of upgraded brakes via the corvette parts catalog and is matched with 4 corners of C4 chrome rims. However, the original set will be included with the truck.

One of the fastest cars in GM's catalog during this period, the Typhoon and Syclone pair flipped the motoring world on its head when their straight-line performance rivaled Italian supercars. Today, these vehicles are highly sought after by enthusiasts and clean examples will continue to be collector's items into the following decades.

\$20,000 - 25,000

- *Wonderfully restored truck by model specialist*
- *Immense Big Block Power*
- *Attractive Green/White exterior*
- *Time warp interior*

351.

Frame off restoration with new 502 crate motor 1966 CHEVROLET C10

Chassis no. C1446S111543

502 Overhead Valve V8 Engine
Single Carburetor

Aprox. 450hp

3-Speed Automatic Transmission

Independent Coil Spring Front Suspension with Leaf Spring Live Rear Axle

4-Wheel Drum Brakes



THE MOTORCAR OFFERED

For decades the Chevrolet C/K series of trucks served as the backbone of the makes lineup. Made available in any flavor from the simple and rugged inline-6 powered C10 to the heavy duty, big block powered commercial C30's and C40's, Millions were delivered to hard working men and woman around the world. As a result, a dedicated following has persisted.

One such devotee of the model was a man named Paul Owens. A constructor of furniture by trade, Mr. Owens was a fanatic of the best variety who spent his available time restoring 1966 Chevrolet C10s exclusively. Roughly 50 of these dependable trucks found themselves in his hands, with this particular truck on offer being one such example.

As one can imagine from such a singularly focused individual, this stylish sea foam green C10 is finished to an incredibly high standard. Prowling under the hood lies a fantastically

fitted 502 Chevrolet crate motor capable of vaporizing any tire brave enough to transmit this big block's immense power and torque to the road. In sharp contrast to the irresponsible levels of grunt in the engine bay, the truck maintains an entirely inconspicuous aesthetic. Only a mild lowering of the ride height and twin pipes out the back give away this Chevy's potential. Inside the cabin, the treatment is standard '66. Cloth bench seats, a column shifter, and a binnacle free from flashy gauges make this a nostalgic treat. Mr. Owens' experience in the furniture business shows out back in the bed, where finely finished dark slats of timber provide the truck with an earthy touch.

\$35,000 - 45,000

352.

1922 BUICK MODEL 22-45 5-PASSENGER TOURER

Chassis no. 786958

242ci OHV Inline 6-Cylinder Engine
Single Updraft Carburetor
60bhp at 3,100rpm
3-Speed Manual Transmission
Front and Rear Leaf Spring Suspension
Rear Drum Brakes

- *Desirable and Powerful, Six-cylinder, Overhead-valve Engine*
- *Beautifully restored inside and out*
- *Excellent Touring car with room for five and adequate performance*
- *A past and future Concours d'Elegance contender*



BUICK AUTOMOBILES

Inventor David Dunbar Buick built his first automobile in Detroit, Michigan in 1903. More designer than businessman, Buick's lack of talent in the latter role led to a number of changes of ownership in the firm's early years before its founder was eventually eased out in 1908, his departure from the Buick Motor Company coinciding with its establishment as the cornerstone of new owner William C Durant's General Motors. Under Durant's stewardship production rose dramatically from 750 cars in 1905 to 8,802 in 1908 when Buick's most popular model was the four-cylinder Model 10, priced at \$900 and a direct competitor for Ford's Model T. The first six-cylinder models appeared as part of the 1916 line-up and their refined and flexible overhead-valve engines would help establish Buick's image as a quality automobile for the prosperous owner/driver. By 1922, the overhead-valve six-cylinder engine had settled on a capacity of 242ci (3,967cc), producing

60bhp, and the '22 model year cars were available in two wheelbase lengths and eight different body styles.

The 1922 Buick models retained the attractive styling as in previous years, with the radiator and hood lines of smooth, modern design, as well as various upgrades and improvements from the 1920 models, including electric headlamps with dimmer switch and a Willard storage battery. Buick's famous advertisement slogan around this time went; 'When Better Automobiles Are Built, Buick Will Build Them'. A tagline that the GM division would use for many years. These cars are of high quality, are elegantly styled, and offer good power from the innovative overhead-valve, six-cylinder engines.

THE MOTORCAR OFFERED

This particular top-of-the-line, 1922 Buick 22-45 six-cylinder five-passenger Touring car presents beautifully inside and out, finished with an attractive scheme of Butterscotch-colored bodywork with neatly accented brown fenders. The interior is upholstered in vinyl under a khaki canvas top piped in brown, and both remain in very good condition. The varnished wooden steering wheel, which gives the driver a feel of control and demand while operating the Buick, is in great condition, as is the lovely woodwork and trim found on the interior. Accessories include wind-wings, a useful feature when touring, and a rear mounted spare tire. Fully restored some time ago to the highest standards and original specification, it is described as in generally good condition, with good chassis and very good body and interior. Both Antique Automobile Club of America, and various French-Canadian car club batches are affixed to the front bumper, indicating the Buick has been shown at Concours d'Elegance



events in the past. Offered from a prominent East Coast based collection of important motorcars, the car has been kept in a climate-controlled, state-of-the-art collection since acquired in 2016, and serviced and maintained as needed.

A fine example of one of America's finest large touring cars of the early 1920s, this powerful six-cylinder Buick has seen little use since comprehensively restored.

\$25,000 - 35,000

353.

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 MODEL 5

Henry Middlebrook Crane graduated from the Massachusetts Institute of Technology in 1896, with degrees in mechanical and electrical engineering. He then joined the Bell Telephone Company, and later worked for their manufacturing subsidiary, the Western Electric Company. His Crane and Whitman Company of Bayonne, New Jersey, formed in 1906, evolved into the Crane Motor Car Company by 1910. In 1912, his design for the Crane Model 3 automobile was ready for production. It was a large, refined luxury car, but "production" it barely achieved, with some 37 cars built in three years.

In the autumn of 1914, the Simplex Automobile Company acquired the Crane firm, moving its equipment to nearby New Brunswick, New Jersey. The services of Henry Crane were included in the transaction, and in short order the Simplex Crane Model 5 was introduced, with Crane's refined 564 cubic inch six-cylinder

engine in a 144-inch wheelbase chassis. Bodies were supplied by several well-known bespoke coachbuilders, including Locke, Derham and Holbrook, but most were, like this car, by Brewster. Production continued into 1917. The cars are sometimes incorrectly called "Crane-Simplex," perhaps confused with a short-lived 1922 attempt by Henry Crane to resurrect the business at Long Island City, after the Simplex company had been brought down by the Hare's Motors debacle.

THE MOTORCAR OFFERED

A previous 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, 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. 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. In 2018 the car returned stateside, where it has been with its current owner since.

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

This vehicle is titled under the model year 1915 and is currently located in The Netherlands. If you are an interested bidder outside of the US, please consult the department regarding import duty.



The Simplex Crane in the Powers Collection

354.

1927 HUDSON ESSEX HOTROD

Coachwork by Murphy and Company

Chassis no. 776260

Engine no. 304539

308 ci Flathead Inline Six 7X Racing Engine (see text)

2 Carter Downdraft Carburetors

200bhp at 3,600rpm

3-Speed GM Turbo 350 Automatic Transmission

Solid front axle and rear axle with transverse elliptical springs

Front Disc Brakes with Drums to the Rear

- *Unique Hot Rod build*
- *Authentic Hudson Hornet 7x race engine*
- *Original Hudson Speedster Bodywork*
- *Pre War looks with easy drive ability*
- *A sure hit at any car show*



THE MOTORCAR OFFERED

This particular intriguing Hudson Hot rod was acquired by the consigner in 2013 as an unfinished project car. According to Hudson experts, Hudson and Essex built a small number of the boat tail speedabouts. Supposedly, 30 of those cars may survive today.

When acquired by the consigner, the car was missing a large number of its original parts, so it was decided to finish the build as a Hudson powered Hot Rod. Lucky for the consigner, the engine that came with the car turned out to be an original 7X racing unit. This particular race engine became a legend in early NASCAR races. Fitted with the Twin H Power carburetor unit, it produced over 200hp and was known for smoothness and durability. This engine was paired with a GM Turbo 350 automatic transmission, and a Ford rear end differential.

This engine is significantly larger than the

original unit. To make it fit the chassis and body were lengthened by 10 inches. This work was done to a very high standard and hidden beautifully by elegant ebony and maple wooden decking on the body.

The car is finished in a period correct colors of yellow with black wings. Featuring way more power, an automatic transmission, and front disc brakes, it features 1920s style with a great degree of modern drivability.

Completed in July of 2017, this is a very interesting hot rod build. Featuring a genuine Hudson racing engine, it is a very refreshing take on the classic hot rod. This is a sure hit at any local cruise in, Cars and Coffee, or Concours event in a hot rod class.

\$35,000 - 45,000



355.

1935 MERCEDES-BENZ 290 CABRIOLET A Coachwork by Sindelfingen

Engine no. 101829.352

2,867cc Inline 6-Cylinder Engine
Single Updraft Carburetor
68bhp at 3,400rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Hydraulic Drum Brakes

- *Sporting and elegant Cabriolet A bodywork*
- *Enticing 'Barn-find' condition, with outstanding originality*
- *A rewarding restoration project with great potential*
- *Offered from the Petersen Automotive Museum Vault Collection*

Previewing in Los Angeles, California by appointment. Please contact motors.us@bonhams.com for scheduling.



THE TYPE 290

Introduced in 1934, the Mercedes-Benz Type 290 (or W18 as it was referred to internally) was descended from one of the Stuttgart factory's most important and influential designs: the Type 170. The latter was the work of the company's Technical Director, Hans Nibel, a man more famous as the creator of Mercedes-Benz's successful W25 racer. With the market for its luxury models hard hit by the Depression, Mercedes-Benz had sought to establish itself in the medium-priced family car market sector with the 170. Launched in 1931, the latter embodied Nibel's advanced ideas on chassis design, featuring a box-section frame with independent suspension all round and four-wheel hydraulic brakes. Its power unit was a six-cylinder side-valve of 1,692cc, which transmitted its modest maximum output via a four-speed gearbox to a rubber-mounted differential.

Competitively priced, the 170 was a huge success and spawned a family of larger-engined, more-powerful models, the first of which - the 200 - appeared in 1932. The 200 was joined in 1934 by the outwardly similar six-cylinder 2.9-liter 290, the latter featuring revised front suspension among other improvements.

Capable of a maximum speed of more than 120 km/h depending on the style of coachwork fitted, the 290 was available in both short and long chassis variants, the latter affording coachbuilders greater freedom of expression. In Germany, there were as many as 14 different body styles available, with the majority hand-crafted by Mercedes-Benz' renowned in-house coachbuilder Sindelfingen. There were no fewer than four different Cabriolet body types with two or four doors and between two and four seats available, designated as the Cabriolet A, the Cabriolet B, the Cabriolet C and the Cabriolet D. The Cabriolet A was the most sporting and

remains the most desirable model to this day, featuring light and elegant two-seat, Roadster-like bodywork.



THE MOTORCAR OFFERED

The charming 'Barn-find' Mercedes-Benz 290 offered here features the desirable and sporting Cabriolet A coachwork by Sindelfingen, and the beautifully flowing body design fitted on the short wheelbase Type 290 chassis gives it a dramatic and elegant look. Made to order in 1935 and believed to have been delivered new to Burgundy, France, this Cabriolet A has a very interesting provenance. Originally ordered by a wine maker in a dark red color, it ended up at a dispersal sale in Marseilles after the war. In 1957, an American working in France purchased it from a mechanic in Arles for about 200 dollars. The mechanic told him that it came with a box full of German banners, flags, and flag mounts, but the box was still in Marseilles. The American drove the car up a bustling street to the address given to him by the mechanic, but by the time he had turned around to park, the street was suddenly and mysteriously dead, devoid of people. His knocking went unanswered for some time, and he thought it

best to leave the strong emotions apparently elicited by this vehicle in Marseilles. He drove the car to Switzerland, around Paris, and eventually to Frankfurt, where he had it serviced and inspected by Mercedes-Benz engineers. He later imported the car to New York, driving it successfully during its long journey to Baltimore, MD.

This elegant Mercedes-Benz 290 Cabriolet A has been preserved in largely original condition and is an impressive example of prewar Mercedes-Benz sporting luxury. Inside a very old red interior is in situ, and the classic white-faced VDO gauges adorn the dashboard. The car appears largely complete, with many parts packed into the cabin. The bodywork is tied to the chassis for shipping purposes and might have been off the chassis at some point. These rare and beautiful Sindelfingen Cabriolet A's are highly sought after on the international collector car market, and this example offers the perfect

starting point for a Concours level restoration back to its former glory. The car is offered from the Petersen Vault Collection.

\$175,000 - 225,000

356.

2009 ASTON MARTIN DBS COUPE

VIN. SCFAB05D39GE00783

5,935cc 48-Valve DOHC V12 Engine
Multipoint Sequential Fuel Injection
510bhp at 6,500rpm
6-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Ultra-Desirable 6-Speed Manual Coupe*
- *Exquisite specification*
- *Iconic James Bond Aston Martin*
- *2 owners from new with fewer than 9,800 miles*



THE MOTORCAR OFFERED

"Seductively powerful and exquisitely finished, DBS entered production in 2007 after a global reveal event at the Pebble Beach Concours d'Elegance. As a new flagship for the Aston Martin model range, DBS represented a synthesis of raw power, race-bred technology and design excellence." – Aston Martin.

Reviving a famous model name from Aston Martin's past, the DBS was based on the DB9 and replaced the outgoing Vanquish S as the company's top-of-the-range supercar. Before the DBS entered production, the world got a mouth-watering preview when one appeared in 'Casino Royale' (2006), Daniel Craig's debut in the role of James Bond. The DBS also appeared in the opening sequence of 'Quantum of Solace', the follow up film released in 2008.

In terms of its styling, the DBS was clearly a development of the DB9 but with the additions of a carbon fiber front splitter and carbon fiber

rear diffuser among others. The aluminum chassis is known as the 'VH Generation 2' platform, 'VH' referring to its vertical and horizontal adaptability. State-of-the-art manufacturing techniques were employed in making the aluminum/composite body, which was robotically assembled using a combination of self-piercing rivets and adhesive.

The DBS was powered by a development of the 5.9-liter, 48-valve, V12 engine found in other Aston Martin models, producing 510bhp initially, an output sufficient to propel the aerodynamic coupé to a top speed of 190mph in manual transmission form, with 60mph attainable from a standing start in a neck-snapping 4.3 seconds. The aluminum engine was mounted as far back as possible in the chassis, while the transmission/final drive was combined in a rear transaxle, resulting in 85% of the car's mass being sited between the axles and a perfect 50/50 front/rear weight distribution,

with commensurate benefits to handling, road-holding, and controllability. Transmission options were a six-speed manual or six-speed 'Touchtronic 2' paddle-shift semi-automatic, while the striking 20" wheels were considered by some to be the best looking on any Aston Martin.

Inside the DBS one finds the typically elegant, luxurious and supremely comfortable hand crafted interior traditionally associated with Aston Martin, featuring primarily wood and leather trim as well as the latest in modern technology, subtly deployed. Production ceased in 2012.

A rare manual gearbox model, the Aston Martin DBS offered here was sold new in Florida where it would remain with its original owner before being acquired by the consignor in 2012. The car is finished in a truly stunning pearlescent white while the interior is trimmed



in black leather and alcantara with contrasting silver stitching. Other noteworthy features include carbon fiber trim, and the sought after Bang & Olufsen sound system. At the time of cataloging, the DBS has only covered 9,750 miles and is in superb condition. This low mileage DBS presents a wonderful opportunity to own one of these rare and collectible modern Aston Martins.

\$100,000 - 125,000

357.

1985 CADILLAC ELDORADO BIARRITZ CONVERTIBLE

VIN. 1G6EL6788FE619049

252ci V8 Engine
Electronic Fuel Injection
135bhp at 6,200rpm
4-Speed Automatic Transmission
Independent Front and Conventional Axle with Coil Spring Rear Suspension
4-Wheel Disc Brakes

- Sought after 2-year only top of the line convertible
- Fewer than 25,000 miles from new
- Regularly serviced and maintained
- Highly optioned and original



THE MOTORCAR OFFERED

In 1984, Cadillac introduced the RPO YP8 convertible Eldorado Biarritz, a model which would cease production the very next year. RPO YP8 optioned Eldorados were sold new at dealerships as a factory GM/Cadillac model however, GM had contracted ASC McLaren to convert coupes that were special ordered at the dealers. In total, only 3,300 examples of the top of the line model were ordered. The Eldorado Biarritz Convertible was the most expensive model in the GM lineup, even surpassing the Corvette. The convertibles featured a heavy duty touring suspension, an uprated 3:15 rear axle, a transmission cooler and oil cooler. In addition to the options, ASC McLaren substantially reinforced the the chassis with an additional sub frame and extensive bracing. The result of the reworked framing resulted in an extremely stout chassis with a near 50/50 weight distribution.

This stunning Cadillac Eldorado Biarritz is a superb example that has covered fewer than 25,000 miles from new. The Firemist metallic paint possesses a brilliant shine as does the chrome and bright-work that adorns the exterior. The pillow-tufted dark Carmine leather interior, complete with Cadillac CB radio, shows almost no evidence of use. The luxurious cabin is protected by a crisp white convertible top. On a recent inspection, the car performed wonderfully. As a 2-year only model that sat at the top of the GM lineup, these special Cadillac/ACS McLaren Convertibles are an increasingly sought after collector car. This highly optioned, well maintained example is complete with original factory accompaniments including its original window sticker, purchase agreement, service receipts, and the optional gold keys!

\$18,000 - 22,000

- In single family ownership for more than 45 years
- Elegant and luxurious James Young Saloon with divider window
- Enticing 'Barn-find' condition, stored away for decades
- Offered with Rolls-Royce factory records

Previewing in Los Angeles, California by appointment. Please contact motors.us@bonhams.com for scheduling.

358.

1949 ROLLS-ROYCE SILVER WRAITH

Coachwork by James Young

Chassis no. WZB 12

4,257cc OHV Inline 6-Cylinder Engine
Single Carburetor
160bhp at 3,500rpm
4-Speed Manual Transmission
Semi-Elliptic Leaf Spring Suspension
4-Wheel Mechanical Servo Assisted Drum Brakes



THE ROLLS-ROYCE SILVER WRAITH

Rolls-Royce's first post-war model, the Silver Wraith employed a chassis similar to that of the MkVI Bentley, though with a 7" longer wheelbase. The Wraith however, was only offered with traditional coachbuilt bodies rather than the Mk VI's pioneering 'standard steel' bodywork. Powering Rolls-Royce's post-war range was a new 4,257cc six-cylinder engine of cast-iron, monobloc construction with aluminum cylinder head featuring overhead inlet and side exhaust valves. A four-speed manual gearbox with synchromesh was standard initially, an automatic option (for export models only at first) not becoming available until 1952, at which time the engine was enlarged to 4,566cc and a long-wheelbase version introduced. Production ceased in 1959, by which time 1,780 chassis had been completed.

The last word in motoring luxury in its day, this Silver Wraith carries Saloon coachwork

by James Young, one of the few British coachbuilders still active after WW2. The Bromley-based carriage-maker had bodied its first automobile in 1908, affiliating itself with a succession of quality marques throughout the 1920s and 1930s, and had established itself among the foremost coachbuilders for upmarket chassis by the end of the latter decade. Its factory devastated by wartime bombing, the company did not resume exhibiting at the London Motor Shows until 1948, continuing to offer coachbuilt designs of distinction on (mainly) Rolls-Royce and Bentley chassis until the arrival of the unitary construction Silver Shadow/T-Series range in the 1960s.

THE MOTORCAR OFFERED

According to extensive factory records on file, Rolls-Royce Silver Wraith chassis number WZB 12 was laid out at the Works during 1947 to be clothed by the renowned James Young coachbuilders in a soothing Sports Saloon configuration. The finished right hand-drive Wraith was most likely delivered new during 1948 to a V. Greenhouse of Greenhouse Ltd, in the United Kingdom. Purchased by the consignor's father-in-law in London in 1975, the Rolls-Royce was toured all over Europe during that time before being shipped to the East Coast. It was then driven across to California, where the car has resided ever since. Last driven in 2006, the Wraith is very much in 'barn-find' condition, retaining its old original interior. Extensive factory records are offered with the car, including logbooks and owner's manuals.

\$8,000 - 12,000
WITHOUT RESERVE

THE BONHAMS MOTORING NETWORK

USA (Head offices)

San Francisco
Jakob Greisen
601 California Street
San Francisco, CA 94108
Tel: +1 415 391 4000
motors.us@bonhams.com

New York
Rupert Banner
580 Madison Avenue
New York, NY 10022
Tel: +1 212 461 6515
rupert.banner@bonhams.com

Eric Minoff
Tel: +1 917 206 1630
eric.minoff@bonhams.com

Michael Caimano
Tel: +1 929 666 2243
michael.caimano@bonhams.com

Los Angeles
Gordan Mandich
7601 W Sunset Blvd
Los Angeles, CA 90046
Tel: +1 323 436 5412
gordan.mandich@bonhams.com

USA Representatives

Midwest and East Coast
Evan Ide
Tel: +1 917 340 4657
evan.ide@bonhams.com

Midwest
Tim Parker
Tel: +1 651 235 2776
tim.parker@bonhams.com

Pacific Northwest
Mark Osborne
Tel: +1 415 518 0094
mark.osborne@bonhams.com

Tom Black
Portland, OR
Tel: +1 503 239 0227

South
Stephen Mancuso
Tel: +1 901 502 4265
stephen.mancuso@bonhams.com

Southeast
Greg Porter
Tel: +1 336 406 6636
greg.porter@bonhams.com

UK (Head office)

101 New Bond Street
London, W1S 1SR
Tel: (020) 7447 7447
Fax: (020) 7447 7400

UK Representatives

County Durham
Stephen Cleminson
New Hummerbeck Farm
West Auckland
Bishop Auckland
County Durham
DL14 9PQ
Tel: (01388) 832 329
stephen.cleminson@bonhams.com

Cheshire & Staffordshire
Chris Shenton
Unit 1, Wilson Road
Hanford, Staffordshire
ST4 4QQ
Tel / Fax:
(01782) 643 159
chris.shenton@bonhams.com

Devon, Cornwall & Somerset
Jonathan Vickers
Bonhams
36 Lemon Street
Truro, Cornwall
TR12NR
Tel: (01872) 250 170
jonathan.vickers@bonhams.com

Wiltshire, Hants, Glos, Berks & Somerset
Greg Pullen
Lower heath Ground
Easterton
Devizes
Wiltshire
SN10 4PX
Tel: (01380) 816 493
greg.pullen@bonhams.com

Lincs & East Anglia Motorcycles

David Hawtin
The Willows
Church Lane
Swaby, Lincolnshire
LN13 0BQ
Tel /Fax:
(01507) 481 890
david.hawtin@bonhams.com

Motor Cars
Robert Northfield
95 Northorpe
Thurlby
Bourne
PE10 0HZ
Tel: 01778 426 417
Mob: 07539 074242
robert.hadfield@bonhams.com

Midlands
Motor Cars
Richard Hudson-Evans
Po Box 4
Stratford-Upon-Avon
CV37 7YR
Tel: (01789) 414 983
richard.hudson-evans@bonhams.com

Home Counties
David Hancock
Pineland
Hale House Lane
Farnham
GU10 2LJ
Tel: (01428) 604 383
Mob: (07774) 747 017
david.hancock@bonhams.com

Herts, Beds, Bucks & Oxon

Martin Heckscher
April Cottage, Cholesbury,
near Tring, HP23 6ND
Tel: (01494) 758 838
martin.heckscher@bonhams.com

Lancs, Yorks, N. Counties & Scotland
Mark Garside
Knarr Mill
Oldham Road
Delph, Oldham
OL3 5RQ
Tel: (01457) 872 788
Mob: 07811 899 905
mark.garside@bonhams.com

Shropshire, Glos & Wales
Jim Reynolds
Childe Road
Cleobury Mortimer
Kidderminster
Shropshire
DY14 8PA
Tel: (01299) 270 642
jim.reynolds@bonhams.com

European (Head office)

Paris
4 rue de la Paix
Paris
75002
Tel: +33 1 42 61 10 11
eurocars@bonhams.com

European Representatives

Germany
Thomas Kamm
Maximilianstrasse 52
80538 Munich
Tel: +49 89 24 205812
Mob: +491716209930
thomas.kamm@bonhams.com

Hans Schede
An St Swidbert 14
D-40489 Düsseldorf
Tel: +49 211 404202
Mob: +49 172 2088330
hans.schede@bonhams.com

Italy
Gregor Wenner
Tel: +39 049 651305
Mob: +39 333 564 3610
gregor.wenner@bonhams.com

The Netherlands
Koen Samson
De Lairessestraat 154
1075 HH Amsterdam
The Netherlands
Tel: +31 20 67 09 701
koen.samson@bonhams.com

Rest of the World

Australia
97-99 Queen Street
Woollahra
Sydney NSW 2025
+61 2 8412 2222
info.au@bonhams.com

New Zealand
John Kennedy
Craighall
Puruatanga Road
Martinborough 5711
New Zealand
Tel: +64 6 306 8228
Mob: +64 21 042 5396
kaka943@icloud.com

Japan
Ryo Wakabayashi
Tokyo, Japan
+81 (0) 3 5532 8636
ryo.wakabayashi@bonhams.com

Hong Kong
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
hongkong@bonhams.com

Beijing
Suite 511,
Chang An Club,
10 East Chang An Avenue,
Beijing 100006, China
Tel: +86 10 6528 0922

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
singapore@bonhams.com

Conditions of Sale for Motor Vehicles

The following Conditions of Sale, together with the Bidder Information included in this Catalog, 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 Bonhams acts as agent. By registering to bid and/or by bidding in the Sale the Buyer/bidder agrees to be bound by these terms and conditions.

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.

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 auctioneer 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 or digital rendering in which these Conditions of Sale appear or the online listing which links to these Conditions or Sale, as may be amended by the saleroom notices or any other published or posted notices at the Sale and/or online, 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, as set forth in the Catalog.

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. Occasionally, Bonhams may have a legal, beneficial, or financial interest in a Lot.

3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter display 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 anyone, including any bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter. The bid price stated by the Auctioneer is the prevailing and binding bid price.

4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

4.1 Bonhams shall have the right, in its absolute and sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale at any time and, in the case of any error or dispute with respect to bidding to determine the successful Bidder, to re-open the bidding, to cancel the sale, or to re-offer and re-sell the Lot. In the case of any dispute with respect to bidding, Bonhams' records shall be conclusive.

4.2 Bonhams shall have the right, in its sole discretion, to cancel or rescind the sale of any Lot if (i) the Buyer is in breach of the Buyer's warranties (see paragraph 7.3); (ii) Bonhams, in its sole discretion considers that such transaction might be unlawful or might subject Bonhams, the Seller or the Buyer to any liability, including liability to any third party; (iii) if Bonhams is prevented by fire, theft or any other reason whatsoever from delivering any Lot to the Buyer or a sale otherwise cannot be completed; or (iv) there are any other grounds for cancellation under these Conditions of Sale. In the event of a sale cancellation or rescission, Bonhams' liability shall be limited to the sum of the Purchase Price actually paid for the Lot by the Buyer and shall in no event include any compensatory, incidental or consequential damages.

4.3 All Lots are offered subject to a Reserve unless otherwise indicated in the Catalog. 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 until reaching the Reserve 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, pre-sale viewing or inspection 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

6.1 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'.

6.2 New bidders and bidders who have not recently updated their registration details with Bonhams must pre-register to bid at least two (2) business days before the Sale. Individuals will be required to provide government-issued proof of identity and proof of residence. Entity clients will be required to provide certificate of incorporation or equivalent documentation showing the name and registered address, documentary proof of officers and beneficial owners, and proof of authority to transact.

6.3 Bonhams reserves the right to request further information in order to complete bidder identification procedures and at its sole discretion to decline to register any person as a bidder and to reject any bid.

6.4 Bonhams may also request a financial reference (such as a bank letter written on bank letterhead) and/or deposit from bidders before allowing them to bid.

6.5 In order to register to bid, bidders may be required to pay a bidder registration fee as listed in the Buyer Information section. Registration fees are subject to change in Bonhams' discretion and it is each bidder's responsibility to apprise themselves of any changes to the registration fees in advance of the Sale.

7. THE BUYER/BIDDER; BUYER'S/BIDDERS WARRANTIES

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.

7.3 The Buyer/bidder warrants that:

(a) It is not subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Person");

(b) It is not owned, whether wholly or in part, or controlled by any party who is subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Entity");

(c) If acting as an agent (subject to Bonhams' prior written acceptance) for a principal, the principal it is not a Sanctioned Person or Sanctioned Entity (as defined above in sections 7.3(a) and (b)), and Buyer/bidder has conducted appropriate customer due diligence into the principal and agrees that Bonhams shall be entitled to rely upon such customer due diligence, and in connection with such reliance Buyer/bidder further agrees to retain adequate records evidencing the due diligence for a period of 5 years following the consummation of the sale and to make these records available for inspection by an independent auditor upon Bonhams' request;

(d) The purchase of the Lot and the payment funds are not connected with any criminal activity including money laundering, tax evasion or terrorist financing, and the Buyer/bidder (and if applicable, the principal), is not under investigation and has not been charged with or convicted of such criminal activity.

8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor Car Lots:

If a purchased Lot consists of a motor car, the Buyer shall pay Bonhams a premium equal to TWELVE PERCENT (12%) on the first Two Hundred and 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 and 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 Motorcycle Lots:

If a purchased Lot consists of a motorcycle, the Buyer shall pay Bonhams a premium equal to FIFTEEN PERCENT (15%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of such Lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds One Hundred Thousand Dollars (\$100,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.3 Buyer's Premium for Automobilia, Memorabilia & Other Non-Motor Vehicle Lots:

If a purchased Lot consists of automobilia, memorabilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-SEVEN AND A HALF PERCENT (27.5%) on the first Three Thousand Dollars (\$3,000) of the Hammer Price of such Lot,

Conditions of Sale for Motor Vehicles (continued)

TWENTY-FIVE PERCENT (25%) on the amount of Hammer Price above Three Thousand Dollars (\$3,000) up to and including Four Hundred Thousand Dollars (\$400,000), TWENTY PERCENT (20%) on the amount of Hammer Price above Four Hundred Thousand Dollars (\$400,000) up to and including Four Million Dollars (\$4,000,000), and THIRTEEN AND NINE-TENTHS PERCENT (13.9%) of 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.

8.4 No Buyer's Premium for Charity or Benefit Lots: No buyer's premium will apply to any Lot explicitly identified in the Lot description or in the Buyer Information section of the Catalog as a 'Charity Lot' or 'Benefit Lot.'

9. CONTRACT OF SALE

9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.

9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cashier's check, money order, or wire transfer in United States currency, no later than the date and time specified in the 'Buyer Information' section of this Catalog. Upon prior arrangement with Bonhams, the Buyer also may pay for a Lot by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

11. REMOVAL OF LOT

11.1 The Lot must be removed from the preview premises no later than the date and time specified in the 'Buyer Information' section 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' section 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.

Packing and handling of purchased Lots are at the responsibility and entire risk of the Buyer. Bonhams is not responsible for any acts or omissions in our packing or shipping of purchased Lots or any acts or omissions of other carriers or packers of purchased Lots, whether or not recommended by Bonhams.

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 The Buyer is responsible to pay all city, state, federal and any and all other taxes due, unless exempt by law. Proof of exemption is the Buyer's responsibility and subject to Bonhams' verification. With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).

15. NON-PAYMENT OF PURCHASE PRICE

If the Purchase Price is not paid in full and/or the Lot is not removed in accordance with paragraphs 10 and 11 of these Conditions of Sale, Bonhams may, as agent for the Seller and for itself, as the case may require, in its absolute discretion, and without any notice to Buyer, exercise one or more of the following remedies, in addition to any other remedy it may have at law or in equity:

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

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

Absentee, telephone and online bidding are services provided by Bonhams as a convenience to bidders on an "as available" basis, and Bonhams cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid. At its discretion, Bonhams will execute absentee bids and accept telephone bids and online bids via bonhams.com, provided that neither Bonhams nor its employees or agents will be liable for any error or default (whether human or otherwise) 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, online, or other bids submitted remotely, including without limitation, any telecommunications or internet fault or failure, or breakdown or problems with any devices, online platforms or websites. 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. Jurisdiction and venue for all dispute resolution shall be in 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 city of San Francisco, California; and
(iii) discovery and the procedure for the arbitration shall be as follows:
(A) All arbitration proceedings shall be confidential;
(B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;
(C) Discovery, if any, shall be limited as follows:
(I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law;
(D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days;
(E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof. To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State (Bond No. 57BSBGL0808) 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 These Conditions of Sale shall be binding on the successors and assigns of all bidders and Buyers and inure to the benefit of Bonhams' successors and assigns. If any part of these Conditions of Sale is deemed invalid or unenforceable, such invalidity or unenforceability shall not affect the remaining provisions of these Conditions of Sale, which the rest shall remain in full force and effect.

18.7 Time is of the essence of this agreement.

18.8 It is expressly acknowledged by each bidder or Buyer that Bonhams has not provided any legal or tax advice or assistance to bidder or Buyer and no one at Bonhams has acted as the bidder's or Buyer's

attorney or tax advisor. Each bidder or Buyer is responsible for retaining its own advisors with respect to the accounting, financial, tax, regulatory and/or legal implications of any transaction contemplated under these Conditions of Sale. Bidder or Buyer acknowledge that it had the opportunity to consult an attorney before signing and this agreement and is signing this agreement having had such opportunity to consult with an attorney of its choosing and carefully reading this agreement in its entirety, understanding all of its terms and conditions, and knowingly and voluntarily agreeing to the same.

18.9 Each bidder or Buyer accept and agree that Bonhams will hold and process the bidder's or Buyer's personal data and information and may share it with Bonhams' affiliates, subsidiaries or parent companies worldwide (collectively the "Bonhams Group") and limited third parties for use as described in, and in accordance with Bonhams' Privacy Policy (subject to any additional specific consent(s) the bidder or Buyer may give in writing prior to the disclosure of the bidder's or Buyer's data or information) published on Bonhams' website at www.bonhams.com/legals/. Bonhams' Privacy Policy may also be requested in print and digital format by email from info@bonhams.com or by mail from Bonhams Customer Services Department, 580 Madison Avenue, New York, NY 10022.

19. AS-IS DISCLAIMER OF WARRANTIES AND LIMITATION OF LIABILITY
ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER.

BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT.

THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON.

BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM.

EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

THE MAXIMUM AMOUNT OF BONHAMS' LIABILITY UNDER THESE CONDITIONS OF SALE SHALL BE LIMITED TO THE PURCHASE PRICE PAID BY BUYER TO BONHAMS AND IN NO EVENT SHALL BONHAMS BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY COMPENSATORY, INCIDENTAL OR CONSEQUENTIAL DAMAGES UNDER THESE CONDITIONS OF SALE.

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------

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 General and Buyer Information relating to this sale and other published notices and terms relating to bidding.

Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

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

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to online bidders: If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

Please email or fax the completed Registration Form and requested information to:

Bonhams Client Services Department
580 Madison Ave
New York, NY 10022
Tel +1 (212) 644 9001
Fax +1 (212) 644 9009
bids.us@bonhams.com

Bonhams

Sale title: Collectors' Motorcars & Automobilia Auction	Sale date: October 11, 2020
Sale no. 25838	Sale venue: Philadelphia, Pennsylvania
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here	
Dealer: _____ / State: _____	Resale: _____ We may contact you for additional information.

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 3pm Oct 12 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

Please note that all telephone calls are recorded.

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

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

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

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:

Date:

SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams and Butterfields
Auctioneers Corp
580 Madison Avenue
New York, NY 10022
+1 (212) 644 9001
+1 (212) 644 9009 (fax)

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Collectors' Motorcars & Automobilia Auction on October 11, 2020.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

BANK LETTERHEAD

Bonhams and Butterfields
Auctioneers Corp
580 Madison Avenue
New York, NY 10022
+1 (212) 644 9001
+1 (212) 644 9009 (fax)

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 & Automobilia Auction on October 11, 2020..

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

Bonhams

AUCTIONEERS SINCE 1793

Private Treaty

Ex-Paris Motor Show 1956

1956 ARNOLT BRISTOL DELUXE S COUPÉ/ROADSTER WITH HARDTOP

Coachwork by Carrozzeria Bertone



Delivered new to Prinz Friedrich zu Furstenberg

1956 PORSCHE 356A 1500 GS T1 CARRERA CABRIOLET



Auction



1958 MERCEDES-BENZ 300SL ROADSTER WITH FACTORY HARDTOP

€700,000 - 900,000 *



Ferrari Classiche certified, concours restored

1963 FERRARI 250GT BERLINETTA LUSSO

€1,600,000 - 1,800,000 *



THE ZOUTE SALE®

Catalogue now online

Important Collectors' Motor Cars

Knokke-Le Zoute, Belgium | 11 October 2020



Knokke-Le Zoute is set to be another exciting event from the Bonhams record breaking motoring department.

ENQUIRIES

Philip Kantor
+32 (0) 476 87 94 71
Gregory Tuytens
+32 (0) 471 71 27 36
eurocars@bonhams.com
bonhams.com/zoute

Sold new to HRH Prince Constantine II of Greece

1959 BMW 507 SERIES II ROADSTER

Chassis no. 70227

€1,900,000 - 2,300,000 *

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

Bonhams

AUCTIONEERS SINCE 1793



Goodwood Speedweek

Important Collectors' Motor Cars and Automobilia

Chichester, Sussex | 17 October 2020



As a founding Partner to Goodwood, Bonhams is delighted to support the Duke of Richmond and conduct an auction of high-quality Collectors' Motor Cars as part of the brand-new and unique Speedweek event. As can be seen, entries are already being consigned and space is limited.

ENQUIRIES

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

bonhams.com/motorcars

*Offered with Ferrari Classiche certification
and only 17,000 kilometres from new*
1991 FERRARI F40 BERLINETTA

Bonhams

AUCTIONEERS SINCE 1793



© Michael Snell

1932 FOWLER 'B6' SUPER LION 'THE LION'

In the early 1930s Fowler produced four of the most sophisticated showman's road locomotives ever constructed. Incorporating many features of the popular Burrell design, they were steam's finale.



*Offered by the family of the late Anthony Clark,
in current ownership since 1957*

1929 BUGATTI TYPE 40 GRAND SPORT OPEN TOURER



THE GOLDEN AGE

OF MOTORING SALE '1886-1939'

VETERAN, VINTAGE AND POST-VINTAGE MOTOR CARS

New Bond Street, London | 30 October 2020

ENQUIRIES

+44 (0) 20 7468 5801

ukcars@bonhams.com

bonhams.com/motorcars

*The ex-Schlumpf and Mercedes-Benz Classic
Center Collections, Veteran Car Club dated*

**1901 PANHARD-LEVASSOR TYPE A2 7HP
TWIN-CYLINDER REAR-ENTRANCE TONNEAU**

Bonhams

AUCTIONEERS SINCE 1793



American Presidential Experience

New York | 14 October 2020

INQUIRIES

+1 (212) 461 6531
darren.sutherland@bonhams.com
bonhams.com/books

**JOHN F KENNEDY PRESIDENTIAL LIMOUSINE,
A 1963 WHITE LINCOLN CONTINENTAL CONVERTIBLE
USED TO BRING THE PRESIDENT AND MRS. KENNEDY
TO CARSWELL AIR FORCE BASE FOR THEIR FLIGHT
TO DALLAS THE MORNING OF NOVEMBER 22, 1963.
\$300,000 - 500,000**



1930 ROLLS-ROYCE PHANTOM I TRANSFORMAL PHAETON

Sold for \$524,000, 2012



1930 BUGATTI TYPE 46 FAUX CABRIOLET

Sold for \$951,000, 2013



1951 FERRARI 212 EXPORT BERLINETTA

Sold for \$3,190,000, 2014



1931 ALFA ROMEO 6C 1750 SUPERCHARGED GRAN SPORT SPIDER

Sold for \$3,080,000, 2014



1966 FERRARI 275GTB COMPETIZIONE

Sold for \$9,405,000, 2015



2015 MCLAREN P1

Sold for \$2,090,000, 2016



1928 MERCEDES-BENZ TYP S 26/120/180 SUPERCHARGED SPORTS TOURER

Sold for \$4,812,500, 2017



1958 PORSCHE 550A SPYDER

Sold for \$5,170,000, 2018



1951 MASERATI A6G/2000 SPIDER

Sold for \$2,755,000, 2019



1951 FERRARI 212 INTER CABRIOLET

Sold for \$1,930,000, 2020

Bonhams

AUCTIONEERS SINCE 1793



..... THE
SCOTTSDALE
.....
Auction.....

Live & Online

Celebrating 10 years in Scottsdale

Consignments invited

Scottsdale, Arizona | 21 January 2021

INQUIRIES

+1 (415) 480 9028, West Coast
+1 (917) 340 9652, East Coast
motors.us@bonhams.com
bonhams.com/sell-cars

**1963 JAGUAR E-TYPE
LIGHTWEIGHT COMPETITION**
Sold for \$7,370,000, 2017



CARNET DE PASSAGES EN DOUANE
PROVIDED UNDER AGREEMENT WITH FIA AND AIT

Tel: +44 (0) 1284 333 812

Email: carnetservices@carseurope.net

CARS

Classic Automotive Relocation Services

TRADITIONAL VALUES
MODERN THINKING

- SEA AND AIR FREIGHT
- US AND WORLDWIDE CUSTOMS BROKERAGE
- RACE AND RALLY TRANSPORTATION
- INTERNATIONAL STORAGE
- UK AND EUROPEAN TRUCKING

PROUD SPONSORS OF



AMELIA ISLAND 2021

CONCOURS D'ELEGANCE



DUBAI

+971 (0) 4882 1334
info@carsmiddleeast.com
www.carsmiddleeast.com

JAPAN

+81 (0) 45 306 7043
info@carsjp.net
www.carsjp.net

NEW YORK

+1 (718) 947 2277
info@carsusa.com
www.carsusa.com

LOS ANGELES

+1 (310) 695 6403
info@carsusa.com
www.carsusa.com

NETHERLANDS

+31 (0) 252 682 526
info@carseurope.net
www.carseurope.net

UNITED KINGDOM

+44 (0) 1284 850 950
info@carseurope.net
www.carseurope.net

First.



Still the Finest.

Whether your prized possession is your daily driver, vintage racecar, classic, sixties muscle car, street rod, or a modern exotic — You can depend on Passport Transport to take the extra steps to ensure your vehicles' safety because we share your appreciation of fine automobiles.

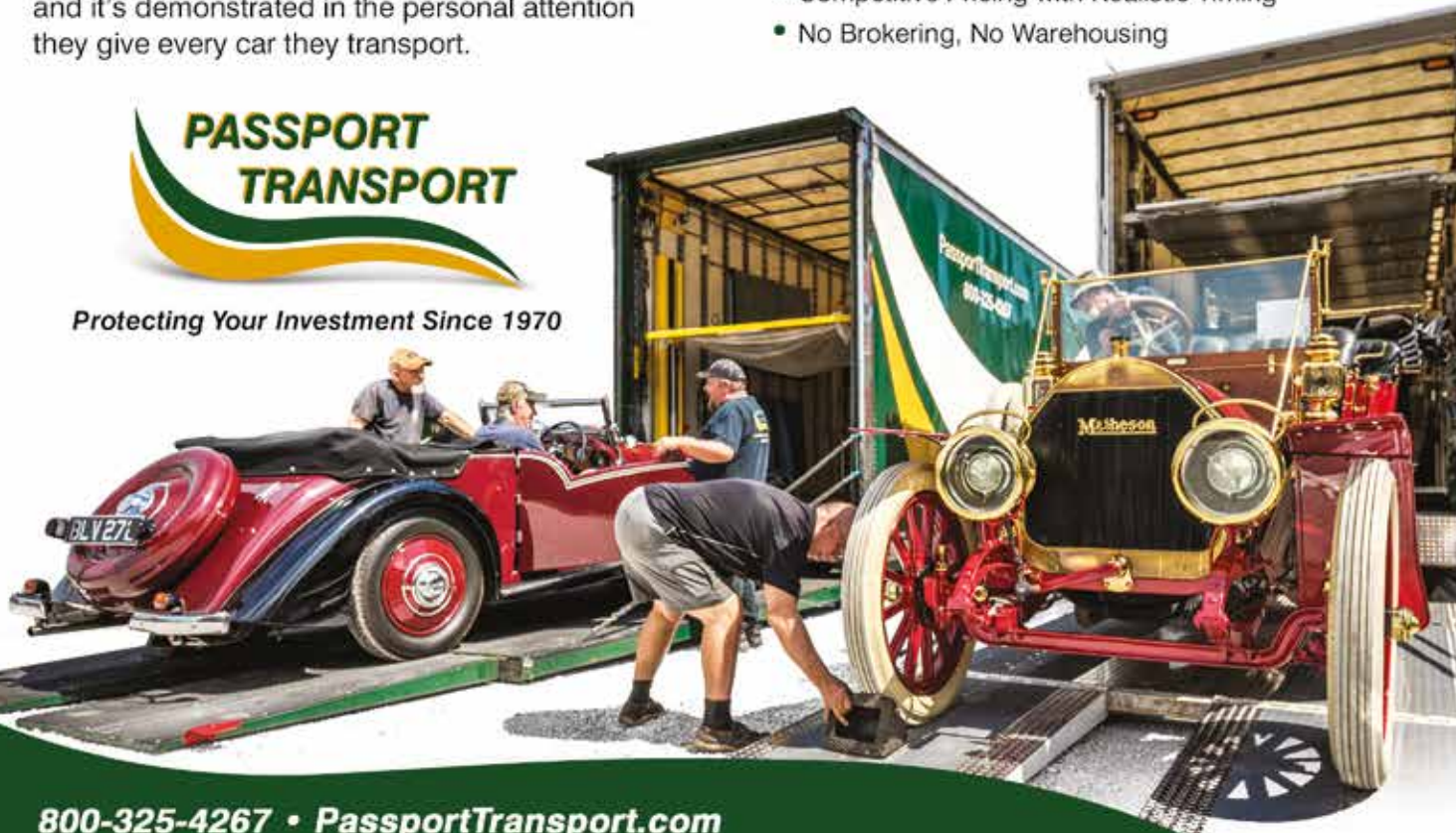


At Passport Transport we realize you have a lot of choices when it comes to enclosed auto transport but we believe our drivers make the difference. They possess something we call "Passport Pride" and it's demonstrated in the personal attention they give every car they transport.

- Our Drivers Average 15 Years Experience
- Up To \$20 Million in Coverage
- Real Time Online GPS Tracking
- Competitive Pricing with Realistic Timing
- No Brokering, No Warehousing



Protecting Your Investment Since 1970



800-325-4267 • PassportTransport.com

Index

Collectors' Motorcars and Automobilia Auction

Lot No	Year	Model	Lot No	Year	Model
340	1964	Alfa Romeo 2600 Spider	336	1922	Ford Model T Touring
329	1947	Allard K1	318	1969	Ford Mustang Boss 429
356	2009	Aston Martin DBS Coupe	323	1969	Ford Mustang GT Super Cobra Jet
319	1936	Auburn 852 Boattail Speedster Replica	322	1970	Ford Mustang Mach 1 Fastback
307	1965	Austin-Healey 3000 MkIII BJ8	350	1993	GMC Typhoon
337	1911	Babcock Model H 7-Passenger Tourer	354	1927	Hudson Essex Hotrod
330	1931	Bentley 8-Liter Tourer	315	1947	Hudson Commodore Six
317	1960	Bentley S2	346	1948	Hudson Commodore Convertible Brougham
349	1987	Bentley Continental Drophead	305	1969	Jaguar E-Type Series II 4.2 Roadster
352	1922	Buick Model 22-45 5-Passenger Tourer	344	1934	Lagonda M45 T8 Tourer
348	1926	Buick Master Six Sedan	335	1913	Locomobile Model 38 Five Passenger Tourer
339	1969	Buick GS 400 Stage 1	355	1935	Mercedes-Benz 290 Cabriolet A
309	1986	Buick Grand National	326	1958	Mercedes-Benz 220S Sedan
345	1927	Cadillac 341-A V-8 Tourer	314	1990	Nissan 300ZX Twin Turbo Coupe
331	1928	Cadillac 353 V-8 Coupe	313	1967	Oldsmobile 4-4-2 Convertible
332	1930	Cadillac Series 353 V-8 5-Passenger Sedan	304	1970	Oldsmobile 442 W25 Convertible
321	1930	Cadillac V-16 Imperial Sedan	324	1971	Oldsmobile 442 W30 Coupe
311	c.1930	Cadillac/LaSalle V-16 Speedster Custom	310	1931	Packard 840 Deluxe Eight Roadster
327	1948	Cadillac Series 61 Club Coupe	328	1933	Packard 1004 Super Eight Convertible Victoria
301	1968	Cadillac Sedan DeVille	316	1912	Peugeot Bébé 6HP Type BPI Two-Seat Tourer
357	1985	Cadillac Eldorado Biarritz Convertible	338	1968	Plymouth Satellite
303	1960	Chevrolet Corvette	306	1990	Porsche 944 S2 Cabriolet
351	1966	Chevrolet C10	341	1913	Rauch & Lang Model J Electric Coach
347	1985	Chevrolet Corvette	358	1949	Rolls-Royce Silver Wraith
334	1912	De Dion-Bouton Type DG 8HP Torpédo	343	1952	Rolls-Royce Silver Wraith Saloon
333	1914	Detroit Electric Model 47 Brougham	342	2000	Rolls-Royce Corniche
312	1967	Dodge Coronet R/T	353	1916	Simplex Crane Model 5 46hp Limousine
308	1970	Dodge Super Bee	325	1920	Vauxhall D-Type Tourer
320	1922	Ford Model T Coupe	302	1969	Volkswagen Beetle Cabriolet

