

Bonhams



THE
AMELIA ISLAND
AUCTION

Fernandina Beach, Florida | May 20, 2021



May 20, 2021
Automobilia 11am
Motorcars 1pm
Fernandina Beach Golf Club
Fernandina Beach, Florida

THE AMELIA ISLAND AUCTION

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/amelia

PREVIEW AND AUCTION LOCATION

Bonhams Pavilion at the
Fernandina Beach Golf Club
For GPS directions, please use
3990 Amelia Island Parkway
Fernandina Beach, Florida 32034

PREVIEW

Wednesday May 19, 9am to 7pm
Thursday May 20, 9am to 1pm

Lots 84 to 91 are available for preview by
appointment in Framingham, Massachusetts
during the week of May 10 to 14.
Please contact motors.us@bonhams.com
for inquiries.

AUCTION

Thursday May 20, 2021
Automobilia & Benefit Lots 11am
Motorcars 1pm

AUCTION NUMBER: 26618

Automobilia and Benefit Lots 1 - 95
Motorcars Lots 101 - 211

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BIDS

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

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

Please see pages 2 to 3 and 181 to 183 for
bidder information including conditions of
sale, after-sale collection and shipment.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

CLIENT PARKING

Client parking is located across the
street from Bonhams Pavilion on Amelia Island
Pkwy. For the most accurate GPS directions,
use 3990 Amelia Island Pkwy. There will be a
short walk across the parkway to our entry.

The Fernandina Beach Golf Club address
on Bill Melton Rd does not access our tenting.

RITZ-CARLTON SHUTTLE

A complimentary shuttle will run to and from
the Ritz-Carlton and Bonhams' Pavilion on
Thursday May 20 from 8.30am to 7.30pm.
The shuttle stops across the street from the
Ritz-Carlton on Amelia Island Pkwy.

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

General Information



DIRECTIONS

Bonhams Pavilion is located on the far West side of the Fernandina Beach Golf Course parallel to Amelia Island Parkway, directly across the street from the Fernandina Beach Municipal Airport. For the most accurate GPS directions to our tenting and parking, use 3990 Amelia Island Parkway, Fernandina Beach, FL 32034. The Fernandina Beach Golf Club address on Bill Melton Rd does not access our event.

PREVIEW

The Amelia Island Auction preview is open to the public with the following admission details:

- \$100: Amelia Island Auction catalog set which permits two people entry to both days of preview
- \$25: Provides entry to one person for both days of preview

Lots 84 to 91 are available for preview by appointment in Framingham, Massachusetts during the week of May 10 to 14. Please contact motors.us@bonhams.com for inquiries.

Bonhams strongly encourages interested bidders to attend the preview or to schedule a virtual preview appointment with a specialist. For more information, please contact motors.us@bonhams.com.

AUCTION

The Amelia Island Auction will be held as a traditional auction with audience space reserved for registered bidders and a guest. The Auction will also be streamed online for non-registered bidders.

COVID-19 REQUIREMENTS

In accordance with government guidelines, guests are required to wear face masks at the preview and auction. Social distancing guidelines will also be followed. If the auction space reaches capacity preventing social distancing, Bonhams will assist clients with alternative bidding methods.

BIDDER REGISTRATION

For in-person bidding, the bidder registration package is \$150, which includes the Amelia Island Auction catalog set and entry to the preview and auction for the registrant plus one guest. Registered bidders may also bid in real time online, by telephone or 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 in 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 on Bonhams' website.

BIDDING METHODS

- | | |
|--------------------|---|
| In Person Bidding: | Registered bidders are permitted to bid in person while following Bonhams' requirements for mask wearing and social distancing. |
| Online Bidding: | Watch the auction online and submit real time bids. 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 24 hours prior to the auction. Bonhams will phone the bidder several lots in advance and will execute bids upon instruction by the bidder. |
| Absentee Bids: | 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. To view the auction live, please go to www.bonhams.com/amelia/live.

VIDEO RECORDING

Some media have been authorized to photograph or film aspects of our events. Should you wish to be excluded from any media coverage, please speak to Client Services. Bonhams also 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 Client Services 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 motors.us@bonhams.com for inquiries and scheduling.

TITLE DOCUMENTS

Some of the motor vehicles in this auction are offered with a Bill of Sale only. Please refer to the Conditions of Sale for information and limitations regarding certificates of title. Bonhams is a Florida motor vehicle dealer, number VI/1087220/1. For all registrable vehicles, please note buyers will not receive the vehicle title at the time of the auction. Bonhams manages the title transfer process on behalf of the buyer to ensure the car is free of liens and encumbrances. Buyers can expect the vehicle's title to be couriered within 30 business days post-sale, at which time the buyer can register the car at its destination. Titles announced as "in transit" will take additional time to be processed. All titles and any registrable documents will be shipped via FedEx from Bonhams' Los Angeles office. All historical documents and accompanying items will ship either with the vehicles or from Bonhams' offices. For inquiries and updates, please contact Bonhams' Dealership and Compliance Manager, Aleksandra Krypciak, +1 (415) 503 3322, aleksandra.krypciak@bonhams.com.

BUYER'S PREMIUM

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR CAR lots 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 \$12,500 of the bid price, 25% on the amount above \$12,500 up to and including \$600,000, 20% on the amount above \$600,000 up to and including \$6,000,000, and 14.5% of any amount which exceeds \$6,000,000. BENEFIT LOTS (92 to 95) will not be charged a buyer's premium.

TAXES AND LICENSE FEES

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

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.

♦ Online Bidding Note: Special formalities are required to bid on this lot. Contact Client Services at +1 (212) 644 9001 or bids.us@bonhams.com at least 24 hours in advance of the auction. Please also note Online Bidding is not available for this lot.

PAYMENT AND LOT COLLECTION DETAILS

Payment Deadline and Cashiering Hours:

Payment Deadline:

12pm EDT on Saturday, May 22, 2021

Cashiering Hours:

Thursday May 20 during and after the auction
Friday May 21 from 8.30am to 5pm
Saturday May 22 from 8.30am to 12pm

For buyers who plan to collect their purchases immediately, Bonhams strongly recommends paying by wire transfer or certified check (bank draft). Credit cards are accepted for Automobilia and Benefit lots only. We strongly encourage contactless payment of invoices prior to collection. 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.

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:

12pm EDT on Saturday, May 22, 2021

Uncollected Automobilia lots will be removed to a storage facility by Bonhams' for shipping or collection by the buyer or its authorized agent. Please note these lots will not be available for collection after 12pm on Saturday May 22 until Friday May 28. Uplift and storage charges will be assigned by Bonhams' depending on volume, size and fragility. For more information, please contact Client Services.

Uncollected Motorcar lots will be uplifted and stored by Passport Auto Transport. Uplift and storage shall be at the buyer's sole risk and expense. Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to its standard rates and ultimate destination of the vehicle(s). For applicable charges, please consult with Passport in advance of purchase.

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.

TRANSPORT ARRANGEMENTS

Representatives of Bonhams' preferred carriers are available 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
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Bonhams International Motoring Team

West Coast USA



Jakob Greisen



Gordan Mandich

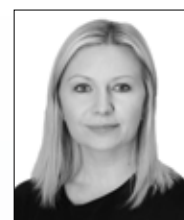


Mathieu Guyot-Sionnest



Mark Osborne

Administrator & Titles



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East Coast USA



Rupert Banner



Eric Minoff



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Evan Ide



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Bonhams | **mph**

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Jasen Delgado 110, 122, 129, 130, 160, 162, 184
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Dear Collector,

Welcome to Bonhams seventh annual Amelia Island Auction.

After more than 14 months since we were last together at a major motoring event in the US, we are delighted to return to a true gathering of the market and hobby centered around this weekend's Amelia Island Concours d'Elegance.

As we regroup, we are conscious that time and the consequences of Covid-19 have meant that there are people we would usually see this weekend who are no longer with us. We extend our wishes to those who have lost friends and family members.

In this return to a more traditional 'drive through' auction, we are proud to present more than 100 collectible Motorcars of many different eras and genres, many from long term ownerships,

including property from the Glenn C. Gould Jr. Collection, Clem and Mary Lange Collection, The Howard A. Fafard Collection, The Estate of Robert L. Byers, and the Knox Kershaw Collection, and in a number of occasions cars that represent generational opportunities, such as the Mercer Runabout or Mercedes-Benz Spezial Roadster.

In these times, if you are unable to make the sale, please contact our specialist team for up to date condition reports, additional images or file information, in order to make yourself comfortable with a lot. Bidding can take place in person, online from your computer or our new App, via telephone or absentee bid.

Thank you for joining Bonhams, we look forward to assisting you.

Bonhams International Motorcar Department



Please Join Us

Evening Preview and BBQ

Wednesday 19 May, 5 to 7pm

Auction Day Brunch for Registered Bidders

Thursday 20 May, 10.30am

THE BONHAMS PAVILION
Fernandina Beach Golf Club

Acknowledgments

Jean-Paul Tissot
Ray Djuff
Dr. Alan Shattock
Rolls-Royce Foundation
Jonathan Sierakowski
Chris Summers
John Fasal
John Neville

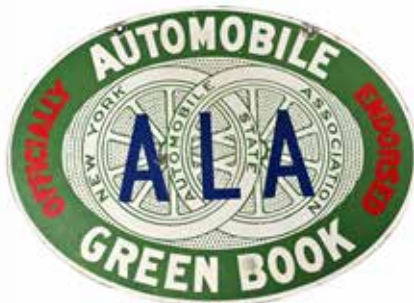
Automobilia

May 20, 2021 at 11am

Lots 1 - 91



1



2



3



4



5



6

1
AN ENGLEBERT REIFEN ENAMEL SIGN, GERMAN,
single sided in red, white and blue for the French tire company, 26 x 46 inches, with fixed mounting brackets

\$200 - 300
WITHOUT RESERVE

2
AN AUTOMOBILE GREEN BOOK ENAMEL SIGN,
double sided oval in four colors, officially endorsed by ALA New York State Automobile Association, 23 inches wide, weathered with some chips and loss.

\$300 - 400
WITHOUT RESERVE

3
FIVE ASSORTED ENAMEL SIGNS,
all single sided, comprising 'Texaco NO SMOKING', 23 inches wide; 'Recommended', 4 x 9 inches; 'Europe Im Automobile', triangular in English, French and German text, 18 inches high; 'Europe Tourist Services', 13 x 13 inches; and 'Achalm Markenrader', 13 x 13 inches, together with two printed tin signs for the Spanish Union of Garage and Mechanical Workshop owners, depicting Malcolm Campbell's Bluebird, and two reference books about enamel advertising signs. (9)

\$300 - 400
WITHOUT RESERVE

4
A SINCLAIR OPALINE MOTOR OIL ENAMEL SIGN,
single sided, in red and green on white, depicting an oil can, some loss to left edge (possibly the right half of a two-part sign), 28 x 64 inches, with some other chips and loss.

\$300 - 400
WITHOUT RESERVE

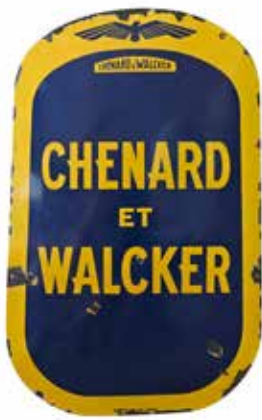
5
A DAVID BROWN 'VENTE ET SERVICES' ENAMEL SIGN, FRENCH,
single sided advertisement for his tractor and plant manufacturing business, 21 x 64 inches, some chips and loss.

\$300 - 400
WITHOUT RESERVE

6
AN OLDFIELD TIRES ENAMEL SIGN, 1920S,
double sided oval, flange mounted, 21 inches wide, both sides weathered, with some chips and loss, one side in better condition than the other.

\$400 - 500
WITHOUT RESERVE

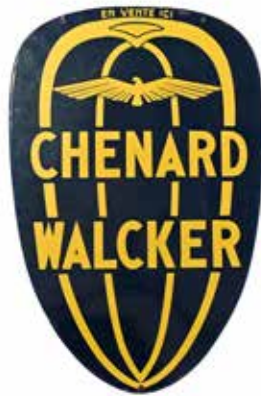




7

7
A CHENARD ET WALCKER ENAMEL SIGN, FRENCH,
 single sided in yellow and blue in the shape of the marque's radiator, 43 x 27 inches, some chips and loss.

\$500 - 600
WITHOUT RESERVE



8

8
A CHENARD ET WALCKER 'EN VENTE ICI' ENAMEL SIGN, FRENCH,
 double sided in yellow and blue shield shape, 33 x 22 inches, minor chips and loss.

\$500 - 600
WITHOUT RESERVE



9

9
A FAVOR CYCLES & MOTOS ADVERTISING POSTER, FRENCH, 1920S,
 with artwork after Jean Pruniere, 19½ x 19½, laid on linen.

\$150 - 200
WITHOUT RESERVE

12
A MOSQUITO SQUADRON MOVIE POSTER, 1969,
 an Oakmont production released by United Artists, starring David McCallum, 39½ x 27 inches, printed on paper, laid on linen.

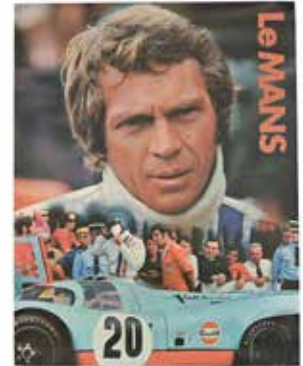
\$250 - 350
WITHOUT RESERVE

13
AN EXCELSIOR - PNEUMATIC TIRES ADVERTISING POSTER, GERMAN, CIRCA 1904,
 lithographed on paper with card backing, for the Hannov. Gummiwerke Excelsior, 29 x 39 inches, some tears to paper, shrink mounted.

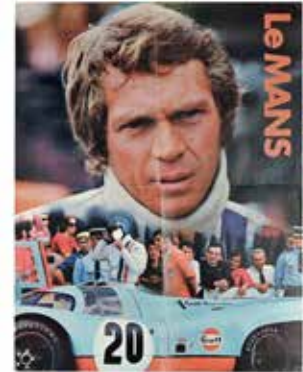
\$250 - 350
WITHOUT RESERVE

14
A MICHELIN MOTORCYCLE TIRES ADVERTISING POSTER, ITALIAN, 1959,
 depicting Mr. Bibendum riding a motorcycle at speed, printed by Verga of Milan on paper, 26½ x 18¾ inches, laid on linen.

\$250 - 350
WITHOUT RESERVE



10



11



12

10
AN ORIGINAL STEVE MCQUEEN LE MANS POSTER BY CINEMA CENTRE FILMS, 1971,
 rolled, 22 x 17 inches, some creasing to edges.

\$200 - 300
WITHOUT RESERVE

11
AN ORIGINAL STEVE MCQUEEN LE MANS POSTER BY CINEMA CENTRE FILMS, 1971,
 folded, 22 x 17 inches, fold marks and creasing to edges, old taped repairs to corners and one old tear to edge.

\$200 - 300
WITHOUT RESERVE



13



14





15



16



17



18



19



20

15
A RARE 'OVER 200 MILES PER HOUR INTERNATIONAL AIR RACES, ST. LOUIS, OCTOBER 1-2-3', FOR 1923,
with artwork after Carl Walter, 21 x 14 inches, old tears and repairs, unmounted, together with a copy of a letter from Missouri Historical Society dated 10/11/74. (2)

**\$300 - 400
WITHOUT RESERVE**

16
A LARGE L'AMOUR EN QUATRIEME VITESSE (LOVE IN FOURTH GEAR) FILM POSTER, ORIGINALLY TITLED VIVA LAS VEGAS, STARRING ELVIS PRESLEY, FRENCH, 1964,
with artwork depicting Presley with car racing scene in the background, good color, printed on paper (some wear to old fold creases), 62 x 74 inches, laid on linen.

**\$400 - 500
WITHOUT RESERVE**

17
A LARGE RENAULT ADVERTISING POSTER, CIRCA 1920,
depicting 12 cars from their range, the logo depicting a Renault Tank lettered Billancourt (Seine), printed on paper by J Minot of Paris, discolored and stained in places, 48 x 64 inches, laid on linen

**\$400 - 600
WITHOUT RESERVE**

18
AN AMERICAN AUTOMOBILE & MOTOR CO ADVERTISING POSTER, CIRCA 1899,
advertising their showroom at 47 Boulevard Haussmann in Paris, printed by Affiches H Gaillard & Cie, Amiens, printed on paper, 31 x 23½ inches, laid on linen.

**\$600 - 800
WITHOUT RESERVE**

19
A FANGIO: UNA VITA A 300 ALL'ORA FILM POSTER, ITALIAN, 1981,
large version for Titanus Studios, with artwork after Ginello depicting Fangio at the wheel of a Maserati 250F, full color on two sheets of paper, 77 x 54 inches, laid on linen.

**\$600 - 800
WITHOUT RESERVE**

20
12 HOURS OF SEBRING 1963 ORIGINAL EVENT POSTER,
with artwork after Zito, featuring drivers running to the Ferrari, Aston Martin and other cars, the pit row adorned with sponsors logos, 28½ x 19¼ inches, unmounted, some tears to margins. The race was won by John Surtees and Ludovico Scarfiotti in a Ferrari 250P.

**\$700 - 900
WITHOUT RESERVE**





21



22



23



24



21
A 'PRICELESS-OIL' ADVERTISING POSTER AFTER H DE LAURENCIN, FRENCH, 1920S,
A 'PRICELESS-OIL' ADVERTISING POSTER AFTER H DE LAURENCIN, FRENCH, 1920S,
full color lithograph on paper, depicting a Native American holding a can of Priceless-Oil which drips to cover the Earth, lettered, 'Automobilistes! Voici la Priceless-Oil adoptez-la! Et vos moteurs seront toujours jeunes', marked 'Affiches Gaillard, Societe Nouvelle, Paris, Amiens', 62 x 46 in, mounted on linen.

\$1,000 - 1,500
WITHOUT RESERVE

22
RENE DREYFUS: ASSORTED MEMORABILIA FROM THE LIFE OF THIS CHARISMATIC FRENCH RACING DRIVER/RESTAURATEUR,
comprising a framed print of a caricature originally published in September 1933; a photograph of Dreyfus in April 1975; a limited edition copy of *My Two Lives* number 70/1000, signed by the driver; a print of the artwork used for the book cover signed by Dreyfus, the author Beverly Rae Kimes and the artist John M Peckham; an original Bugatti water jug from Le Chanteclair and two glass ashtrays.

\$150 - 250
WITHOUT RESERVE

23
GAMY, (FRENCH 1883-1936); 'CIRCUIT EUROPEAN, 1911' AND 'LE DIRIGIBLES PARCEVAL ET GROS EN MANOEUVRE A COLOGNE, 1909',
two aviation themed hand-colored pochoir lithographs on paper, each 18 x 35 inches, shrink mounted. (2)

\$200 - 300
WITHOUT RESERVE

24
GAMY, (FRENCH 1883-1936); 'PARIS BRUXELLES-PARIS, 1911' AND 'ALBERTO SANTOS DUMONT'S DEMOISELLE, 1909',
two aviation themed hand-colored pochoir lithographs on paper, each 18 x 35 inches, one shrink mounted, the other unmounted, faded with some tears and loss to corners. (2)

\$200 - 300
WITHOUT RESERVE





25



26



27



28



29

25
TWO AMUSING VETERAN MOTORING PRINTS AFTER STUART TRAVIS, PUBLISHED BY MAX WILLIAMS, NEW YORK, DATED 1901,

comprising 'The Interrupted Hunt' in full color on textured paper, 16½ x 22½ inches, display mounted; and 'The Arrival at The Swan', paper discolored with some staining, paper trimmed to 15 x 21 inches, shrink mounted. (2)

**\$200 - 300
WITHOUT RESERVE**

26
J C BELLAIGUE: COUPS DE VOLANT!..; FRENCH, CIRCA 1930,

portfolio, comprising four-page preface and 29 humorous motoring prints, each hand colored with watercolor by the artist, tipped in to card backing, the prints in good condition, preface with slight foxing and some fading, portfolio worn with embossed lettering faded, large 4to.

**\$250 - 350
WITHOUT RESERVE**

27
TWO MOTOR RACING PRINTS PUBLISHED BY MABILEAU OF PARIS, 1900S,

each hand-colored pochoir lithograph comprising Gamy (French, 1883-1936) 'The Splitdorf Magneto – Grand Prix of America 1910' and E Montaut (French, 1878-1909), 'L'epave' dated 1904, each in custom cut-out display mount, framed and glazed, 24 x 41 inches overall. (2)

**\$300 - 500
WITHOUT RESERVE**

28
TWO MOTOR RACING PRINTS PUBLISHED BY MABILEAU OF PARIS, 1900-1910S,

each hand-colored pochoir lithograph comprising Gamy (French, 1883-1936) 'Targa Florio 1913' depicting Nazzaro winning the cup of the AC de Palermo on Pirelli tires, and E Montaut (French, 1878-1909) 'Coupe Vanderbilt' depicting Gabriel crossing in front of a speeding steam train, each in custom cut-out display mount, framed and glazed, 24 x 41 inches overall. (2)

**\$300 - 500
WITHOUT RESERVE**

29
TWO MOTOR RACING PRINTS PUBLISHED BY MABILEAU OF PARIS, 1910S,

each hand-colored pochoir lithograph comprising Gamy (French 1883-1936) 'Tour de France Automobiles 1914' depicting two Buick racing cars at speed, and E Montaut (French 1878-1909) 'Grand Prix de L'ACF, Nazzaro le gagnant sur FIAT', each in custom cut-out display mount, framed and glazed, 24 x 41 inches overall. (2)

**\$300 - 500
WITHOUT RESERVE**





30

30
TWO PIONEER MOTOR RACING PRINTS BY GUI NIVIL, FRENCH, 1905, each printed on card, signed by the artist in pencil, 18 x 29 inches, display mounted (one loose in mount), shrink wrapped. (2).

\$300 - 400
WITHOUT RESERVE



31

31
PETER HELCK (AMERICAN, 1893-1988), 'OLD NUMBER 16 DRIVEN BY GEORGE H ROBERTSON', ILLUSTRATION PRESENTED TO THE DRIVER SON BY THE ARTIST, signed, pen and ink on draftsman's paper, with hand-written dedication, 13 x 11 inches, pasted to backing card, shrink mounted with postal details and Peter Helck address label to rear.

\$400 - 600
WITHOUT RESERVE

34
ROY NOCKOLDS (BRITISH, 1911-1979), '1953 LE MANS', signed, oil on canvas, depicting the winning Jaguar C-Type leading the Cunningham C4R, 14 x 20 inches, framed.

\$600 - 800
WITHOUT RESERVE



32

35
FREDERICK GORDON CROSBY (BRITISH, 1885-1943): 'ISOTTA FRASCHINI'; unsigned, front cover magazine artwork, full color illustration in mixed media, 15 x 14 inches, mounted, framed and glazed.

\$1,500 - 2,000
WITHOUT RESERVE



33



35

32
WALKDEN FISHER (1913-1979), BRITISH, '1957 GERMAN GRAND PRIX'; signed, watercolor and charcoal on paper, heightened with white, depicting Hawthorn's Ferrari 801 being hunted down by Fangio's Maserati 250F through a forested section of the track, 9 x 6 inches, mounted, framed and glazed.

\$250 - 350
WITHOUT RESERVE

33
GEORGE LANE (BRITISH): AUSTIN LEADS ERA; unsigned, artwork for The Motor, monochrome watercolor on paper, 10 x 10 inches, mounted, framed and glazed.

\$250 - 350
WITHOUT RESERVE



34



36

'FAST COMPANY' BY STANLEY WANLASS, 1989-90, signed, polychromed hand-painted bronze from a limited edition of 40, depicting Phil Hill and Richie Ginther in their Ferrari 340/375 MM (chassis no. 0286 AM) at the Carrera Panamericana in 1954, where they would finish 2nd overall, 20 inches long, on marble display base.

**\$7,000 - 9,000
WITHOUT RESERVE**



37

'BENZ CENTENNIAL' BY STANLEY WANLASS, 1985, signed bronze, from limited edition of 30, depicting Karl Benz with passenger on his Benz Patent-Motorwagen, mounted on a turning wooden display base, 27 inches long.

**\$8,000 - 10,000
WITHOUT RESERVE**

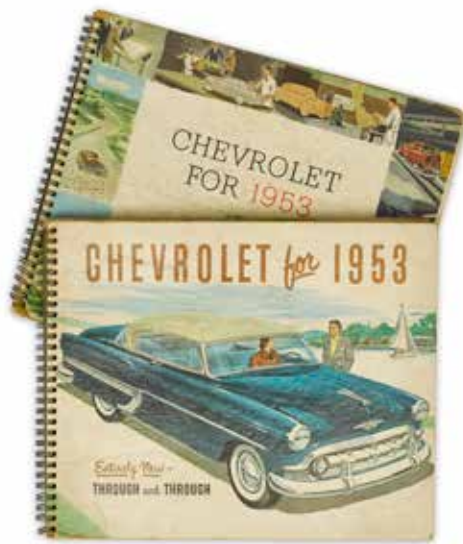


*The Benz Centennial
Stanley Wanlass*





38



39



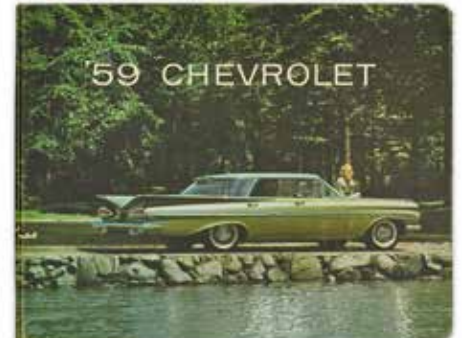
40



41



42



43

38
ROGER LEBRIC: LE 24 HEURES DU MANS;
published in 1949, from a limited edition of 1000, features many color plates after artwork by Geo Ham, large 4to, front cover and end card detached, half of spine missing, some pages uncut.

**\$250 - 350
WITHOUT RESERVE**

39
A SET OF OFFICIAL GM 1953 MODEL-YEAR CHEVROLET MODEL LINEUP PRESENTATION BOOKS,
hardbound in full colors, containing technical specifications, interior fabric samples, and real color charts.

**\$500 - 700
WITHOUT RESERVE**

40
AN OFFICIAL GM 1955 MODEL-YEAR CHEVROLET MODEL LINEUP PRESENTATION BOOK,
hardbound in full colors, containing technical specifications, interior fabric samples and real color charts, 108 pages.

**\$500 - 700
WITHOUT RESERVE**

41
AN OFFICIAL GM 1956 MODEL-YEAR CHEVROLET MODEL LINEUP PRESENTATION BOOK,
hardbound in full colors, containing technical specifications, interior fabric samples and real color charts, 136 pages.

**\$500 - 700
WITHOUT RESERVE**

42
AN OFFICIAL GM 1958 MODEL-YEAR CHEVROLET MODEL LINEUP PRESENTATION BOOK,
hardbound in full colors, containing technical specifications, interior fabric samples and real color charts, 100 pages.

**\$500 - 700
WITHOUT RESERVE**

43
AN OFFICIAL GM 1959 MODEL-YEAR CHEVROLET MODEL LINEUP PRESENTATION BOOK,
hardbound in full colors, containing technical specifications, interior fabric samples and real color charts, 100 pages.

**\$500 - 700
WITHOUT RESERVE**

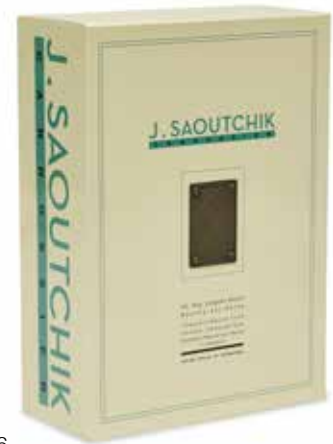




44



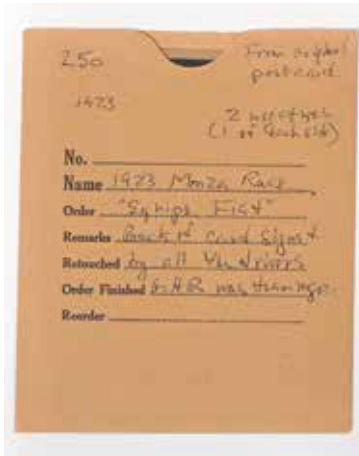
45



46



47



48

44
AN OFFICIAL GM 1960 MODEL-YEAR CHEVROLET MODEL LINEUP PRESENTATION BOOK,
hardbound in full colors, containing technical specifications, interior fabric samples and real color charts, 100 pages.

**\$500 - 700
WITHOUT RESERVE**

45
THE BRISTOL AEROPLANE COMPANY CAR DIVISION,
Standard Edition, in slipcase, by the Bristol Owners Heritage Trust and published by Palawan Press Ltd, 399 pages, numbered no. 162 of 400.

**\$500 - 700
WITHOUT RESERVE**

46
JACQUES SAOUTCHIK MAITRE CARROSSIER BY PETER M. LARSEN WITH BEN ERICKSON,
full three volume master work, signed by authors and numbered no. 203 of 500.

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

47
ASSORTED MOTOR RACING POSTCARDS, 1900S-1970S,
including eight 1908 Vanderbilt Race; fourteen Daytona Beach; four Speedway Park, Chicago; one Fairmount Park, Philadelphia; one Savannah Grand Prize 1911; five Merrimack Valley, Lowell, Mass; three Old Orchard, Maine; and others, together with trade cards for Turkish Trophies, Hassan Tobacco Auto-Drivers G H Robertson, (tears to back) and Abdullah Zigaretten, (various condition), (Qty)

**\$200 - 300
WITHOUT RESERVE**

48
A 1923 CIRCUITO DI MILANO POSTCARD DEPICTING EQUIPE FIAT, THE REVERSE SIGNED BY TEAM MEMBERS AND DRIVERS FROM THE 1923 ITALIAN GRAND PRIX,
including Felice Nazzaro, Jimmy Murphy, Team Manager George H Robertson and 13 others, 3½ x 5½ inches, together with two negatives one for each side of the card. (3)

**\$200 - 300
WITHOUT RESERVE**



49

49
AN 'ALFRED THE PENGUIN' MASCOT, BY JACQUES CARTIER, FRENCH, LATE 1920S,
signed, metal with two-tone patina, in the form of the striding cartoon character, lacking neck tag, 5.5 inches high, on wooden display base.

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





50

**50
A COLLECTION OF LAPEL BADGES AND
STICK PIN BADGES,**

assorted painted and enamel types, including American Motorcycle Association, Peerless, BMW, George Vanderbilt Cup Race, Mercer, Renault and many others, including an enameled St. Christopher, a tourist key fob for Passo del Giovo Jaufenpass m.2100 and a National Benzole key fob, (various condition). (Qty)

**\$250 - 350
WITHOUT RESERVE**

**51
A SET OF TWO BROOKLANDS STYLE
RACING SCREENS,**
in as new condition with mounting hardware.

**\$200 - 300
WITHOUT RESERVE**

**52
A METAL AND FINE WOOD TROPHY FOR
BEST IN SHOW AT THE 1959 MIS-FIRES
CUSTOM AUTO SHOW.**

**\$100 - 200
WITHOUT RESERVE**

**53
AN 8TH RALLYE INTERNATIONAL
AUTOMOBILE LYON-CHARBONNIERES
TROPHY,**
held March 18-20, 1955, on wooden base.

**\$100 - 200
WITHOUT RESERVE**

**54
A METAL TROPHY AWARDED BY
CHRYSLER CORP,**
for recognition of outstanding achievement in Chrysler sales during March of 1940.

**\$150 - 250
WITHOUT RESERVE**

**55
ASSORTED AUTOMOBILIA,**
including Coan Castings alloy plaque depicting racing at Brooklands, 11½ inches wide, two stopwatches, a Chicago Motor Club Honor badge mounted as an ashtray, a Le Chanteclair glass ashtray, a pair of Triplex A3 goggles in case, a pair of early goggles, assorted tins and packaging, a Veteran matchbook case (hinge detached) and a miniature Easting's windscreen enamelled bottle and other items, (various condition). (Qty)

**\$250 - 350
WITHOUT RESERVE**



51



52



53



54



55





56



57

58

A MOTORIST'S TOBACCO HUMIDOR, GERMAN, CIRCA 1905,

painted earthenware marked BB 8204 K underneath, lid shaped as driver's hat, 5¾ inches high overall.

\$300 - 400

WITHOUT RESERVE

59

THREE INDIANAPOLIS SPEEDWAY FELT PENNANTS, 1920S-30S,

comprising yellow printed in red, (lacking ties) 28 inches long; blue printed in red, white and blue, 27 inches long and circa 1920 purple printed in red, white and blue, 25 inches long. (3)

\$300 - 500

WITHOUT RESERVE

60

A MABLE LUCIE ATWELL PATTERN OKT42 SADLERWARE TEAPOT, BRITISH, 1930S,

cream with painted orange details, decorated with 10 transfers under glaze, 9 inches long, complete with lid.

\$350 - 450

WITHOUT RESERVE

61

A RARE 'LADY DRIVER' VETERAN CAR TRINKET BOX, AMERICAN, CIRCA 1908,

cast spelter with gilt finish, depicting a well-dressed lady at the wheel of an open tourer, the lid opening to cardboard lined interior, (left hinge detached with old repair), 6½ inches long, together with a print on cotton, dated 1902 after F. Earl Christy depicting three ladies riding in a motor car, 22 x 22 inches. (2)

\$400 - 500

WITHOUT RESERVE



59



58



60

56

TWO TINS DECORATED WITH MOTOR RACING IMAGES, AMERICAN, CIRCA 1920,

comprising "Zingo" Sweets by the Euclid Candy Co of Cleveland, Ohio, drum-shaped with lid, 10½ inches diameter, 8¼ inches high; and Blue Ribbon Cream Metal Polish by International Metal Polish Co of Indianapolis, Indiana, 9¼ inches high; together with a tin of four Champion sparkplugs in original boxes, two Autobacco tins and a National Mazda Automobile Lamps tin spare bulb carrier, all with some wear and in used condition. (Qty)

\$250 - 350

WITHOUT RESERVE

57

A ROYAL DOULTON MOTORING SERIES WARE POT WITH LID,

'Deaf' hand-tinted transfer decoration under glaze, 8 inches high. (2)

\$300 - 400

WITHOUT RESERVE



61





62

**62
AN ORIGINAL 'CHALKWARE' RICHFIELD OIL COMPANY CIGARETTE BOX DESK PIECE, AMERICAN, CIRCA 1930,** with racing car design on lid after an original sculpture by Haakon Frolich, the base lettered RICHFIELD on both sides, 9½ x 5 x 4 inches, some loss to 'copper' surface.

**\$500 - 700
WITHOUT RESERVE**



63

**63
A PAIR OF 'AUTOMOBILE' AND 'AEROPLANE' ALLEGORICAL FIGURES, CIRCA 1910,** painted spelter, Automobile lacking lamp held aloft, 18 inches high. (2)

**\$200 - 300
WITHOUT RESERVE**



64

**64
A BRONZE DESK PIECE IN THE FORM OF AN EDWARDIAN RACING CAR,** bonnet lifting to reveal two holes for inkwells, lacking spare tire and deck to rear that originally hinged to reveal nib storage, 8½ inches long.

**\$350 - 450
WITHOUT RESERVE**



67

**65
A LARGE HISPANO-SUIZA SHOWROOM BRONZE DESK PIECE AFTER FREDERIC BAZIN, FRENCH, 1920S,** signed 'F Bazin', casted bronze, mounted on large marble base, 17in long x 11½in tall.

**\$2,000 - 4,000
WITHOUT RESERVE**

**66
HARLEY DAVIDSON COLLECTABLES,** comprising a wooden Harley-Davidson Motor Oil wooden crate, 19½ x 11 x 14 inches, two rider's cloth caps with embroidered badges, one green the other cream, (both worn); two printed metal signs, each 7½ x 15¾ inches, and two Harley Davidson promotional flyers, together with other motorcycle ephemera. (Qty)

**\$250 - 350
WITHOUT RESERVE**



65

**67
A MECCANO BIPLANE CONSTRUCTED MODEL, BRITISH 1930S,** incomplete, wheels detached, wingspan 18½ inches, playworn, together with a Meccano set of instructions (torn along creases) and a modern Paya replica flying-boat, Spanish, based on original made by Paya in 1927, lithographed tinplate in packing box with certificate. (Qty)

**\$300 - 400
WITHOUT RESERVE**





68



69



70

68
TWO MECCANO CLOCKWORK TINPLATE 'NUMBER 1' MODEL CARS, 1930S,
both constructed, comprising red and blue saloon, 8 inches long and a cream two-seat boat-tail sports car with red seats and fenders, lacking steering wheel, 9 inches long, each playworn, together with the remains of an original box with an instruction book. (Qty)

**\$400 - 600
WITHOUT RESERVE**

69
A MECCANO NO.2 CONSTRUCTOR TINPLATE CLOCKWORK MODEL CAR, BRITISH, 1930S,
made up as a Boat-tail Racer, tinplate toy, nut and bolt construction with clockwork motor to the underside, painted powder blue with red bonnet and powder blue wheels, there is some light cracking and flat spots to the tires, one rear tire replaced with black tire, (lacking windscreen and spare tire), 13" long overall, playworn.

**\$500 - 700
WITHOUT RESERVE**

70
AN "AUTO-CONSTRUCTEUR" BOXED SET, DUTCH, 1930S,
body panels, wings, nuts, bolts, wheels and tires contained in partitioned box with lid and instructions, some evidence of wear and use, with leaflets depicting types that can be made with set 1 and some for set 1 and 2, (pages detached), the box 10½ x 14½ inches: together with a Marklin car construction sets catalog, 1930s, English text, some pages with taped repairs; a constructed Marklin model 1101, German, 1936, playworn, clockwork engine detached; a post-war constructed Marklin model of a Mercedes-Benz racing car with clockwork engine and key, finished white with red seats; a box of assorted Marklin and other construction parts including the majority of bits to make a modern Marklin construction model 1103 'Mercedes-Benz SSK', (incomplete) partially constructed, assorted keys and other items including instructions for Marklin 1110B, (taped repairs). (Qty)

**\$400 - 600
WITHOUT RESERVE**





71



72



73



74

71
**A GOLDEN ARROW TINPLATE
CLOCKWORK TOY BY KINGSBURY,
AMERICAN, 1929,**

Gold painted metal construction, based upon Henry Segrave's World Land Speed Record breaking car, with Dunlop Cord tires, 19½ inches long, playworn. Henry Segrave drove the car at 231.45mph (372.46kph) in March 1929 on Daytona Beach, exceeding the previous record by 24mph (39kph).

**\$400 - 500
WITHOUT RESERVE**

72
**A BLUEBIRD TINPLATE CLOCKWORK
TOY BY KINGSBURY, AMERICAN, 1931,**

blue painted metal construction, based upon the Campbell-Napier-Railton 1931 World Land Speed record breaking car, 19½ inches long, playworn. On February 5, 1931 Captain Malcolm Campbell set a new World Land Speed record of 246mph (396kph) at Daytona Beach, Florida, to great popular acclaim. Upon his triumphant return to England he learned he was to be knighted as Sir Malcolm Campbell.

**\$400 - 500
WITHOUT RESERVE**

73
**A TINPLATE CLOCKWORK ALFA ROMEO
P2 BY C I J, FRENCH, 1930S,
SUITABLE FOR RESTORATION,**

originally maroon, but now with majority of paintwork stripped off, clockwork motor and rear axle with wheels and tires (detached), front wheels with tires (detached), radiator cap missing, sold as viewed, 21 inches long overall, with key. (Qty)

**\$500 - 700
WITHOUT RESERVE**

74
**A RARE 'SPIRIT OF AMERICA' TINPLATE
TOY AEROPLANE, AMERICAN, 1920S,**
lithographed red fuselage with lettering and "NO.60" in yellow, blue wing with lithographed roundels, simple push along wheel driven propeller mechanism present (but inoperative), wingspan 13¾ inches.

**\$500 - 700
WITHOUT RESERVE**

75
**A "JEU DE COURSE" MOTOR RACING
GAME BY M J & CIE, FRENCH, 1900S,**
paper covered box opening to reveal circular track fitted with four hand-painted cars, lever control to front operate rotary mechanism below the surface, four metal gantries and removable flagpole finishing line, the box 8½ x 8½ x 4½, playworn.

**\$500 - 700
WITHOUT RESERVE**



75





76

76

A 1953 STYLE CHEVROLET CORVETTE CHILDREN'S PEDAL CAR, officially licensed by GM and produced by Pedal Car Factory, white with red interior.

**\$300 - 500
WITHOUT RESERVE**



77

77

A MERCEDES-BENZ 300SL-STYLE ELECTRIC CHILDREN'S CAR, produced by Italian manufacturer Toys Toys, silver metallic with red interior and chrome-colored trim, with front and reverse gears.

**\$300 - 500
WITHOUT RESERVE**

78

A 1965 STYLE FORD MUSTANG CHILD'S PEDAL CAR, all metal construction, red and white livery.

**\$500 - 700
WITHOUT RESERVE**

79

A KIDILLAC 1950S CADILLAC-STYLE CHILD'S PEDAL CAR, all metal construction with electric lights, two tone sky blue and white.

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



78



79





80

80
**A BUGATTI GRAND PRIX STYLE
 ELECTRIC CHILD'S CAR,**
 in French Racing Blue with tan seat, very high-
 quality all-metal construction with machined
 brass and aluminum fittings, leaf springs, cast
 aluminum wheels with pneumatic tires, leather
 straps and 4-wheel cable brakes.

**\$3,000 - 5,000
 WITHOUT RESERVE**



81

81
**A TWO PERSON A. BARRETT & SONS,
 LONDON WICKER PICNIC SET,**
 with single handle and key lock mechanism,
 containing nickel plated Thermos, containers,
 cutlery and plates.

**\$500 - 700
 WITHOUT RESERVE**



82

82
**ORIGINAL 5-PIECE FACTORY FERRARI
 LUGGAGE SET AND TOOL KIT FOR A
 FERRARI TESTAROSSA,**
 produced by Schedoni of Modena, the official
 Ferrari supplier, contains two large suitcases,
 garment bag, double-stacked hard case bag,
 and complete tool kit.

**\$4,000 - 6,000
 WITHOUT RESERVE**



83

83
**A COLLECTION OF VINTAGE
 MOTORSPORT AND MARQUE BOOKS,**
 including manufacturers such as Porsche,
 Ferrari and BMW, and historic racing events
 such as the Mille Miglia (40).

**\$800 - 1,000
 WITHOUT RESERVE**



Carriage lots 84 to 91 are being sold with the 'Non-Motor Vehicle' Buyer's Premium as listed on the Buyer Information page 3 and in the Conditions of Sale pages 38 to 40.

84

A WAGONETTE BREAK
by Brewster & Co.



James Brewster established Brewster & Co. as a carriage manufacturer in New Haven, Connecticut in 1810. Their artistry was recognized internationally, including a prize won in Paris in 1878. Like many carriage builders, they segued into automobile bodies in 1905. By 1911 they had moved their atelier to Long Island City, New York, perhaps to be closer to the financial center that provided the customers for custom coachwork. Where Brewster usurped others is that it would make the next leap to transition into manufacturing cars under its own name in 1915. Early examples featured quiet, reliable Knight-type sleeve-valve engines, the Brewster motorcars were the pinnacle of understated styling and class. Later, the name perpetuated with a partnership with Ford.

This high seated Wagonette Break is presented in beautiful condition, clearly having been restored at some point and well maintained since.

\$10,000 - 20,000





Unmarked by its maker, but believed to date from the turn of the 20th century, this is Park Phaeton is beautifully constructed and refurbished. Its wicker is in extremely fine order.

\$10,000 - 20,000



*Formerly in the collection of Baron Casier and
believed to have been owned by Ettore Bugatti*
A PRIVATE OMNIBUS BY MILLION & GUIET



This regal Omnibus bears brass hub caps of Million & Guiet, each cast with the number 3766. This number stamping is repeated on various pieces of the ironwork, including the front road springs and mounting, and may be assumed to be the coachwork build number. The name Million Guiet will certainly resonate with collectors of European pre-war automobiles, as constructors of a number of bodies on Bugatti, Hispano and other great European marques.

According to its provenance, it was formerly in the collection of Baron Casier, who was well known as one of the more prolific collectors of carriages, housed at the Chateau Nokere in Belgium. Part of this collection was acquired in the 1980s by John Kluge, the legendary billionaire and once richest man in America.

Casier was known to have acquired the Bugatti family's collection of horsedrawn vehicles and it is assumed but not documented that the Omnibus was part of that acquisition. It is understood to have left the Casier collection later than the Kluge purchase, to have been restored and later to arrive here in America.

The Omnibus is listed in the reference work *Horseman Bugatti* by Andres Furger as reference "EB22", and illustrated in a paint scheme perhaps more readily known to Bugatti collectors of a black over yellow, and with an 'EB' in the oval panel below the driver's seat. Interestingly, Ettore Bugatti's association with Million Guiet extended to his ownership of a Rolls-Royce Silver Ghost bodied by this house for most of his later years.





The Omnibus while in the Baron Casier Collection

In prior ownership the carriage was refurbished externally to the current dark green paint scheme. Its front seat has been renewed, but in the rear compartment the upholstery is seemingly both original and in remarkably good order.

The Casier collection of carriages was something of legend in this community, and Bugatti's fondness for both horses and carriages runs deeply through the aesthetic of all his automobiles. It is easy to imagine friends being collected from the railroad and delivered to the Chateau St. Jean in Molsheim in this regal conveyance.

\$80,000 - 100,000



87

A c.1903 SKELETON BREAK
by Brewster & Co.



As described with the Wagonette in this collection, Brewster were always at the top of the tree when it came to the quality of the workmanship. Some measure of their reputation can be endorsed by the fact that even some Rolls-Royce were shipped to America for Brewster bodies, such that it was no surprise that when Rolls-Royce began production in Springfield, Massachusetts in 1919, Brewster was chosen to build many bespoke bodies on their chassis.

The spartan Skeleton Break was a carriage design which was used for training coach and carriage horses and was unhindered by coachwork. The high position for the driver, was balanced by a weighted box with lead to ensure that the back axle would not bounce at speed.

Unencumbered by coachwork, these were a fast-running vehicle, and Mr Fafard enjoyed it for just that purpose.

\$20,000 - 30,000



AN 11 PASSENGER NEWBURYPORT ROOF SEAT BREAK by Hume Carriage Co. of Amesbury, Mass



One of the oldest established of the Amesbury carriage builders, James Hume's business was founded in 1857. Although not well known in car circles, after its founder left the company Hume would make a transition to the building of bodywork for motorcars, the majority of which appear to have been for Marmon.

Howard Fafard acquired the Hume Roof Seat Brake many years ago and took great pleasure in using her.

\$25,000 - 35,000



C. 1860 MOUNTAIN TOURING COACH

by Boccardi E Alessio of Turin



This majestic Private Coach was constructed in Italy, and can cite provenance in America with two major collectors. That of Mr. and Mrs. James R. Coson, where it was housed at their famed Beechdale Property in Bird in Hand, Pennsylvania and later when that group changed hands collectively to Dinwiddie Lampton Jr. The Coson-Lampton collection was eventually sold publicly in 2004, which is when this was acquired by Mr. Fafard. As acquired it was in much aged order, and it is in this form it is illustrated in 'The Coson Carriage Collection at Beechdale' – a book which has an introduction by the recently passed, HRH The Duke of Edinburgh, in which he states 'The Coson Collection must be the pride of North America'.

It features a discreet wood paneled cabin area, with interior seating for four

passengers, atop this is accommodation for a team of a further eight passengers. Storage comes in the form of roof top cabinets and at the rear there are storage drawers. To access the driver's riser, there is a metal set of steps which collapse into the side of the bodywork. At its helm is an exquisite driving headlamp by Muhlbacher of Paris and to the sides there are large coachlamps. The commodious seating and storage is designed with the purpose of providing all that one might need for Mountain touring. It also carries two braking systems, for the more perilous descending of steep hills.

In the current ownership, the Coach has been refurbished sympathetically in a toned-down finish. It oozes class and a plethora of detail features, so extensive that to inspect it fully would take days!

This fascinating coach would make a statement piece for any collection.

\$125,000 - 150,000





90

A ROOF SEAT BREAK



This Roof Seat Brake was liveried by Mr. Fafard personally with his 'H.A.F.' logo and appears to have been the most well used and enjoyed of all the carriages offered today.

\$20,000 - 30,000



The Roof Seat Break in use





This modern wagon is built by noted coachbuilder, Bennington & Co. of Newark in Nottinghamshire UK. It has received only very light use.

\$5,000 - 6,000



Benefit Lots

Proceeds for lots 92 to 95 go directly to Micah's Place. For the seventh year, Bonhams is proud to partner with Micah's Place, a non-profit, certified domestic violence center serving the communities of Amelia Island and Nassau County. By bidding on these lots, you will be supporting the efforts of Micah's Place. To learn more about their extraordinary work, visit Micahsplace.org. Bonhams will not charge Buyers Premium for lots 92 to 95.



92

92

TWO EVENT TICKETS TO THE QUAIL, A MOTORSPORTS GATHERING 2021

Returning in 2021, The Quail Motorsports Gathering is an exclusive and award winning, car collector event held by Peninsula Signature Events on Friday August 13, 2021 from 10am to 4pm at Quail Lodge & Golf Club in Carmel Valley, California. Bonhams annual Quail Lodge Auction of motorcars is just a shuttle drive away, also on the grounds of Quail Lodge. The Quail Motorsports Gathering takes excellent care of its guests and sponsors with lifestyle and culinary attractions in addition to the vast display of entrant vehicles. This year's featured classes are the 50th Anniversary of the Lamborghini Urraco & Jarama, the 50th Anniversary of the Alfa Romeo Montreal and the 50th Anniversary of the Citroen SM.

This is a coveted event with a reputation that will not disappoint. Regular ticket purchase is by lottery only. Bid now for your chance to enjoy the afternoon of August 13th with Quail Lodge and Bonhams.

\$1,100 - 1,500



93

93

TWO VIP ALL-INCLUSIVE TICKETS TO THE AUDRAIN NEWPORT CONCOURS & MOTOR WEEK

Experience everything the Audrain Newport Concours & Motor Week has to offer with 2 VIP All-Inclusive tickets! Immerse yourself in the Newport culture by enjoying delicious food & cocktails by the ocean, viewing spectacular historic sceneries and mansions, and learning all aspects of the automotive life. A VIP All-Inclusive ticket includes: Museum Bundle Ticket (for all 4 days, 9/30/21 – 10/3/21), Wine by the Water, 3 Seminars of your choice, Hilltop Hangout (for both Thursday 9/30/21 and Friday 10/1/21), The Gathering Full Day Ticket and VIP Concours d'Elegance Ticket. This will be an incredible experience to remember!

\$2,000 - 2,500

94

A PASSPORT AUTO TRANSPORT ONE WAY, CROSS COUNTRY MOTOR VEHICLE TRANSPORT

Passport Auto Transport generously offers the winning bidder a one way, cross country motor vehicle transport. In operation for 48 years, Passport has shipped thousands of treasured vehicles door-to-door with fully enclosed auto transporters. Bonhams is grateful for Passport's continued charitable support.

\$2,000 - 2,500

95

GREENWICH CONCOURS D'ELEGANCE OCTOBER 2021 VIP PACKAGE FROM HAGERTY

The buyer of this lot will enjoy Hagerty's first Greenwich Concours d'Elegance event to be held October 22 to 24, 2021. The lot includes a 2-Day Event Pass, a Greenwich Party Ticket, an All Access Seminar Pass and VIP Tent access. To top it off, a 25th Anniversary keepsake hat will be given to the buyer. Get ready for a memorable fall event!

\$750 - 1,000

96 - 100

NO LOTS



94



95

Motorcars

May 20, 2021 at 1pm
Lots 101 - 211

Additional images for each lot can
be found at [bonhams.com/amelia/cars](https://www.bonhams.com/amelia/cars)



101

1955 MG TF 1500 ROADSTER

Chassis no. HDC48/8175

Engine no. XPEG 2023

1,500cc MG OHV 4 Cylinder Engine

2 SU Carburetors

Approximately 100bhp

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Fastidiously restored example*
- *Concours winning example*
- *From the estate of David Shelburne, a noted MG enthusiast*
- *Handsome black with green upholstery color scheme*
- *Well documented restoration*



THE MG TF

After the TD came the TF. The new model was given an evolutionary makeover, with a swept-back radiator grille and more sweeping fenders. Headlamps were nestled into the inner surface of the front fenders. Mechanically, the new TF model was TD-based, using the same XPAG 1,250cc engine but with valve and carburetor improvements.

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

THE MOTORCAR OFFERED

The early history of this particular MG TF 1500 is not well known. When David Shelburne, an avid MG enthusiast acquired this MG TF 1500 in 2001, it was a basket case in need of a complete rebuild. Having owned a very well sorted 1954 MG TF, it was decided that this car would be restored to concours condition.

To complete the car's paint and bodywork, Ohio-based restorer Keith Collins of Auto Image in Coolville, OH was hired. The mechanical and final assembly was done by David Shelburne and many MG acquaintances. The end result of this restoration is truly breathtaking. The car was unveiled at the 2016 All MG Meet and was awarded 2nd in class. It followed this up with two first in class wins. The first being at

the GOF central MG Car Club meet and the second being a first in class at the Cincinnati Concours d'Elegance.

Finished in black with green leather and having seen no road use since its restoration, the car today presents beautifully. Featuring the more powerful 1,500cc engine, the TF 1500 is the final evolution of the T-Series MG and has a rightful place in automotive history. The opportunity to acquire this superb example should not be missed.

\$30,000 - 50,000
WITHOUT RESERVE



102

1974 MERCEDES-BENZ 450 SLC

Chassis no. 107024-12-004638

4,520cc SOHC V8 Engine

Bosch Fuel Injection

225bhp at 5,000rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Understated and elegant color combination*
- *High quality, solid Mercedes-Benz SL*
- *Used for numerous historic events*
- *Utterly sorted and ready for touring, vintage rallies, or road use*



MERCEDES-BENZ 450 SLC

First introduced in 1971/72, the luxurious 450 SL Roadster and 450 SLC Coupe were outwardly identical to their '350' (3.5-liter) sister models, though endowed with superior performance courtesy of a more-powerful 4.5-liter V8 engine. Built on a longer wheelbase, the Coupe accommodated two rear seat passengers and provided greater boot space than the roadster. Today, a true Youngtimer classic, these high-quality motorcars are gaining popularity, and are admired for their iconic lines, strong mechanicals and superior finish. In 1975 catalytic converters were introduced, which inhibited performance compared to early cars such as this.

THE MOTORCAR OFFERED

Acquired for its model year which makes this automobile eligible for many vintage rallies and tours, this 1974 example was built in September 1973 and delivered in the same Midnight Blue with a dark beige MB-Tex interior color scheme that you see here today. Offered with its data card and retaining its build plate, these decode to show factory options of central locking, Becker Grand Prix Stereo, automatic antenna (no longer functional), Behr Air Conditioning – this has been converted today to an R134A system so that it blows 'ice cold', heated rear window and green heat insulating glass.

The example on offer has had more than \$50k invested in mechanical sorting and maintenance over the last 21+ years. During which, it has provided its current owner with miles of enjoyment on a variety of vintage rallies,

track days and tours, as well as regular road use. This vehicle has competed in a number of New England 1000 rallies, run several track days at Lime Rock Park and New Hampshire Motor Speedway, and is described by the seller as a perfect "going to dinner" car. Throughout its history, the sheer performance and usability has shone through, frequently outmaneuvering more sporting looking and potent brands and remaining extremely reliable thanks to its owner's 'no expense spared' attitude to maintenance. As it stands today, this is fully sorted with hot heat, cold AC, all its windows working, 4 brand-new high-performance tires on new 16 inch "8 hole" wheels, and a very strong motor. It is reported to be ready to tour in comfort or rally with determination and is sure to provide its new owner with many more miles of pleasure.

\$8,000 - 12,000
WITHOUT RESERVE



103

From the Collection of Glenn C. Gould Jr.

1965 LAND ROVER SERIES IIA 88" HARDTOP

Chassis no. 24419706 B

2,286cc Inline 4-Cylinder Engine

Single Downdraft Carburetor

77bhp

4-Speed, 3-4 Synchronized, Manual Transmission

2-Speed Hi-L0 Transfer Case

Front and Rear Live Axle Suspension

4-Wheel Drum Brakes

- Left Hand Drive North American Export
- 2 Owners from new
- Formerly owned by noted traveler, Alan Hogenauer
- Driven around the world in 1965
- A truly test proven example of the brand!



THE MOTORCAR OFFERED

This 1965 example epitomizes the 'outward bound' spirit of the brand. Covered from top to tail in stickers, badges and the like from far flung countries, this is no 'faux patina' vehicle, for it is understood that the former owner, Alan Hogenauer literally drove it around the world!

On his death in 2013, Loyola Marymount University, where he had worked in their College of Business Administration, recounted that over the course of a lifetime of travel adventures Mr. Hogenauer had accumulated more than 2.2 million air miles, visited no fewer than 311 different countries and territories and travelled to all seven continents. Domestically, he had been to every state in the country more than 10 times and was even positioned in the Guinness World of Records for visiting

all of the National Park Services sites, all 401 on them!! Of course, from all these excursions, he had many tales to tell and was well-known for being an entertaining raconteur. Other articles, including one in the Washington Post in 1977, noted that Hogenauer was driven to travel from his earliest days and made lists of where he would go, and what to see when he got there. By that point he had put together 127 such lists, of which 55 were completed!

The Land Rover here was very much part of that hobby and passion and is understood to have propelled him to complete his first list, with a trip from Perth, Australia to Edinburgh, Scotland for his honeymoon in 1965! The vehicle he chose to do that in is almost certainly this Land Rover, which dates from that very year. Strikingly finished

in red paint scheme, the vehicle was equipped with fold down cots inside, which extend from the rear compartment and lay across the top of the front seats. It also has spare fuel and water tanks and other gear on board.

It is understood that the car made the journey successfully, and that it was never refurbished from that point. The Land Rover has just been left in its well-worn, but rather charming condition, replete with tokens of various places visited along the way.

\$17,500 - 25,000
WITHOUT RESERVE



From the Collection of Glenn C. Gould Jr.

1963 STUDEBAKER AVANTI 61

Design by Raymond Loewy

Chassis no. 63R 1060

289ci OHV V8 Engine

Single 4-Barrel Carburetor, 289 bhp at 4,800 rpm

4-Speed Manual (T10) Transmission

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes



THE STUDEBAKER AVANTI

Commissioned by Studebaker management in the waning days of the company, famed industrial designer Raymond Loewy was encouraged to create a singularly bold and futuristic car to serve as not only a financial boon but also the firm's new technical/performance halo model. Designed in only 8 weeks the Avanti was hurried into production with a host of forward looking safety and performance features including factory supercharged versions of the venerable 289 ci V8 with a 4 barrel carburetor, front disc brakes, an integrated roll bar and a revolutionary 'Coke Bottle' body with front fenders, profiling distinctive blades extending well forward of the nose and rear fenders have a pronounced sweep and the wheel wells are shaped with unique parabolic designed that comfortably seated four. The Avanti is as striking today as it was in 1963.

THE MOTORCAR OFFERED

This is the 60th Avanti to have been built of the total production run of 4,647, of which roughly half (2,418 units) were built for the '63 model year. By merit of this early manufacture date, it carries fiberglass bodywork by the original producer, MFG of Ashtabula, Ohio – later Studebaker would bring this in house. The Avanti is known to the seller to have been originally sold to a lady in Clearwater, Florida through her local Studebaker dealer. It was finished then as it appears now in one of the most well-known schemes for these cars of Avanti Red, with a black interior. Its specification included the desirable Borg Warner T10 4 speed manual transmission mated to its R1 289 V8, harnessed by power steering and power brakes. Accessories included an AM radio and seat belts.

The current owner's mother, Judith Gould, bought the car from the original Clearwater owner and can record that while the lady enjoyed it for the first 3 years, on hearing of Studebaker's demise, she became concerned that she may not be able to get the car serviced. Mrs. Gould purchased the Avanti for the princely sum of \$1,800, and undeterred, would use it on a regular basis until around 1975, when it was brought to the Gould family's Wells Auto Museum in Maine. By that point, it had covered 54,000 miles from new, with only modest accrual in the ensuing 45 years. It retains original finishes throughout.

\$35,000 - 45,000



105

From the Collection of Glenn C. Gould Jr.

1982 DELOREAN DMC12

Design by Giorgetto Giugiaro

VIN. SCEDT26T5CD011262

2,849cc OHC V6 Engine

Electronic Fuel Injection

130bhp at 5,500rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Power-Assisted Disc Brakes

- Sought-after 5-speed manual transmission
- 2 owners from new
- The ultimate time machine!
- An automotive icon



DELOREAN

The brainchild of ex-General Motors executive John Zachary De Lorean, apart from its larger-than-life creator, it was the car's stylish coupé body that attracted most attention by virtue of its method of construction and gullwing doors. The much-hyped DMC12 finally arrived in 1980 and immediately ran into quality control problems, a not altogether surprising occurrence considering the local workforce's unfamiliarity with automobile manufacture. No doubt the company would have sorted out the glitches given time, but sales never approached projected levels and DeLorean's 1982 indictment on drugs charges - he was subsequently acquitted - brought the project to its knees. By then some 9,200 DeLoreans had been built, of which approximately 6,500 survive today. They are now seen as highly collectible, thanks in no small part to the *Back to the Future* movie series.

THE MOTORCAR OFFERED

Manufactured in January 1982, this rare 'stick shift' example is more of a 'time-warp machine' than a time machine, as it has had just one prior owner and has covered less than 6,000 miles from new. The reason? Well... the car is understood to have been owned from new by a couple who lived in Manhattan and kept the DMC12 in the suburbs of the city at their parent's home. As such, the car was only used on weekends and special occasions. Appropriately registered 'Outatime' in New York State, its last inspection sticker dates to 1994.

Realizing that it wasn't being used and respecting that it might appeal to a Museum crowd, the original owners contacted Glenn Gould. It arrived with him in the mid 1990s. As it stands today, the DeLorean benefits

from its modest use, with a clean interior and well preserved exterior. Still retaining its original shop and parts manuals as well as its original period NCT Goodyear ties, this must be one of the lower mileage cars nearing its 40th birthday and possibly one of the best preserved to exist.

\$25,000 - 35,000
WITHOUT RESERVE



From the Collection of Glenn C. Gould Jr.
**C.1940 BOMBARDIER B-7 SEVEN
 PASSENGER SNOWMOBILE**

Chassis no. 18-5932072

221 cu.in Flathead V8 Engine
 Approx. 90bhp at 3,800rpm
 3-Speed Manual Transmission

- *Rare surviving example of the original series of Snowmobile*
- *Long term Museum ownership*
- *Restored vehicle*
- *In running order*



BOMBARDIER AUTO-NEIGE

As for Karl Benz, who it is said designed his patent motor vehicle that was not beholden to rails after the frustration of losing his father while he was trying to return a locomotive to its tracks, it can be argued that the Bombardier company was built out of tragedy. Founder, Joseph-Armand Bombardier had been unable to get his 2-year old son to a hospital, and he subsequently died from complications of an appendicitis, owing to blizzard conditions and closed roads. An engineer by trade, this inspired him to progress ideas that he had dreamt of a vehicle which in his mind could 'float over the snow'.

The resulting design which conveyed power to any surface by sprockets to tracks, had a capacity of seven passengers, and he named

it the B7. A dozen were built in 1937 and they quickly became hot property, with more than 100 orders for them in 1939. From this humble acorn of a business, the Bombardier name that we know to this day as a huge conglomerate was born. Another of their hugely successful products is of course the 'Ski-doo', an amusing anecdote related to which is that its name is attributed to a 'typo' in the painting of the name on it rather than the 'Ski-dog' name it was supposed to have, as their mechanical replacement for a dog-sled!

THE VEHICLE OFFERED

An early example of the 7-seater Bombardier, we take its date from the Flathead Ford fitted, which sits in the 1941 model year sequence. The vehicle is understood to have been in service at a ski resort in period or later prior to its arrival in this collection. The charismatic 'Auto-Neige' snowmobile is presented in very fine order and was clearly the subject of a restoration prior to acquisition. Much of the woodwork finishes have been renewed, seats refurbished and the engine and running gear appear to have been refurbished also. As such, the vehicle is an exceptionally pleasing and fascinating static exhibit, and an example of a model which is perhaps unknown to most. When acquired, it was in running order and in preparation for the sale, the B7 has been recommissioned and is reported to be driving once again.

\$30,000 - 40,000

Offered on a Bill of Sale



107

From the Collection of Glenn C. Gould Jr.

1934 CHRYSLER AIRFLOW MODEL CU SEDAN

Chassis no. 6597577

299ci L-Head Inline 8 Engine

Single Down-Draft Carburetor

122bhp at 3,400rpm

3-Speed Manual Transmission with Overdrive

Semi-Elliptic Leaf Springs and Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- *One of the most forward thinking designs in American Automotive history*
- *Remarkable un-restored condition*
- *Long standing member of the Wells Auto Museum*



THE CHRYSLER AIRFLOW

The Chrysler Airflow of the mid-1930s was the first truly aerodynamic streamlined American car. "It bores through the air," Chrysler advertised—and they could prove it, because the Airflow had been extensively tested in the wind tunnel. But it was more than its form that made the Airflow historically significant. Its steel, semi-unitized body was years ahead of the competition. Chrysler demonstrated the Airflow's structural strength by pushing one off a 110-ft high cliff, then driving the car away.

All Chrysler Airflows were closed models and their interiors were also unlike anything else on the road. Inspired by aircraft of the time, the Airflow's seats featured exposed chromed tubular frames. The cloth upholstery had leather accents and piping.

Most Airflows were 4-door sedans, although there was a coupe model and each year a very few long-wheelbase limousines were produced as well. During the design's four-year production run, about 55,000 Airflows were built.





THE MOTORCAR OFFERED

In the early 1980s, Glenn C. Gould Jr. received a contact from a museum visitor asking if they might be interested in acquiring an Airflow – they most certainly were! What they were able to purchase was this most extraordinary example, a genuine timewarp, unrestored car. It was picked up from its home in Vermont, then driven to Massachusetts, and lightly fettled before being driven again to the museum where it has resided for decades.

This '34 Airflow gives a true flavor of how these models were delivered. It is finished in one of the handful of schemes that they were available, a Salon brown finish and matched with similar tones for its interior. As viewed today, the interior is certainly much aged, the headliner being worn and sagging in places,

but regardless of this, it appears to retain the details and many of its original features.

As with many of the most striking and innovative designs in the history of the automobile, the 1934 Airflow was ultimately too avant garde in its styling and the waterfall grill gave way to a more normal pronounced front end in successive years.

\$40,000 - 60,000



108

From the Collection of Glenn C. Gould Jr. 1940 DODGE VC-1 ½ TON 4X4 COMMAND RECONNAISSANCE CAR

Chassis no. VC1-8640364

201.3ci Six-Cylinder Side-Valve Inline Engine
79hp at 3,000rpm
4-Speed Manual Transmission
Semi-Elliptic Leaf Spring Suspension
4-Wheel Drum Brakes

- *Appealing light military vehicle*
- *Offered from long term Museum display*
- *One of the rarer VC models devoted to reconnaissance*



DODGE VC-1

Dodge's last peacetime range consisted of the Series D22 and D23, both of which line-ups used the same 230.2ci (3,774cc) six-cylinder side-valve engine. However, since the onset of war in 1939, they had been working on developing a series of half ton and one and a half ton trucks and were able to evolve their commercial vehicles to support the wartime effort.

Aesthetically from the firewall forward, they sported the same sheet metal of the civilian TC and TF commercials in 1940, only with a huge iron gate/guard mounted ahead of the front grill. The power plant and wheelbase also remained the same, only they were now powered to all four wheels. Badged internally as model T202, some 4,640 VC models were built with six possible

configurations, such as the VC1 presented here. Enjoying a deserved reputation for ruggedness and reliability, the 'Dependable' Dodges were much in demand as military staff cars during WW2.

The '1' in the VC series signified the Command Reconnaissance vehicles, of which it is understood a total of 2,155 units were built. Unlike many of the other VC models, the '1' had 'toast-rack' side access bodies which were tailor built for purpose by Budd.

THE MOTORCAR OFFERED

This Dodge VC1 represents a very sympathetically restored example of the model, finished in dark drab green paintwork with fawn trim and top. Its matte paint finish and overall presentation have the perfect flavor of the wartime effort. Little is known factually of this vehicle's service or history, and while it's often said 'if only they could speak' so that vehicles could tell us their tales, perhaps the detail might be too much to stomach! We do understand that the truck arrived in this collection some decades ago and was thought to previously have been in Wisconsin.

Be it for Museum exhibit, paddock support, or a trip to the beach, the VC would definitely start a conversation wherever it goes.

\$40,000 - 50,000



109

From the Collection of Glenn C. Gould Jr.
1970 QUASAR SR-70D 70 "D SPORTS RACER"

Chassis no. 003
 Engine no. EBS-0206558

1,147 SOHC 4-Cylinder Inline Engine
 140bhp

6-Speed Manual Hewland Mk 8 Gearbox
 Independent, front by A-arm, Rear By Coil Springs
 4-Wheel Disc Brakes



THE MOTORCAR OFFERED

This 1971 Quasar is probably the finest example of Mr. Puhn's cars existing today. Quasar #3 was a Chassis Engineering Inc./Puhn-built, i.e. 'works', delivered car. It has an extensively documented history file which it has clearly retained from its earliest days and charts all of its racing career through 4 consecutive racing log-books. Importantly, it is understood to be one of the two cars tested in Road and Track in period. Jim Serniuk was the first owner of this car. He was also a partner with Puhn in Chassis Engineering Company. Chassis number 003 was fitted with a prominent rear spoiler, as it appears today, giving it excellent high-speed stability while maintaining low drag. From the racing log books, the first engine in the car was an Ocelet Suzuki 750cc, then a 1300cc Ford Escort engine, which soon was replaced with a Lotus Twin Cam.

Serniuk upgraded the car continually to current

production specs as development on the design continued. In 1973 he sold the car to Bill Tannhaeuser. Tannhaeuser was well known in Midwest SCCA racing, with his Elva Mk I showing up at Road America, Brainard, and other Midwest tracks. He decided to upgrade the engine to a Honda 1200 cc 4-cylinder engine, perhaps the first racing car ever to use an engine from the "new" Honda Civic. With his newly upgraded Quasar, Tannhaeuser collected 6 wins and 10 podiums in his first 11 races. In 1997, John Langermann purchased the car from Tannhaeuser, and sent it to GMT Racing in Newtown Connecticut for a total restoration. The car was restored from the ground up, retaining the original chassis, wheels and drivetrain, but featuring a new tub and having new body panels created in fiberglass and Kevlar from the original factory molds. The original wing design and support structure was restored, bringing the car back to factory intended specs. Langermann

specified the car be made legal for SVRA events, which he planned to run, but also legal for CHR, HSR, MCSCC, SCCA, USRRRC, VARA, VHRA, VHRS and VSCDA events. The newly restored Quasar was taken to New Hampshire International Speedway after restoration, and Langermann put the car through its paces on their road course. After a successful day of testing, the car was returned to the shop and serviced ready for its next season of racing. Alas, plans changed, and John decided to retire from racing, and the Quasar has not turned a lap since! It later joined the Wells Auto Museum where it was prominently displayed.

Included with the car are two complete fire suits and helmets, SCCA Log books, service invoices dating back to 1971, a copy of the Road and Track with test results, SCCA race results, and much more!

\$15,000 - 25,000
WITHOUT RESERVE

Offered on a Bill of Sale



110

2001 BENTLEY AZURE

Coachwork by Pininfarina

VIN. SCBZK22E51CX62572

Engine no. L410101936

6,750cc OHV Turbocharged V8 Engine

Electronic Fuel Injection

385bhp at 4,000rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Exquisite example of Bentley's flagship Azure Convertible
- Less than 34,000 miles recorded on the odometer at the time of cataloging
- Powerful Turbocharged Bentley V8 to match the elegant Pininfarina-penned looks
- Opulent luxury inside and out



THE BENTLEY AZURE

Based on the potent Bentley Continental R, the drop head Azure version was one of the most powerful cars of the era. The famous Italian styling house Pininfarina had been chosen to develop the Azure on the four-seater Continental R platform, and there was no question that the result was most successful. Body shells were assembled in Italy by Pininfarina, and shipped to the UK for finishing at the Bentley factory at Crewe.

Hailed by its maker as 'the world's best Convertible', the Azure lived up to that grand title, proving an immense success especially in the US where its combination of unmatched luxury, effortless performance and soft-top style was highly attractive. When production ceased in 2003 a total of only 1,321 Azures of all types had been built.

THE MOTORCAR OFFERED

Finished in a classic color scheme of ivory white with a Parchment leather interior, this exemplary Bentley Azure was assembled by hand at the Crewe Bentley works during January of 2001 and delivered new to the US in February of 2001. According to the CarFax report, it made its way to Seattle, Washington, where it stayed until 2007 before heading to Illinois. In December of 2010, it found an owner in New York where it showed just 22,011 miles on the odometer and remained there until 2016. At this point, with a little under 28,000 miles recorded on the CarFax report, the car is believed to have migrated south to Florida. According to the CarFax, there might have been a potential odometer mis-reading during this time, which appears to have been a clerking error. The mileage has been consistent since

then, and the Bentley has been routinely inspected. The luxurious Azure showed just 33,946 miles on the odometer at the time of cataloging.

The Pininfarina-penned exterior of the car is in fine shape, and inside luxurious carpets and walnut wood finishes invite passengers into a refined environment. All imaginable amenities are present in the cabin, while its convertible top allows its lucky occupants to take full advantage of fair-weather days. A \$340,000-plus car from new, this extraordinary hand-built Bentley is ready for the next caretaker.

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



111

1980 ROLLS-ROYCE CAMARGUE

Coachwork by Pininfarina

Chassis no. JRL50745
Engine no. 50745

6,750cc OHV V8 Engine
220bhp at 4,000rpm
3-Speed GM400 Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Delivered new to New York
- One of only 530 built
- Original MSRP in 1980 - \$153,090
- Offered with copies of factory records



THE CAMARGUE

With the underpinnings of the contemporary Silver Shadow, the Camargue coupe was strikingly different from any preceding Rolls-Royce model, and closer in concept to the Bentley Continental. The company's flagship, it used an up-rated version of Rolls' dependable 6,750cc V8 engine. The power output remained undisclosed, in keeping with tradition, although most testers reported a healthy improvement in acceleration above 70mph and a top speed in excess of 120mph. The car also featured Rolls-Royce's advanced split-level air conditioning system which enabled independent temperature control at two levels, something that would later become standard on the Shadow II range.

Although in production for 11 years until 1986, some 530 were built. Of those, a mere 30 entered the U.S.A. each year even though the bulk of production was intended for overseas customers and the majority built with left-hand drive.

THE MOTORCAR OFFERED

According to factory records, this Camargue was purchased new by Peter O'Neill of Bronxville, New York. Ordered in April of 1980 in Sepia over Nutella Stone hides with Nutella Dark Brown piping and carpets offset by a beige headliner, the car was fitted with optional Nutella Dark Brown leather wrapped knee roll and center console cover. The sticker price was an eye watering \$153,090. Completed at the factory in Crewe in December of 1980, it was put aboard the American Argosy at 9am on January 29th, 1981 and arrived in Lyndhurst, New York two weeks later.

The Rolls would remain in the East Coast for most of its life and show only 44,000 miles in 2003, when it was described as being a well-maintained car that had been upgraded with a Harvey Bailey suspension handling package and a meticulously installed DVD player and

screen. By 2005 the car was in upstate New York outside of Buffalo. Remaining with that penultimate owner for approximately 6 years, it was acquired by the current owner in January 2011 with an indicated 45,676 miles on the clock.

Sparingly used and largely stored since purchase, it will likely require some recommissioning before heading to the local country club or restaurant to inevitably be parked out front. While it was an inflation-adjusted half a million dollars when new, it is all but guaranteed to make you look like a million bucks while driving it today, even if the purchase price is a mere fraction of that.

\$50,000 - 70,000
WITHOUT RESERVE



112

1959 VOLKSWAGEN TYPE 2 MICROBUS DELUXE 'SAMBA' 23-WINDOW

Chassis no. 329207

Engine no. 93811 (see text)

1,584cc ohv, Air-Cooled Dual Port Flat 4-Cylinder Engine (see text)

Single Solex Carburetor

50bhp at 3,000rpm

4-Speed Manual Transmission

4-Wheel Drum Brakes

Torsion Bar Independent Front and Rear Suspension

- *Immaculately restored in original Sealing Wax Red color*
- *Complete with Volkswagen AutoMuseum Birth Certificate*
- *Genuine German built 23-window example*
- *Highly desirable 'Samba' De Luxe Microbus*



THE VOLKSWAGEN TYPE 2 MICROBUS

As readily recognizable as the immortal 'Beetle' itself and a 'cult' vehicle in its own right, the Volkswagen Type 2 enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear. The Volkswagen Type 2 arrived in 1950. 1963 was the last year VW produced the 23 Window Microbus and has always been held in high regard among VW enthusiasts around the world as the top of the line model known as the "Sondermodell", meaning "Special Edition" in German and more commonly known as the Samba!

THE MOTORCAR OFFERED

This early 1959 Volkswagen 23-window Deluxe 'Samba' microbus is in beautiful condition and was the recipient of a wonderfully executed restoration. Completed on February 17, 1959, the bus then departed the factory a few months thereafter while being delivered within its home country of Germany. Although the early history of this bus is not known, it has spent the latter part of its life in the western part of the United States as part of a large car collection. Most recently, the car has resided in the sunny climate of southern California. Included with the car is a Stiftung Volkswagen AutoMuseum Certificate showing it to be an authentic Deluxe Samba model.

The exterior is beautifully finished in its original color of Sealing Wax Red while





the interior has been reupholstered in an attractive light gray vinyl with dark gray accents and 2-tone side panels. This 8-seater model was configured from the factory with a walkthrough cabin. A dash mounted clock and Wolfsburg crested steering wheel round out the interior. All of the glass has proper 'Sigla' Germany markings while the front flip-out safari windshield glass panels are ready to give the driver and passenger all the air flow they could ask for. The undercarriage also received a large degree of attention and appears just as clean as the rest of the vehicle. Mechanically, the car runs and drives excellently showing only 327 miles on the odometer. This is believed to be the only mileage covered following its comprehensive restoration. The original 1,192cc engine was

replaced with a more potent 1,600cc dual port engine for increased power and better driving experience. Additionally, the transaxle was upgraded with 3.44:1 gearing ratio for better highway-speed cruising capabilities.

A truly magnificent representation of an automotive icon, this Volkswagen 23-Window bus is a must have for any serious automotive collector, whether that being with a highly curated Volkswagen collection or an automotive enthusiast wanting to own a significant relic of automotive culture and engineering.

\$140,000 - 180,000



113

1968 CHEVROLET CORVETTE L71 427/435HP CONVERTIBLE

Chassis no. 194678S420470
Engine no. T05141R 18S420470

427ci OHV Mechanical Lifter V8 engine
Single Holley Triple Two-Barrel Carburetor
435bhp at 5,800rpm
4-Speed Manual Transmission
Fully independent Front and Rear Suspension
4-wheel disc brakes

- *Bloomington 'Gold Certified'*
- *Numbers matching example*
- *Beautifully restored*
- *Complete with books, brochures, tank sticker, and more*



THE STINGRAY COUPE



When the C3 Corvette made its debut for the 1968 model year, it was the wildest car to hit the street since the Lamborghini Miura. Patterned after Bill Mitchell's and Larry Shinoda's 1965 Mako Shark II, the new Corvette was the culmination of 1960s Coke-bottle excess but underneath it was the same Corvette as before. One notable mechanical improvement was the introduction of the three-speed Turbo Hydramatic replacing the two-speed Powerglide automatic. While the press wasn't too kind to the new Corvette (with particular criticism on the car's fit and finish) the public set a sales record.

The C3 was the brainchild of the talented engineering and design prowess of Zora Arkus-Duntov and Billy Mitchell, the same designers of the wildly successful C2 Corvette. To try to improve on their latest Sting Ray creation was

quite the undertaking, yet they proceeded to do just that. The C3 Corvette was quite the appropriate successor to its predecessor, and Chevrolet made sure to have an offering for every type of customer looking for driving satisfaction. There was an abundance of engine choices including 327 cubic inch small block with choices of 300 horsepower or with the L79 option 350 horsepower. In addition, there were also larger 427 cubic inch big block variants including the 390 horsepower L36 option, the 400 horsepower L68 option, the 430 horsepower L88 option and finally the L71 optioned big block featuring 435 horsepower. The crown jewel of them all was the ultra-rare L88 optioned big block which on paper was said to make 435 horsepower when in reality it was believed that these race engines delivered more to the tune of around 560 horses.





THE MOTORCAR OFFERED

There are Corvettes and then there are Corvettes—this is one of the latter. According to the National Corvette Restorers Society (NCRS), this ‘Vette rolled off the line in St. Louis, Missouri on May 27, 1968. A copy of the original Corvette Order Copy (tank sticker) indicates the car was destined for Barnes Chevrolet in Summit, New Jersey. Finished in LeMans Blue with a matching medium blue vinyl interior, the Order Copy documents that the car was originally acquired by someone both intent on going fast and unafraid to tick a few option boxes. First and foremost, they selected the L71 427/435hp V8 engine and paired it to a close ratio 4-speed manual gearbox. All that get-up-and-go wouldn’t be very useful if you can’t put it down to the pavement, so it goes without saying that the boxes for Positraction and White Stripe

F70x15 tires were ticked. While speed is great, there should be no need to suffer at high velocity, hence the boxes for hardtop, AM/FM radio, power brakes, and tinted windows. And just to remind you that it didn’t take long to get to hyper-legal speeds, an optional speed warning indicator was selected.

The Corvette was clearly well loved as it kept its original engine throughout its life. Restored to a very high level, it was judged by the NCRS in the summer of 2015 and won the highest honor a Corvette can get from the most prestigious and respected Corvette judges—Bloomington Gold ‘Gold Certification’. Judging sheets—six pages in total of small print—show that the fine-toothed comb with which the experts went through the car found it to be remarkably correct and to Original Equipment Manufacturer specification.

Offered today complete with both tops, owner’s manual, ‘68 Corvette sale catalog, radio instruction book, Corvette Order Copy, headlamp washer card, load card, override card, and Bloomington Gold judging sheets, this stunning machine is about as close as one can get to walking into your Barnes Chevrolet in the spring of 1968 and buying the car new yourself.

\$100,000 - 130,000



114

1959 ASTON MARTIN DB4 SERIES 1 SALOON

Coachwork by Touring

Chassis no. DB4/143/L

Engine no. 370/146

3,670cc DOHC Inline 6-Cylinder Engine

Dual SU Carburetors

240bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent with Live Rear Axle Suspension

4-Wheel Disk Brakes

- Delivered new to Malibu, California
- Retains the original, matching numbers engine
- One of 73 original built in left-hand drive
- Successfully completed many prominent road rallies



THE ASTON MARTIN DB4

Classically proportioned and instantly recognizable from the moment of its introduction, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine designed at Lagonda under the auspices of W O Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines

were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin.'

Boasting disc brakes all round and with 240bhp on tap, the DB4 was the first production car capable of accelerating from a standing start to 100mph and back to rest again in under 30 seconds. At a time when few family saloons were capable of exceeding 70mph and took an age to get there, this staggering performance made the DB4 just about the fastest thing on the road, easily the equal of its Italian rivals.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. The first had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake

calipers, and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays, and a host of improvements to the interior fittings. The fourth series was readily distinguishable by its new grille (with seven vertical bars), shallower bonnet intake, and recessed rear lights, while the final (fifth) series manufactured between September 1962 and June 1963 was built on a 3.5" longer wheelbase (allowing for increased leg room and a larger trunk) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel.

One of the most notable developments had arrived with the introduction of the 'Series IV' in September 1961, when a 'Special Series' (SS) or 'Vantage' engine became available as an option. The 'SS' incorporated a 9.0:1 compression ratio, larger valves, and triple SU HD8 carburetors.





THE MOTORCAR OFFERED

The 43rd of 149 DB4 Series 1s built, this Aston was ordered new by beachfront Malibu resident Mrs. Virginia Kondratieff through Charles Hornburg Jr's dealership in the summer of 1959. Searching for a standout look, Mrs. Kondratieff specified her car to be finished in Satin Bronze over Beige Connolly hides, 3.77:1 rear end, Powr-Lok limited slip differential, and chrome wire wheels. The DB4 was delivered on September 12, 1959 and swiftly put to good use with some 800 miles covered in the first two weeks of ownership. Clearly a driving enthusiast and an enthusiast of the mountains, in January of 1964 a winter thermostat was fitted along with a modified choke while routine maintenance was carried out on the car which was already showing 32,249 miles.

It is unknown how long the DB4 remained in California, but by the mid-1970s it had crossed the United States and was registered to Chester McConnell, Jr in Queens, New York. At some point, the car's restoration work included a repaint in the original Satin Bronze and a retrimmed interior in tan leather that included wrapping the entire dash, center console, and steering wheel to match the seats and door cards.

Acquired by the present owner in 2008, the Aston has been stored in a climate-controlled garage but has not seen much active use in the last baker's dozen years. Before active use, be it on the Colorado Grand or a drive to the finest restaurant in town, it is recommended that some recommissioning is undertaken.

One of a mere 73 Series 1 DB4s to be left hand drive from new and originally delivered to Malibu, California, this DB4 is sure to delight its next lucky owner.

**\$280,000 - 340,000
WITHOUT RESERVE**



115

1959 JAGUAR XK 150 3.4 LITER DROPHEAD COUPE

Chassis no. S838005

Engine no. V6265-8

3,442cc DOHC 6-Cylinder Engine

2 SU Carburetors

190bhp at 5,500 rpm

4-Speed Manual Transmission with Overdrive

Independent Front with Live Rear Axle Suspension

4-Wheel Disc Brakes

- Presented in its original color specification
- Former professional restoration
- Jaguar Heritage Trust Certificate confirming matching numbers engine and body
- Usable tour car



THE JAGUAR XK150



"The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable..." - *The Autocar*

The final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. A higher front wing line and broader radiator grille were other obvious differences, but

the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed. As with the prior models, open two seater, fixed head coupe and the versatile drophead coupe body styles as evidenced here were offered.





THE MOTORCAR OFFERED

As new, this XK was originally supplied straight through Jaguar Cars of New York as recorded on the Jaguar Heritage Trust Certificate. This document denotes its original paintwork scheme to have been Black, offset by a red interior and black top. Tallying the numbered components on this certificate confirms the car to retain its original matching numbers power unit today as well as the body. This XK150 was manufactured on 4th of January 1959 and left the factory later that month on January 23rd. This fantastic example is one of 2,672 drophead coupes produced.

In purchasing the Drophead, the consignor had sought a high quality, matched numbers example for an enjoyable and reassuring driving experience. Having owned the car

for nearly 15 years, this Jaguar has been thoroughly enjoyed. This Jaguar includes the aforementioned JHT Certificate along with the operating and maintenance service book. In addition, miscellaneous work orders and receipts from some of the previous work performed are also supplied with the Jaguar. The car is mechanically sorted while running and driving in healthy condition. The car is fitted with an oversize aluminum radiator with an electric cooling fan to help prevent any overheating and is an excellent addition for rallies and spirited drives. This XK just received a recent mechanical service in April of 2021 to ensure the vehicle was ready to be driven and enjoyed by its new owner. This work included a complete carburetor rebuild, cleaning, and tune. The car also received a

fuel tank service, new fuel filter, new spark plugs, ignition servicing, fresh oil change and finally a complete detailing with paint correction. The car is now aesthetically and mechanically ready to be enjoyed.

One of the most practical sports models of its generation, the XK150 Drophead affords the luxury of 2+2 motoring with a convertible top for all weather contingencies and as such, is a great option for the myriad of collector car tours which is one of the continuing ways to enjoy historic motoring.

\$110,000 - 150,000



116

1969 ASTON MARTIN DBS SALOON

Chassis no. DBS/5417/LC

Engine no. 400/4200/S

3,995cc DOHC Vantage 6-Cylinder Engine

3 Dual-throat Weber Carburetors

282bhp at 5,500rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Three owners from new
- Originally delivered to Connecticut
- Well optioned with Coolaire air conditioning, power steering, and more
- The last Aston Martin under Sir David Brown's leadership



Image of a similar car

THE ASTON MARTIN DBS

Introduced in 1967, the new DBS was the successor to the DB6 – it represented a new, very modern look for Aston Martin. Styled in-house by William 'Bill' Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing that: "Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time."

A superb expression of the automotive design its era, the Aston Martin DBS has become an icon of the marque, and also marks the last model produced under Sir David Brown's leadership at Aston Martin.

THE MOTORCAR OFFERED

The curves of the DB6 morphed into the creases of the DBS, and this example is special both for its short list of owners and original specification. According to copies of factory records, DBS/5417/LC was ordered new by Wallard Ward Malley, Jr., the president of The Edw. Malley Company. Malley's, New Haven's premier department store and a family business since 1848, afforded Wallace the means to buy his Aston, and the taste to specify all the right things. Finished in Fiesta Red over Black Connolly hides, Malley ensured he'd arrive at work looking cool thanks to a Coolaire air conditioning system. In addition to that, he'd be up-to-date with the news care of a Bosch New Yorker radio, safe thanks to front seat headrests and front and rear seat belts, and unruffled care of power-assisted steering.

Delivered at the end of June 1969, Malley would only enjoy the car briefly before passing away in 1971. The estate would retain the car until April 25, 1973 when it was purchased by fellow Nutmeg State resident and banker Richard Hyman.

A dedicated enthusiast, Mr. Hyman would drive and enjoy his DBS for the rest of his life. The car was acquired by the current owner in 2011, two years after Mr. Hyman's passing. Largely original and still finished in its original color scheme, this three owner DBS has been frugally driven in the last decade and some recommissioning is recommended prior to active touring and use. This well optioned and luxurious grand routier is now ready to make its way to its fourth fortunate owner.

\$60,000 - 90,000
WITHOUT RESERVE



117

1994 LAND ROVER DEFENDER 90 NAS

VIN. SALDV2285RA945303

3,946cc OHV V8 Engine

Multi-port Electronic Fuel Injection

182bhp at 4,750rpm

R380 5-Speed Manual Transmission

Front and Rear Coil Spring Suspension

4 Wheel Disc Brakes

- U.S. delivered "NAS" 90 Soft top
- Desirable manual example
- Owned for many years by current owner
- Numerous aesthetic upgrades, and excellent "cost no object" maintenance



THE MOTORCAR OFFERED

When Land Rover brought the "NAS" Defender to the U.S. for the 1993 model-year, they did it through their existing Range Rover dealerships. Land-Rover and the newly formed Land Rover North America (LRNA) had new models coming to the USA, and to draw attention to the brand, they produced a limited run of 500 Defender 110s. They were imported to be an "image car," and the launching point for the new Defender 90 and Discovery line in North America that followed from 1994 onwards.

Strikingly presented in the vivid 'AA' livery, this color choice by the marque harks back to their earliest days when a number of Land Rovers were used by the two main road assistance company/services in the UK, the Automobile Association (A.A.) and the Royal Automobile Club (R.A.C.). The former elected

to paint their vehicles a rich yellow tone, while the latter were sky blue.

This example has been appreciated so much by its current owner that he and his family have owned it not once, but twice, being purchased first from the original owner in 1998/9, and then having sold it in 2010, some seller's remorse led to its reacquisition in 2017! In keeping with his mantra for owning all eras of motor cars and maintaining them in ready to use order, a figure in excess of \$20,000 has been invested in the 4 years since this automobile's reacquisition. This has included fitting of 4 new, correct, BFG All Terrain TA K02 tires; new heater core; replacement of all major belts and hoses; new windshield and seals; new fuel pump, thermostat, and, water pump; new distributor cap, rotor, plugs,

and, wires; new steering damper; as well as a new OEM exhaust. Work carried out during the former period of the same owner's custody included details such as the new top; rock sliders; custom billet door hinges with stainless hardware to prevent rust stains; new catalytic converters; and fitment of the 4 Hella "Black Magic" lights mounted to roll cage.

As someone who has known it well for much of its existence, the seller has described the Land Rover as a 'super clean, well sorted, and corrosion free example - ready for reliable use on or off road.' It benefits from being built in ideal spec: AA yellow, first year of production, improved R380 manual transmission, and soft top.

\$65,000 - 85,000
WITHOUT RESERVE



118

1971 DE TOMASO PANTERA “PULSANTE”

Coachwork by Vignale

Chassis no. THPNLE01379

351ci OHV V-8 Engine

Single 4-Barrel Holley 700 CFM Carburetor

310bhp at 5,400 rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Offered by the original owner
- One of 75 very early-production “pushbutton” cars sold in the U.S.
- Several custom modifications made for the owner by Holman Moody
- Original and unrestored condition, with only 12,706 miles
- Accompanied by early documentation and Marti Report



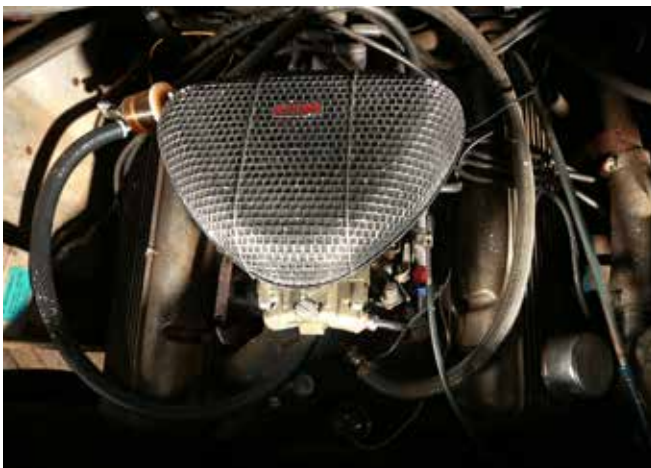
THE EARLY PANTERA

One of several Ford-powered “supercars” built in Italy under the aegis of Argentinean-born former racing driver, Alejandro de Tomaso, the De Tomaso Pantera’s sleek wedge shape wrapped around a mid-mounted 351ci Cleveland V-8 and 5-speed ZF manual transaxle. Years before the Ford GT, this was a mid-engined super coupe that could be bought directly from a Ford dealer – or rather, more precisely, a Lincoln-Mercury dealer, as part of an agreement worked out between de Tomaso and longtime friend Lee Iacocca.

The first Panteras produced were all completed at the famous Vignale coachworks. Instantly recognized by their round pushbutton door latches, with a hand grip molded into the body behind the door,

these Panteras were literally hand-built and boasted numerous other tiny detail differences from subsequent full production models, which utilized more evolved mass-production techniques. Initially planned for delivery in the European market, the finalization of the sales agreement with Ford resulted in approximately 75 of these cars instead being sent to the United States. Survivors of the early “pushbutton” or Pulsante Pantera are scarce and widely considered among the most valuable De Tomaso automobiles.





THE MOTORCAR OFFERED

The “pushbutton” Pantera offered here is still in the hands of its original owner, whose family have been devoted Ford customers for both work and pleasure since they began collecting automobiles in the early 1950s. They acquired, among other vehicles, the first Thunderbird and Continental Mark II sold in their state. In that spirit, when the family scion saw a Pantera at the 1970 New York Auto Show and wrote a letter to his local Lincoln-Mercury dealer, placing a firm order for the first available car. Several months passed and, upon learning that East Coast customers were already receiving Panteras long after he had placed his order, the owner wrote Henry Ford II directly, reminding him of the family’s longtime Blue Oval affiliations and, significantly, that they were major commercial truck buyers.

Not coincidentally, this Grigio Pantera was delivered new not long thereafter; a copy of the check for the purchase is included in the file, along with copies of the correspondence between the owner and Ford Motor Company. Soon after the Pantera was purchased it was brought to Holman Moody, the well-known racing shop in Charlotte, North Carolina, where it was fitted with a Holley 700 carburetor, Mallory ignition, special valve covers, and a chrome oil breather; a copy of the invoice for this work is also in the file. Preserved in the family collection, the car has been seldom driven, recording only 12,706 miles, but remains in complete overall condition, retaining its original factory finishes throughout. In addition to the famous push-button door handles, it retains such

early-production features as Campagnolo magnesium wheels, with the De Tomaso ‘T’ on each lug nut; De Tomaso, not Ford, emblems; and handmade bumpers. It should be noted that the original fuel tank requires refurbishing and an auxiliary fuel tank has been installed for temporary use.

There are precious few Pulsantes to go around; surely none have such splendid provenance.

\$100,000 - 140,000



119

1958 ASTON MARTIN DB MKIII

Chassis no. AM300/3/1307

Engine no. DBA/924

2,922 cc DOHC Inline 6-Cylinder Engine

Twin SU Carburetors

178bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent with Live Rear Axle Suspension

Front Disk and Rear Drum Hydraulically Assisted Brakes

- The 9th DB MkIII built
- Retains the original, matching numbers engine
- One of only 551 DB MkIIIs made
- Delivered new to California



THE ASTON MARTIN DB MKIII

Although it never featured in a James Bond film, having ceased production years before the franchise commenced, the DB MkIII nevertheless was the Aston Martin driven by '007' in Ian Fleming's novel, *'Goldfinger'*. It was also the last Aston Martin produced with the six-cylinder engine designed under the supervision of the great W O Bentley.

Two years after the introduction of the DB2/4 MkII came the DB MkIII - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959, 55% of which were exported. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickpenny.

This restyled nose gives the car a more imposing look, while the interior boasted a redesigned dashboard with instruments grouped in a cowled panel ahead of the driver.

The 3.0-liter engine had benefited from an extensive redesign by Tadek Marek (newly arrived from Austin) and featured, among other improvements, a stiffer block, stronger crankshaft, and a new cylinder head with bigger valves. 162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version. Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'.

Despite the inevitable weight increase, the MkIII was faster than any of its predecessors with a top speed of 120mph.

If that still was not enough, customers could opt for a more powerful DBB and (later) DBD 'Special Series' engine. Introduced as an option at the 1958 London Motor Show, the DBD came with triple (sometimes twin) SU carburetors and produced 180bhp or 195 with the twin exhausts. This engine was fitted to 47 cars.





THE MOTORCAR OFFERED

This lovely DB MkIII was ordered new in California through Peter Satori Co. Limited—the Southern California Rolls-Royce and Aston Dealer. Only the 8th MkIII built, it was finished on February 2, 1957 in Oarmino Silver Grey over black leather and was optioned with the twin exhaust system for a bit of extra oomph, Firestone Superspeed tires, an instruction manual, and a heater (but no defroster tubes). The original owner is not recorded, but entries in the Aston Martin Owner's Club registry indicate the car was with G.I. Nicholson in 1960 and registered in California with the plate 'NYG 111'. It is noted that the car participated in the 1960 Santa Clara Autocross with it who we believe to be Mr. and Mrs. R Hardy of Los Altos California at the wheel and placed 3rd and subsequently the 1960 Spook Rally

again with Hardy at the wheel and likely G.W. Butcher of San Mateo, California co-driving where they placed 6th. By 1963 the Aston had moved down to southern California with K. Woods of La Puente, east of Los Angeles. By 1970 it had moved further east to Cleveland, Ohio where it would remain for the next 38 years.

During its time in Ohio, the car was repainted in Silver Birch lacquer while the headliner was said to have been retrimmed in red flock back in California. Mechanically, the engine was said to have been rebuilt in the early '70s. Registered for road use through the mid-70s, it was described as complete but a little tired from its long-term storage and older cosmetic and mechanical work when the present owner acquired the car in 2008.

Since acquisition, the Aston has received some restoration work, a respray in burgundy red while the interior has been retrimmed in red leather, including a leather wrapped dash, steering column, and steering wheel.

Not actively used in the present ownership, it is ready for some light recommission work before active use. An exceedingly rare interim model that straddled between the DB2/4 and DB4, and made rarer still by the fact it was an original left-hand drive export model from new, this MkIII is sure to provide ample enjoyment on any number of events, tours, or weekend drives.

**\$120,000 - 160,000
WITHOUT RESERVE**



120

2019 PORSCHE 911 SPEEDSTER

VIN. WP0CF2A99KS172412

4.0-Liter 24-Valve Flat 6-Cylinder Engine
Direct Fuel Injection
502bhp at 8,250rpm
6-Speed GT Sport Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Disc Brakes

- *Finished in the Highly Attractive Paint-to-Sample Color of Oslo Blue*
- *Offered from original ownership having covered less than 75 miles*
- *Fitted with Desirable Options, Including Front-Axle Lift and LED Headlights*
- *Number 1306 of just 1948 examples built*



THE 991.2 SPEEDSTER

Somewhat confusingly, the seventh generation of Porsche's perennial 911 sports car was designated 'Type 991', succeeding the Type 997. Introduced at the Frankfurt Motor Show in September 2011, the Type 991 is only the third all-new platform for the 911 since the original of 1963, the second being the Type 996 of 1999. Its development overseen by Porsche's Chief Designer, Michael Mauer, the Type 991 represented a logical progression from the Type 997 and was slightly larger than its immediate predecessor while retaining the classic 911 look. The most important chassis change was to the wheelbase, which increased in length by 100mm, while a new transaxle enabled the rear wheels to be relocated 76mm rearwards relative to the engine, improving both weight distribution and cornering performance. Transmission options comprised six-speed or seven-speed manual gearboxes, with

Porsche's dual-clutch (PDK) shift optional on the latter.

Porsche's signature 'flat-six' engine was available in three different capacities in the Type 991 (3.4 liters, 3.8 liters, and 4.0 liters) with power outputs ranging from the entry-level Carrera's 345bhp up to the Turbo S's 552 horsepower. Following its established practice, Porsche also offered Cabriolet, Targa, GT3 and GT3 RS variants to cater for all customer demands ranging from soft-top boulevard cruiser to track-day assault weapon.

In September 2015, the Type 991 was introduced in revised and restyled form for the 2016 model year, becoming the '991.2' in factory parlance. To the concern of some traditionalists, turbo-charged engines were now standardized throughout the range: a

3.0-litre unit in the Carrera and Carrera S, and a 3.8-litre one in the Turbo models. The purists did not have to wait long for their concerns to be assuaged, as in March 2016 at the Geneva Motor Show Porsche unveiled the limited edition 911 R, featuring the 'old' GT3 RS's normally aspirated 4.0-litre 493bhp engine and a new six-speed manual gearbox.

As part of its 70th anniversary celebrations, Porsche presented a Type 991.2 Speedster concept at the 2018 Paris Motor Show. The production Speedster was unveiled at the New York Auto Show in April 2019 with deliveries commencing in May of that year, and is historically significant as the final model of the 991 family to be built. Referencing the year of Porsche's establishment as a motor manufacturer, only 1,948 were built. Needless to say, Porsche had no trouble selling every





THE MOTORCAR OFFERED

single one. The last car off the Zuffenhausen production line was auctioned for charity in April 2020.

As one would expect, the 991.2 version has the modern Speedster's characteristic pair of 'camel hump' cowlings behind the seats among many other special features. These include the carbon fiber front fenders and hood from the 911 R, while carbon fiber is also used for the roof cover, which sits behind the front seats when not in use. A GT3 bumper is used at the rear while the frontal lower spoiler and air intakes are unique to the Speedster. Other highlights include a leather interior with perforated seats, red-tinted daytime running lights, stone guards, a titanium exhaust system, and carbon-ceramic brakes as standard.

Delivered new to California, this Speedster has covered a mere 50 miles, at the time of cataloging, in the hands of its sole owner and is presented in effectively 'as new' condition. Attractively finished in the stunning, special order paint-to-sample color of Oslo Blue, the car was delivered with numerous desirable options including the following: Black leather interior, extended range fuel tank, front axle lift system, fire extinguisher, light design package, Bose surround sound system, auto dimming mirrors with integrated rain sensors, crono package, and LED headlights in black with PDLs.

Offered with all of its original accompaniments, this last-of-the-line 991 Speedster represents a wonderful opportunity to acquire one of the rarest, most exciting and sought-after Porsches

of modern times. Given the constraints imposed by increasingly stringent emissions legislation, future Porsches will almost certainly all be turbocharged and have automatic transmissions, making the Type 991.2 Speedster one of the last – possibly the last – truly 'analogue' 911.

\$300,000 - 350,000



121

1964 JAGUAR E-TYPE SERIES I 3.8 ROADSTER

Chassis no. 881576
Engine no. RA6901-9

3,781cc DOHC Inline 6-Cylinder Engine
3 SU Carburetors
265bhp at 5,500rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Exquisite nut-and-bolt restoration to factory specifications*
- *Matching numbers example presented in the factory livery of Black over Red*
- *2008 JCNA National Championship winner*
- *Accompanied by Jaguar Heritage Trust Certificate, workshop manual, and comprehensive records*



THE MOTORCAR OFFERED

Completed at Jaguar's Browns Lane works on May 21st, 1964, this lovely Series I 3.8-Liter Roadster was originally finished in black, with matching black soft top, and an elegantly contrasting red leather interior - just as it appears today. As noted on the Jaguar

Heritage Trust Certificate, the factory left hand drive configured E-Type Roadster was dispatched from the Jaguar facilities on June 1st, 1964 destined for the booming North American sportscar market, where Ms. Julia Hacken of Beverly Hills, California became the first owner. Little known history exists for the subsequent two score of years, but during that time the car was restored – likely in the 1980s – in a burgundy over black leather color scheme and was in California in the early 2000s before the current owner acquired it from Missouri in August of 2006.

A British car enthusiast with a garage that included stable mates from Aston Martin and MG, the Jag was in good company next to the award winning '69 Series II E-Type already in one of the bays. Originally intending to make

the Series I a fine driver, as the project started it became clear that it was either go-big-or-go-home and the decision was made to go for gold and restore the Roadster to concours and Jaguar club winning standards. Having done this once before with the Series II, the exciting new project presented new challenges but not insurmountable ones.

Restoration work on the car was farmed out to the best of the best. Greg Bonanni's Classic Car Restoration, the shop that had restored the owner's Series II to show winning standards, was entrusted with body work and paint. The engine was sent to Coventry West in Lithonia, Georgia for a full rebuild while the transmission went to Point Transmission in St. Clair Shores, Michigan for its own full refurbishment.





Finally, the interior was completed by Original Specification Jaguar Interiors (OSJI) in Muncie, Indiana. Any other minor work was sent to the necessary specialty shops. A 'build book' with before and after photos, documentation, and receipts details the work carried out.

The completed car, returned to its original specifications, was finished in the fall of 2007 and debuted at the September 8, 2007 Jaguar Affiliates of Michigan Concours where it placed second in class with a score of 9.984 out of 10. While second place is good, it means of all the losers, you've come in first, so the car was tweaked to perfection under the supervision of Jaguar specialist and Jaguar Club of North America Series I National Championship Builder, Matt Nold, in preparation for the 2008 concours season. Campaigned throughout the JCNA regions, the Roadster achieved the

2008 National Championship for class DO2 with a score of 9.99 out of 10. Additionally, the car found favor outside the Jaguar clique winning the coveted Ruscilli Trophy at the 2008 Columbus Ohio Car Show and later an invitation to be displayed at the prestigious Concours of Americas at St. John in 2011. Having proved itself sufficiently, the car was shown sparingly for the next three years before being garaged from 2014 onward.

Coming out of retirement briefly in 2017 to be shown at a JCNA Florida event, it handily swept the competition and won its classes with its then decade old restoration. Since then, the car has been sparingly driven and carefully maintained by its doting owner who has endeavored to make the car run as well as it looks with the inclusion of a distributor and points improvement to an electronic

system and an upgraded in-tank fuel pump. Presented today in lovely condition with a beautifully maintained restoration, the car will be accompanied by a Series I workshop manual, Jaguar Heritage Trust Certificate, and a Build Book including restoration photos and receipts, JCNA scoring sheets, JCNA trophies, and photos from various concours. Expertly restored E-Types, like the one presented here, are highly sought after by collectors all around the world. With the vehicle on offer being in such fine condition, there is no better opportunity to put yourself behind the wheel of one of the most iconic sports cars of the 20th Century.

\$120,000 - 160,000



122

1957 CHEVROLET CORVETTE

Chassis no. E57S101876

283ci OHV V8 Engine

Single 4 barrel Carburetor

220bhp at 4,600rpm

4-Speed Manual Transmission

Independent Coil Front with Semi-Elliptic Leaf Spring Rear Suspension

4-Wheel Hydraulic Drum Brakes

- *Desirable Manual Transmission*
- *Well presented older restoration*
- *Classic Red/White colorway*



THE CORVETTE

Back in 1953, Chevrolet's launch of a two-seater sportscar was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled fiberglass coachwork. Motive power came from Chevrolet's 235.5cu in (3.8-liter) overhead-valve straight 6 and, unusually for a sportscar, there was automatic transmission, a feature that attracted much adverse criticism at the time.

A V8 engine for 1955 and a radical re-style for '56 consolidated the 'Vette's position in the market. A facelift for 1958 saw the Corvette gain a quartet of chrome-rimmed

headlamps and a host of other more minor styling changes. Perhaps not surprisingly, alterations for '59 were few, though one welcome change was the deletion of the previous year's fake hood louvers.

By the end of the 1950s, Corvettes had begun to establish an enviable competition record for the marque. Corvette Chief Engineer Zora Arkus-Duntov was a big fan of auto racing, and it was he that was responsible for unlocking the car's innate potential and developing it into a genuine race-winner. These racing successes repaid Chevrolet's investment with interest: Corvette sales improved significantly, ensuring the car's survival and enabling it to go on to become the world's best-selling and longest-lived sportscar. In 1957, 6,339 Corvettes were produced.

THE MOTORCAR OFFERED

Equipped with a 4-speed manual transmission, matching red hardtop, red interior and white side scallops, this eye-catching Corvette is in lovely condition and a highly optioned example of the C1. The car received a restoration addressing both mechanical and cosmetic aspects some time ago but is said to have been used minimally since. The paint and brightwork present well, as does the engine bay which has been dressed with some additional chrome. The interior is also in very nice condition and features an upgraded radio with a custom amp in the trunk. This classic Roadster is ready for local shows or participation in vintage rallies. This sporting Corvette deserves serious consideration.

\$55,000 - 65,000



1979 PORSCHE 930 TURBO 3.3 COUPE

- One owner from new
- Ultra-rare Fuhrmann Seat Package
- Recent refresh by Porsche
- Highly optioned, custom order specification

Chassis no. 9309800621
Engine no. 6890047

3,299cc SOHC Turbocharged 6-Cylinder Engine
Bosch Fuel Injection
265bhp at 5,550rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes



THE PORSCHE 930

"It offers the finest blend of ultimate performance and refinement I have ever come across." – Paul Frère on the Porsche 911 Turbo.

Much of the Porsche 911's development had resulted from the factory's racing program. It was the then FIA Group 4 homologation rules which required 400 road cars to be built and spurred the development of "Project 930": the legendary 911/930 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-liter Carrera RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible (hence only four speeds in the gearbox), capable of racing from a standstill to 100mph in 14 seconds.

THE MOTORCAR OFFERED

This phenomenal 1979 Porsche 930 Turbo has been retained by its original owner and has been a beloved member of his collection for the last 42 years. The Turbo was purchased new on July 31st, 1979 from the legendary Brumos Porsche Audi of Jacksonville, Florida, which was owned by the motorsport racing legend and Hall of fame driver, Peter Gregg. The car is wonderfully specified in black over tan with a host of options including an electric sunroof, a realignment which lowered the car to the European height, and the incredibly rare Fuhrmann Interior package which featured special leather seats containing four large cushions down the center. Porsche did not advertise an option code for the package. It had to be specially requested by the dealer; as a result, it is believed to be one of the rarest options fitted in a 930. The handful of cars to feature the Fuhrmann seats include Dr. Porsche's personal 1975 930 Turbo, the

1976 London motor Show 930 Turbo, and Peter Gregg's personal 1976 930 Turbo.

The Turbo has been impeccably maintained from day one, having always been kept in a climate controlled garage and receiving regular maintenance with oil changes every 2,000 miles or less. In 2018 the Turbo was sent to the experts at Porsche Southpoint, a premier Porsche dealer in Durham North Carolina, where the car was treated to a thorough refresh consisting of a complete respray in its original color, a new headliner, and new leather on the dash. The car is accompanied by the original Bill of Sale, service receipts, original manuals, tools, and jack. This superb, single owner Porsche icon presents an amazing opportunity for a collector to acquire a best of breed example with exceedingly rare options. If you have ever lusted after a 3.3-liter Turbo, now is the time to strike.

\$95,000 - 130,000



124

1926 ROLLS-ROYCE 40/50HP SILVER GHOST
BOAT TAIL ROADSTER

Chassis no. S377RL

Engine no. 21628 (see text)

7,668cc OHV Inline 6-Cylinder Engine

Single Carburetor

113bhp at 3,000rpm (see text)

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes (see text)

- *Delivered new to Hollywood producer John McCormick*
- *Formerly part of Hans-Günter Zach's Austrian Museum*
- *Rebodied in sporting boattailed fashion*
- *Ideal long-distance touring vehicle*



THE ROLLS-ROYCE SILVER GHOST

The legendary Rolls-Royce model first introduced in 1906 was not initially referred to as a Silver Ghost rather, the 40/50, referring to its 40 taxable horsepower and 50 real horsepower. The first 40/50 to bear the name Silver Ghost was actually the thirteenth chassis to-be-built. It featured an aluminum body by Barker with silver-plated exterior fittings and a silver-plated brass plate bearing the name "Silver Ghost." The name stuck, and Silver Ghosts became known not only for their incredible reliability, but also for their virtually silent operation, smoothness, and absence of vibration. Simply stated in a 1911 company catalogue: "The Rolls-Royce Car is bought by people who will have the best and nothing but the best." The company unabashedly claimed "The Best Car in the World" as its mantra.

Production continued in England through 1925 and in America at Rolls-Royce's Springfield facility from 1921-1926. At the time, no car was built better; its excellence achieved by a painstaking dedication to detail unique in the automotive industry.

When World War I ended, there was great pent-up demand for new cars, and the Rolls-Royce factory could not keep up with demand for the first couple of years after the Armistice. The Managing Director of Rolls-Royce, Claude Goodman Johnson, had visited the USA as part of R-R's war effort, and he was most impressed with what he saw. The USA auto market was much larger than the rest of the world combined, and it was not a market that Rolls-Royce was penetrating very effectively.

Johnson knew just how to attack the US market – Rolls-Royce needed a factory in the USA. After the war, he set about establishing a manufacturing operation on Yankee soil, having looked at a plant site in New Jersey but finally choosing Springfield, Massachusetts, because there was suitable real estate available, a large pool of skilled workers and a history of good labor relations. A factory property was acquired in 1920 and work began. Fifty-one foremen sailed over from Britain and set about hiring the rest of the staff locally. Production began in 1921 and a few cars were produced that year.

The first 100 cars were almost identical to British models. But soon Springfield realized that changes would be required, for some of the British components could





THE MOTORCAR OFFERED

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

This sporting American Ghost started life as a Pall Mall Tourer coachbuilt by Merrimac Body Company. It was delivered new on the opposite side of the country to movie producer John McCormick of Burbank, California in November 1926. McCormick and his famous bride, silent film star Colleen Moore no doubt enjoyed the open motoring experience of their Pall Mall. The late Rolls-Royce historian John Webb de Campi noted that S377RL would later lose a couple of doors and be bodied in the style of a Piccadilly before further modification tapered the back end into a boattail roadster body. Other changes included a lower windscreen, newer front headlights, and an overhead-valve engine—all three of Phantom I origin. Additionally, front drum brakes were added.

Finished in silver with bright blue fenders and coachlines over grey leather, the roadster looks as sporting as ever. While records are limited, it is reported that the engine was rebuilt in 1999 with new pistons and cylinder head while the dash was refreshed in 2002. The Rolls would enjoy some time in the collection of Hans-Günter Zach and was on display in his Austrian museum not far from his famous 'Star of India' Phantom II Continental. The car joined the current collection in 2010 and has seen limited use.

A CCCA™ Full Classic and eligible for numerous events, this Rolls is the perfect escape for two lucky folks on a winding strip of blacktop into the horizon.

**\$150,000 - 200,000
WITHOUT RESERVE**



125

1953 RGS ATALANTA

Old UK Registration no. UKL852
Engine no. F1632-8

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

- One of 11 cars built by Dick Shattock at Brookside Garage.
- Believed original alloy coachwork.
- Featured in Dr. Alan Shattock's book on the RGS Atalantas with large history file
- Powerful Jaguar engined special
- Great potential as a high speed rally car or as a vintage race car



ATALANTA CAR COMPANY

A short-lived but highly regarded manufacturer, Atalanta Motors of Staines, Middlesex was the brainchild of Alfred Gough, designer of the overhead-camshaft Frazer Nash engine. Gough was joined in his new venture by another ex-FN employee, draughtsman Peter Crosby, while financial backing came principally from undergraduates Peter Whitehead and Neil Watson, the former a future Le Mans winner and the latter heir to the Burma Oils fortune. Other luminaries of the British Motor industry that played a part in the Atalanta story include Wally Hamill (Dunlop and Morris); Eric Scott (Specialoid pistons); A C Bertelli (ex-Aston Martin); and Dennis Poore (Manganese Bronze Holdings and Norton Villiers Triumph).

Founded in 1937, the firm specialized in hand built sports cars of advanced design; the exclusive and expensive Atalantas being unique among British cars of their day in featuring all-independent coil-sprung suspension.

After WW2 the Atalanta Car company was acquired by Major Richard (Dick) G. Shattock, a retired member of the British Army and former tank driver. Dick was an ardent Motorsport enthusiast, who campaigned an Austin Ulster before the war. After the war, Dick purchased the Atalanta motor company. Then, he began building his first special. It is believed that Dick built 11 complete cars and sold numerous suspension units, and fiberglass bodies for enthusiasts like himself to build their own

racing cars. These cars were remarkably advanced for their time. Dick himself campaigned his first RGS Atalanta with a great deal of success and even gave Jaguar factory C and D types a serious run for their money. On a few occasions he even beat them. The best showing being the British Empire Trophy in 1955 when Dick Shattock in his RGS Atalanta was victorious.







THE MOTORCAR OFFERED



It appears that the car was ordered in 1953 and it was the third RGS Atalanta built at the Brookside garage. This car was fitted with Aluminum coachwork that was built by John Griffiths, a former Vickers Aircraft engineer and car builder. It was fitted with a standard XK120 engine. This car was also one of the completed RGS Atalantas. The chassis was built entirely at Brookside garage and featured a unique and advanced independent 4 wheel suspension of Shattock's own design. Shattock manufactured a number of these suspension units for fitment to specials. However, he only built a few complete cars.

The car was first road registered by Dick Shattock for David Smallwood in 1955.

It is believed at that time the car was well equipped as a touring car as it was fitted with a full windscreen, top and side screens. Evidence of the fitment of those items are visible on the car today. The car was fitted with some unique racing features that indicated that Smallwood may have raced the car before it was road registered. These modifications included a 16 quart engine sump, Alfin aluminum brake drums, alloy rear differential, and a cylinder head with larger valves. At present time no photographs or records have been unearthed of this car competing in period, at least under registration number UKL 845.

It is unknown how long the car remained in David Smallwood's ownership. The car was imported to the US in the 1970s by





Sam Tayloe in Tennessee. At this time, the car had been converted to a sports racing car and much of the car's road equipment was removed. It was fitted with a single Brooklands windscreen and painted white with a green stripe. It was also reported by Sam that he had received a number of trophies and ribbons from the car's previous career. Bonhams has been unable to verify this as these items were reportedly lost in a house fire. It is believed that Sam used the car at some vintage race events. It remained in Sam's ownership until 1988. The car was then acquired by the consigner. At this time it was put through a cosmetic refurbishment and put on static display.

believed to be original in good condition. At some point in its early life it was fitted with a Warren Pierce 3 carb manifold. Due to the fact that it has been on static display for many years, it is recommended that the car be put through a mechanical inspection and service before being used on the road. With some time and effort it could be made into a fantastic vintage race car that would be eligible for many events both here and abroad. It could also be a great entrant in any number of prestigious events, such as the Colorado Grand, or Copperstate 1000.

\$300,000 - 500,000

The car was recently inspected by a Bonhams specialist and the bodywork is



126

1967 MASERATI GHIBLI 4.7 COUPE

Coachwork by Ghia

Chassis no. AM115.074

Engine no. AM115.074

4,719cc DOHC V8 Engine

4 Weber Carburetors

330bhp at 5,500rpm

5-Speed Manual ZF Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- 26-month comprehensive restoration by Milestone Motorcars completed in 2020
- Presented in its factory original livery of Blue Sera over Senape
- Desirable early production example retaining matching numbers engine
- Offered with extensive restoration file and factory records



THE MASERATI GHIBLI

A strong contender for the “most handsome car of the 1960s” title, Maserati’s Ghibli debuted in coupe form at the Turin Motor Show in November 1966. Styled at Carrozzeria Ghia by Giorgetto Giugiaro and named after a Sahara Desert wind, the Ghibli rivaled the Ferrari Daytona for straight-line performance - its top speed was close to 275km/h (170mph) - while beating it for price. More than 4.5m long and 1.8m wide, the Ghibli occupied an inordinate amount of space for a mere two-seater, but perhaps the most startling aspect of its appearance was the height, or rather the lack of it.

The power unit was Maserati’s powerful, four-cam, 90-degree V8, an engine derived from that of the 450S sports racer and first

seen in road-going guise in the 5000GT. This was used in 4.7-liter form up to 1970 when it was superseded by the 4.9-liter SS version in order to meet ever more stringent emission laws. The gain in horsepower was minimal, but in either case performance was stunning, with 160km/h (100mph) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8’s enormous torque, which made the Ghibli one of the most flexible and easy-to-drive GTs of its era.

One of the most stunning sports cars ever made, the Ghibli was a worthy rival for the Ferrari Daytona and represents exceptional value for money today, just as it did over 50 years ago.

THE MOTORCAR OFFERED

This outstanding Maserati Ghibli 4.7 Coupe stands out as a beautifully restored example. Completed at Maserati’s Modena workshops in July of 1967, this early-production Ghibli, chassis no. AM115.074, was built as a left-hand drive Coupe. It is finished as it appears today in elegant Blue Sera over Senape leather interior, and according to the Maserati Factory records, the car was delivered new to Firenze, Italy with an Automatic Borg Warner gearbox. This information could be an error however, because when the car went through its recent thorough restoration, no signs of an earlier automatic transmission was found, and the Ghibli is known to have been a 5-speed manual car for decades. This desirable early production Ghibli presents today with all the attractive factory features





that came on the early Ghiblis, including the smooth non vented hood, delicate chrome bumpers, Campagnolo alloy knock off wheels, a lower rear hatch design, wooden steering wheel and shift knob, and toggle switches.

Although the Maserati's early history post its home-market delivery remains unknown, this Ghibli has recently come out of a nearly 30-year Wisconsin-based custodianship. Finished in its original color of Blue Sera over Senape leather interior, this stunning Ghibli underwent a 26-month rotisserie restoration completed in December of 2020 by Milestone Motorcars in Delray Beach, FL. During the restoration, the body was taken down to bare metal and the factory undercoating was removed. Most Ghiblis of

this era are now heavily undercoated, but this example has no undercoating leaving the floors finished in the lovely blue color matching the body. Other components tended to during the restoration included the suspension and brakes, while the matching numbers 4.7-Liter DOHC V8 engine underwent a full refurbishment. The sporty Campagnolo alloy wheels were refurbished as well and shod on a fresh set of Pirelli tires. A comprehensive binder documenting the work carried out with photos and details of the restoration is included with the sale, along with a tool kit and wheel wrench.

These powerful and sharp-looking Giorgetto Giugiaro designed GT's are among the most desirable cars ever produced by the legendary Modena-

based Maserati company and remain highly collectible today now that Maserati has brought back the Ghibli namesake to their model range. This smart, beautifully restored Ghibli, with a 5-speed manual transmission and striking color combination, truly makes an appearance wherever it goes. A superb example for high-speed rallies such as the Copperstate 1000, this Ghibli 4.7-Liter Coupe is ready for its next owner.

\$250,000 - 325,000



127

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 road rally car for retrospective tours
- 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.

**\$45,000 - 60,000
WITHOUT RESERVE**



128

1961 BENTLEY S2 CONTINENTAL FLYING SPUR

Coachwork by H.J. Mulliner

Chassis no. BC70LBY

Engine no. B69BC

6,230cc V8 Engine

Twin S.U. HD6 Carburetors

Approximately 200bhp

4-Speed Hydra-Matic Automatic Gearbox

Coil Spring Front Suspension, Semi-Elliptic Rear Leaf Springs

Hydraulic Front Brakes, Hydraulic and Mechanical Rear Drum Brakes

- *High-Specification Continental Model*
- *One of Only 388 S2 Continentals Produced*
- *Delivered new to Malibu, California*
- *Dashing Lightweight Alloy Coachwork*



THE BENTLEY S2

A cousin of the Rolls-Royce Silver Cloud II, the Bentley S2 debuted in September 1959. While retaining the basic body design and chassis of its predecessor, the S1, the new S2 replaced the F-head 6-cylinder engine of the S1 with an all-new aluminium overhead-valve V8 engine, under design and development for the previous decade by the engineers at Crewe. While Rolls-Royce, Bentley's parent firm, had long disdained publication of horsepower ratings, the new V8 engine was estimated to develop over 200 brake horsepower and, due also to its lighter-weight all-alloy construction, made both the Silver Cloud II and S2 faster and quicker than their immediate predecessors. Remarkably, this basic V8 engine design would remain in use for nearly 40 years, until the advent of the Bentley Arnage in 1998. The S2 also introduced standard power-assisted

steering and shared its GM/Hydra-Matic four-speed automatic gearbox with the Silver Cloud II. A manual gearbox was no longer available.

Recalling the "Continental" name first used in the 1930s, a flowing two-door coupé by H.J. Mulliner bearing that revered nameplate returned on Bentley's 1952-55 R-Type chassis. When the S1 debuted, the Continental was given higher compression for improved performance. Park Ward and James Young were also enlisted as body suppliers, with Park Ward supplying Drophead Coupé bodies, while James Young provided four-door Saloon coachwork. H.J. Mulliner introduced the four-door "Flying Spur" body for the S1 in 1957, which joined their two-door Saloon. All these body styles were applied to the S2, which continued into 1962 when its successor, the S3 debuted.

The higher-specification Continental variant of the S2 chassis carried on in the tradition established by the R-Type Continental of the early 1950s by offering distinctive stylistic and performance-oriented upgrades to discerning buyers. Among them were lightweight alloy body panels, a lower-profile radiator, upgraded braking with four-leading-shoe drum brakes up front, special high-speed tires and a higher rear-axle ratio applied to the Continental chassis up to 'B-Series' Chassis BC99BY. Of total Bentley S2 production numbering 2,308 cars, just 388 H.J. Mulliner-bodied Continental Coupes were ultimately produced. Today, each surviving example remains particularly coveted by astute marque enthusiasts today by virtue of their robust V8 power and stylistic excellence.





THE MOTORCAR OFFERED

If you lived in Malibu, California in the dawn of the 1960s and life was good, you bought yourself a Bentley S2. If you lived in a modernist masterpiece of a mansion by Desert Mid-Century architectural genius Arthur Elrod situated on the Pacific Coast Highway with a wide expanse of private beach front space, you bought yourself a Bentley S2 Continental. Mr. H. Barkley Johnson was just such a fellow, ordering his H.J. Mulliner coachbuilt S2 Continental through the local SoCal dealer Peter Satori at the end of 1960. Specifying the car to be finished in understated and elegant Tobacco Brown over Tan Connolly hides, power windows, air conditioning, rear picnic tables, and seat belts with leather roll pads were optioned on this U.S. market example. Delivered in the mid-summer of 1961 to Mr. Johnson's home

at 22400 Cabrillo (now Pacific Coast) Highway in Malibu, the Bentley no doubt stood out in even the nice, quiet little beach community that is Malibu.

The Bentley appears to have remained in Southern California for the bulk of its life in largely original condition up until it eventually came to the East Coast in the collection of New York Rolls-Royce and Bentley enthusiast Arnold Penner in the late 1990s. It was said to have been mechanically refreshed and enjoyed for a few years before being acquired by the current owner in the early 2000s. Today, the car shows nicely but with evidence of various improvements over the years including a CD stereo, Nardi-style steering wheel, and Bentley winged B badges on the bottom of the front quarter panels just aft of the front wheels.

Minimally driven and carefully stored since acquired, a touch of fettling is recommended before blasting up the Pacific Coast Highway to one of Jackie Treehorn's legendary parties in Malibu. Bentley took inspiration of both the style—and the name—of this model when reintroducing the Continental Flying Spur sedan in 2005. As evidenced by the sporting elegance embodied in this rare, left-hand drive, U.S. delivery from new model, it is easy to see why Bentley of today chose to hang the hat of the brand on a car like this.

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



129

2006 FORD GT HERITAGE EDITION

VIN. 1FAPP90S66Y400284

5,408cc DOHC Supercharged V8 Engine
Electronic Fuel Injection
550bhp at 6,500rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- 1 of only 343 Heritage Editions Produced
- Unique specification & options
- Diligently maintained and preserved
- Very collectible and extremely powerful Supercar



THE FORD GT

In Ford Motor Company's long and hugely successful history, few events are as memorable and as important as the GT40 racing cars' four consecutive overall victories at Le Mans. Stemming from a failed acquisition of Ferrari, an understandably frustrated Ford enlisted Carroll Shelby and others to build a racing car with one mission: to beat Ferrari at Le Mans. With

their goals set high, the GT40 became the most iconic and successful underdog in Le Mans history.

Arriving in prototype form just in time for Ford's centennial celebration in 2003, the Ford GT borrowed heavily from the stunning design and profile of the GT40 and set out on a similar mission: to compete with, and surpass, the established supercars.

The ultra-high performance Ford GT showcases the finest in advanced technologies, constructed on a lightweight aluminum chassis clothed in superplastic-formed lightweight composite and aluminum body panels. Powered by a mid-mounted, hand-built, supercharged quad-cam 550bhp V8 engine mated to a 6-speed

manual transaxle and featuring racing derived suspension and braking systems, the GT avails the driver of astounding performance and power.

With this prolific power, the Ford GT will accelerate from 0-60 in about 3.5 seconds, hurtling on to some 205mph before the speed limiter kicks in. When production ceased in 2006, with just over 4,000 Ford GTs produced, the epic Ford had made its

mark on automotive history once again - and became an instant collector's car.





THE MOTORCAR OFFERED

Of the first-generation Ford GTs, none are more sought after and collectable than the Heritage Editions. Officially titled the Heritage Paint Livery Package, this \$13,000 option was finished on just 343 cars and was only available during the final production year of 2006. The brilliant light blue and orange paint calls back to the famed Gulf Oil sponsored John Wyer Automotive Engineering cars which won the 24 hours of Le Mans in both 1968 and 1969. The GT presented here is one of just 20 examples fitted with the cast aluminum BBS wheels, making this a particularly unique GT. A high-fidelity McIntosh audio system rounds off the last of the options listed on the window sticker.

Initially delivered to a Ford dealership

in Las Vegas, the supercar spent its first 10 years and 9,500 miles with its original owner in the southwest. In 2016, the GT was relocated the East Coast where it has most recently been part of a world class Ford collection. In recent years a new set of OEM Goodyear tires have been shod over the rare set of BBS wheels and a full clear bra protective film was applied over the vehicle's entire body to ensure shielding against chips and scrapes. Additionally, the car has been used very sparingly in the past couple of years and at the time of cataloging sits with roughly 10,000 miles. The car presents in excellent condition and has received exceptional care for the entirety of its existence.

Given its inimitable heritage, prolific

performance, stunning design, and thrilling driving experience, Ford's supercar is a unique creation that will undoubtedly be revered for years to come. This particular GT offers a great opportunity to add a particularly rare and well optioned example to any collection.

\$375,000 - 425,000



130

1966 PORSCHE 911

Chassis no. 303494

Engine no. 903642

1,991cc SOHC Type 901/05 Flat 6-Cylinder Engine

Two Weber Carburetors

130bhp at 6,100rpm

5-Speed Manual Transaxle

4-Wheel Hydraulic Disc Brakes

4-Wheel Independent Suspension

- Beautiful color specification
- Original, numbers matching engine
- Quality restoration performed
- Documented with Porsche Production Specification certificate





THE PORSCHE 911

A modern classic if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,99cc and produced 130bhp; progressively enlarged and developed to today's modern 911.

Type 901 as it was originally named, has become one of the very few automobiles in history that can be identified by its silhouette. The purity of the 911's design lives on today in the profile of the newest Carrera coupes, and the loyalty of the Porsche enthusiast community world-wide is second to no other.

THE MOTORCAR OFFERED

This stunning 911 was completed in Stuttgart on January 18th, 1966. The car left the factory wearing code 6603 Gulf Blue paint over a beige leatherette interior. The car was nicely optioned with a Webasto Gasoline heater, tinted windshield, wheels caps with crest and Phoenix tires. Recently, the car was treated to a complete restoration in which it was sprayed in its original shade of Gulf Blue, while the interior was nicely reupholstered in red leather with black carpeting. This is quite a nice upgrade over the original Beige interior the car was originally delivered with. The black leather dash is quite tidy and features an AM/FM radio, wood steering wheel, and wood dash paneling, both are in great condition. All of the chrome brightwork including the wheels caps, bumpers, and other accents are in excellent shape with a nice deep luster.

Since the completion of the restoration some years ago, this short wheelbase 911 has been driven sparingly and stored properly. The car is well sorted and operates nicely. Included in the sale are Porsche Production Specification certificate, jack, tool kit and driver's manual. The early 911 is considered by many enthusiasts as the purest of the company's air-cooled sports cars. With such a well-executed refurbishment, this Porsche is perfectly suited for tours, rallies and shows. However with as much attention paid to mechanics as aesthetics, this car could easily be an enthusiast's gorgeous driver. The opportunity to find such a great, early longnose 911 in this fantastic color scheme should be seriously considered by all 911 fans.

\$120,000 - 150,000



131

1921 ROLLS-ROYCE 40/50 HP SILVER GHOST TOURING PHAETON Coachwork by Steuart & Co. of Calcutta

Chassis no. 47 AG
Engine no. 144AL

7,428cc L-head inline six-cylinder engine
Single Rolls-Royce Carburetor
80bhp at 2,250rpm
4-speed manual transmission
Live front axle with semi-elliptic leaf springs and
live rear axle with platform cantilever rear suspension
Rear-wheel mechanical drum brakes

- Originally supplied to Maharajah Sir Manmathanath Roy Choudhary of Santosh
- Rare original Indian Delivered Silver Ghost
- Notable former collection ownership
- Eligible for Rolls-Royce and other club tours
- Offered with factory records



ROLLS-ROYCE SILVER GHOST

The legend of the origin of the Silver Ghost is well recorded in the description for the very early 1909 example in this auction. After the First World War, production resumed at Crewe with cars built for civilians rather than the war effort.

As the world emerged from hostilities, a new era of automobile use dawned with a much broader contingent of owners who drove their cars, rather than being chauffeured. This shift was a sea change and might have affected a company such as Rolls-Royce more if it had not been for the sheer quality of the Silver Ghost running gear which remained in service through to 1926.

THE MOTORCAR OFFERED

The Rolls-Royce was a favorite of the rulers of India from the earliest days of the Silver Ghost production. It is said that the first to have been smitten by their quality was the Maharajah of Gwalior, who in 1908 took delivery of one of the first examples built. His commissioned specific formal coachwork became known as 'The Pearl of the East'.

By the time that 47 AG was delivered, Rolls could count agencies in Calcutta, Delhi, and Bombay reflecting the demand that they were supplying. This example had been commissioned through the former by its agent G. Mein Austin, of Calcutta in April 1921. Increasingly impatient with the delivery times of the product, many cars had their coachwork ordered at the time of

chassis build to save time, but interestingly, this car is listed on its order document as 'Body to be built in India'- the maker is not listed. Though, it is aptly described as 'Sporty Open Touring' and has long been thought to be the work of Steuart & Co. of Calcutta. Mr. Austin's order was on behalf of His Highness, the Raja of Santosh, another serial Rolls-Royce customer, who had bought a 'Ghost in 1921 and would succeed this car with a Phantom 1. He was based in a smaller princely state in the former East Bengal.

The factory records note the correct ownership of the Raja of Santosh in 1927, and on his being knighted in 1930. This is then crossed out and corrected to his new title of 'The Hon. Raja Sir Manmath Roy Chowdhury (sic) of Santosh, written in.





Previously it was thought that the car had already left India at this point, but it transpires that the inclusion of a parts request for the sister chassis, 46 AG, owned from new by Mrs. A.W. Burchard, then in Paris, had migrated into the Rolls file. A conclusion was drawn that the car was back in Europe then. That anomaly can now be overlooked, and it must be assumed that as with many Indian cars, 47AG remained in India until the 1950s or 60s. The car has long worn '30 style fenders. These may well date from India as they had a habit of updating fenders to keep the aesthetics aligned with cars of that decade and somewhat disguised earlier running gear. A similar change was also made to the Nizam of Hyderabad's famed 1912 Silver Ghost, although this has now been restored to its original form.

The Raja died in 1939, and it is uncertain how long he retained his Silver Ghost. However, by 1969 47AG was in America and now the property of Sam D. Fire, of New York according to the Rolls-Royce Owner's Club Schoellkopf cards. From Fire, the car passed to William Butler, and in 2005 Bonhams proudly offered the car for sale on his behalf. At which point, it was acquired by the current owner, a noted enthusiast for the marque who was looking for a commodious open car for his three family generations to enjoy.

Viewed today, the Ghost shows its age, and in certain areas the build of its coachwork might be considered less refined than work that would have left some of the London houses. Nevertheless, this Rolls has a

charm all of its own. It retains features such as its original numbered hood, and the underpinning wood frame has clearly never been replaced. Embellished with large bulbous Stephan Grebel Headlights and running board mounted spotlight, to the rear is a wooden trunk set up.

Over the course of the last 16 years, the touring car has been thoroughly enjoyed, mainly as a driver rather than show car. Although, it was seen on the field here at Amelia Island in 2006. The car has recently been checked over and is reported to be running nicely.

\$175,000 - 200,000



132

1904 PIERCE MODEL 8M MOTORETTE

Engine no. 187

VCC Dating Certificate no. 2264

3.9 x 4.3-Inch Bore Single Cylinder Engine

Approximately 8bhp

2-Speed Planetary Transmission

Leaf Spring Suspension

Rear Mechanical Drum Brakes

- Formerly part of prominent James Melton, Atwater Kent Jr. and Pennsylvania State Museum collections
- Dated by VCC, and a many-time proven participant in the London to Brighton Veteran Car Run
- Highly original example with charming patina throughout



PIERCE-ARROW

Pierce-Arrow had started out in 1865 as Heinz, Pierce and Munschauer, and was best known for its household items. In 1872, George N. Pierce bought a controlling interest, reorganizing the firm as the George N Pierce Company. Following the latter's failure, a license to build the French de Dion engine was obtained and the first proper motor car was completed in November 1900. Early in 1901 the English-born designer David Fergusson was recruited as Chief Engineer - a post he would occupy for the succeeding two decades - and it was he that was responsible for Pierce's first production model - the single-cylinder Motorette. Two-cylinder Arrow and four-cylinder Great Arrow models followed in 1904. At around this time it was decided to concentrate on making larger, more luxurious automobiles for the market's upper echelons, and Pierce's new policy got

off to a flying start in 1905 when Percy Pierce (George's son) won the first of the famous Glidden Tours driving a Great Arrow. Pierce cars claimed victory in the next four events, an unprecedented achievement.

In 1907 the first six-cylinder model was introduced and in 1909 the marque and company names changed to Pierce-Arrow. That same year US President William Howard Taft ordered two Pierce-Arrows to be used for state occasions, thus honoring the company with the distinction of supplying the White House's first official automobiles. The rest is history, the name will forever be renowned for cars of the highest quality of engineering, as well as its cast aluminum coachwork and of course the design feature of headlights incorporated into the front wings.

THE MOTORCAR OFFERED

Dated by the Veteran Car Club of Great Britain, this Pierce heralds from the 1904 season, by which time Pierce were building their own 8hp powerplant (a clone of the De Dion unit they had employed previously) and the Motorette was an altogether sturdier motorcar. This enabled them to fit the cars with the popular 'transformable' Stanhope style of body, a design which graced a number of its contemporaries and allowed the option of two additional seating places forward of the driver.

Providing evidence to the fact that pioneer Pierces have always been held in high esteem, you need to look no further than this particular car and the roll call of high-profile collectors that have owned it in its home country of America. James Melton was arguably the first public figure in America to collect historic cars





The Pierce completing one of the many London to Brighton Runs on which it has been.



and his collection was displayed in Connecticut and at the Autorama in Hypoluxo, Florida. When the majority of Melton's Collection was sold at auction, the car was purchased by Atwater Kent Jr., who in turn donated it to the Pennsylvania State Museum. In 1996, a number of cars from this institution were sold at auction at which point renowned veteran car collector Mr. C. H. Brown of Sussex, U.K. was able to secure the Pierce.

After many years lying dormant, Mr. Brown had the Pierce brought to the U.K., and a recommissioning enabled him to campaign it on the annual London to Brighton Veteran Car Run, something that he did regularly with a number of successful arrivals. According to the history file, there appears to be some discrepancy as to whether this Motorette was

a 1903 or 1904 model; however, it is titled and officially dated by the Veteran Car Club of Britain as a 1904 model and includes its Certificate of Date (Number 2264), issued in 1999. Since receiving its certification, it successfully completed the London-Brighton run an impressive seven times, between 2003-2005 and 2007-2010.

More recently, this charming Pierce Motorette has been maintained by an active U.S.-based car collector and enthusiast. It presents with an attractive patina and the appealing character of a well-loved event car. The wood body is in good overall condition, finished in dark green with cream stripes and black metal mudguards. Accessories include dual Gray & Davis carriage lamps, and a matching Gray & Davis tail lamp. Original cast step plates

are intact, and the seat upholstery remains in very good condition, with a consistent patina on both the driver's seat and dicky seat. It is appropriately presented for a car that gets driven and enjoyed, while it benefits from regular maintenance at the hands of its current owner. Records show the engine was thoroughly serviced, and this Pierce is one of just 600 Motorettes produced from 1901-1905 and one of approximately 35 known survivors. With official certification by the VCC, it is eligible for numerous veteran car events worldwide and is sure to be a crowd-pleaser wherever it takes its next keeper. As viewed today, this is a highly original and correct car, being in largely complete and uncompromised order. With its illustrious name and provenance, this is a highly covetable early American automobile.

\$75,000 - 95,000



Motorcars from the Clem and Mary Lange Collection

Lots 133 - 145







Clem and Mary Lange at the 2012 Pebble Beach Concours d'Elegance with their 1912 American Underslung Model 22 Scout, lot 141



Select Motorcars from the Clem and Mary Lange Collection

Clem and Mary Lange never sought the spotlight when it came to their personal, business, or philanthropic affairs. They worked tirelessly behind the scenes to support their family and the community in which they lived. However, when it came to a discussion of their collection of antique cars, Clem would light up like a little kid, and he didn't mind showing off a bit.

Clem appreciated the craftsmanship of the antique cars, and he carefully restored many of them himself to ensure they remained in authentic, correct-to-original condition. He knew the mechanical history of each of his cars, and he knew what it took to keep them running properly. Clem did not just find, purchase, and restore cars to sit idly in some museum - he drove them whenever he could.

Clem loved to host tour groups and other visitors to his car shed and tell them all he knew about his cars. He would explain that this one was the earliest version known to exist, that one is the only known survivor of this make and model, this one was found in a junkyard and carefully restored, this one is in original condition and was used in a lumber yard for many years, this one raced in the first Indy 500, and on and on. If you had the time, Clem would explain the inner workings of the engines, how the transmissions functioned, the gearing in the rear ends, and anything else that made that particular car special or historically significant.

Clem was active in antique car clubs, and he won many awards at car shows and events, including Concours d'Elegance events all across the country. Many of the cars in Clem and Mary's collection have been recognized as outstanding cars by judges and attendees of these events.

Clem was also a passionate vintage "rally racer", and he raced his 1920 Essex "Bullet Hole Special" across the United States seven times in the "Great American Race", a two week long, 4000 mile, transcontinental rally for pre-1960 era cars. Clem personally rebuilt his engine, transmission, and drivetrain in the Bullet Hole Special to ensure it would not only endure the hardships of these cross-country trips, but also be in competition for the top prize.

Clem was raised on a family farm in Southern Indiana. He served in the U.S Army from 1958 to 1960, during which time he was stationed in Germany and worked as a mechanic in a motor pool. He returned home and married his sweetheart, Mary, on October 6, 1960.

In 1962, Clem co-founded Best Chairs, Inc., d/b/a Best Home Furnishings. The business grew rapidly, and by 1985, the company became the number one manufacturer of swivel rockers in the world. The Lange family businesses now employ nearly 1,000 people in five locations, and Best Home Furnishings ranks among the nation's top 15 furniture manufacturers.

Clem and Mary believed strongly in giving back to the community where they lived, worked and raised their family. Examples of their charitable endeavors include the lead donation for Memorial Hospital and Health Care Center's Lange-Fuhs Cancer Center, as well as donations for the Tri-County YMCA, and the Ferdinand Community Center. With Clem and Mary's leadership and example, the Lange family continues to support various municipalities, groups and organizations behind the scenes, and they have contributed in many ways to schools and other local foundations.

Clem passed away on March 6, 2021, and Mary has decided that one of the best ways to honor Clem's memory is to share Clem's passion and their collection of special automobiles with others who have a similar passion. The Lange family hope you enjoy owning, preserving, and driving these cars as much as Clem and Mary did.

133

1907 LOCOMOBILE MODEL H 35HP TOURING CAR

Chassis no. 1578

Engine no. 1291

350ci T-Head Inline 4-Cylinder Engine

Single Updraft Carburetor

35hp (ALAM Rated)

3-Speed Sliding Gear Manual Transmission

Semi-Elliptic Leaf Springs with Rigid Front Axle – Live Rear Axle

Rear Wheel Cable-Operated Drum Brakes

- *The only surviving example*
- *Ex-James Melton and Henry Austin Clark, Jr.*
- *Complete with both its early pickup body and current unrestored touring body*
- *Numerous desirable period accessories*



THE LOCOMOBILE

Imagine in 1907 paying \$4,500 for an automobile without a top. True, cars were still largely the provinces of the wealthy, but \$4,500 would buy a nice home in many parts of the United States. Of course, anyone who bought a new Locomobile would likely have spent far more on their home, and may well have had one place on Fifth Avenue and another in the Hamptons or Newport.

According to the Locomobile Company of Bridgeport, Connecticut, it was not possible to buy a finer car built in America. To justifiably dispute their claim to this distinction one would certainly have to be among the royalty of American motor cars. Challengers would likely have included Thomas, or Pierce Arrow.

In 1907, the Locomobile product line included the 20 horsepower Model E and the 35 horsepower Model H. For those serious about

auto racing, there was also the 90 Horsepower Special with which to contest the Vanderbilt Cup or races in Savannah or Briarcliff Manor.

A big 'T-head' four-cylinder engine with a bore of 4½ inches and a long 5½ inch stroke powered the Model H, rivaling the power produced by British and European automobiles like Rolls-Royce and Mercedes. The selective sliding gear transmission featured four gears forward and one in reverse and transmitted drive to the rear via a pair of chains.

The wheelbase was a lengthy 120 inches and the track 54 inches, enough room to accommodate seven people. Suspension was by controlled by leaf springs at all corners, with significant assistance from the tremendous 34-inch tires. Expanding brakes were fitted to the rear wheels and a contracting brake on the countershaft.

THE MOTORCAR OFFERED

According to famed opera singer and automobile collector James Melton, this Model H Locomobile was unregistered from approximately 1925 until he bought it from Mrs. Clayton Reed of Ambler, Pennsylvania, in October 1946. The following May, Melton sold the yet unregistered Loco to legendary collector Henry Austin Clark. When "Austie" took possession of the Locomobile it was fitted with a later pick-up truck body. The current owners report that Austin Clark once mentioned that the truck body was manufactured by the Durham Body Company of Rosemont, Pennsylvania, and mounted on the chassis by the Matison Asbestos Company of Ambler in 1912. Still retaining its pick-up body, the car participated in the 1947 reenactment of the Glidden Tour. Once "Austie" opened his Long Island Auto Museum in 1948, helpers at the museum used the Locomobile as daily transportation. In fact, it was reported





to have been driven by Locomobile factory racing driver Joe Tracy.

When cars from Clark's museum were dispersed in the 1980s, the Model H first passed to a pair of Long Island enthusiasts. In 1989, New Hampshire collector Doug Magee acquired the Loco, still retaining the pick-up truck body. Having a special penchant for Connecticut-built automobiles, Magee was able to locate a correct and unrestored period body.

A well-known New Jersey restorer fitted the body and detailed it to make it appropriate for a 1907 Model H, which is, in fact, the only one known to exist. Equipped with large brass lamps, spotlight, Stewart Speed-o-Meter and clock, triple tube exhaust whistle and other period accessories, this remarkable—and still unrestored car—has a commanding presence.

In 2000, the Locomobile completed several outings and is ready for more use. Acquired by the Clem and Mary Lange Collection about 15 years ago, this beautifully patinaed Locomobile still retains its old pickup body in addition to a file of historic photos from "Austie" Clark's ownership, original bills of sale from James Melton to Clark, as well as other paperwork from Clark's ownership. As the only surviving 1907 Model H, it must be one of the rarest and most desirable of all remaining Connecticut-built Locomobiles.

**\$160,000 - 200,000
WITHOUT RESERVE**



The Locomobile during Henry Austin Clark Jr's ownership



134 ♦

1908 SIMPLEX 50HP "SPEEDCAR"

Coachwork in the style of J.M. Quinby & Co.

Chassis no. 211

600ci T-Head Inline 4-Cylinder Engine
Single Carburetor
50bhp (ALAM Rated)
4-Speed Transaxle and Dual Chain Drive
Front and Rear Leaf Spring Suspension
Rear Drum Brakes

- *The ultimate American brass-era sports icon*
- *Believed to be the oldest surviving Simplex*
- *Massive engine and dual chain drive*
- *One of the best performing cars of the brass-era*



THE SIMPLEX MOTORCAR

Simplex has long held a reputation as the ultimate American sports car of its era. With examples being owned by just about every important collector as long as the hobby has existed, Simplex enjoys a status few other automobiles can rival. Representative of one of the most exciting periods of automotive history the Simplex fully deserves its reputation as one of the world's greatest cars.

The origins of the Simplex brand are in the Smith and Mabley Manufacturing Co. of New York. S&M was the American importer for the unrivaled Mercedes brand as well as FIAT, and CGV. With a desire to avoid the huge import tariffs that made already expensive foreign cars almost unsalable, S&M moved to produce C.G.V. cars in America. The C.G.V. exercise was a failure and S&M set

about to build its own car based heavily on the Mercedes-Simplex. Producing a fine automobile using the Mercedes as a pattern, the S&M Simplex of 1904 proved moderately successful though still prohibitively expensive.

The S&M operation changed hands and a new plan was conceived. A more powerful and refined version of the S&M would be developed again along Mercedes lines but with a larger engine. The new model, now called just Simplex, would be powered by a T-head four cylinder with an ALAM rating of 50hp. At 600ci it was one of the largest four-cylinder engines ever to power a production automobile. The massive new motor was fitted to a robust dual-chain-drive chassis with a four-speed selective transaxle.





The brutish motor combined with a superb chassis and four tall gears resulted in a performance machine with few rivals. The Simplex proved successful on the track and became the plaything of the ultra-wealthy in America. The 50hp would prove a success with nearly 250 examples produced over its nearly decade long production run—not bad for a chassis costing nearly \$6,000 in 1910.

Simplex's performance would immediately cement its reputation as a sporting icon; no car exuded strength, speed and masculinity more than the Simplex. Some would argue a Mercer Raceabout was the superior sports machine, but the reality is that they are machines of a different era and at half the engine capacity and with shaft drive, the Mercer does not have the features that define this more primitive era.

Simplex's mythic reputation would continue into the first days of the collector era. When the hobby began to take shape in the 1930s the Simplex again was the most desired marque. Early collectors dreamed of finding one of these great machines languishing in a barn, and Simplex cars would become prized members of some of the major early American collections. George Waterman, Henry Austin Clark, Edgar Roy, Sam Bailey and Briggs Cunningham were a few of the pioneering collectors who owned and extensively used these automobiles.





THE MOTORCAR OFFERED

This massive titan of the early motoring era is understood to be the earliest surviving example of the legendary Simplex marque. Chassis 211 is recorded as having belonged to, and likely originally delivered to, Robert M Janney of Bryn Mawr, Pennsylvania who kept the car from 1909 until 1912. There is no known history of the car from Janney's ownership until what is believed to be when the chassis was discovered by early Brass Era enthusiast Al Hood in 1957. The largely apart and incomplete project would be acquired by Landis, North Carolina collector O.A. 'Ote' Corriher in 1962. Corriher would keep the unfinished project in his garage for 22 years before selling it to Walter 'Wally' McCarthy of New York. McCarthy was determined to bring the early Simplex back to its former glory. A period correct 50 horsepower Simplex engine

was acquired from Long Island collector Henry Austin Clark in 1984 while ads were placed in enthusiast and club publications to diligently track down the other elements of the car that had been lost to time.

Upon completion, the car was actively toured and enjoyed during McCarthy's tenure with the car before selling it to Passport Transport founder Robert Pass in 2006. The penultimate owner, a southern California enthusiast who acquired the car from Pass in 2007, reported the car to be a fantastic touring car in which he would enjoy several thousand miles on various tours. The Simplex was shown at the 2007 Amelia Island Concours and then later that year completed the Pebble Beach Tour d'Elegance and graced the lawn at the

Pebble Beach Concours d'Elegance a few days later. After numerous events, the necessity of a mechanical rebuild snowballed into a complete restoration. As reported by the previous owner, the restoration was completed by a variety of experts in Southern California, including various mechanical refurbishment by Bob Mosier, interior work by Tom Rice — a former apprentice at the Nethercutt Collection, and paint by Harry Nicks of Nicks Old Car Specialty in Redland, California.

Upon completion of this subsequent restoration, the car was prepared for sale — a process detailed in an episode of Wayne Carini's show *Chasing Classic Cars* — and acquired by the Clem and Mary Lange Collection in August of 2012.





A massive and imposing machine, it is replete with many rare details including a correct Simplex carburetor and Bosch B magneto. At every turn, one is astounded by the sheer scale of each element of the car—from the nearly Jeroboam sized jugs to the massive 40 gallon fuel and 13 gallon oil tanks, or from the lighthouse-sized Solar Flare Type 796 acetylene headlamps to the gargantuan dual chain drive—it is easily to feel practically dwarfed by it. Amply capable of modern-day highway speeds, this Simplex would make for an excellent ride from which to experience any number of big Brass events such as the Glidden or FARTS tour.

\$600,000 - 800,000



The Simplex completing the 2007 Pebble Beach Tour d'Elegance
© Dan Vaughan, Conceptcarz.com



135

1909 KNOX MODEL R “RACEABOUT”

Engine no. 2LR

373.1ci Overhead-Valve Inline 4-Cylinder Engine
 Single Stromberg Automatic Carburetor
 40hp (ALAM Rated)
 3-Speed Sliding Gear Manual Transmission and Shaft Drive
 Front Semi-Elliptic Leaf Springs, $\frac{3}{4}$ Elliptic Rear Springs
 Rear-Wheel Drum Brakes

- Ex-Wolfgang Gawor
- Subject of a 2010 restoration
- Beautifully finished in the Raceabout style
- AACA and HCCA eligible



THE KNOX

Before the Springfield-built Rolls-Royce Silver Ghost, the Massachusetts city's pride and joy was the Knox, produced from 1900 to 1914. Famed in earlier years for its air-cooled models with distinctive "porcupine" engines, Knox eventually evolved into a fine luxury car, which by 1909 boasted modern shaft drive and a water-cooled 4-cylinder engine, with overhead valves for both intake and exhaust, and a finely engineered aluminum gearbox with an unusually smooth oil-bathed clutch.

In 1909, one could walk into their local Knox dealership and purchase a lovely touring car. Or, if they were a bit more sporting and a lot less practical, you could order a stripped own engine with seats straight from the factory. Knox offered Raceabout coachwork with just the basics—seats and a gas tank—

on the 40hp Model R, 48hp Model M, and the 60hp Model S. With the Model R guaranteed to be capable of 70mph—to say nothing of the more powerful model—these Raceabout found regular success on tracks around the country in the hands of the wealthy sportsmen bold enough to pilot these monsters around the local circuits and ovals.





THE MOTORCAR OFFERED

This sporting machine is clothed in Raceabout-style bodywork akin to what was offered in Knox's 1909 catalog. While the early history of the car is unknown, it is believed to have been stored on a farm in Vermont for many years before entering the collection of esteemed British enthusiast Wolfgang Gawor. The Knox returned to the United States in 2004 when it was sold in Pebble Beach and acquired by a California collector. Remaining in California in the hands of a second Californian, it joined the Clem and Mary Lange Collection in 2009.

Prior to heading into the Lange's garage, the Knox was treated to a thorough restoration. The racer was disassembled, stripped to bare metal, and rebuilt cosmetically and mechanically. An album of photos details the work completed.

Beautifully finished and appearing just like the example illustrated in the 1909 Knox sales brochure, this Knox "Raceabout" is sure to delight either on the track or the road. The car comes complete with the aforementioned album of photos as well as a binder of copies of period of Knox literature speaking to the factory's sales and racing successes. Eligible for countless events through groups such as the Horseless Carriage Club of America and the Antique Automobile Club of America, it is ready to provide the new owner that wind-in-the-hair, bugs-in-the-teeth experience that only a Raceabout can deliver.

**\$80,000 - 120,000
WITHOUT RESERVE**



136

1910 NATIONAL MODEL 40 "RACER"

Chassis no. 3272

Engine no. 7273

447ci T-Head Dual Ignition Inline 4-Cylinder Engine

Single Updraft Linkert Carburetor

40hp (ALAM Rated)

3-Speed Sliding Gear Manual Transmission with Cone Clutch

Front Semi-Elliptical and Rear $\frac{3}{4}$ Elliptical Leaf Spring Suspension

2-Wheel Rear Drum Brakes

- *Restored in the style of Arthur Greiner's 1910 racer*
- *Many unique competition features*
- *Eligible for numerous track and tour events*
- *The quintessential Brass Era race car*



THE NATIONAL

Although little known today, the National Motor Vehicle Co. of Indianapolis built some great cars in its time. After starting out with an electric runabout in 1900, the firm was building increasingly large and expensive gasoline-powered cars by 1906. In 1909, Nationals raced, and placed well, on the dirt at the new Indianapolis Motor Speedway. When the track surface was covered with 3.2 million bricks, the track earned its long-standing nickname — 'Brickyard'. During the inaugural handicap races in May 1910, 26-year-old amateur driver Arthur Greiner showed up in a stripped down hotbed-up National Model 40. Over the course of a series of races ranging in length from five to 200 miles long, Greiner and his National proved their potential earning Greiner the 'best amateur trophy'. National also fielded three cars for the inaugural 500-mile race at the newly brick-paved

Indy track in 1911, one of them finishing seventh. In 1912, a National piloted by Joe Dawson won the second annual Indy 500, averaging 78.22mph during the race.

THE MOTORCAR OFFERED

While there is little in the way of recorded or documented history, the early oral accounts tell a fascinating story. As it is told, following Greiner's success at Indy, the National was sent back to the factory and said to have been fitted with a Speedway Roadster body and sold to a private customer. Back then 'win on Sunday, sell on Monday' wasn't just a hokey motto—it was standard business practice to sell what amounted to full on racers with a touch of bodywork to rich playboys and sportsmen looking for a thrill. That first owner is believed to have been the founder of the National Mining Company—whose company was rumored to have been so named in honor of the '06 National that brought him to Idaho where he struck it big. He is understood to have brought the car up to Calgary, Canada—where his company





had a mining operation—and eventually leave it there in storage.

Again, while no documentary evidence survives today to suggest that this was Greiner's racer, in 1959, this National was rediscovered in a barn near Calgary National Mine. Found to be in largely original condition, it had received updates to the bodywork prior to being locked away. A photo of the car as discovered still exists. When disassembled for refurbishment, various elements indicated an early experience as a racer including the drilled chassis cross members, steeply raked steering column, and shorted gear and brake levers. The original fuel and oil tanks were also of large capacity, racing-style varieties.

The National would find its way into the collection of collector Jim Grundy Jr. before entering the garage of fellow Brass Era enthusiast Don Meyer. In Meyer's ownership the National was mechanically restored and returned to a racing configuration. In 2001 the National headed to the United Kingdom to join the collection of Tim Moore. The racer was competitively run up the hill at the Goodwood Festival of Speed in 2002 and 2005, taking the prize for fastest pre-1914 car the first time and narrowly coming in second for the same prize the next time around. The car would again cross the Atlantic to Canada before joining the Clem and Mary Lange Collection in June 2010.

Looking just as Greiner's car did at Indianapolis in 1910—but now fitted with

an electric starter for ease of use, this is a great example of an early American high-performance sports car. Being an Indianapolis-built car makes it all the more historic. Seldom seen and rarely traded publicly, a National has always been considered a great prize for the knowledgeable collector.

**\$250,000 - 350,000
WITHOUT RESERVE**



137

1911 LOCOMOBILE MODEL 30 L-TYPE BABY TONNEAU

Chassis no. 4330

Engine no. 5705

283ci T-Head Inline 4-Cylinder Engine

Single Updraft Carburetor

38.5bhp (ALAM Rated)

4-Speed Sliding Gear Manual Transmission

Semi-Elliptic Leaf Springs with Rigid Front Axle – Live Rear Axle

Rear Wheel Cable-Operated Drum Brakes

- *Sporting open coachwork*
- *Nicely restored example*
- *A Runabout for the whole family*
- *Eligible for numerous Brass Era tours and events*



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.

The Model 30 had all the quality and design innovation of the big models but in a lighter, easier to manage size. The idea was to produce a car with a similar power to weight ratio of the large Locomobiles. The 4.5 inch x 4.5-inch, 286 cubic inch T-head engine put out 38.5hp. The square dimensions of the motor, combined with the four-cylinder configuration, made for a smooth free revving engine. New in this model was the driving of the power through a shaft drive rear end. The system was now perfected and suitable for high-powered sporting cars.





THE MOTORCAR OFFERED

Auto Trade Journal reported on the road characteristics of the Model 30 in 1909 with such favorable remarks as "The Locomobile Model 30 Runabout handles to perfection" and "the car can do 55mph with ease." Apparently, the Model 30's power was too much for the rainy conditions that day, as Hugh Dolnar reported that "the hind wheels tried to pass the front ones as soon as even half power was applied."

While the Model 30 "L" may have been slotted below the bigger Model 48 "M", it was no slouch. Offering a variety of factory coachwork, including a formal limousine and a touring car, the most sporting offering by far was the Baby (or Toy) Tonneau. With low slung bodywork and a sporting stance, it was clearly the coachwork to choose for those seeking adventure.

While the early history of this example is undocumented, it is one of only a small handful of Model 30 L-Type Baby Tonnesaus still around today. Restored at least twenty years ago, it is believed to have been in Europe for some time before being bought from Belgium by an Ontario, Canada collector. When purchased in the early 2000s, it was said to have been a nicely presented car that only required minor

refurbishment. Acquired by the Clem and Mary Lange Collection about a decade ago, it was shown at the 2016 Keenland Concours d'Elegance but has otherwise been used sparingly. Fitted with an auxiliary cloth and plastic windscreen, the screen can be removed for a truly open-air motoring experience.

Nearly identical to the Locomobile Toy Tonneau in Bill Harrah's collection, this car is certain to be great fun and a real attention getter at any HCCA touring event.

**\$200,000 - 300,000
WITHOUT RESERVE**



138

1911 INTER-STATE FIFTY 'BULLDOG'
"INDIANAPOLIS RACER"

Engine no. 4157

Transmission no. 4158

389.9ci T-Head 4-Cylinder Engine

Schebler Carburetor

50bhp (ALAM Rated)

3-Speed Manual Transmission

Solid Front and Live Rear Axles with Front and Rear Leaf Spring Suspension

Rear-Wheel Drum Brakes

- Restored in the spirit of the 1911 Indianapolis 500 entrant
- Participated in the IMS 100th anniversary Celebration of Automobiles in 2011
- Extremely well-finished and attractive older restoration
- A powerful, big-horsepower Brass racer – surely a thrill to drive



THE INTER-STATE

Few municipalities have ever embraced an automobile company in their midst as enthusiastic as Muncie, Indiana, adopted the Inter-State. Introduced by local resident Thomas F. Hart in October 1908, the car was described with the verve and hyperbole common of the age, as "the best automobile made in America, even though everyone

doesn't know it." Town fathers made no secret of their hope that the Inter-State would make Muncie the next Detroit and spread word of the town's technological prowess throughout the world. If that never happened – Inter-State stumbled in 1913, reorganized, and folded with finality in 1919 – it was not for lack of trying.

that aside from a carburetor adjustment, no mechanical troubles were encountered. He would later drive an Inter-State – presumed to be the same car – to victories in two races at Kansas City and in two events at Galveston, finishing third in both, outplaced only by Nationals.



The company's cars really were excellent, well-built, strong machines, and the firm proved it with an entrant in the inaugural Indianapolis 500 of 1911. One of forty entries, the so-called 'Bull Dog' entered as car no. 3, prominently placed in the middle of the front row with driver Harry Endicott. Endicott finished 16th out of 40 entrants. He later recounted that he had to stop eleven times for tires and twice for oil and gasoline, and





THE MOTORCAR OFFERED

The example offered here was faithfully restored by the noted Brass Era craftsman Stu Laidlaw around an original 1911 Inter-State chassis and correct 50bhp engine. Bodywork is believed to have been completed by the late Stan Francis of Colorado, and the craftsmanship throughout was excellent, including beautiful leather seats and elegant paintwork in the Indianapolis livery. Reportedly after completion, the reborn 'Bull Dog' was toured in several events, including in the 2000 California Classic Rally in which it covered over 800 miles! In 2010 the longevity of its restoration was recognized when it received Best in Class here at Amelia Island.

The Langes acquired the Inter-State later in 2010. It made a tour of many concours events in the Indianapolis 500's centenary year, including appearances at Ault Park and Louisville, as well as at the Indianapolis Motor Speedway's own Celebration of Automobiles. In the latter it was welcomed to once again drive on the fabled Brickyard, with Buddy Lazier, winner of the 1996 Indianapolis 500, behind the wheel.

Still in excellent overall condition, with only the lightest signs of age and use, this would be a thrilling beast to drive...on Brickyard or on a sleepy country road. It really does Muncie proud!

**\$200,000 - 300,000
WITHOUT RESERVE**



139 ♦

1912 STUTZ BEAR CAT

Chassis no. A163

Engine no. A354

389ci Wisconsin T-Head 8-Valve 4-Cylinder Engine

Single Updraft Carburetor

60bhp (Tested)

3-Speed Manual Transaxle

Front and Rear Leaf Spring Suspension

Rear-Wheel Drum Brakes

- *The earliest known extant Stutz automobile*
- *Known history back to the 1940s*
- *Well-maintained, exhaustively researched restoration*
- *Well-known in the Stutz community*



THE STUTZ BEARCAT

Henry C. Stutz's nascent company "Made Good in A Day," as its slogan claimed, when the prototype completed the first Indianapolis 500, a rigorous test that devoured many more proven automobiles. Stutz's well-known engineering prowess, combined with that success, soon made the company's products popular with wealthy customers who enjoyed the power of the T-head four-cylinder engine. Most iconic was the company's sporting model, the Bear Cat, later known as the Bearcat beginning in 1913. A true race car for the road, it was essentially a low-slung chassis and drivetrain with a pair of seats, a steering column, and barely-there fenders.

The result packed impressive performance and really could "race on Sunday and go to

work on Monday," as the old saw goes. In 1912, Stutz won 25 out of 30 competitions entered thanks to the Bear Cat. To use a cliché, it really was a legend in its own time, developing a fabled rivalry with the Mercer Raceabout.

Today, like the Mercer, this model is widely considered one of the ultimate Americans automobiles of the Brass Era – and justly so. Examples figure into some of the world's prominent and selective collections, and they still deliver to their owners a driving experience unlike anything else, with wind in the face, T-head four throbbing, and exhaust burbling.







THE MOTORCAR OFFERED

The provenance of many of the surviving Bearcats is mysterious at best. Not so with the example offered here, serial no. A163; reportedly built in the autumn of 1911, it is considered by the Stutz Club to be the earliest surviving example of the marque. Longtime Club member Judge Raymond L. Drake first spotted it in somewhat tired,



incomplete but original condition in the California collection of Jack Wadsworth in 1960. Inquiring about the car, Judge Drake was informed that the Bear Cat had been acquired in the 1940s from Addison Brown, said to have been the nephew of the first Los Angeles Stutz dealer. Mr. Wadsworth further noted that the younger Brown had owned several Bearcats and raced them during the Teens and Twenties. At the time, the car's owner believed that, because of its numerous mechanical differences from the 1913 Bearcats he had known, the car was likely to have been a prototype for the model. He listed his automobile in the Antique Automobile Club of America's 1961 roster.

Judge Drake was enthralled by the car and

began researching the early Bear Cats, and in doing so ascertained to his satisfaction that the car was likely an early 1912 Series A, which indeed boasted numerous small differences from the later examples. These included a Wisconsin engine finished in black, with jugs of a slightly different design and an oil indicator on the left rear of the oil pan; a smaller, lighter transaxle; Dorian 25-inch wheels; a unique steering wheel with different spark and throttle quadrants; and, as-original, no electric starter. These cars were also originally delivered with flat hood sides.

In 2001 the Stutz resurfaced, two owners after Mr. Wadsworth, and Judge Drake acquired it with the assistance of noted Stutz authority Paul Freehill. Beginning





Clem Lange in the Stutz at the Indianapolis Motor Speedway in May, 2011



in 2007 an exhaustive restoration effort began, incorporating many hundreds of hours of research, spent digging deep into automotive libraries and analyzing as many original photos of early Bear Cats as could possibly be found. This allowed for the recreation of features such as the 5/8-in. rod running between the ends of the front frame irons, unique to early Stutzes, and a correct interior with button-tufted seats. Unique but apparently authentic features such as a band-type Warner clutch, present on the car as long as anyone remembers, were kept intact, and a correct taillamp was sourced at Hershey. Mr. Drake's history with the car is well-discussed in his article in the April-June 2011 issue of the Stutz News, a copy of which is included in the history file.

Restoration of the Bear Cat was completed in 2008. Afterward the car joined the impressive private museum of the Clem and Mary Lange in 2009. It has been shown at several Concours d'Elegance, including at the Louisville Concours in 2009, at Amelia Island in 2012 where it received the Chubb Trophy for Most Historically Significant Stutz and Keels & Wheels in 2013 where it achieved Best of Show. Significantly it was also one of the cars chosen to appear at the Indianapolis Motor Speedway's 100th anniversary Celebration of Automobiles in 2011. It is evident that this was a much-loved automobile and that great joy was taken in sharing it with others.

Still in wonderful overall condition, this Bear Cat, recognized by the Stutz Club as

being the earliest known Stutz automobile, exhibits only minor signs of age and use – and all look appropriate, as it has been used and enjoyed as its namesake intended. A recent test drive by a Bonhams specialist demonstrated the car to start quickly and easily and run smoothly, providing plenty of driving pleasure on that occasion! It is a special machine indeed, still radiating the power and glory of its youth, likely spent tearing around Southern California with a raccoon-coated young sport behind the wheel. There is nothing else quite like it.

\$650,000 - 850,000



140

1912 HUDSON MODEL 33 'MILE-A-MINUTE' ROADSTER

Chassis no. 28074

Engine no. KK13349

226 L-Head Inline 4-Cylinder Engine

Single Updraft Carburetor

25.6 Horsepower (ALAM Rated)

3-Speed Manual Transmission

Semi-Elliptic Leaf Springs with Rigid Front Axle – Live Rear Axle

Rear Wheel Cable-Operated Drum Brakes

- Known history since the 1940s
- Extremely rare sporting model
- Richly patinaed over 70-year-old restoration
- A Stutz Bearcat or Mercer Raceabout on a budget



THE HUDSON MILE-A-MINUTE ROADSTER

The Hudson Mile-A-Minute Roadster is a wonderful example of an early factory-issue speedster. In true period racecar fashion, it is a stripped down stock car, carrying two fully exposed bucket seats in place of heavier bodywork, along with a large fuel tank mounted on the frame behind the seats. Unlike “real” racecars, the speedster has fenders and running boards, necessities on muddy roads of the time. These could be easily removed for competitive events.

First-generation Stutz Bearcats and Mercer Raceabouts have become iconic pre-World War I speedsters. However, several automakers offered factory-built speedsters during the 1910-1914 period. Production, though, was always extremely limited. Offered for just one season, the Hudson Mile-A-Minute Roadster is one of the most desirable factory

speedsters of its era. The name underscores the performance potential of this ready-for-action model...60 miles per hour was “flying” in 1912!

In 1911, Hudson introduced its larger and more powerful Model 33, which would be offered through 1912. Several new styles, including the Mile-A-Minute Roadster, were added in the second year and amazingly Model 33 production for 1912 would total 5,708. It is safe to assume that production of these sporting Speedsters would have accounted for only a fraction of this being offered in that production year.

The Mile-A-Minute's radiator is set back several inches, compared to other Model 33s. Its engine is a standard 33-hp Model 33 mono-bloc four-cylinder, displacing 226 cubic

inches. Gear change levers for the three-speed sliding gear transmission are mounted outside the frame. A 100-mph speedometer was standard on this high-performance model. The large tank behind the seats accommodates 30 gallons of gas and 10 gallons of oil.





THE MOTORCAR OFFERED

Contemporary advertising material marketed the Mile-A-Minute as being 'faster than its name implies', it went on to describe how its gearing 'was very high and the weight (is) distributed in such a manner that the car will hold the road at a higher speed than others of its weight'. The model was designated by a 23,000 series, which this car naturally fits into, presumably as the 73rd car to have been built. Today, very few of these cars survive, one can be seen in The Simeone Foundation Museum in Philadelphia, while others are as far afield as in the UK and Germany.

This extremely rare Mile-A-Minute Roadster was retrieved from a barn in New York state by H. Pierson Mapes in the late 1940s. H. Pierson Mapes, was an early exponent of the car collecting movement and father of Pierson G. Mapes, the well-known former

president of NBC. According to a cast brass plaque on its firewall, the car was restored for H. Pierson Mapes by Joseph Murchio who the plaque proclaims was 'America's Foremost Authority on Antique Automobiles', another early prominent car collector, whose automobile museum at Greenwood Lake, New York had opened in August 1945 and ran for more than two decades.

It is thought that Pierson Mapes sold the 'Mile-a-Minute' at a public auction conducted by Sotheby's in the late 1950s or early 1960s, though the precise date of this is unconfirmed. However, it is known that the car passed from Mapes to Egbert Beney of Syosset, New York at around that time, the penultimate owner's father bought the Hudson in 1987, passing it to his son in 2003. Over the course of its 30 year family ownership the Hudson was

shown at a few regional car gatherings. It was acquired by the Clem and Mary Lange Collection from Bonhams' 2009 Greenwich Concours d'Elegance Auction and has been sparingly shown and driven since then.

The restoration of the car still dates back to H. Pierson Mapes time, giving the car a reassuring air of authenticity as well as an appealing patina of age. It is appropriately equipped with a period accessory monocle windshield, copies of owner's manual, tools and period jack.

This 1912 Hudson Mile-A-Minute Roadster is a historically important early speedster with a lengthy and known history.

**\$80,000 - 120,000
WITHOUT RESERVE**



141

1912 AMERICAN UNDERSLUNG MODEL 22 SCOUT

Chassis no. X266

Engine no. X278

199ci, L-Head Inline 4-Cylinder Engine

Single Rayfield Updraft Carburetor

22.5bhp (ALAM Rated)

3-Speed Manual Transmission

Front and Rear Underslung Leaf Spring Suspension

Rear Wheel Cable Operated Drum Brakes

- *Believed to be the sole surviving 1912 example of a legendary Underslung model*
- *Beautifully restored to Concours winning standards*
- *Horseless Carriage Club event eligible*
- *Perfect to show or tour*



THE AMERICAN UNDERSLUNG

The American Automobile Company of Indianapolis, Indiana is best remembered for its famous and revolutionary Underslung models. These innovative designs placed the frame rails below the axles, giving the cars a significantly reduced center of gravity as well as a signature and unmistakable look.

The problems of ground clearance were remedied by the use of significantly oversized wheels. This design resulted in a chassis with remarkably sure handling while still retaining the necessary clearances to handle the poor road conditions of the day.

The visual effect of the Underslung chassis riding on wildly oversized wheels was dramatic and memorable and helped make it an icon of the pre-war era. These charismatic machines have been prized since the day they were built

and their owners were many of the automotive luminaries viewed as legends in the hobby today. Captain Larz Anderson bought one new, and an Underslung was also one of Briggs Cunningham's first and most prized antique automobiles.

For 1912, American would diversify its offerings to a simple three model range, the large Traveler would be joined by a mid-range Tourist, and a more modestly proportioned 'Scout'. The Scout was offered as a 'strictly two-passenger car' with sporting roadster coachwork, according to advertising at the time, and priced at an exceedingly reasonable \$1,250—just about a quarter the cost of the big Traveler. While it helped draw new buyers to the brand, it would ultimately not be enough to save the company which folded in 1914.





THE MOTORCAR OFFERED

This beautifully restored Model 22 Scout is believed to be the sole surviving example from 1912, the introductory year for the model. While little is known about its early history, it was included in the roster of American Underslugs in existence in an extensive article on the marque by Walter Seeley in the July-August 1972 issue of *Antique Automobile*. At the time of the roster's composition in January of 1972, this car was listed as being restored and in the collection of one L. Stillwell.

The American joined the Clem and Mary Lange Collection in 2008. Showing as a nice, complete car with an older restoration at the time of purchase, it was soon taken apart and stripped to bare metal for a complete, concours restoration. Over 1,000 photographs detail the extensive work completed,

including pictures of the stripped bodywork that reveal it to be well preserved and original metal. Upon completion of the work, the car was shown at the 2012 Pebble Beach Concours d'Elegance. It would grace the field of the Amelia Island Concours d'Elegance the next year before heading to the 2014 Ault Park Concours where it would win Best in Class.

Within the last few years American Underslug cars have drawn considerable focus, a great share of the modest survivors crossing the Bonhams auction block. This 1912 example offers a more modest entry point to sample these legendary cars and we are proud to offer the car from its prominent stable.

**\$150,000 - 200,000
WITHOUT RESERVE**



142 ♦

The ex-Frank Miller, Ed King, and Joel Naive 1913 MERCER TYPE 35K RUNABOUT

Chassis no. 1186

Engine no. 954

301ci T-Head Inline 4-Cylinder Engine
Single Flechter Carburetor
34bhp (ALAM Rated), 65bhp (Tested)
4-Speed Manual Transmission
Front and Rear Semi-Elliptic Leaf Springs
Hartford Friction-Type Shock Absorbers
Rear-Wheel Drum Brakes

- A genuine, original and well-known T-head Mercer
- The only surviving 1913 Type 35 Runabout, with external gearshift and 4-speed transmission
- The more comfortable sibling of the legendary Raceabout model
- A veteran of numerous tours over the last seven decades



THE MERCER

Among the most famous and revered American automobiles of the Brass Era, the Mercer featured a marvelous T-head 4-cylinder engine, with its blocks cast in pairs and mounted on an aluminum crankcase, and an exceptionally well-designed and balanced chassis, all the creation of engineer Finley Robertson Porter. In an era when most of the world's

fastest road cars were vast, heavy, high-horsepower brutes that required considerable muscle to operate, the Mercer was a true sports car, smaller, low-slung, and unusually sprightly. No wonder, then, that it rapidly became one of the kings of the board track.

Mercers were, justifiably, among the first automobiles to be widely collected, as the earliest enthusiasts recognized the greatness of their design and engineer. Examples have figured into the world's finest collections, and once acquired, they tend to stay put for years, even decades. More than a handful of Mercers are now in their second or third generation of ownership, because to own one, is to love it. Accordingly, the opportunity to acquire an excellent, original example is extremely rare.







THE MOTORCAR OFFERED

The most famous Mercer offering on its T-head Type 35 chassis was the Raceabout, a race car-for-the-road that was essentially a pair of seats on a chassis, with a rakish lowered steering column. Such is the lasting fame of the Raceabout that enthusiasts tend to forget that Mercer offered an entire range of body styles on the same chassis and drivetrain. Some of these offered barely more bodywork and, therefore, virtually equal performance.

First and foremost among these is the Runabout, offered in 1913 and 1914, which could be essentially considered a Raceabout with side doors, a top, a full windshield, and a slightly raised steering column. The hood, radiator, and front fenders were all identical to those used

on the Raceabout; the 1913 model even had the gearshift outside the body, in the Raceabout's rakish fashion, and was on the same 108-in.-wheelbase chassis with desirable 4-speed transmission. In other words, the 1913 Runabout, in particular, really was "the luxury Raceabout."

Unfortunately, because this model was so very similar to the Raceabout in its bones, most of those that were fortunate to survive have since been rebodied in that guise. In fact, the example offered here is recognized by Mercer authorities as the only 1913 Type 35 known to survive with its original Runabout coachwork.

The Runabout's earliest known owner is Frank Miller of Glendale, Ohio, who had

acquired it by 1951. The Antique Automobile Club of America listed it in his ownership in their 1954, 1961, and 1968 rosters - importantly, referencing the Runabout body and the current chassis and engine numbers. Many of the tour badges present on the dashboard to this day were accumulated under the ownership of Mr. Miller, including participation in no fewer than six Glidden Tours. This was indeed one of those Mercers upon which the modern antique automobile hobby was founded.

The car was subsequently purchased by well-known East Coast Mercer enthusiast, Ed King, and then passed to Joel Naive. It continued to be toured actively in Mr. Naive's ownership. Following Mr. Naive's passing, it was acquired from his estate by a







partnership of collectors from the Midwest, who sorted it mechanically, touched up its cosmetic finishes including replating the windshield, and enjoyed showing it for several years, including in 2000 at the Meadowbrook Concours d'Elegance. The collectors eventually sold the Mercer to the Langes in 2004 at Bonhams' Brookline Auction at the Larz Anderson Museum in Brookline, Massachusetts, and it has remained part of their prominent stable of fine Brass Era motorcars ever since.

While, as mentioned, the Mercer was lightly freshened in prior ownership some two decades ago, much of the paintwork and interior remains from its original restoration, and is holding up remarkably well for its age, testament to the quality of the workmanship.

The body, hood, and fenders are all believed to retain their original sheet metal. The car is still fitted with correct Mercer headlamps – although they were long ago modified to be electric, and under the hood, the original Flechter carburetor, missing even on some of the best surviving cars, remains happily in place. Proving its status as a “runner,” the car won its class at the 2005 Newport Hill Climb in Indiana. A Bonhams specialist had the pleasure to drive the car and found it to be a swift and exciting machine, winding up to speed with ease and cornering with gusto.

Offering one of the truly remarkable driving experiences of the Brass Era, this extraordinarily genuine T-head Mercer is among the most exciting auction offerings

in recent memory. Well-known as an authentic example, it has been beloved by only a handful of enthusiasts in the last seven decades of its life. It awaits a world of touring opportunities for its new owner, continuing back to the earliest days of the hobby and perpetuating a great tradition in the spirit of such revered Mercer owners as Henry Austin Clark, Jr., Peter Helck, and Ken Purdy – a pantheon of company that its new caretaker is now to join.

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





143 ♦

1933 DUESENBERG MODEL J 'SWEEP PANEL'
DUAL-COWL PHAETON
Coachwork by LaGrande

Chassis no. 2355 (see text)
Engine no. J-281 (see text)
Body no. 1007 (see text)

420ci DOHC Inline 8-Cylinder Engine
Single Stromberg Downdraft Carburetor
265bhp at 4,200 rpm
3-Speed Manual Transmission
Front and Rear Semi-Elliptic Leaf Springs
4-Wheel Hydraulic Drum Brakes

- One of just a dozen original examples of this iconic Gordon Buehrig body design
- Stunning presentation; well-known ownership history
- An award-winner in concours competition for many years
- Auburn Cord Duesenberg (ACD) Club Certified Category 1



**THE LAGRANDE 'SWEEP-PANEL'
DUAL-COWL PHAETON**

Among the first bodies made available for the Model J Duesenberg was a sporting Dual-Cowl Phaeton by LeBaron, which featured a contour line that began at the radiator shell and raced backward, descending until it met the middle of the front door, when it reverse-curved back into the cowl. This formed a so-called 'sweep panel,' which provided a perfect place to split one of the newly popular two-tone color schemes.



After several years, Duesenberg president Harold Ames decided to bring the production of several of the more popular body styles under the Cord Corporation's own direct auspices. Among them was the 'Sweep Panel' Dual-Cowl Phaeton, which was soon redrawn by the great Gordon Buehrig. Many feel that Buehrig improved the body's lines, with a cowl that dramatically reverse-curved into a higher beltline that flowed evenly from cowl to tail, and a more subtle curve to the 'sweep panel' itself. A narrower rear transom allowed the top to fold nearly flush with the body when lowered.

The new Buehrig design was produced by Indiana's Union City Body Company, another holding of Duesenberg company owner E.L. Cord, but like other "in-house" bodies was

crowned with the sensual pseudonym of LaGrande. Each example was delivered to Duesenberg 'in the white,' and finished by the factory's own highly skilled craftsmen before being mounted to a chassis and delivered to its original owner. A dozen examples of the LaGrande 'Sweep Panel' Dual-Cowl Phaeton are known to have been built. Proof that enduring beauty lasts – or at least evades the scrapyard – all of them remain in existence, with several being part of prominent museum collections worldwide. The prestige in which they are held by their owners is reflected in how seldom they become available for public sale.







THE MOTORCAR OFFERED

Short-wheelbase Model J chassis no. 2355, offered here, was originally delivered with engine no. J-334 and a Murphy Convertible Sedan body to J.H. Brewer of Grand Rapids, Michigan, and New York City. Mr. Brewer was also the original owner of a second Model J, a Rollston Town Car with engine no. J-281; at some point during Mr. Brewer's ownership, that car's engine was transplanted under the hood of the Murphy Convertible Sedan, and remains with chassis 2355 to this day.

J-281 / 2355 was sold by Brewer's estate in 1941 to Dudley Waters, an early collector in Grand Rapids, who passed it several years later to Harold Brink. It would change hands several times among Michigan enthusiasts until the mid-1950s, when it was purchased by Ernest Stern of Pittsburgh, joining a stable that also included a one-off Rollston-bodied Packard and the famous ex-Shah

of Iran Bugatti Type 57C. In 1958, Mr. Stern sold his Duesenberg to Russell Strauch of Toledo, a particularly avid collector who owned at least one example of virtually every great Classic Era marque, and whose cars were frequent sights at Classic Car Club of America and ACD Club events during this era.

At the time, Classic Era automobiles were just coming into their own as collectibles, and it was common to exchange bodies for one chassis to another, if it meant putting more desirable coachwork atop a lower-mileage chassis. Accordingly, Mr. Strauch had acquired Duesenberg J-482 / 2498, with the iconic LaGrande 'Sweep Panel' Dual-Cowl Phaeton coachwork, body no. 1007. This automobile had been owned and driven extensively by many owners, including well-known Duesenberg mechanic Jim Hoe,

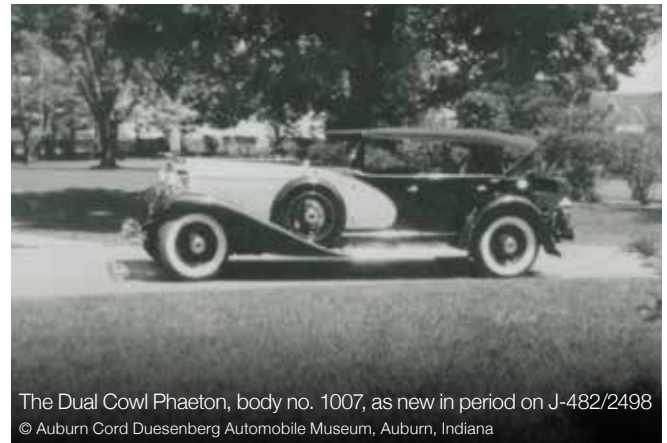
and was fairly worn-out by the time that it wound its way into Mr. Strauch's hands. As a result the two cars exchanged bodies in an even trade, with J-281 / 2355 receiving the LaGrande Dual-Cowl Phaeton, and J-482 / 2498 receiving the Murphy Convertible Sedan coachwork, and were subsequently restored with their 'new' bodies.

J-281 / 2355, now with its present LaGrande coachwork, remained in the Strauch Collection until 1969. Soon thereafter it became one of the first of several important Duesenbergs owned by Richard Boeshore of Lebanon, Pennsylvania, who held on to this particular Model J for nearly a quarter of a century. In 1992 Mr. Boeshore sold his group of Model Js en masse to Jerry J. Moore, the flamboyant Houston real estate magnate whose collection of fine automobiles was









then the world's largest, and would eventually include over thirty Duesenbergs. Reportedly this was one of Mr. Moore's favorite automobiles among his vast holdings.

Mr. Moore retained J-281 / 2355 for four years before selling it to the Blackhawk Collection, which resold it in 2001 to Richard Wesselink of San Juan Capistrano, California. In Mr. Wesselink's ownership the car was examined by the ACD Club's Certification team in 2006, and was found to retain all original Model J components, thus earning it the coveted Category 1 Certification. Copies of the Certification paperwork are included in the car's file, recording the original stampings on the frame and firewall, which properly match, as well as the original bell-housing (engine) number and even the original LaGrande body number stamped in the sill wood.

Not long thereafter the Model J was purchased by a longtime enthusiast in

Missouri, in whose ownership it was shown at the Meadowbrook Concours d'Elegance in 2007, winning Best in Class despite its now decades-old restoration! Soon thereafter the car was considerably freshened, receiving its present stunning black and red livery, including new paint, upholstery, and top, as well as fresh concours-quality chrome work throughout. In this form it was invited to and exhibited at the prestigious Pebble Beach Concours d'Elegance in 2008.

Now having been a centerpiece of Clem and Mary Lange's wonderful collection for over a decade, J-281 / 2355 has been one of their most beloved possessions and has continued to make occasional show appearances, including winning its class at the Louisville Concours d'Elegance in 2012. The pride of ownership the Langes have had in the Duesenberg is reflected in its appearance; it remains in beautiful and well-detailed condition overall.

The opportunity to acquire an original example of the LaGrande 'Sweep Panel' Dual-Cowl Phaeton is seldom found. Indeed, this is the only example that may become available in the near future. It is in superb order and would require little to continue its successful show career in happy new hands.

\$1,000,000 - 1,250,000



144 ♦

1934 BUGATTI TYPE 57 CABRIOLET

Coachwork by Franay

Chassis no. 57127

Engine no. 52

3,257cc DOHC Inline 8-Cylinder Engine

Dual Throat Updraft Stromberg UUR-2 Carburetor

130bhp at 5,000rpm

4-Speed Manual Transmission

Semi-Elliptic Leaf Springs with Rigid Front Axle – Live Rear Axle

4-Wheel Cable Operated Drum Brakes

- *The only Bugatti Type 57 bodied by Franay*
- *Delivered new to German movie star Hella Hartwich and formerly in the collection of famed French filmmaker Jean Rouch*
- *Subject of a nearly \$650,000 restoration*
- *A stunning concours or tour automobile*



THE BUGATTI TYPE 57

The Type 57 Bugatti, introduced in 1934, marked Jean Bugatti's emergence as Bugatti's leader and creative force. It was the first new model built under his direction and it incorporated many features that were new to Bugatti. Its dual overhead camshaft eight-cylinder engine had dimensions of 72x100mm, offering 3,257cc displacement. The crankshaft ran in five main bearings. The camshafts were driven by a train of helical-tooth gears at the engine's rear with a further crankshaft bearing behind them. Finger cam followers minimized side thrust on the valve stems.

The Type 57 also marked Bugatti's first use of a transmission fixed to the engine crankcase and a single plate clutch. The top three gears in the four-speed gearbox were constant mesh. Jean created a novel independent front suspension

system using transverse leaf springs for the first two examples of the Type 57 before Le Patron spied it and insisted it be replaced by a proper Bugatti hollow tubular live axle. Thenceforth suspension was traditional Bugatti semi-elliptical front and reversed quarter-elliptical rear leaf springs with cable-operated mechanical drum brakes.

Much of the Type 57's commercial success may be attributed to Jean Bugatti's sensitive, flowing coachwork, which graced the most famous of the chassis' examples.

But, by no means were all of the cars clothed with factory derived or commissioned coachwork, and some of the most striking designs that can be seen on Concours lawns the world over came from the coachbuilders' one-upmanship in

what was clearly the zenith of coachwork design before the interruption of war.

Despite financial travail, development of the Type 57 continued with the introduction of a stiffened frame and rubber-mounted engine along with the supercharged 160hp Type 57C in 1936. In 1938 the nearly unthinkable happened in Molsheim, when Bugatti finally adopted Lockheed hydraulically actuated brakes and replaced the beautiful and lightweight but expensive aluminum-spoked wheels and brake drums with Rudge-Whitworth center-lock wire wheels and separate brake drums.





THE MOTORCAR OFFERED

This stunning Bugatti Cabriolet not only features one-off coachwork, but it is among the few Bugattis—and only Type 57—to have been clothed by the famed coachbuilder Franay. With well known history virtually since new, few owners in the last half century, and a recent concours restoration, it is surely a special machine.

According to a report by Bugatti expert Pierre-Yves Laugier, 57127 was ordered new through Paris Bugatti distributor Dominique Lamberjack and delivered as a bare chassis on the fourth of July, 1934 with an invoice of 50,400 Francs billed to the purchaser. The savvy individual ordering this bare chassis for custom coachwork was none other than Hella Hartwich, a wealthy German movie star and ski champion who had recently

starred in the 1932 film *Slalom* opposite Walter Riml. Dating the up-and-coming and soon to be multiple Oscar award winner Billy Wilder, the two had recently moved to Paris following Hitler's rise to power in Germany in 1933.

Looking for a new car for her new digs, Hartwich had the bare chassis sent directly to Carrosserie Franay to be clothed in sleek two-door, two-seat open coachwork. A popular custom coachbuilder, Franay would go on to provide coachwork for numerous Bentleys, Rolls-Royces, Delages, Hispano-Suizas, Delahayes, and even Packards and Duesenbergs—but they would only clothe a total of about four Bugattis and this would be the only Type 57 to pass through their shop.

Hartwich registered her new Bugatti in late July 1934 to her 16th arrondissement apartment with the registration number 1544 RJ2. Pictures of her with her new car show it in a dark, single shade with black painted wire wheels and a chromed radiator shell. A jaunty, slightly vee shaped front bumper set the car apart, as did the long tail with a large trunk and rear mounted double spares.

It is believed that Hartwich retained the car in Paris throughout WWII, although the war years had no doubt taken their tolls as a photo of the car from 1952 or '53 show the cabriolet in complete, but somewhat worn condition having had its louvered hood sides replaced with vented ones from a Type 57S, its unique bumper





switch with a standard straight one, its big Marchal headlights exchanged for more modern units, with the whole car painted a lighter color and a rather sizeable dent in the left front fender. In the care of Garage Aubert owner Pierre Proust of Montrouge at this time, it was next registered to Mr. Di Vincenzo Salvatore of Paris—a mere 5.5 kilometers from where the car had originally lived—with the plate number 3913 DN 75. Retaining the car only briefly, on May 15, 1956 the Bugatti entered the collection of Jean Rouch.

Much like the car's first owner, Rouch was deeply involved in cinema. Considered the father of *cinéma vérité* in France, Rouch had already made a career for himself filming ethnographic films in Africa—mainly in what is now Nigeria—when he began transitioning to filming 'ethnofiction' films in the Niger

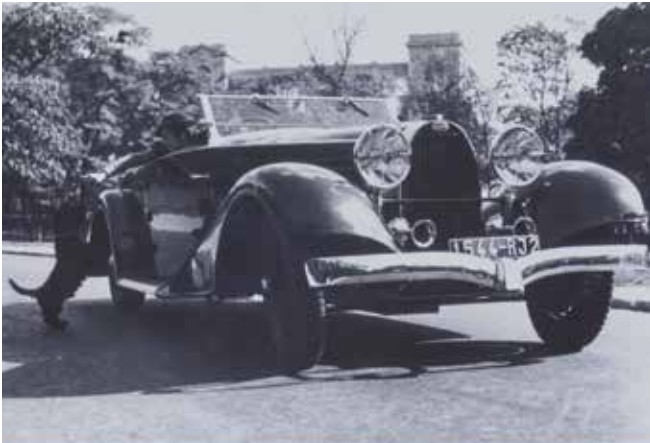
Valley in the early '50s. While he spent much of his time between France and Africa, he would retain the car nearly half a century.

In the late 1960s, Rouch sent 57127 to Carrosserie Monceau in Chamecy, France for a full restoration. Shortly after completion of the work, the car appeared in Rouch's 1969 ethnofiction comedy *Petit à Petit* in which three Nigerian friends wanting to build a skyscraper in their home town come to Paris to learn about the construction of tall buildings—but one could argue the plot was also a pretext to film a movie featuring Rouch's newly restored Bugatti blasting through the streets of Paris! Jean's friend Philippe Luzuy, who was briefly appeared in the film, would share ownership of the car from 1969 until Rouch's passing in 2004. During this time, the two would actively drive the car throughout France.

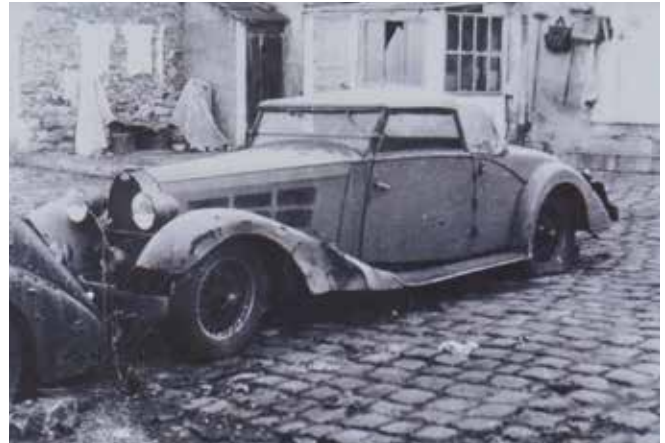
Still in its late 1960s restoration when it was acquired by the Clem and Mary Lange Collection in 2011, it was sent to Longfield Restorations Ltd. of Ontario, Canada for a complete, concours restoration. Photos, a DVD, and receipts document the work completed. Executed over the course of three years from 2012-2015 at a cost of nearly \$650,000, the Bugatti was restored back to its original specifications (save for the retaining of a rumble seat that had been put into the rear trunk by Rouch). Finished in rich, dark blue paint with a two-tone mustardy tan leather and ostrich interior, the completed car would go on to win Best of Show at the July 2016 Keenland Concours in Lexington, Kentucky.

Sparingly used since the restoration, the Bugatti still presents beautifully. Retaining its original engine, cambox, and transmission,





57127 as new with its original owner, Hella Hartwich at the wheel



As found in the early 1950s in Montrouge

the rear axle is a slightly later unit—no doubt switched out in period as the early axles were plagued by their fragility. A well restored, one-off Bugatti cabriolet from a famed coachbuilder is not something that comes up every day. With largely known history from new with just a handful of owners in the last 65 years, this Bugatti is primed to be coveted by its next, lucky keeper.

\$800,000 - 1,000,000



145 ♦

1935 AUBURN 851 SUPERCHARGED BOATTAIL SPEEDSTER

Serial no. 851 33094 E

Chassis no. 2094

Engine no. GH 43309

Body no. U47-19

280ci Supercharged Inline 8-Cylinder Engine

Single Carburetor

150bhp at 4,200rpm

3-Speed Manual Transmission with Dual-Ratio Differential

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- One of fewer than ten examples built with right-hand-drive
- Known ownership history since 1947
- Well-maintained restoration by marque specialist John Ehresman
- Original engine, chassis, and body
- Auburn Cord Duesenberg (ACD) Club Certified Category 1





THE AUBURN BOATTAIL SPEEDSTER

One of the most exciting American automobiles of the 1930s, Auburn's sleek Speedster of 1935-36 boasted extraordinary Art Deco design by Gordon Buehrig and a supercharged Lycoming eight-cylinder engine, offering staggering performance. Each car was individually guaranteed to exceed 100 mph in stock form, and could be driven easily at modern highway speeds thanks to an innovative Dual-Ratio rear axle that provided a low and high range for each gear. Today it is widely considered one of the all-time Classic Era masterpieces, and the survivors are fiercely prized.





THE MOTORCAR OFFERED

Serial no. 851 33094 E is one of fewer than ten 1935-1936 Speedsters delivered as export models with right-hand-drive; its serial number originally had an "L" suffix, signifying the export status. It was originally delivered with the rare options of a heater and a dashboard-mounted radio.

The Auburn was shipped to British distributor Clifford Taylor Automobiles Ltd., on London's Berkeley Square, whose badge is still present on the body today. According to the car's ACD Club Certification, it was brought back to the United States from England in 1947, and two years later sold to a Mr. Formicelli of Trumbull, Connecticut.

The car was bought from Mr. Formicelli by the respected Connecticut-based Auburn

expert and restorer, John Ehresman. In 1994 Mr. Ehresman sold the car to longstanding ACD Club member, Bruce Earlin of Milford, Pennsylvania, and proceeded to complete a painstaking restoration for the new owner over the next three years. Such was the level of detail that the original body number, damaged by time, was stamped into the new sill wood, while the serial number plate was restamped with a conventional "E" (for Speedster) suffix. At completion of the restoration, the car achieved a Primary First and Best of Show at the ACD Club Eastern Spring Meet in early 1998, 100 points and a Primary First Prize at the CCCA Eastern Grand Classic that spring, and a Senior First at the ACD National Reunion that autumn. Further, the car was awarded the aforementioned ACD Club Category 1 Certification, no. A-341.

Mr. Earlin subsequently sold the car to Greg Ornazian of Michigan, after which it passed through the hands of collectors in Pennsylvania and Ontario before joining the stable of the Langes. With its chromed wheel covers and blackwall tires, the car's Ehresman restoration is very well-maintained and still highly attractive and authentic overall, as seen by its ability to continue to win awards, including Best in Class at the Louisville Concours d'Elegance in 2012, and remains an beautiful and lovely example of the Auburn Speedster to this day.

**\$600,000 - 800,000
WITHOUT RESERVE**

This vehicle is titled under the VIN. 33094E





146 ♦

1935 GODSAL SPORTS TOURER

Coachwork by Corsica

Chassis no. 001

Ford Flathead V-8 Engine

Single Dual-throat Carburetor

Approximately 100bhp at 5,500rpm

4-Speed Pre-Selector Transmission

Sliding Pillar Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *The one and only Godsall Sports Tourer*
- *Sporting coachwork by Corsica*
- *Documented history*
- *Amelia Island Best in Class Award winner 2020*



THE GODSAL

Britain has a long history of cottage industries. Perhaps it is due to the storied British stiff upper lip, or maybe it's the soggy weather that gives people plenty of time to dream; we'll never know. But storied companies like Morgan, Lotus, Lola, Allard and McLaren all got their start as men with an idea in a shed.

One such hopeful in the early automobile manufacturing scene was Sir Charles Godsall; a name that even the most studied automotive aficionados may have never heard. Godsall was the son of London barrister and prolific inventor, Herbert Godsall. An aeronautical engineer with a degree from Cambridge, he clearly inherited his father's interest in engineering and inventing, and in 1935 he commissioned the construction of a sporting automobile of his own design.

THE MOTORCAR OFFERED

The eponymous Godsall is an interesting and stylish sports car, powered by a powerful Ford V8 engine backed by a pre-select gearbox and riding on a proprietary chassis that featured Lancia-inspired sliding pillar front suspension and a heavy-duty rear axle sourced from Bentley. Godsall's aeronautical engineering background is clearly evident in the design and he had the money to do it right. He spent a little over £5000 to design and build the car – the equivalent of two Bentleys at the time.

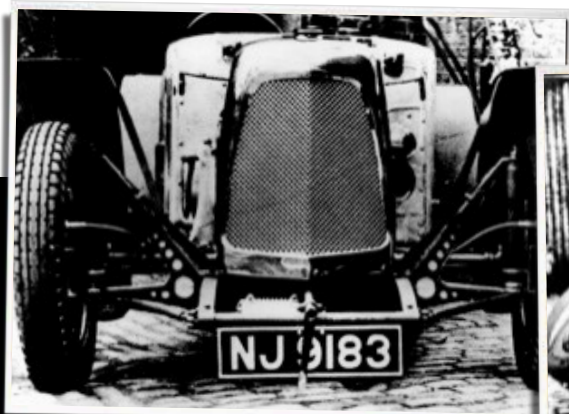
The body is a sleek and sporty affair that was built by the famous Corsica coachworks, and the car was constructed by Research Engineers, Ltd, also of London. The car was exceptionally well built and sorted. Godsall was certainly talented and understood what it

took to build a world class automobile. While it seemed like he did everything to ensure success however, his engineering expertise and production capabilities ended up being redirected to producing aircraft for the war.

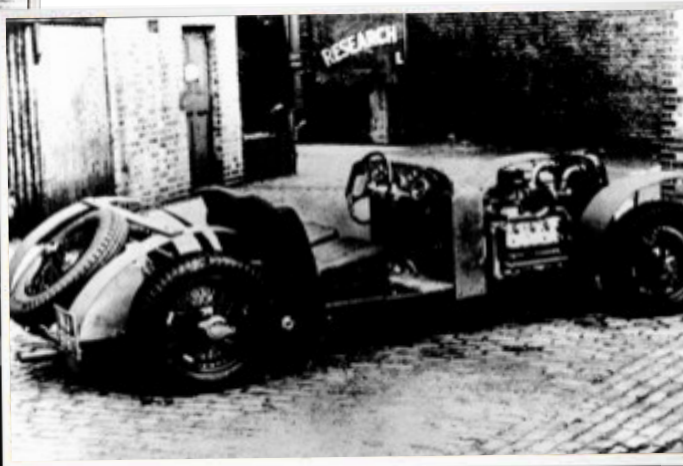
As Charles focused his efforts on aviation, the car that bore his name was sold to a friend. It then disappeared for some time, until it resurfaced in the 1969 movie *Mosquito Squadron*, in which it appeared painted red with white stripes, had air-raid tape over the headlamps and wore incongruous cycle fenders up front. A crudely made bonnet sprouted outside exhausts.

In March of 1977, *British Thoroughbred & Classic Cars Magazine* featured a story on this mysterious car, which picked up in 1972 when





Work in progress, on the original build



the car appeared in an advertisement among other sports cars for sale, and was described as a 1954 Ford V8 Special. Anthony Sidgwick of Cirencester was intrigued and, upon closer inspection, found it to be far more advanced than a home-built special. He took a chance and purchased it, limping it home on three of its eight cylinders. From there, curiosity took over and in-depth research began. Thankfully at that time, some of the people originally involved in the project, as well as famous Godsall family members, still had fuzzy memories of the car and were instrumental in piecing together its history and confirming its pre-war origins. Extensive searching led to Research Engineers, Ltd, which was still in business in 1972 and whose Managing Director vaguely recalled the car. Photos were found in the company archives that showed the car fresh

from Corsica Coachworks, this time wearing its original and stylish sweeping front wings, bonnet and Marchal headlamps. Using these photographs as reference, the car was restored by Ashton Keynes Vintage Restorations with new, original style front wings and bonnet.

Jerry Old of California, who had been working in Saudi Arabia for many years, was in London in June of 1977 on his way back to the States. He found himself at Paradise Garage, and was immediately struck by the fascinating one-off car. A deal was struck and Mr. Old purchased the Godsall and had it shipped home to California. Old showed the car once or twice, and then put it in storage. Upon retiring in 1993, he moved to Kansas City, MO, and brought the Godsall with him. It remained with Mr. Old in storage until 2016.

In the flesh, the one and only Godsall chassis 001 looks not unlike an early Aston Martin or Riley, with its low-slung stance and large, purposeful wheels. The Corsica coachwork features an attractive radiator shell, cut down cockpit and lovely ribs down the rear deck and wings. For what is in reality a one-off prototype, the construction and design was certainly very well resolved from the start. An extensive history of the car's origins, as well as the fascinating life of Charles Godsall are available, and will be included in the sale along with a copy of the 1977 *Thoroughbred and Classic Cars Magazine* featuring the car, and a DVD copy of the movie *Mosquito Squadron*.

In 2017, the Godsall was acquired by the consignor who shared in Charles Godsall's vision and dream for the car. The decision





Amelia Island Concours d'Elegance Prize Winner - 2020



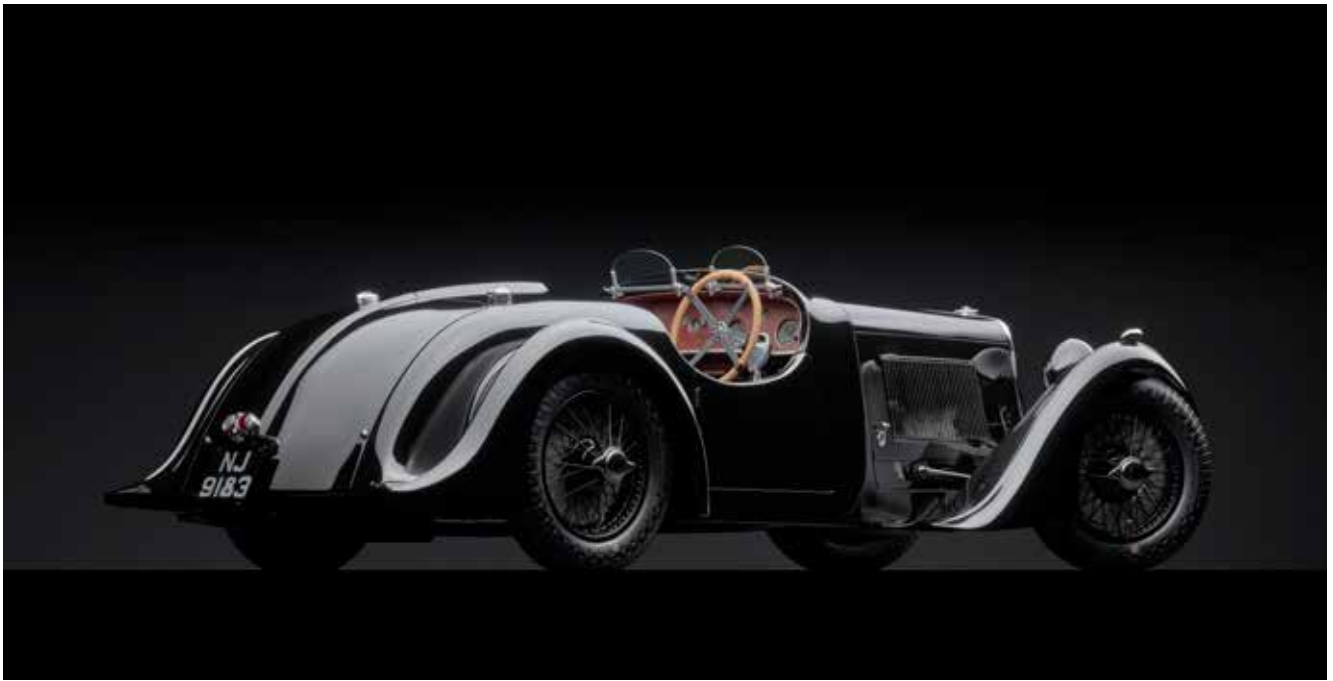
was made to commission a complete nut-and-bolt, concours restoration, with the intent of returning the car to its original specifications. The restoration was entrusted to Evan Ide, a Pebble Beach and Amelia Island award-winning restorer. Evan and his team spent countless hours researching the car and studying archival documentation to ensure that the restoration returned the car to its original, as-created state. During the extensive 4-year project, Evan enlisted the help of friend and fellow restorer Wayne Carini. Wayne and his team were so enthralled with the project that they wound up dedicating an entire episode of *Chasing Classic Cars* (The Great Godsal) to the car, its restoration and journey. The ultimate restoration of the Godsal Sports Tourer left no questions about what a truly

stunning automobile it is. The flowing lines of the Corsica coachwork create a visual masterpiece, showcasing incredible details throughout. This is a car that really must be seen in person to fully appreciate the aesthetics. Underneath the skin lies serious underpinnings that would be at home on any vintage circuit. The Lancia-inspired sliding pillar front suspension and heavy-duty rear axle sourced from Bentley is paired with a powerful, period-correct 8-cylinder engine mated to a race-inspired pre-selector gearbox. The world class components ensure that the car would be as at home on the race track as it is on any concours podium. In 2020, the Godsal won Best in Class at the 2020 Amelia Island Concours D'elegance in the pre-war sports car class.

With an incredible story from inception to current day, the Godsal Sports Tourer checks all of the boxes for a collector car. This one of one, superbly engineered and incredibly beautiful car would be a welcomed entrant to the world's finest events and a standout in any serious collection.

\$750,000 - 950,000





147

1915 LOCOMOBILE 48 HP TOURER

Chassis no. 10263

Engine no. 9385

524ci T-head Inline 6-Cylinder Engine

Single Updraft Carburetor

48bhp

4-Speed Manual Transmission

Front Semi-Elliptic Leaf Springs, Rear Elliptic Leaf Springs

Rear-Wheel Drum Brakes

- *Powerful 6-cylinder engine*
- *One of the finest American chassis*
- *Ex-Harold Coker*
- *HCCA, CCA, and AACA eligible*
- *Participant in multiple Glidden Tours*



THE LOCOMOBILE "48" M6

The Locomobile Model 'M,' later rechristened the Model 48 for its taxable horsepower rating, was among the longest-lived American luxury automobiles and one of the few whose production spanned both the Brass and Classic Eras; it was introduced in 1911 and produced, with relatively few engineering changes, until the end of the company in 1929. Its massive T-head six-cylinder engine was distinguished by the use of numerous innovative special metals, for lightness and durability. It was favored by America's wealthiest and most important families.





THE MOTORCAR OFFERED

This particular M6 Touring car is believed to have been built in June or July of 1915 in the first year of the M6 production. The car was found by Harold Coker in Illinois. At the time, it had been stored in a warehouse for many years. It was in very original condition and Harold conducted a very sympathetic restoration on the car. This included some paint work, and at this time, it is believed the upholstery had also been redone.

It was used on a Glidden Tour in the 1970s and then saw little use in the 1980s and 1990s. It remained in the Coker collection until 2010 when it was acquired by the consigner. It was put through an extensive service at this time. This included the installation of a new clutch and a vintage twin ignition system. In 2013 it participated

in the Glidden tour in Tennessee and performed flawlessly.

In 2016 the car was traded to an enthusiast in Maine. It would remain in the northeast for 3 years, and then acquired back by the consigner in 2019. Since that time, Covid event cancellations meant the car has seen very little use.

The Model 48 Locomobile is arguably one of the best American built chassis of the period and was a direct competitor to the Rolls Royce Silver Ghost. The engine is a whopping 524 cubic inches and provides the car ample torque. Additionally, the 4 speed transmission makes them a joy to drive. Featuring a 143 inch wheelbase and 37x5 tires, one can not help but be impressed

with the car's immense presence.

Today, this particular Locomobile 48 presents well. At some point in its life the radiator was replaced by a 1917 model radiator. The car has never been fully restored, and the older tan repaint is showing some age. Recently, the ring and pinion in the differential were replaced.

Endlessly usable, this Model 48 is eligible for a variety of events in the HCCA, CCCA, AACA and VMCCCA. It's powerful engine would make it easy to keep up with modern traffic, and it also had ample space for luggage. It would be a great way to start enjoying the wonderful brass car touring hobby.

\$65,000 - 85,000



148

1947 DELAHAYE 135M CONVERTIBLE

Coachwork by Henri Chapron

Chassis no. 800479

Engine no. 800792 (See Text)

3,557cc OHV 6 Cylinder Engine

Single Downdraft Carburetor

110 HP at 3,000rpm

4-Speed Cortel Preselector Gearbox

Independent Front Suspension with Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- *From a private collection*
- *Elegant drophead coachwork*
- *Competition proven chassis*
- *Beautifully presented older restoration*
- *Among the last of the coach-built luxury cars*



THE DELAHAYE 135M

Based initially at Tours and from 1906 in Paris, Delahaye built its first automobile in 1894 and soon diversified into commercial vehicle manufacture. Its early products tended to be rather lacklustre, but then in 1935 came the first of a new generation that would change the marque's image: the T135 Coupe Des Alpes. A fine sporting car, the T135 somewhat paradoxically borrowed its engine from one of its maker's trucks. The 3.2-liter, six-cylinder, overhead-valve unit produced 110bhp on triple Solex carburetors, while the chassis featured transverse-leaf independent front suspension, four-speed synchromesh or Cotal gearboxes, center-lock wire wheels and Bendix brakes.

Delahaye improved on the formula the

following year with the 3.6-liter, 120/130bhp T135MS, and the sports version was soon making a name for itself in competitions, taking 2nd, 3rd, 4th and 5th places in the run-to-sportscar-regulations 1936 French Grand Prix and winning the Monte Carlo Rally and Le Mans 24-Hour Race outright in 1937 and 1938 respectively. Prince Bira won the 1938 Donington 12-Hour Sports Car Race in Prince Chula's example and went on to take victory in Brooklands' 'fastest road car in England' race against some formidable opposition. The model reappeared post-WWII as the 135M with the 3.6-liter engine and lasted in production until 1951.

Delahaye had no in-house coachworks, so all its chassis were bodied by independents,

who created some of their most attractive designs on the Type 135. It was a most fortuitous partnership, which resulted in memorable automotive sculpture from the likes of Saoutchik, Chapron, Franay, Graber, Pennock and Figoni et Falaschi. The latter's dropheads, produced between 1946 and 1950, are considered by many to be the most classically beautiful examples of this type of coachwork, with the 1947 and 1948 models most admired.





THE MOTORCAR OFFERED

The early history of this particular Delahaye 135M is a bit of a mystery at the time of cataloguing. However, the car does correspond with a model produced by Henri Chapron in 1947. Chapron was known for their many attractive styles, and this particular drop head coupe is a testament to that.

The current earliest recorded owner is Edgar Poncelet in 1973. At this time it was registered 8812 RZ 54 by the department of Meurthe et Moselle. From photographs we know that the car was painted white. In 1997 the car was offered for sale by Christies in Geneva Switzerland on the 22nd of May 1997. From there, the car made its way to England where it was offered by Coys in July of that year. It was sold soon after that and remained in England. At this time in the country, the car was restored and

the bodywork was modified. The modifications include the fitting of the chrome trim to the bottom of the front wings and an alteration of the boot. These changes moved the spare wheel to the outside, which is a configuration similar to bodies built by Fison & Falaschi. The car was issued a U.K. registration number TSJ 126. It was then offered for sale by Coys in October of 1999. It was sold to Germany and then offered for sale again in August 2000. At this time, the car was exported to the United States. For some reason, its original engine #800479, which was a triple-carbureted motor, was swapped for engine number #800792, a single carb unit, before it was exported. This vehicle's original engine is still currently fitted to a shooting brake 135M.

The example offered here sold at auction again as part of Christie's Pebble beach

auction in 2001. After that, the car made its way to Pennsylvania. In 2002 the car was purchased by the consigner. For the last 19 years it has remained in his private collection. Today, the car presents very well. It is reported that the car drives beautifully and displays very good road manners. The restoration that was done in the 1990s has aged very well. It shows very well in its current black paintwork with caramel leather upholstery.

The Delahaye 135 is one of the truly great cars of the postwar period. They are an absolute pleasure to drive and represent many hallmarks of French design. This car would be welcome at any number of events and makes it an incredibly usable classic. The opportunity to add it to ones stable should not be missed.

\$300,000 - 350,000



149

1949 BENTLEY MK VI SALOON

Coachwork by Freestone & Webb

Chassis no. B133EW

Engine no. B316E

4,257cc OHV Inline 6-Cylinder Engine

Single Twin-Choke Carburetor

Approx. 130bhp

4-Speed Manual Transmission

Independent Front with Live Rear Axle Suspension

4-Wheel Drum Brakes

- Beautiful custom coachwork by Freestone & Webb
- 1 of just 18 cars built to this design
- Matching numbers example
- Elegant two-tone blue livery



THE MOTORCAR OFFERED

1949 Bentley Mk VI chassis no. B133 EW features its handsome original four-door Saloon coachwork by Freestone & Webb. Records show this car first belonged to H. Lotery, who reportedly purchased several chassis from Crewe and usually favored Freestone & Webb coachwork. For his Mk VI, he ordered design 3046/C: A crisp and elegant four-door with flowing wing lines and hints of Freestone's signature "razor's edge" detailing. The Schoellkopf Card on file shows it belonged to Mr. Donald Feldman of New York City in the mid-1970s, and he had brought the car to the United States after what he described as "considerable rebuilding" in the United Kingdom. An active club member, Mr. Feldman participated in RREC and BDC events throughout his 35-plus year tenure with the Bentley. By 2011, Mr. Feldman had moved to Montana, and he listed the car for sale in

club publications. The most recent owners purchased the car from him and cared for it during the past nine years.

Today, B133 EW presents in beautiful condition overall with a moderate patina earned through years of care and enjoyment. The two-tone blue livery suits the design quite well, and it presents with an honest character that suits the car's drivable nature. Features of the coachwork include a sunroof, central-mounted driving lamp, and bumper overrides. The cabin features light blue leather with complementing dark blue piping and carpets, accented by richly finished wood trim. The hides display a rich character earned through years of enjoyment. The switchgear is in good order, and the original Radiomobile radio sits below the dash.

The factory builds sheets accompanying the car confirm that it retains its original, numbers-matching 4 ¼-litre inline-six. The original tool kit and owner's handbook is also offered with the Bentley.

With its beautiful coachbuilt body and robust underpinnings, this Mk VI would be an excellent basis for a cosmetic freshening, yet it is also perfectly suited to enjoy as-is. Bentleys of this era are renowned for their impressive performance and high levels of refinement, making them ideal for enthusiastic touring. Well-loved and maintained, B133 EW has the potential to be an enjoyable selection for BDC or RROC tours and gatherings.

\$45,000 - 65,000
WITHOUT RESERVE



150

2006 RADICAL SR8

Chassis no. SR8-00022

2600cc RPA Macroblock DOHC V8 Radical Engine

Fuel Injection

360bhp

6-Speed Sequential Gearbox

'Nik' Fully Floating Suspension Front and Rear

4-Wheel Floating Disc Brakes with Radical Four-Pot Calipers

- One of approximately 2,000 SR8 sports racers ever produced
- Unique Radical Sportscar engineering in every aspect
- Driven less than 100 miles, never raced
- Maintained and serviced by professional mechanics throughout
- Loaded with multiple options
- Ordered new by race driver and collector, George Barber



THE MOTORCAR OFFERED

Radical Sportscars was established in 1997 in Peterborough, England, by amateur drivers and engineers Mick Hyde and Phil Abbott, with the single intent to build a super light sportscar using superbike technology. The pair designed their own drivetrain and launched the Clubsport in 1997, as well as their own race championships to showcase it. In 2002, Radical debuted the ultra-popular SR3, a genuine two-seater, road-legal track car. Two years later the SR8 was announced, offering Le Mans Prototype performance to the national racing circuits. Powered by Radical's own 360bhp 2.6 liter RPA Macroblock V8 engine, the SR8 broke several circuit records, including the lauded production car lap record at the Nürburgring Nordschleife circuit in 2009. Touting lap

records comparable to LMP engineering for a fraction of the cost, the SR8 won acclaim with established endurance racers worldwide. Only around 2,000 SR8s (including the SR8, SR8 LM, SR8 RX, and SR8 SRX) were constructed over 12 years.

This unique English racer was ordered new in 2005 by George Barber, a race car driver and collector, in Alabama. It was his personal car and remained in the care of expert mechanics, always meticulously maintained and serviced. The car was used to commute to the track, was never raced, and has been driven less than 100 miles. Chassis number SR8-00022 suggests this first generation SR8 was the 22nd built in a two-year production run.

Today, this original white over black SR8 is offered with the original build sheet, which listing many options including, but not limited to: hot climate cooling system, rear diffuser, high downforce rear wing, on-board air-jack system, 280mm front and rear brakes, lightweight 3-piece center lock wheels, and a 6-speed manual paddle shift system, which can be replaced by the original shift system if preferred. The car retains its RHD configuration and is perfect for the gentleman racer with a penchant for a British track rarity. Authentic and under-potentialized, this SR8 is on its mark - ready to go.

\$50,000 - 70,000

Offered on a Bill of Sale



151

1967 SBARRO LOLA T70 MK III SPYDER

Coachwork by Atelier de Construction Automobile

Chassis no. ACA0012

Engine Not Currently Installed

Transmission Not Currently Installed

4-Wheel Independent Coil-Over Suspension

4-Wheel Disc Brakes

- One of 12 cars built by Franco Sbarro's Atelier de Construction Automobile
- Features original Sbarro chassis tag, denoting it as ACA0012
- Museum showcase automobile since 2007
- Smart red livery with white stripes
- Perfect candidate for period correct Ford, Chevrolet or Aston Martin powertrain
- Exotic and rare with untapped potential as Vintage Racer



THE SBARRO LOLA T70

The Sbarro T70 was the result of a collaboration between Eric Broadley, who founded British sports company Lola Cars in 1958, and Franco Sbarro, the Swiss chief mechanic for Team Filipinetti, who went on to establish the Atelier de Construction Automobile in Switzerland. Lola Cars successfully campaigned the T70 in FIA Group 7 and Can-Am before the torch was passed to the T160. Cognizant of Sbarro's experience with the GT40, which shared a similar construct to the Lola, Broadley asked Sbarro to create a road-legal replica for his own use. The Sbarro Lola T70 was built in Switzerland and delivered to England in British Racing Green, quickly leading envious gentlemen racers to place orders of their own. Only 12 of the replicas were built using fiberglass shells fitted with engines from Chevrolet, Ferrari and Porsche, rendering this example rare and highly collectible.

THE MOTORCAR OFFERED

This Sbarro T70 has the original chassis tag from the Atelier de Construction Automobile, denoting ACA0012, and is possibly the final example built. The car remained in Europe until 2007, when it was shipped Stateside and has remained in a museum collection ever since.

With its fiber glass open-top Spyder body finished in red with removable white racing stripes over a riveted aluminum and steel chassis, ACA0012 is solid and ideal for refurbishment. The RHD configured interior is incomplete, with only a steering wheel, set of harnesses and a pair of auxiliary gauges. The suspension system consists of upper and lower control arms in the front and upper radius arms in the rear. A partial brake system remains in situ with calipers and

rotors, and the staggered-width, six spoke wheels feature Firestone tires.

This Sbarro T70 was never fitted with an engine and is all original. While minimalistic in presentation, it is a superb example of European racing fare of the 1960s and represents a solid rolling chassis with huge potential. It is poised for personalization with a multitude of easily obtained options for powertrain and interior furnishings to render it the perfect vintage racer.

\$40,000 - 50,000

Offered on a Bill of Sale



1923 HAYNES MODEL 77 BLUE RIBBON SPEEDSTER

Engine no. 39799

299ci Side Valve Inline 6-Cylinder Engine
 Single barrel carburetor
 70 horsepower
 3-Speed Sliding Gear Transmission
 Leaf Spring Suspension
 2-Wheel Rear Mechanical Brakes

- *Wonderful example of a rare factory speedster*
- *Charismatic and sporty looks*
- *Important American make*
- *High quality restoration*



THE MOTORCAR OFFERED

The 1923 Model 77 Blue Ribbon Speedster supplanted both prior models. It featured a 6-cylinder engine producing 70 horsepower but also featured a true folding top and plaited Spanish leather seats. It came with an improved aluminum step plate for cabin access, and six wire wheels were standard. The rear deck sported a luggage carrier and trunk; this was in addition to the rear deck trunk that also featured a side-opening golf club access door. The target market was again stated in the Haynes brochure for 1923. The sales catalog succinctly states, "This Haynes creation is just the type of car for the youth, the sportsman, the clubman, the golfer, the salesman, the athletic type, and the rest who are desirous of riding in a distinctly chic and charming bodyline and one which takes to the road like a thoroughbred."

If anyone suspected the Haynes was all flash, Racing driver Howdy Willcox reported this after testing the Haynes "I drove a strictly stock Haynes 75 Speedster over the Indianapolis Motor Speedway course at Indianapolis, Indiana. I attained speeds of seventy-four to eighty miles an hour. The speeds were officially clocked by the Indianapolis Motor Speedway electric timing machine. In my opinion the Haynes-built 75 six-cylinder engine is a remarkable stock motor. It has the necessary speed stamina and get away to meet the requirements of the most exciting motorist, and the topmost speed is showed a decided lack of motor vibration. It is the sturdiest and fastest stock sport car I have ever driven to date."

This Haynes Blue Ribbon speedster is a rare survivor of the type and is beautifully turned out in a period correct livery of yellow and black with black wire wheels. A highly authentic restoration shows very nicely and the car starts easily and drives well. The only deviation from stock is a down draft carburetor and electric fuel pump, both of which contribute to its ease of starting and use. The nickel work is extensive and particularly nice. The car was restored to be part of a noted private Haynes Museum. Rarely seen on the market, this Blue Ribbon Speedster is bound to be a standout wherever it goes and should not disappoint on both presentation and performance.

\$75,000 - 100,000



153

Ex Robert J. "Bud" Boudeman, Coburn Benson
1906 STANLEY 30HP "VANDERBILT"

2-Cylinder Double-Acting Steam Engine
30HP steam rated (see description)
Chain-Driven Rear Differential
4-Wheel Leaf Spring Suspension
2-Wheel Mechanical Brakes

- *Superb recreation of a lost legend*
- *Massive 30hp engine and boiler*
- *Capable of performance unmatched by any car of its era*
- *A proven race winner*
- *Recently fitted with a new boiler*



THE STANLEY VANDERBILT

At the turn of the 20th century, steam cars looked like the most promising technology for the new-fangled horseless carriage industry. The Stanley brothers – identical twins – built and sold several hundred of their first model in 1898 and 1899. After F.E. and his wife drove one to the top of Mount Washington in New Hampshire in 1899, other interested parties took notice; one was Locomobile, which purchased rights to the design. The Stanley brothers used the proceeds to found their own eponymous firm in 1902, and began producing more advanced models.

Stanleys were powered by a double-acting two-cylinder engine, and benefitted from the use of a fire-tube boiler that was reinforced with piano wire and fitted with a safety valve. The earliest cars were buggy-like, with their boiler and valve controls under the seat, but eventually came to

look much like conventional automobiles, having the boiler and motor under a boxy, coffin-like nose and the drive taken to the rear wheels.

The famous "Vanderbilt" Stanley became a legend the day it was built. No steam car was more exciting or embodied the performance potential of this thoroughbred racer. Unfortunately, the originals are long lost to time, but thankfully a few exacting replicas have been made to demonstrate the amazing potential of these cars.

Originally designed to compete in the Vanderbilt cup race in Long Island, the Stanley's employed all their technical knowhow to create a machine to take on the world finest gasoline motor cars. The Stanley's had already proven the huge speed potential of their propulsion system by smashing

the land speed with the streamlined racing car called the "Woggle-Bug". Driven by a company employee to a staggering 127 mph on the sand at Daytona Beach, Florida, that Stanley established a world record for the flying mile – 28.2 seconds – along with a new World Land Speed Record.

The Stanley Vanderbilts were ordered by 2 Philadelphia amateurs with aspirations of racing in the event built to the specification that they do one mile in 30 seconds. The Vanderbilt's were not ready in time for the road race but did achieve an unrivaled record of success in other competitions. Up and down the east coast, the Stanley Vanderbilts were nearly undefeated in hill climb contests. Both of these cars are long lost.





THE MOTORCAR OFFERED

This particular Vanderbilt was built in 1994 by noted Stanley expert Robert J. "Bud" Boudeman to be the ultimate Stanley racer and nothing was held back by using both a massive 34" boiler (four inches larger than Stanley 30hp) and modified Bryan engine. Buck Boudeman pioneered using these engines in his Vanderbilt Cup Racer Replicas, replacing most of the moving parts with titanium parts and boring out the piston valves to their maximum to improve the breathing. Rough estimates are that this engine can produce 300 hp. When tested on a dynamometer under Bensons ownership a torque figure of 1000 ft/lbs was achieved along with brief horsepower figures nearing 300hp. This startling potential was way beyond any gas automobile of the period.

Great care was done to match the many surviving period photographs of the Vanderbilt Stanley.

This example is regarded as the most authentic in appearance right down to the correct black paint. The front and rear axles are 30hp Stanley and the chassis is unique to the Vanderbilt racers. Authentic Stanley gear rounds out the package.

These cars are well thought out and have excellent road manners. They handle well with light and precise steering and have a silky smooth power delivery unlike anything else on four wheels.

From Bud Boudeman, the Stanley was acquired by noted Stanley aficionado Cobourn Benson. Benson would campaign the car and use it regularly during his long ownership that only ended with his death in 2020.

In 1997 the Stanley got to show what it was

capable of during the HCCA's Dead Horse hill climb race in Worcester, Massachusetts. Footage from the event shows the Stanley rocket off the line at a velocity that needs to be seen to believe. The Stanley completed the steep, 15% grade, 1 mile climb from a standing start in 1.012 minutes and police motorcycles struggled to keep pace. This would indicate speeds in excess of 90mph at the finish.

Of the approximately 11 Vanderbilt replicas that have been built, it is believed only 3 are to full 30hp specification. There is little doubt this is among the finest of the type and certainly capable of some of the most amazing performance of any vehicle of its type. Offered now in operational order having just received a new boiler, it is ready to amaze a new owner.

\$225,000 - 275,000



154 ♦

Oldest Canadian delivered example surviving 1909 ROLLS-ROYCE 40/50HP SILVER GHOST

OPEN DRIVE LANDAULETTE

Coachwork by Barker & Co. Coachbuilders

Chassis no. 1120

Engine no. 1120

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

50 bhp at 1,500 rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

Rear Drum Brakes

- One of the finest pre-1910 Silver Ghosts to survive
- Simple six ownership history from new
- Formerly owned by prominent collectors D. Cameron Peck and Atwater Kent
- Archetypal example of the early Barker bodied formal 'Ghost'



THE ROLLS-ROYCE 40/50HP SILVER GHOST

For anyone not familiar with the model, the Silver Ghost towers above many of its contemporaries in that it was entirely over-engineered and built to last forever. Rolls-Royce masterfully marketed the car as well and successfully established countless buyers causing it to last in production for nearly 20 years.

Henry Royce's fastidious attention to detail ensured that where a certain level of build quality was necessary for a car to work, he would make it far beyond this requirement. One only needs to gaze at the engine or rear axle, each held together with so great a number of bolts that it seems possible that they were intended never to come apart. Indeed, on a few surviving examples they

never have! Where one ignition system was enough for some cars, naturally the Rolls had magneto and coil. Throughout the car a 'belt and braces' approach was taken.

Better still as with all the best machinery, the most important element – the motor – is a work of art in itself. The blend of aluminum crankcase, copper and brass piping, brass and aluminum castings and intricate control tubes create such a work of beauty, that even when some cars were scrapped this aspect was preserved and restored. Some adorn collections today in this form. A well rebuilt motor will often start simply on the firing of the spark from the coil to one of the liter capacity cylinders, without the engine having ever been turned over. It is little wonder that they were so appreciated by

their chauffeurs! Similarly, they were coveted by their owners, who frequently named them as one might a yacht. The silence of the company's silver painted trials car earned the 40/50hp model its 'Ghost' title.

Where other manufacturers with products of similar quality faltered, thanks to the marketing genius of Claude Johnson the model sold well. A move to campaign Rolls-Royce motor cars in reliability events such as the 1907 Scottish Trial, which they won, and in doing so brought huge focus to the brand, and with such demand, production was scaled accordingly. From then onwards, production grew dramatically. Deliveries were quickly dispatched to regions far and wide and the reputation was now justly sealed as the Best Car in the World.







THE MOTORCAR OFFERED

This continued with wins in the Alpine Trials of 1913 and 1914. With the intervention of the war, production was geared to that effort, but even when it ended, the model continued in production for another six years.

Were it not for the First World War, it would perhaps be a more regular occurrence to find a Silver Ghost from this era of manufacture that still retained the coachwork it had been delivered with. However, so many were repurposed or destroyed in that time, that they are exceptionally rare.

The Rolls-Royce brand was undeniably founded on the quality, refinement and resilience of the Silver Ghost. Similarly, Barker were always in the front line when it came to coachwork.

In his work *The Silver Ghost, A Supernatural Car*, Jonathan Harley lists a mere 21 survivors of the 'single digit' years of Silver Ghost Production, of which very few retain their original coachwork. In all of these respects, this remarkable Silver Ghost, chassis 1120, is a perfect snapshot of the early production cars and is supplied with semi-formal Open Drive Landaulette coachwork by none other than Barker themselves. It is the third oldest Silver Ghost to retain its original body.

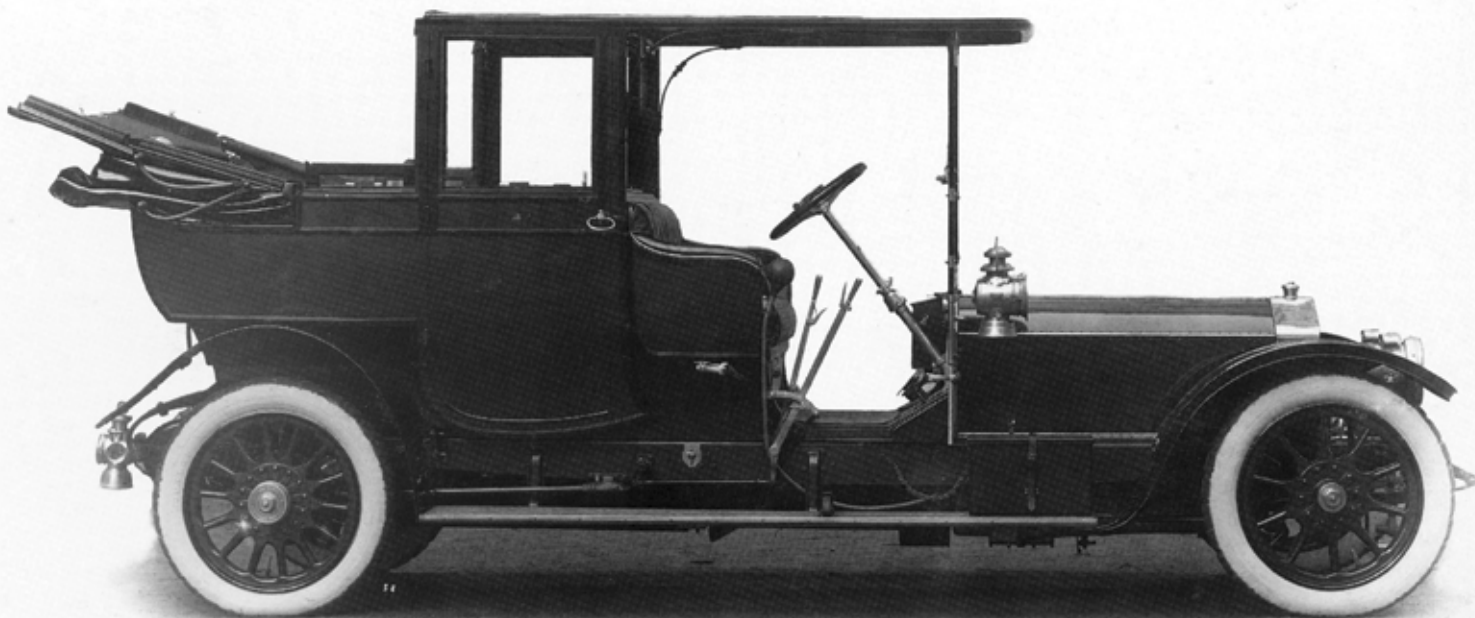
The car is not only rare by the age of its series in production, but it has long been regarded as one of the most original to survive from this period. That the car comes to remain in its remarkable state of originality and authenticity is for the most part owing

to the fact that while both sets of hostilities occurred in Europe, the Ghost was safely stationed on this side of the Atlantic due to its original delivery status.

Those details are as follows: On test in July 1909, it was ordered new by Mrs. Cawthra Elliot of Toronto, Canada. A glance through the factory records listed in the Fasal & Goodman work *'The Edwardian Roll-Royce'* suggests that it would have been only the second Silver Ghost to have arrived in Canada, with the only car prior to this being no longer extant. It makes this example offered here the oldest Canadian delivered car still in existence.

Mrs Cawthra Elliot retained the Silver Ghost long after its likely service. It is known to





1120 as new, destined for Canada. Courtesy J M Fasal Collection

have received paintwork in the 1920s when it was repainted from blue to green. At some point, its suspension was improved with Westinghouse pillar shock absorbers but was otherwise unmolested.

In the late 1930s, the pioneering car collector D. Cameron Peck of Chicago discovered it still with the Cawthra Elliott family and acquired it for his burgeoning collection. He would retain the car for the next dozen or so years until 1952, when he parted with this and a number of his other cars owing to a health scare. At this point, it was sold to Atwater Kent. Mr. Kent retained the Ghost for a handful of years before selling it to the Pennsylvania State Museum, where it resided alongside a number of other early motorcars for the next 40 years.

This group of cars were sold at a Pebble Beach Auction in 1996, 1120 being hammered to arch Rolls-Royce collector Millard Newman. Later that year, he parted with it to the current owner, joining a significant collection of the marque.

Over the course of the last 25 years, this regal Silver Ghost has been cherished in a more active and sympathetic manner than its mostly displayed times. A careful replacement of the long dried out Landaulette top was made and the interior leather work fed to restore its life and return its usability. The anachronism of the shock absorbers has been corrected also. With these modest details attended to, 1120 matches the pair of period images of the car that exist, most likely showing its departure from Barker in 1909.

After a hiatus of 25 years, this magnificent and extremely important Rolls-Royce returns to North America for sale. By merit of its originality and specification it represents an unrepeatable opportunity which should not be missed.

\$1,300,000 - 1,500,000



155

1929 CHRYSLER MODEL 75 ROADSTER

Chassis no. CS630Y

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

- *Top-of-the-line factory bodied Chrysler*
- *Extensive recent restoration work*
- *Exquisitely restored and beautifully presented*
- *Fitted with Mitchell 2 speed overdrive for high speed rallying*
- *Eligible for Le Mans Classic, as well as Mille Miglia Retrospective*



THE CHRYSLER MODEL 75 ROADSTER

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

Chrysler actively campaigned their motorcars from 1925-1931, and the Model 75 was entered in the Mille Miglia, Le Mans, and the 24hrs of Spa. Furthermore at the Mille Miglia, a Chrysler Model 75 won the 5 liter class in both 1929 and in 1930. Today many 75s are actively campaigned on the vintage rally and race circuit with a great degree of success.

THE MOTORCAR OFFERED

This Chrysler 75 spent many years in the Chicago area. It was owned by a physician and was his pride and joy. During his ownership the car was put through an extensive cosmetic restoration. This included a full repaint and reupholstering both the drivers compartment and rumble seat in brown leather.

In 2016 it was acquired by the consigner. A veteran of the Peking to Paris rally, he had seen Chryslers like this in action on the rally and was immensely impressed by their performance and reliability on the arduous journey. Having returned home, he set out in search of one that he could develop into a capable rally car.

Once received by the consigner, the car was

sent to Anderson Restorations in Kanawha, Iowa to receive a thorough and extensive mechanical restoration. This work included a rebuild of the engine, full electrical rewire, new radiator, transmission refurbishment, rear differential rebuild, and the fitment of a Mitchell overdrive. This is a two speed unit, and effectively gives the car six forward gears.

Presented today in black with red accents and new stainless steel spokes, this Chrysler Model 75 is presented beautifully. These cars are immensely usable and eligible for such prestigious events including the Mille Miglia Retrospective, and Le Mans classic. They are an excellent value for those who are looking for a capable powerful pre-war event car.

\$50,000 - 75,000



156

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. 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. 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 accenting 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. Purchased from a prominent East Coast based collection of important motorcars, where the car was kept in a climate-controlled, comfort from 2016 until it was acquired more recently, it had been 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.

**\$24,000 - 34,000
 WITHOUT RESERVE**



157

*Ex-Roy Monsen, Bellm Auto Museum, Coburn Benson**The earliest known Stanley Steamer*

1901 STANLEY STEAMER RUNABOUT

- Historic piece of motoring history
- Unbroken history going back to 1933
- Highly complete with original bodywork
- The only known 1901 Stanley

Engine no. 48

Two-Cylinder Steam Engine

6bhp

Direct Acting with Chain Final Drive

Single External Drum Brake



THE MOTORCAR OFFERED



It falls to this car then, believed to be the oldest surviving post-Locomobile Stanley, to demonstrate what the brothers were up to in 1900 and 1901. Most noticeable is the upright and concave, single-curve front panel, a characteristic that had vanished by 1902. It has a Crosby steam gauge with the legend "Stanley Brothers," the type used on Locomobiles from 1900. Significantly, it has the early type oil pump, a ratchet design that requires resetting each time the car is filled with water. The Lewiston Journal recorded in August 1901 that "yesterday Mr. Stanley drove a yellow car with black stripes with the new oil pump and new all-ball-bearing engine..." This then, was the milestone of the automatic oil pump, dating this car's construction prior to that date. The

pressure bottles for the fuel system are also of the earliest pattern.

Pioneering Chicago area collector Roy Monsen discovered this historic Stanley in the earliest days of the hobby. A photograph taken in 1933 shows Roy aboard his historic machine. The Stanley is remarkably intact and preserved and looks nearly identical to its current appearance. This makes this car one of the earliest collector cars in the hobby that has grown so large today.

The Stanley next surfaces on display at the former Horn's Cars of Yesterday in Sarasota, Florida, in the 1960s. It remained there when Walter Bellm bought the museum and changed the name to his own in 1968. Noted Stanley expert Coburn Benson





bought it prior to the Bellm dispersal auction that took place in the 1980s, recognizing its significance in Stanley history. It remained in Benson's collection until 2010.

Under new ownership, the Stanley has been subject to extensive and much needed cosmetic restoration work including a complete repaint in correct period colors, high quality diamond tufted leather upholstery, and many parts are freshly nickel plated. An appropriate new 14-inch boiler by the Bourdon Boiler Works of Woodstock, Vermont and a matching burner has been fitted to the car. The fuel system needs some assembly, but all the necessary parts are included. Cosmetically, the car presents beautifully

but a certain amount of plumbing and string is necessary to run the machine. Thankfully, an early Stanley is one of the simplest steam systems to work on.

The engine is an early Mason unit, of the type used by the Stanleys and Locomobiles in the period. The car's serial number tag has long been lost; it is currently titled by the only number found, a faint "48" stamped into the engine's steam chest cover. The car has the 70-inch wheelbase of post-Locomobile Stanleys, and rides on 28 x 3-inch all-white tires. This is one of very few early Stanleys that retains its original chain drive. Most cars were converted to gear drive as a means of side-stepping some patent infringement litigation, which the Stanleys eventually won.

This is a wonderful example of the Stanley twins' return to motor manufacture more than a century ago. It is surely one of the most important survivors in Stanley steam car history.

**\$30,000 - 50,000
WITHOUT RESERVE**



158

1922 MARMON MODEL 34B FOUR-PASSENGER SPEEDSTER

Chassis no. 1220226

Engine no. 9836

340ci OHV Straight-Six Engine

Single Stromberg Carburetor

74bhp at 2,600rpm

3-Speed Manual Gearbox

Semi-Elliptical Leaf Springs Front with Double Transverse Elliptical Rear Suspension

2-Wheel Drum Rear Brakes

- 1 of 5 known 4 Passenger Speedsters
- Great Roaring Twenties Styling
- Attractive Maroon over black color scheme
- AACA Senior Award Winner



THE MARMON MODEL 34B



Howard Marmon produced his first air-cooled V-2 motorcar in 1902. After several evolutions, he settled on a straight-six configuration and built a solid reputation for dependable, yet innovative automobiles. One of Marmon's most celebrated creations was the rear-view mirror, which eradicated the need for a rear-facing engineer to spot the approaching competition. Using this new feature to its advantage, the Marmon 'Wasp' won the inaugural Indy 500 in 1911.

The company's most successful motorcar – the Model 34 – appeared in 1916, featuring an overhead valve, inline six-cylinder 340 cubic inch engine hosted the monocoque steel frame and is topped by all aluminum bodywork. This lightweight design, tipping the scales at a diminutive 3,295lbs and

topping the speedometer at 80 mph, was favored by the automotive elite as well as the US government, who commissioned several Marmon 34's for the European campaign in WWII. Most notably, it was a Model 34 that broke Erwin 'Cannonball' Baker's 1916 record for driving 'from sea to shining sea,' and as one of the period's fastest ever motorcars it was used as the Pace Car in the 1920 Indianapolis 500.





THE MOTORCAR OFFERED

This particular Marmon was built in 1922. It was an important year for Marmon and also the first year of the 4 passenger speedster. Marmon's extensive use of aluminum in the drivetrain and coachwork of the Model 34B made the car very light compared to its competitors. Pair that with the raked windshield and the 4 passenger speedster offered both impressive performance and styling.

The earliest known history of this car at present time begins in the 1960s. It was purchased by Shirley Young in 1991 and at this time, the car had never been restored. As such, Mrs. Young decided to return the car to proper condition, and the restoration was completed in the mid 1990s. Since the completion of the project, the car has been shown at numerous events and has been awarded a Senior Award by the AACA.

The consigner acquired this car in 2018. It has since been in a collection of many other American prewar cars. At this time, the car has been very well cared for and today presents very well in its current maroon over black color scheme. The biscuit leather is also in very good condition.

This particular Marmon is one of 5 known 1922 Marmon 4 passenger speedsters as listed in the Marmon Club roster. It is very well presented and is a great example of the marque. A must have for anyone with an appreciation of pre-war engineering, this Marmon is an excellent addition to any car collection concerned with the era.

\$70,000 - 90,000



Motorcars from the Howard A. Fafard Collection

Lots 159 - 162A





Motorcars and Carriages from the Howard A. Fafard Collection

Bonhams is honored to offer cars from the estate of noted car collector Howard Fafard.

An extremely talented real estate developer, Mr. Fafard was entirely self-taught and built his business together with his wife Madlyn who survives him. Those who knew him in business recalled his remarkable ability to visualize finished projects from the outset as well as always wishing to offer intrinsic value to those who bought a home he built.

As his business developed, it enabled him to indulge in the old school past times that he had aspired to as a young man, and it was not long before he was acquiring horse drawn carriages, which became a true passion. Howard was always 'all in', to such a degree that for some time he would drive a horse and cart to one particular restaurant for breakfast most days and a carriage forms the emblem of his company to this day.

In the same way that the motor industry evolved from carriages, so did Howard's interest in cars. The great marques of the Classic Era were of keen interest to him, owning many Bentleys, Bugattis, Duesenbergs, Isottas, Mercedes-Benz and Rolls-Royce motorcars through the years, as were early Brass era automobiles. As with his properties, he took great interest in making his own mark on a car, frequently acquiring projects and investing considerable time and resources in bringing them to his exceptional standards. An Isotta Fraschini which he purchased from the Estate of Sergio Franchi was one such example, garnering a class award at Pebble Beach a number of years later.

He also greatly enjoyed the collector car hobby in all its facets, frequently campaigning his cars on tours and displaying them on Concours lawns. Mr. Fafard was a regular exhibitor at the Amelia Island Concours d'Elegance over the last two decades, where he enjoyed this weekend with his many friends and it is fitting that these vehicles be offered here today.





159

Formerly in the long-term ownership of Duesenberg historian Fred Roe
1912 CRANE MODEL 3 FOUR PASSENGER SPORT LANDAU
Coachwork by F.R. Wood & Son

Chassis no. 25

563ci L-Head Inline 6-Cylinder Engine
Single Newcomb Updraft Carburetor
110hp at 2,900bhp
4-Speed Manual Transmission
Semi-Elliptic Leaf Springs with Tubular Dampers
Double Acting Hand and Foot Brakes on Rear Wheels

- Rare example of legendary short lived luxury marque
- Originally delivered new to philanthropist Helen Hartley Jenkins
- Only two ownerships since the 1950s
- Extensively restored in Mr. Fafard's ownership
- One of two known to exist



HENRY CRANE

Henry 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 and 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.

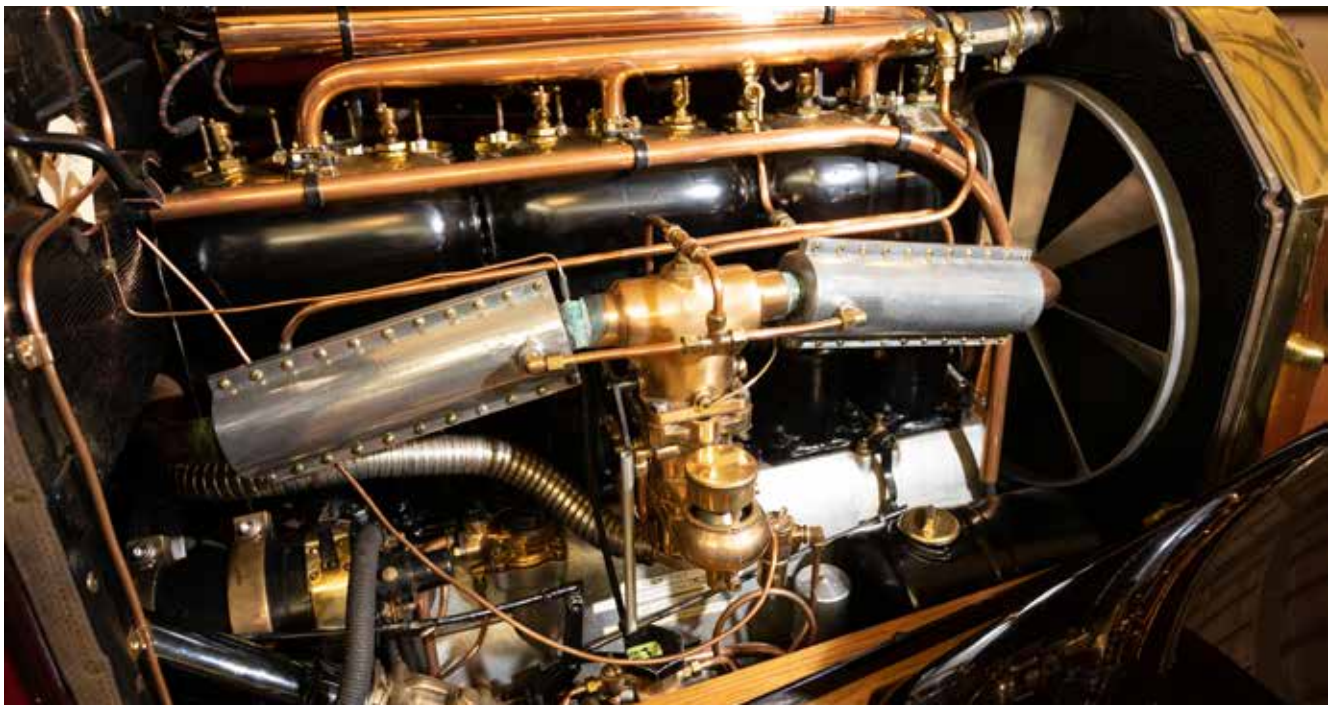
On the technical side it followed that of companies such as Locomobile and Napier, in that its huge six cylinder power unit was

built with three paired cylinder blocks. The 9.2 liter engine drove through a four speed transmission with shaft drive to the rear wheels. As evidenced from this example, the cleverly designed exhaust system and its ability to rev, provided its driver with one of the highest power outputs of any car of this era.

Henry Crane's order book may have been small, but it contained those at the pinnacle of society in the day and those who appreciated his refined motor car, regardless of its cost. Those included Louis Comfort Tiffany, who owned two and retained them long after they had been usurped by technology, and historian Hugh McKean who stated in a reference work on him, that he preferred the Crane cars because they 'had quality'.







As found in 1950s by Fred Roe courtesy of Joe Freeman

THE MOTORCAR OFFERED

The model was short lived most probably because its virtually prohibitive price limited sales, but ultimately it was due to local competitor Simplex buying Crane out. The new collective would succeed the Crane with a Model 5. It is important to note that the collaborated successor built by Simplex and wearing the Crane name bears little resemblance in technical terms compared to the Model 3, and virtually all survivors were built slightly later from the 1915, post Brass era class.

This car is one of only two known surviving examples from the original Crane Motor Car Company production run, the other being positioned in the Seal Cove Auto Museum in Mount Desert Island, Maine. That one features a more formal convertible Brewster body, whereas this one, car 25, carries an unusual but period correct style of owner driver bodywork with no division, close coupled seating, and a rear opening top, which may be described as a Four Passenger Sport Landau. It is understood to have been built by local coachbuilder F.R. Wood of New York.

Fred Roe, the well-known Duesenberg authority who penned *The Pursuit of Perfection* admired Henry Crane greatly. While more of a historian than a car

collector per se, when the opportunity came to acquire an example of Crane's original Model 3 design, it was unmissable for Roe, and he snapped up this car in the early 1950s.

According to research within Mr. Roe's archives now in the care of Joe Freeman, he was able to trace an original purchase order for the car, which states that his Crane was delivered new to Helen Hartley Jenkins. The order price was a staggering \$8,000 for the chassis alone, and some scale of Mrs. Jenkins' wealth can be established from the fact that she owned no fewer than three of these cars!

At the point of acquisition, the car was in a somewhat dilapidated condition as shown





by a series of photos that he took then. It was nevertheless substantially complete and in the form that one sees it today with interesting detail features such as the Landau top, side-step plates instead of the more common running boards of the day, and others.

Mr. Roe completed a sympathetic restoration and would use it with some frequency at HCCA events. On one occasion it let him down with a failed rod bearing, and from this point, it was mothballed. In the early days of his collecting when Mr. Fafard bought his first Duesenberg, he quickly established a good relationship with Fred Roe, who was based locally. Over a period of time, enamored by the sheer quality of the Crane's build, he negotiated to purchase the car.

In Mr. Fafard's ownership, the Crane Landau was extensively refurbished. The exterior was finished in the rich burgundy hues that he favored most, while the brightwork, which was most likely nickel plated when new, was polished back to its brass base. The combination sits well, and having had only modest use, there is very little wear to the cosmetic finishes.

Intended for touring use and mindful of the sheer power of the car, Mr. Fafard discretely had an overdrive fitted to make the most of the engine capacity, and at the same time, conscious of the increased potential and inertia that it carried at speed, disc brakes were added to the front axle.

\$275,000 - 350,000



160 ♦

1934 MERCEDES-BENZ 500/540K (FACTORY UPGRADE) SPEZIAL ROADSTER

Chassis no. 105136

Engine no. 105136

5,400cc, Eight Cylinder OHV Engine

Roots Supercharger, 100bhp or 160bhp with supercharger engaged

4-Speed Manual Transmission

Independent Coil Spring Suspension, Front by Double Wishbones,

Rear by Swing-axles

4-Wheel Drum Brakes with Hydraulic Servo-Assistance

- *Uniquely designed factory Spezial Roadster*
- *Formerly in more than 40 years of private ownership*
- *Extensively researched by author of The Mercedes-Benz 8-Cylinder Supercharged Cars, Jan Melin*
- *Concours d'Elegance potential*



THE MERCEDES-BENZ 500K

The sensation of the 1934 Berlin Auto Show, Mercedes-Benz's legendary 500K supercar was the creation of the gifted engineer and former racing driver Dr Hans Nibel. What set Nibel's supercharged Mercedes apart from the big blown Mercedes of the previous decade was the model's advanced chassis design, which combined swing axles at the rear with a new and very effective form of independent front suspension with superimposed triangular wishbones and coil springs. Nibel had created the 500K to give more power and performance than his 380 of 1932. With its mighty 5-litre engine, the 500K was one of the very few cars of the 1930s capable of achieving 100 mph on the open road.

Like the 'S' series of the 1920s, the 'K'

models employed a form of supercharging that was peculiarly Mercedes, with the supercharger being used as a top-end booster. Pushing the gas pedal to the floor engaged the train of gears that drove the Roots-type blower, unleashing 25 per cent more power and a banshee shriek. It was an impressive and unnerving performance used as a short-term expedient for brief bursts of overtaking or hill-climbing. Contemporary road testers spoke with awe of the ride of the all-independent Mercedes - "even a severe deflection is not felt and on normal road surfaces the riding is mostly level and steady" - and the car could be cornered "very fast indeed".

'Without the supercharger this is a quiet, docile carriage, the acceleration from low

speeds being then quite mild. It will amble around town and along by-ways with scarcely a hint of its latent performance. Bring in the supercharger and it becomes another machine, with fierce acceleration,' declared H. S. Linfield, Road Test editor of *The Autocar*, after driving a 500K, which he summarized as "a master car for the very few; the sheer insolence of its great power affords an experience on its own".

The manufacturing record of the 500 K reveals its exclusive nature: no more than 342 of all styles produced, then came the introduction of the revised 5.4 Liter engine, of which nearly half were four passenger touring Cabriolet B models, total production being 419 examples. They were the zenith of car manufacturing of their era, by the





acknowledged finest-quality manufacturer of the day.

Although the 500 K/540 K chassis attracted the attention of many of the better quality bespoke coachbuilders of the day, Mercedes-Benz's own Sindelfingen coachwork left little room for improvement and it can safely be argued that their own top of the range sports tourer, boldly and appropriately named the Spezial Roadster eclipsed all of its peers. A mere 29 roadsters were built on each of the 500K and 540K chassis.

As with all of the finest automobiles of the 1930s and earlier, coachwork tended to be a collaboration between manufacturer and individual customer and even though

Mercedes offered a specific coachwork designation there does seem to have been an element of personal tailoring involved. This car represents just one such example.





THE MOTORCAR OFFERED

Howard Fafard owned numerous Mercedes-Benz automobiles over the course of his collecting career. This assemblage included a brass era Mercedes, a Saoutchik Mercedes-Benz S, and the 630K offered elsewhere in this sale as well as a number of 500 and 540K models. The zenith of his collecting was securing this unique Spezial Roadster from a Bonhams auction at the hallowed Mercedes-Benz Classic Center in Stuttgart, Germany.

In doing so, his acquisition provided funding for two national charities in Sweden benefiting Cancer and Alzheimer's research, as the car had been donated to them by its former owner, Ingemar Bengtsson. Mr Bengtsson was of a tradition of passionate Mercedes collectors in his home country.

Many pre-war Mercedes had been gathered there after the war, so much so that the three hugely respected reference works on *'The 8-Cylinder Mercedes-Benz'* were penned by a Swede Jan Melin (the last of which is solely written in Swedish.) Mr. Bengtsson and Melin were friends, and Jan had helped in the restoration of 105136.

The tale of its discovery is the kind of romantic story that every would-be chaser of classic cars dreams of. Beginning in the 1970s, two car 'sleuths', the now well-known Alf Johansson (whose legendary finds included another unique Mercedes - the Horn Brothers' Spezial Roadster) and the lesser known Birger J. Nillsen, decided upon a foray into Czechoslovakia to see if they could find historic cars.

Nillsen had recently gained a 'scrap metal' license, and while he had yet to get into his stride, one thing he had obtained was a fuel cap for a Mercedes 500K. On their first journey when transiting through Poland, they stopped off at a garage in Poznan, and per their routine, enquired whether the garagist knew of any old cars locally. The man said that a colleague actually had something along those lines, but he wasn't too sure of the details. The garagist further explained that the right person was not around at the moment, and perhaps they might visit him on their return. So, they continued their journey, stopping off on various known collectors and cars all the while gaining a greater appetite for old cars. Tracing their steps back on the way home, they returned to Poznan and the address that the garage owner had given





them. They met a kind family who were very hospitable and gave them some tea and cake before escorting them to their sheds where the old car lay. Nilsen later recounted that what they would find turned an incredibly cold winter's day red hot, for there in the tin buildings was this 500K Spezial Roadster carefully dismantled and awaiting restoration. From Johansson and Nilsen's quick assessment the car was incredibly complete, albeit missing its fuel cap, which in an ironic and amusing coincidence was precisely what Birger had.

An agreeable deal was quickly struck with the willing sellers, and with Johansson's connections, they were able to export the car officially through the right channels back to their native Scandinavian origins. Shortly after this, it passed to the former owner Ingemar Bengtsson. While they knew in the

most basic terms what they had acquired, it took further research with Melin to discover the exact history of the 105136.

Because of the nature of Melin's research for his books, which was from a studious, non-commercial position, he had been trusted and allowed access, almost 'carte blanche,' to the Mercedes-Benz archives. He also met various people who had worked at Mercedes in the 1930s, none more important than Hermann Ahrens, who was the chief of design at the factory's Sindelfingen coachbuilding arm. All of this information helped greatly in documenting the history of 105136. Melin could prove key parts of its history and build from factory information and was able to definitively confirm that the car was one of the earliest 500K cars to have been built. It was further validated to have originally been commissioned for Dr.





Alfons Sack of Berlin. A prominent and gifted lawyer, Sack in the early 1930s would gain his own place in history when he represented the perpetrators of the Reichstag fire in 1934. 105136 was the sixth production 500K to have been built.

The car was so distinctive in its design that it instantly resonated with Ahrens, who produced photos of it as new from having personally retained them back in period. Some of the photos are repeated on these pages. From these and the Sindelfingen notes on its construction and coloring, it was and is possible to appreciate that the car as built was something quite out of the ordinary. While the coachbuilder's order states the iconic terminology of 'Spezial Roadster', it was almost certainly a one-off variation of this theme. Details which were specific to the Sack Spezial Roadster were its chrome

'flashes' along the sides of the front and rear wings, an extended grille piece which curved forward as it reached its base and filled in the front valance between the chassis dumb irons (a feature commonly referred to as a 'waterfall' grille for obvious reasons), and chrome covers for the rear mounted spare wheels which accented the body.

If this was not enough of a statement, the color choices heightened its design, these being listed as 'Speedgray' for the body with dark and light green accents. Viewing photos of the car as delivered suggests that the differentiation of the coloring may have been for the rear wheel spats and side versus top of the car. Without a doubt, it would have been stunning as new.

Later, Melin was able to add to its history when he found a photo of the tail of a car





in a newspaper while traveling in America. Immediately, he realized that he was looking at the rear view of 105136 and was therefore able to confirm it to have been Berlin registered as "IA 1555" in period. Very neatly these were the exact same plates that had been discovered with the car in Poznan by Nilsen, and they remain with the car today in unrestored and untouched order confirming their authenticity and that of the Mercedes. As found by Nilsen, the car was said by its owners to have suffered a minor accident at its rear and then to have been laid up. The location of this find and its relative close proximity to Landsberg where Sack is known to have had a country house, suggests that it may well have been in his care when this had taken place. Sack himself is not believed to have lived out the war. As the restoration began this was self-evident and more than likely accounted

for the loss of the fuel cap, which may have snapped off the fuel tank during the incident. This and some light damage to the right rear wing amounted to the most significant detriments to the car.

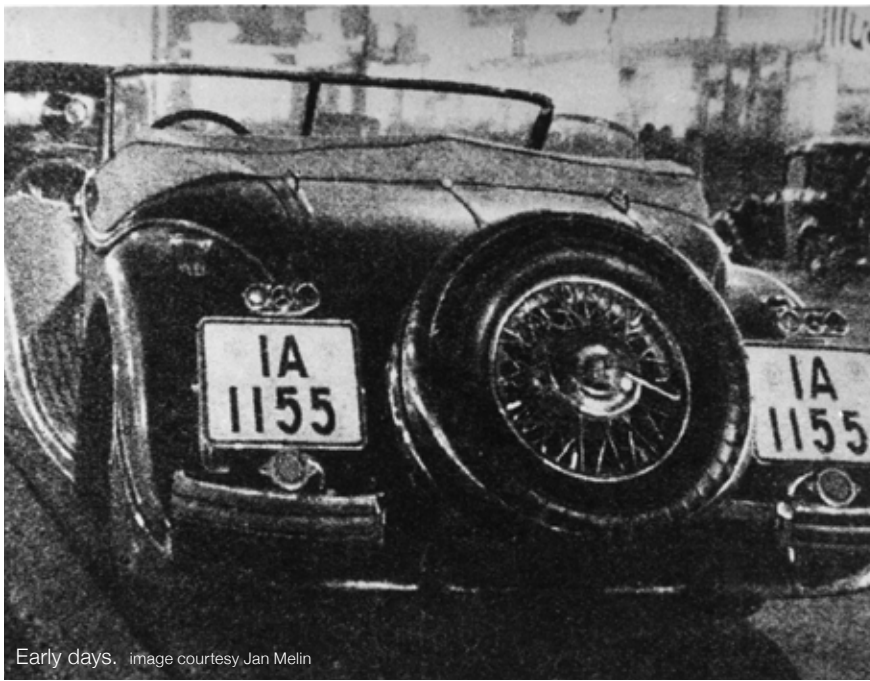
Through correspondence with Melin, any questions that were raised were answered or explained logically and succinctly. As found, the car had a 540K engine and later vented bonnet sides as opposed to the early louvered style which was shown in the Sindelfingen photos. Melin found correspondence between Sack and Mercedes in 1936 showing that the car had returned to the factory to be upgraded to the latest, larger 540K engine and accordingly it no doubt received 540K bonnet sides at this time. Interestingly enough, although the 540 engine is different from that of the 500K in terms of

engine size and location of its water pump, this replacement engine was stamped with the existing number of the engine it replaced and the unit retains factory engine plaque 105136.

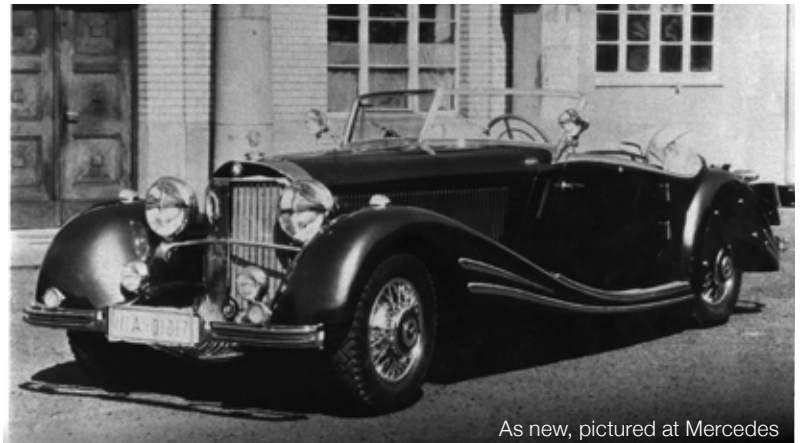
The documentary information that Jan Melin was able to supply including copies of factory and coachbuilder records, as well as photos of the car's original discovery accompany the car.

All in all, the combination of knowledgeable enthusiasts and fastidious research actually made for a straightforward restoration, although naturally it took considerable time to return the car to its original glory. Throughout the process it was documented with many photos, and specific details such as small pieces of wood or fabrics that were replaced were matched and then retained with the car,





Early days, image courtesy Jan Melin



As new, pictured at Mercedes

such that it is still possible to see the color of the original leather and hood cover from these surviving remnants.

On close inspection today, it appears that the restoration was exacted to a level of great sympathy to originality. Underneath and in unexposed areas where the finish of the upper surfaces of the metal is very fine, it is easy to see its authenticity. Amazingly, it even still possesses such details as its original Sindelfingen body plaque, carefully restored and replated, and the waterfall grille that accompanies the car is the very one which was discovered with it in Poznan.

Bengtsson's restoration was finally finished in the early 1990s. Initially it was run and used a few times, but was always considered so precious to him that it led to him placing it in a private museum behind closed doors,

even to the extent that once positioned he bricked up the doors! Upon reaching old age, he decided to part with the car and that his wish was to do good with it. That led to the vehicle's donation to the charities and the ultimate auctioning of the Mercedes at the 'Works' sale in 2014.

Mr. Fafard had the 'waterfall' grill refitted to the radiator and entered the car here for the Amelia Island Concours d'Elegance in 2016, although we do not believe that he ultimately attended the event, it was also shown at the Ocean Reef Club Vintage Weekend in the Florida Keys in December 2014.

Its now 30-year-old restoration remains in tidy order by merit of the fact that its use has been so modest over only two ownerships in this time. For its next custodian, it may be that similar use continues, or perhaps

they may take the opportunity to return it to its original Speedgray coloring with the dark green accents and silver upholstery as it was when new, which would be aided by the series of period images. Either way, this unique Spezial Roadster is, in our opinion, undoubtedly the star of today's sale and has much potential at the concours level.

\$4,500,000 - 5,000,000



161 ♦

The ex-Pacific Auto Rentals, M.L. "Bud" Cohn and Craven Foundation

1928 MERCEDES-BENZ 630 K 'LA BAULE' TORPEDO

TRANSFORMABLE

Coachwork by Jacques Saoutchik

Chassis no. 38513

Engine no. 60793

6,240cc SOHC Supercharged Inline 6-Cylinder Engine

100bhp at 3,100 rpm – 140 bhp with Compressor Engaged

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- Exquisite coachwork on the legendary supercharged Mercedes-Benz chassis
- A signature design of the revered Jacques Saoutchik
- Designed with Saoutchik's patented disappearing top and stowable rear windshield
- Well-known ownership history with great collectors
- Attractive, extravagantly detailed older restoration in elegant colors





Early days dressed for movie use at Pacific Auto Rentals c.1943 courtesy of Jonathan Sierakowski

THE SUPERCHARGED MERCEDES BY SAOUTCHIK

The ideal Classic Era automobile could be said to be a combination of the highest-performance chassis with the most elite, finely detailed coachwork. In many ways that ideal can be found in a supercharged Mercedes-Benz with coachwork by Jacques Saoutchik.

Saoutchik had trained as a carpenter, and the bodies he produced before and after World War II were noted for their extraordinary level of finish and fine detailing, extending both to exterior hardware and to interior finishes. He was the master of complex mechanisms and patented designs for a large convertible top that would nonetheless disappear completely within a car's bodywork in addition to a "stowable windshield developed for the rear seats of automobiles."

These features were incorporated into the 'La Baule' Torpedo Transformable, a style introduced by Saoutchik during 1928 and named for the northwest Atlantic seaside town where important concours were held. The 'La Baule' featured a three-position top that could be set fully open, fully closed, or with only the driver's compartment for formal use. Nonetheless, because of Saoutchik's patented disappearing top design, the lines were most striking with the top lowered and the stowable windshield erect, which is how Saoutchik catalogues most frequently depicted the design.

While examples of the 'La Baule' were fitted to a variety of chassis, its visual power was best matched by the Mercedes-Benz 630 K.

Developed by Ferdinand Porsche, this model featured a mighty single-overhead-camshaft six-cylinder engine displacing a full 6.3 liters and produced 138 bhp with the Roots supercharger engaged and emitting its trademark wail. In this period, the 630 K was the fastest production touring car in the world with a factory claim stating a top speed above 90 mph. Only 267 chassis were produced between 1926 and 1932, and only a handful were mounted with the 'La Baule' coachwork. The result was a masterful combination of the finest in engineering and craftsmanship – two artistic mediums joined in happy union.





The La Baule Design, as presented in Saoutchik's coachwork brochure, c.1928

THE MOTORCAR OFFERED

The 630 K offered here boasts kommission no. 40926, chassis no. 35813, and engine no. 60793, and was delivered on August 23, 1928, to Carrosserie Saoutchik to receive its 'La Baule' coachwork. It is likely to have been originally supplied to a buyer in the United States, as its known history picks up in the midst of World War II when it made an appearance as part of the famed Pacific Auto Rentals fleet in the 1943 film, *Above Suspicion*.

For some four decades, Pacific Auto Rentals was the foremost supplier of unusual automobiles to the Hollywood film studios, maintaining an enviable fleet of classics. Remarkably, they at one point owned two 630 Ks in this style. A photograph of chassis no. 35813 from Pacific Auto Rentals's book of "headshots" used to offer cars to

prospective clients is included in the file and clearly shows original features such as the delicate, bright trim on the front fenders. Exquisite touches like these obviously drew attention from the studios.

From the Pacific Auto Rentals fleet, the 630 K was acquired by M.L. "Bud" Cohn. A flamboyant Southern California businessman, Mr. Cohn was one of the U.S.'s foremost early collectors of vintage Mercedes-Benz automobiles, establishing a well-chosen stable that also included an example of the 710 SS, a 500 K Spezialroadster, and a 540 K Cabriolet B. He exhibited widely in early concours d'elegance on the West Coast but most prominently at L'Cercle, of which he was a founder. Photos of the car in the Cohn

collection are included within the history file.

The 'La Baule' was featured in an extensive article Mr. Cohn penned on his collection, "I Learned About Mercedes....," published in the July-August 1964 issue of the Mercedes-Benz Club of America *Star*. "It is equipped," its owner wrote, "with one of the finest bodies, I believe, ever put on an automobile, namely, a Saoutchik...I bought this car, which had been mechanically overhauled, standing in a small machine shop in Los Angeles. I completely overhauled it from the frame up. Suitable body work was done and the car today is one of the finest show cars in the country, both mechanically and luxuriously." Mr. Cohn was not shy regarding his automobiles, but likely few who beheld the 630 K would challenge him. Cohn notably





stated that the original owner was the "French Ambassador", implying it would have been Paul Claudel, the poet, dramatist, and diplomat who was the Ambassador to the United States from 1926 to 1933.

Mr. Cohn eventually sold his beautiful 'La Baule' to the Craven Foundation of Ontario, which in the early 1970s had carefully assembled a truly enviable group of very finest Classic Era automobiles. These were exhibited in a public museum in Toronto that also included a prominent reference library and vast collection of radiator badges. In its day, the Craven Foundation was regarded by Canadian enthusiasts as their country's finest collection and even "the northern Harrah's." What it gave up to its Nevada brethren in size and scope, it made up for in quality, featuring a Simplex, Packard 734

Speedster Runabout, a Duesenberg Model J, and, of course, the 630 K which was one of the collection's most famous denizens and widely considered its centerpiece.

The Craven Foundation was eventually dispersed in the early 1980s as its corporate owners took a different path, and the Mercedes was sold to the Blackhawk Collection of Danville, California. Around this time, it was restored to its present appearance, in a striking, rich two-tone blue livery, contrasted to an interior finished in the decadent Saoutchik tradition with a combination of high-quality leather and mesmerizing multi-tone embroidered fabric. The surrounding woodwork was elaborately inlaid and finely detailed in the fashion one would expect of a cabinetmaker-turned-coachbuilder.

Following completion of this restoration, the car was displayed in the Blackhawk Museum for many years before joining the distinguished collection of the present owner in 2016. Overall, its restoration has been well-preserved and is still very attractive. Although, it should be noted that the car is not currently offered with its convertible top mechanism.

Bud Cohn, who knew this car perhaps better and longer than anyone, summed it up best: the 'La Baule' Torpedo Transformable on the 630 K chassis is "a perfect and sporty touring car [with] a luxurious look second to none of any car." Second to none; Ferdinand Porsche and Jacques Saoutchik, the masters of their trades, would both have had it no other way.

\$1,100,000 - 1,250,000



162 ♦

Originally owned by Marjorie Merryweather Post

1933 CHRYSLER IMPERIAL MODEL CL DUAL COWL PHAETON

Coachwork by LeBaron

Chassis no. 7803639

Engine no. CL1345

385 cid Flathead L-Head 8-Cylinder Engine

Stromberg 2V EE-3 Carburetor

125 bhp at 3,200 rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Hydraulic Drum Brakes

- *Unique tailor-made Chrysler Imperial*
- *Lovely Dual Cowl Phaeton coachwork*
- *Detailed in the CCCA The Classic Car feature on Post*
- *CCCA Classic*



THE CHRYSLER IMPERIAL

When Walter P. Chrysler's up-market Imperial model made its debut in 1926, the marque he founded was just two years old. Nevertheless, by the end of that year, Chrysler would be the seventh-ranked US automaker. Produced in the old Chalmers plant in Detroit, the first Chrysler was an innovative, medium-priced, six-cylinder car of better-than-average performance, as numerous motor sport successes would soon demonstrate. The range soon expanded to encompass a four, a smaller six and the Imperial, a larger and more expensive automobile that was intended to compete with the likes of Cadillac, Lincoln and Packard.

Chrysler joined the multi-cylinder "club" in 1931 with the introduction of two models

with straight-eight engines: the CD Eight and the Imperial CG Eight. Displacing 384.84 cid (6.3-liters), the latter's nine-bearing engine produced 125 bhp at 3,200 rpm, which was good enough to propel the 2.5 tonne Imperial to a top speed in excess of 95 mph, truly world-class performance for the era. Notable features included hydraulic brakes, adjustable seats and steering column, as well as hydraulic shock absorbers. Chrysler's "Floating Power" engine mounting and a 4-speed synchromesh manual transmission contributed to the powertrain's smoothness and flexibility.

Long and dramatically low-slung, the all-new 1931 Chrysler Imperial drew obvious inspiration from the front-wheel-drive Cord

L-29 that Errett Lobban Cord had sprung on the market in 1929 to widespread acclaim. Reportedly, L-29 designer Alan H. Leamy actually contributed to the Imperial design, during a hiatus from his employment as chief designer for Auburn and Cord automobiles. The Imperial's streamlined, swept-back radiator shell was overtly Cord-like, and as with the L-29, the Imperial windshield was set far back on the chassis, permitting a very long hood/cowl line and gracefully sweeping front fenders. With its 145 inch wheelbase chassis being even longer than the L-29, the Imperial's proportions were all the more breath-taking.

For 1932 and '33 the progression of the model was largely aesthetic with more pronounced separated two-piece





windshields, door-type hood ventilators, and the overall proportions grew scaled on a slightly longer 146 inch wheelbase.

The new Imperial was offered in two sub-series, a standard line with production Briggs-built bodies and a more prestigious Custom line featuring semi-custom bodies, finished to order. LeBaron designed and built all but one of the Imperial “catalog custom” styles.

LeBaron Carrossiers Inc. had been founded in 1920 by the two legendary designers Raymond H. Dietrich and Tom Hibbard, after Brewster had fired them for planning on company time to start up on their own. They got themselves a fancy address at no. 2 Columbus Circle in New York City, but being

virtually destitute, had no funds to establish their own coachbuilding facility. So they developed a never-before-seen business model, which was to sell ready-made designs to clients and then contract to have them built by outside coachbuilders.

In 1924, Edsel Ford had lured Ray Dietrich to Detroit as he wanted him to design bodies exclusively for Lincoln. Hibbard had departed for Paris in 1923, and designer Ralph Roberts had been made partner in LeBaron. In 1927, the Briggs Body Company in approached him to acquire LeBaron. Roberts sold out and moved to Detroit to manage LeBaron from there. The captivating lines of this 1931 Imperial Custom are therefore the work of Ralph Roberts, and as such must be ranked as one of the most

pleasing and graceful designs ever to come out of Detroit. Both beautiful and practical, the dual cowl LeBaron Sport Phaeton features front and rear compartments that are essentially individual “cockpits”. The effect is evocative of sporty mahogany speedboats of the period.

But 1933 would be a dire year for sales for Chrysler, with deliveries of this model numbering a mere 151 units.





THE MOTORCAR OFFERED

Marjorie Merryweather Post was one of the wealthiest of her generation and if her finances are scaled by inflation, perhaps ever. If one contextualizes her success within an era pre-dating the acceptance of women as business people, it is nothing short of staggering.

Each year, a select few car collectors get a sense of the grandeur of her lifestyle with the second day of Concours events surrounding the Cavallino Classic at her Palm Beach Island home Mar-a-Lago. This extraordinary home has been sympathetically restored and since the 1980s has been part of the Trump empire, being run as a Club.

Merryweather Post appreciated style, design, and quality of workmanship. This was reflected consistently in her collecting

of Decorative Arts from around world. It is not surprising that she owned a series of fine automobiles, and that they too were individually tailored for her. In the Roaring Twenties, those vehicles are known to have included an exquisite Hooper bodied Coupe de Ville Rolls-Royce, and of course, a Brewster bodied Phantom would follow in its footsteps- two very Gatsby-esque cars.

As the Thirties commenced, Marjorie was more supporting of home market automobiles. A series of Packards were delivered to her and at least two Chrysler Imperials. This is the second of those cars. A characteristic not unique to her but a trait of others of her financial strata particularly on the East Coast and in the depression era, was the quite common practice to upgrade one's car

while retaining the coachwork. Whether this reflected a preference of the old style while wishing to get the latest performance, or that in these austere times, it was done to replace one's car while hiding the change, it must certainly have been down to the inclination of the person concerned. Post was certainly one who did this a number of times. A Rolls body of hers was married to a Packard for example, and this Chrysler is another example of this.

Writing in *The Classic Car* during Spring of 2012, Robert D. Adams states that she was very fond of her 1931 Imperial CG Le Baron Dual Cowl Phaeton, such that when the 1933 Imperial series CL was offered and the closest style to this was a Dual-Windshield version, she simply had the body moved from the earlier car to the later model.





Correspondence from Post's office in the 1950s confirms the switch which they state was carried out by Simons-Stewart Company Inc. in New York, who were of course the Chrysler agents. The cost of the project is understood to have been \$6,000, a huge sum of money at the time.

As the decade progressed, Post parted company with her then husband E.F. Hutton, and in 1936 would marry for the third time to Joseph D. Davies, an attorney who later became an ambassador in the Franklin D. Roosevelt administration. Marjorie Post would keep the Chrysler CL for a number of years, eventually giving it to Davies' daughter Eleanor Davies Tydings. From Miss Davies Tydings, the car was acquired by an Army Officer who saw it on her driveway and

thought that it looked sad and unused. He kept the car for the next decade using it as his everyday transport, and in doing so, it came onto the radar of Chrysler aficionado Bruce R. Thomas, who ultimately purchased it in 1956.

Mr. Thomas fondly recalled his acquisition to Bonhams, and he was responsible for a comprehensive rebuild of the car. He toured, used, and thoroughly enjoyed the CL until he was persuaded to part with it by prominent collector of his day, Paul Stern. From Stern it passed to a Mr. LaRusso on Long Island in the 1970s. Mr. Fafard was equally fascinated by the tale of Marjorie Merryweather Post when he discovered the car mid-way through restoration by Mr. LaRusso's grandson approximately a decade ago. He quickly

negotiated to secure the car and then to manage its restoration. Its color choice was a scheme favored by Post.

This work has been completed for many years now and Howard Fafard had the great pleasure of enjoying and showing the car. Appropriately in 2011, this car returned to that very location where it may well have spent some time previously, Marjorie Merryweather Post's Mar-A-Lago.

A rakish and striking statement of Chrysler and LeBaron, this Dual-Cowl Phaeton has been a special car from day one. Its creation reflects the refined tastes of Marjorie Post, a truly legendary American character, and it is very clearly an important and museum worthy collectible car.

\$550,000 - 675,000



162A

1930 FORD MODEL AA STAKEBED TRUCK

Engine no. A3150026

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

- *Appealing and practical commercial vehicle*
- *Long-term ownership by Howard Fafard*
- *Well-suited to farm or estate use*



THE MOTORCAR OFFERED

In late November 1927 Ford introduced its new Model A to replace the long-lived and long-in-the-tooth Model T. Hard on the heels of the new car came a pair of new trucks: a light truck based on the Model A and the 1½ ton Model AA. The new engine fitted to both vehicles was a three main-bearing 200.5 flat-head four that made 40 horsepower and mated to a three-speed selective sliding-gear transmission. Drive was by shaft to the rear axle. High-pressure pneumatic tires were used all around as were mechanically-actuated drum brakes. Built on a steel chassis with a 131.5 wheelbase, the AA was fitted with stronger transverse front leaf spring and longitudinal rear springs than the Model A truck. In 1929, the original welded steel

spoke wheels gave way to stamped ventilated steel wheels and a four-speed manual transmission became standard. In addition, both axles were improved and strengthened.

This charming commercial Ford Model AA is configured as a Stake bed truck, with canopy top over the bed. To judge from the condition of the wood, and top hardware this may well be the original componentry and deck to the vehicle, and it has an appealing patina of use. Livered for Windswept Farm and Clydesdale Thoroughbred Horses, which is presumed to be its former employ, the truck has lived on Mr. Fafard's property for many years.

Please note that this vehicle will not be on view in at the Fernandina Beach auction venue, for appointments and collection details, contact the department.

**\$10,000 - 12,000
 WITHOUT RESERVE**



Bonhams

AUCTIONEERS SINCE 1793

MY KINGDOM FOR A HORCH

Additionally offered from the
Howard A. Fafard Collection, by Private Treaty

Potential Concours d'Elegance Show Winner

1939 HORCH MODEL 853 SPECIAL ROADSTER

Chassis no. 854268

For further information please contact
Rupert Banner
917 340 9652



163

1963 JAGUAR E-TYPE SERIES I 3.8 COUPE

Chassis no. 887469

Engine no. R8749-9

3,781cc DOHC Inline 6-Cylinder Engine

Triple SU Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Outstanding nut-and-bolt restoration by Speedwell
- Matching numbers example finished in opalescent silver with red interior
- Ready for concours judging or vintage car rallies
- Original black plate California car
- Offered with tools, jack, owner's manual, restoration file and Heritage Certificate



THE JAGUAR E-TYPE



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

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

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

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





THE MOTORCAR OFFERED

A few years ago, this particular E-Type was purchased in California. Having the state's black plate affixed to the car from new, the bodywork gained little in the way of corrosion and showed in very good condition over the years. Nevertheless, the car was in need of a restoration, and that work was entrusted to Speedwell in Ballground, GA. This project began in 2016.

The end result of the restoration was truly breathtaking. The car is impeccably finished in opalescent silver with a red leather interior and is fitted white wall tires. The engine compartment has been thoroughly detailed and the rear compartment has been finished much in the same way showing incredibly well. Included with the car today is an original tool kit and owners manual.

Upon completion, the car was shown at the Hilton Head Concours d'Elegance where it was awarded a Palmetto Award. Since the restoration, the car has resided in the consignor's collection of Jaguars. It has seen little to no use on the road and is still in concours ready condition.

The early 3.8 engine XKE is considered by many to be the purist version. In fact, it was an early 3.8 powered XKE coupe that was clocked at 150mph when the E-Type debuted. Although the engine is smaller in displacement, it is better balanced, and has a higher redline. This sweet engine is paired with excellent handling characteristics, especially with the coupe since the chassis is stiffer.

This concours example is a great car to add to any enthusiast stable. This E-Type coupe would make an excellent choice for both the show field, and for drivers events.

\$160,000 - 210,000



164

1968 ASTON MARTIN DB6 SALOON

Chassis no. DB6/3436/L

Engine no. 400/3495

3,995cc DOHC Inline 6-Cylinder Engine

Triple SU Carburetors

282bhp at 5,500rpm

5-Speed ZF Manual Transmission

Independent Front with Live Rear Axle Suspension

4-Wheel Disc Brakes

- Delivered new to famed composer and conductor Igor Markevitch
- Delivered new in left-hand drive and with the desirable ZF 5-speed
- Retains its original, elegant Mink over Dark Brown color scheme
- Beautifully presented British motoring



THE MOTORCAR OFFERED

Little known fact, but if you were a successful music artist in the late 1960s, you were essentially required to have an Aston Martin DB6. Paul McCartney had one and is believed to have first sung what became Hey Jude in his. Mick Jagger famously crashed his in London. But it wasn't just rock stars who enjoyed the works of Newport Pagnell. Famed composer Leonard Bernstein regularly drove one in London. And the offered example was ordered new by another titan of classical music, avant-garde Russian composer Igor Markevitch.

Reaching the heights of international fame even before WWII when he was called "the second Igor"—after Igor Stravinsky—Markevitch would augment his composing

talents with his conducting skill becoming the permanent conductor of the Orchestre Lamoureux in Paris in the 1950s in addition to holding the same title at the Monte-Carlo Philharmonic Orchestra in the 1960s. Seeking a car for the latter, he placed an order through Garage Merrillon for a left-hand drive DB6 Saloon to be delivered to his office, if you will, at the Palais Garnier in Monte Carlo according to the copies of the factory build records. Finished in Mink over Dark Brown Connolly leather, he opted for the ZF manual transmission, chromed wire wheels, triple SU carburetors, limited slip differential, rear defroster, a passenger seat belt, and a power aerial to listen to the tunes. Igor took delivery of the car in June of 1968.

The car appears to have spent the majority

of its life in France and was in the collection of French Aston Martin enthusiast Claude Friederich from September 1976 until the mid- to late-2000s. The current owner acquired the car in May of 2010. While in the present ownership, it has seen limited use but careful storage. Still in its original color scheme, it is recommended that some fettling be executed before it is actively made to compose exhaust note music.

Whether you want to rock out to the Beatles, jam to the Rolling Stones, learn the basics of classical music with The Young People's Concerts, or cut straight to the chase and listen to Markevitch's Rébus ballet score, this is the car to do it in.

\$150,000 - 200,000
WITHOUT RESERVE



165

1920 MARMON MODEL 34B SEVEN-PASSENGER TOURING

Chassis no. 7201209
Engine no. 3027

340ci OHV Straight-Six Engine
Single Stromberg Carburetor
74bhp at 2,600rpm
3-Speed Manual Gearbox

Front Semi-Elliptical Leaf Springs with Double Transverse Elliptical Rear Suspension
2 Wheel Drum Servo-Assisted Brakes

- Remarkably preserved original condition
- Great car for preservation class concours events
- Original 7 Passenger Tourer
- Retains original side curtains and top



THE MOTORCAR OFFERED

This remarkable original Marmon touring car is believed to have spent its entire life in the Southeastern United States with much of that time being in Mobile, Alabama. The early history of the car is not well known, but it is believed to have been acquired by Mr. Mabry Stone in the late 1950s or early 1960s. A 1967 National Geographic feature article of the City of Mobile included the Marmon in front of an estate home with the Southern Belles in their period dress around the car.

This Marmon is fitted with a 7 passenger touring body that is constructed mostly of aluminum. At a price of \$4,500 new it was a rather expensive car for the time. The "New Series" Model 34B featured a powerful 340ci, 6 cylinder, overhead valve engine and a 3 speed transmission. For its time, it was a fast car with responsive steering and a comfortable ride.

This car is believed to be a factory "renewed" car with updated drum headlights and a Lyon accessory front bumper installed in the early 1920s. It features a locking gear shifter, tool compartment on the driver's door, and ignition switch all keyed alike. A unique design feature for the Model 34 was the location of dash instruments clustered under a single glass panel – a first in the industry.

This Marmon was purchased by the consigner in 2013 from the estate of Mabry Stone. Having been in his care for over half of its life, the car was in remarkably original condition and the warm climate of its long term home further aided in the wonderful preservation. At the time of Mabry's passing, the engine had been freshly rebuilt and the Houck wire wheels were painted. The remainder of the car is original with factory paint and pinstriping. It also retains most of its original leather interior. However, the front seat cushions were redone at some point.

The original side curtains, top boot, and top are also retained. Due to its age, it might be best for the next owner to make a new top as the original is showing its age. All the critical body tags are present including the embossed body tags applied at the factory during manufacture. The oil pan even has the original paint stenciling from the foundry to Nordyke & Marmon.

This Marmon has been driven and enjoyed by the consigner including on a recent Marmon Muster annual tour without issue. Preservation cars have received a great amount of interest over the last couple of years, and this 7 passenger Marmon is a wonderful example of originality. Surely its condition makes for an excellent choice for any collection. It would be a welcome participant at any concours events or as a useable touring car.

\$20,000 - 40,000
WITHOUT RESERVE



166

2017 ASTON MARTIN V12 VANTAGE S

VIN. SCFESBCR4HGS02804

5,935cc 48-Valve DOHC V12 Engine
Multipoint Sequential Fuel Injection
563bhp at 6,750rpm
7-speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Disc Brakes

- *Extremely powerful V12 Vantage S Roadster*
- *Well-kept condition with less than 1,200 miles from new*
- *Optioned from factory with a host of desirable options*
- *Rare Satin Jet Black factory paint*
- *1 of only 100 USA built manual V12 examples*



THE ASTON MARTIN V12 VANTAGE

In early 2008, Aston Martin CEO Dr Ulrich Bez confirmed that production of the V12 Vantage would commence in mid-2009, though with the 510bhp engine shared with Aston Martin's other 12-cylinder models rather than the Vantage RS prototype's 580bhp dry-sump racing unit.

The classic hot-rodding technique of shoehorning a big engine into a small car is a well-trodden route to increased performance, and so it was with the V12-engined Vantage RS prototype, which combined Aston Martin's largest engine with its most compact model. Built in just four months by Aston Martin's Special Vehicle Operations department, the first prototype was unveiled by Dr Bez at the official opening of the British manufacturer's new

design studio at Gaydon, Warwickshire on 11th December 2007. Dr Bez promised that a production version would be considered should there be sufficient demand; the result was a deluge of enquiries from enthusiasts eager to get their hands on what promised to be Aston Martin's fastest-ever road car. Based on the V8 Vantage Coupe, the production V12 Vantage was powered by Aston Martin's familiar 6.0-liter V12 as found in the V12 Vanquish, DB9, and DBS models.

In 2013, Aston Martin announced the V12 Vantage S - a sportier version of the V12 Vantage that preceded it. The V12 Vantage S produces an astonishing 563bhp at 6,750rpm, and a massive 620 N·m of torque. The power is transferred to the rear wheels using a new 7-speed Sportshift III automated

manual transmission, and the V12 Vantage S is claimed to be able to accelerate from 0 to 60 mph in 3.9 seconds, making it the fastest production Aston Martin at the time alongside the One-77.





THE MOTORCAR OFFERED

This spectacular, and rare example of the 2017 Aston Martin V12 Vantage S is one of only 100 produced. Offered in the special-order Satin Jet Black factory paint, over Obsidian black Strathmore leather and Alcantara trim with red stitching. This V12 Vantage was fitted with over \$40,000 in factory options, including carbon fiber hood louvre, black meshes, lightweight forged wheels dressed in satin black, red painted brake calipers, exterior carbon pack, embroidered headrests, black exhaust tips and window surround, and more.

The new Aston Martin was completed at the impressive Gaydon Aston Martin factory in March of 2017. Destined for the US market the new V12 Vantage S carried an original MSRP of \$244,350.00. Offered today with

less than 1,400 miles on the odometer, the car presents in beautiful condition. The Aston Martin is offered with the original leather-bound owner's manual, remote keys, and a copy of the window sticker. This powerful Aston Martin V12 Vantage S is bound to impress, and perfectly describes Aston Martin's motto: Power, Beauty and Soul.

\$130,000 - 150,000



167

From the Knox Kershaw Collection

1927 ROLLS-ROYCE PHANTOM I TRANSFORMAL PHAETON

Coachwork by Hibbard & Darrin

Chassis no. S355FM

Engine no. 20557

7,672cc OHV Inline 6-Cylinder Engine

Single Dual-Throat Carburetor

108bhp at 2,300 rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- Offered from single ownership since 1984
- A truly sporting, innovative, and dramatic Springfield Phantom I
- Wonderfully detailed, dynamic design by Howard Darrin
- Well-preserved AACA, CCCA, and national concours award-winning restoration
- Accompanied by Rolls-Royce Foundation documentation



THE TRANSFORMAL PHAETON

Every one of the American Rolls-Royces built at Springfield, Massachusetts, was quietly elegant. Some were truly beautiful. Few were downright dashing and sporting, and those that were often bore the distinctive imprint of Hibbard & Darrin.

The delightfully named Transformal Phaeton was among Hibbard & Darrin's finest offerings. At its heart a convertible sedan, it was built using the coachbuilder's patented Silentlyte method, with a cast aluminum inner framework and pressed aluminum outer panels, resulting in a body that was both strong and lightweight. A narrow molding at the hood swept up in a blade-like curve as it reached the cowl, while the sides of the body featured the prominent beltline molding common to Hibbard & Darrin's bodies in this period. Perhaps the Transformal Phaeton's most instantly distinctive feature was the top, which was relatively low and featured circus tent-

like flaps that neatly filled the space between trapezoidal side windows, creating a very unique appearance when the top was raised. A center division served as a windbreak when the top was lowered. The woodwork across the dashboard and door panels, elaborately figured and detailed, was a Darrin signature feature, and one that made the highly tailored interior of the Transformal Phaeton instantly stand apart from coachwork by Brewster and the like.

It is believed that fewer than five Phantom Is were delivered with similar Transformal Phaeton coachwork, one of which was famously owned by Marlene Dietrich and featured in her 1930 film *Morocco*. The survivors are well-loved by their owners and in recent years several have become part of permanent museum collections, leaving the opportunity to acquire a Transformal Phaeton particularly scarce, indeed.

THE MOTORCAR OFFERED

The example offered here, chassis no. S355FM, was delivered on April 13, 1928, to the original owner, Mr. George G. Bourne, at his residence at The Madison, a luxurious hotel located at 15 East 58th Street in New York City. Mr. Bourne was the son of Frederick G. Bourne, the founder of the Singer sewing machine company, and the family enjoyed both tremendous wealth and a passion for both yachting and fine cars that extended through several branches. The younger Bourne was a partner in the stock brokerage firm of Talcott, Porter & Company, and at the time of acquiring the Phantom I, only a few years removed from a marriage to paper heiress Helen Cole Whitney. He was, in other words, exactly the type of aristocratic, young devil-may-care sportsman one would have expected to find in the Transformal Phaeton!

According to its Rolls-Royce Foundation records, by 1952 the car had been acquired by George A.





Briggs of North Augusta, South Carolina, then passed within the year to George Lawson, also of North Augusta. In early 1955 it was purchased by early American Rolls-Royce Silver Ghost enthusiast, Archie Hough of Monroe, North Carolina, who held on to the car until Mr. Kershaw acquired it for his collection in 1984 – completing a wonderfully short and tidy chain of owners.

A meticulous complete restoration followed, completed in 1988. S355FM was shown the following year at the Pebble Beach Concours d'Elegance, receiving the prestigious Lucius Beebe Trophy as the most elegant Rolls-Royce present. Afterward Mr. Kershaw, in typical fashion, continued to refine the car's presentation and mechanical condition with the hopes of bringing home even more laurels, a hope that was fulfilled.

In 1990 the car was awarded 2nd Place in the Phantom I class at the Rolls-Royce Owners' Club National Meet in Newport, Rhode Island. The Antique Automobile Club of America bestowed a Senior First Prize in 1992, as well as a National Award nomination. In Classic Car Club of America judging, the Rolls proved tremendously successful, as well, achieving Senior Premier honors at the 1993 Annual Meeting and bearing badge no. 1507SP. More recently the car received Best in Class here at the Amelia Island Concours d'Elegance.

Today the very well-done restoration remains strikingly well-preserved, with the only signs of use in typical high-wear areas within the interior and engine compartment, and is still extremely attractive from top to bottom. Most importantly, like all of Mr. Kershaw's automobiles, the Phantom I has been superbly maintained, on-

the-button. This was demonstrated in a recent road test in which S355FM was exercised and found to be smooth, quiet, and superbly well-behaved, exactly as a proper Springfield Phantom I should be. It is truly an automobile that's condition reflects the passion and love its owner has had for it.

There are few more prestigious examples of the American Rolls-Royce than a Transformal Phaeton. Jauntily designed and lavishly appointed, fairly dripping power and wealth, it was an automobile that looked the part of the car owned by "an American in Paris" – fitting, as that was precisely who had designed it. This is almost certainly the finest example presently available, from over 35 years of loving care in one of this country's most superb, carefully curated, and well-maintained collections.

\$450,000 - 550,000



168

From the Knox Kershaw Collection

1933 PIERCE-ARROW MODEL 1247 CONVERTIBLE SEDAN

Coachwork by LeBaron

Chassis no. 3550032

Engine no. 355058

462ci L-Head V-12 Engine

Single Stromberg Carburetor

175bhp

3-Speed Manual Transmission

4-Wheel Semi-Elliptical Leaf Springs with Solid Front and Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- One of five known surviving examples with this elegant LeBaron coachwork
- Single ownership since 1988; selectively refinished but never restored
- A favorite tour and CARavan automobile for many years



THE LEBARON PIERCE-ARROW TWELVE THE MOTORCAR OFFERED

Pierce-Arrow was one of America's most famous automakers for the first four decades of the Twentieth Century. It was famed for the masterful engineering of its cars, which while typically conservative were always extremely well-thought-out, dependable, and silky-smooth in operation, with only the finest materials used throughout. The company's signature were the "Dawley lights," the industry's first production fender-mounted headlights, named for designer Herbert Dawley.

Five Convertible Sedans remain in existence today, four of them part of prominent collections from which they are unlikely to soon emerge, including California's Nethercutt Collection. The fifth is that happily offered today.

The Model 1247 Convertible Sedan offered has a most interesting history. Its earliest known owner, Maurice Weinstein of University City, Missouri, reportedly acquired it at the estate auction of a wealthy Missourian. The story at the time was that the car had belonged to the Governor of Missouri and had been kept at the Governor's Mansion for many years; however, there is no documentation to that effect, and it may have simply been used in occasional parades.

Whoever the original owner was, however, there is no doubt that they were a wealthy and powerful individual indeed. Mr. Weinstein was justifiably proud of his Pierce, which he occasionally displayed at shows, including being scored at 91.5 points – still in original condition! – at the Midwest Grand Classic in Indianapolis in 1966. In 1968 it was also pictured in Vol. 6, No. 3 of *Automobile Quarterly*, as part of a feature article on Pierce-Arrow. Mr. Weinstein treasured the

Pierce another ten years before selling it to Sonny Abagnale of New Jersey.

Mr. Abagnale, in turn, passed the car in 1983 to the publisher of the Los Angeles Times and revered collector, Otis Chandler. Known as an avid enthusiast of coachbuilt multicylinder Classics, Mr. Chandler owned some of the greatest examples of all the finest marques, notably building his first collection in the 1970s, selling it, and subsequently building a second outstanding gathering beginning in the mid-1990s.

In an August 1983 letter to Tom Barrett, included in the file, Mr. Chandler mused, "I think I would be most interested in the big 1932, 1933 or 1934 Pierce-Arrow...I enclose a picture from *Automobile Quarterly* of the kind of big 12 that I would like to have. Go through your memory bank and see where we might find one." The picture enclosed of "the kind I'd like to have," also included in the car's





file today, was a Xerox of the article featuring Mr. Weinstein's Pierce...and the exact car in the photo was in the Chandler museum erelong.

It is worth noting that while Mr. Chandler's ownership of chassis no. 3550032 was relatively brief, spanning only a few years, the Model 1247 Convertible Sedan must have made a sizeable impression. He would eventually buy another of the five survivors for his second collection, which he prized until his death.

Chassis no. 355002, meanwhile, was sold by Mr. Chandler later in the 1980s to Tom Barrett. Mr. Barrett refinished the body, which is believed to, until that point, have worn its original paint; otherwise, he left the low-mileage original automobile alone. In 1988 he sold the Pierce to Knox Kershaw, and it has remained a stalwart part of his collection ever since.

According to notes kept by Mr. Kershaw, he undertook an engine rebuild and mechanical restoration, after which the car scored 98.5 points, achieving its Primary First Prize, in CCCA National judging in 1991. Afterward it became a favored touring automobile, used for events such as the CCCA's Pacific Northwest CARavan of 1994 and the "CARavan 2000" that celebrated the Millennium. In 2010 it was displayed at the Pebble Beach Concours d'Elegance. It performed beautifully and reliably in each outing, as a well-sorted twelve-cylinder Pierce should.

Such was Mr. Kershaw's enjoyment of driving the Pierce that the full restoration he had planned to undertake has never come to fruition. While the top is an older replacement, in good condition, the interior remains mostly original, showing beautiful and highly appealing patina to the seat covers and door cards. The Barrett paint has largely worn well with only minor signs of age

from the Pierce's regular and enthusiastic use. Indeed, the car has never truly been apart, with the body never off the chassis. In addition to the division window standard on the model, a folding rear windscreen is provided, protecting passengers' hairstyles from blowing wind when the top is down – a highly thoughtful touch.

In a recent road test the Pierce performed absolutely beautifully, and it stands ready today for any number of further CARavans and Pierce-Arrow Society events with the new owner. It is a beautiful machine in both performance and appearance – a much-loved tour automobile now passing to its next illustrious owner, in the tradition of Chandler and Kershaw, two names well-known in Classic circles.

\$350,000 - 450,000



169

From the Knox Kershaw Collection

1932 FORD MODEL 18 V-8 DROPHEAD COUPE

Coachwork by the Carlton Carriage Company

Chassis no. C18R1642

221ci L-head V-8 Engine

65bhp

3-Speed Manual Transmission

Solid Front Axle with Semi-Elliptical Leaf Springs

Live Rear Axle with Transverse Leaf Springs

4-Wheel Drum Brakes

- A distinctive Ford V-8 with handsome British custom coachwork
- Two-time Pebble Beach Concours d'Elegance class award-winner
- Well-presented restoration in elegant, appropriate colors
- Classic Car Club of America (CCCA) Full Classic®



THE MOTORCAR OFFERED

At the time of its introduction in 1932, the new Ford Model 18 V-8 set the world on its ear with its combination of zippy performance and tasteful styling. It was produced exclusively in the United States and Canada at the time, forcing overseas buyers to purchase a chassis and then have it completed by a coachbuilder in their home country.

The example offered here is identified by its chassis number as being a Canadian-built example, which makes perfect sense; a British customer would likely have ordered a chassis from another part of the Realm. Upon arrival in England, the chassis was converted to right-hand-drive and bodied by the Carlton Carriage Company, a firm renowned at the time for its elegant





drophead coupe bodies on numerous marques. The body's resemblance to a tiny Bentley or Rolls-Royce is, thus, no surprise; in fact, the curl of the beltline molding and the structure of the top call to mind the famous Gurney Nutting 'Owen' Drophead Sedan Coupe on the Phantom II Continental!

In 1973 the car was brought to North America by Commander J.A. Kenniff of Southold, New York, who had acquired it from Oxfordshire dealer Malcolm C. Elder that autumn. The current owner, Mr. Knox Kershaw, purchased the coachbuilt Ford from Commander Kenniff in 1986, via an advertisement in *Antique Automobile* magazine, and had soon begun a complete restoration. With the original engine having

been replaced by a later model, a correct 1932 unit was sourced; fortuitously, the remainder of the car was largely intact and complete. Woodwork was properly replaced throughout, and the body refinished in black with correct bright red English leather upholstery. The painted wire wheels were shod in blackwall tires, as was proper and correct for a British automobile of this period.

The restored car has been only selectively exhibited over the last three decades, most prominently at the 2003 Pebble Beach Concours d'Elegance, where it received an award in the special class for Pre-War Ford V-8 Custom Coachwork. Significantly, it returned to Pebble Beach in 2011, and again received a class award! The owner also applied to the Classic Car Club of America

and was successful in having the car, by virtue of its Carlton coachwork, declared a Full Classic®. Afterward it was shown at the Club's Annual Meeting in 2011 and was scored at an impressive 96.75 points. Today the car remains in beautiful overall condition and, most importantly, runs and drives very strongly.

Every automobile collection really needs a proper V-8 Ford, but for the collector who desires something that is a little different than all the roadsters and phaetons, there is no better choice than this stylish coachbuilt machine. In its colors and well-maintained presentation, it is a striking Ford with coachwork that would be at home on any of the great marques of Europe – a wonderful combination!

\$100,000 - 150,000



170

From the Knox Kershaw Collection

1933 ROLLS-ROYCE PHANTOM II ALL-WEATHER TOURER

Coachwork by Hooper & Co.

Chassis no. 110MY

Engine no. JC75

7,668cc OHV Inline 6-Cylinder Engine

Single Carburetor

120bhp

4-Speed Manual Transmission

Leaf Spring Suspension with Single-Shot Chassis Lubrication

4-Wheel Servo-Assisted Drum Brakes

- A 'Derby' Phantom II built for and retained since by American enthusiasts
- Ordered new with Continental-specification engine and suspension
- Very rakish and dramatic 'windswept' coachwork by one of the finest firms
- Long, well-known ownership history; in the current collection since 1990
- Classic Car Club of America (CCCA) Full Classic®



THE MOTORCAR OFFERED



The majority of Rolls-Royce Phantom IIs delivered to the United States were the specially outfitted AJS or AMS left-hand-drive series, most frequently seen with coachwork by Brewster. A selective few, however, continued to order U.K.-specification chassis built in Derby, and to have custom coachwork fitted by one of the finest European shops. Perhaps the original owner intended to undertake European touring in their new automobile before bringing it across the Atlantic – or perhaps, as in most cases, they simply wanted to emphasize that they could afford such an unnecessarily complicated and costly build process. The result, nonetheless, was a handful of striking machines that had an obvious touch of American free-wheeling dash to their lines – even if the steering wheel was on the right-hand side.

Phantom II chassis no. 110MY was ordered on October 19, 1932, by fruit importer A.A. Hutchinson of New York City, who, according to the build documents, specified a "Continental-type engine and features such as springing and additional shock absorbers." That performance was firmly in Mr. Hutchinson's mind is evident from the coachwork built for him by Hooper & Co., the noted London builders to Royalty. While in many ways a traditional all-weather tourer with its well-upholstered top and roll-up windows, the car featured a flush-folding top design and an aggressive rake to the doors and window pillars, matching that of the windshield. The overall effect was similar to the famous "Windblown" Phantom I created by Brewster, and to a Minerva AL notably bodied by New York coachbuilders Rollston.





One wonders how much Hooper or their American client was looking to the U.S. for their inspiration!

After its arrival in the United States, 110MY is listed in Rolls-Royce Foundation records as having been owned by an R. Clark Hadley. The Phantom II was then acquired in 1942 by Arthur P. Bond of Guilford, Maryland. It next passed to Edgar DeVea and finally to Paul Lutey of New York City, who in 1953 sold it to Kraemer Luks of New Jersey. The Luks family would hold on to the prized Phantom II for nearly three decades before selling it to noted Rolls-Royce collector Edward Ardis of Media, Pennsylvania. Mr. Ardis began a restoration in partnership with his friend Roy Wilson.

The car eventually passed in 1983 to Lawrence and Jane MacElree, also of Pennsylvania, then in 1990 to Mr. Knox Kershaw, for whom the restoration was at last completed by Sam Rawlins of Roswell, Georgia. Having now remained part of the owner's stable and been enjoyed on the road for over three decades, 110MY is still resplendent in its rich dark green and soft tan leather upholstery, with an Auster-style rear windshield added during restoration. While its cosmetic finishes now show significant age, it runs and drives strongly and superbly.

Few Phantom IIs, regardless of their original destination, have quite the wonderful history and spirited, aerodynamically influenced design of this example. Ordered

with power in mind, it remains a fabulous road automobile that looks the part of an American gentleman's sporty machine – just as it has been continuously since 1933.

\$180,000 - 230,000



171

From the Knox Kershaw Collection

1937 PACKARD 1507 TWELVE CONVERTIBLE VICTORIA

Chassis no. 906571

473ci Modified L-Head V-12 Engine

Single Carburetor

175bhp

3-Speed Manual Transmission

Independent Front Suspension with Live Rear Suspension

4-Wheel Vacuum-Assisted Hydraulic Drum Brakes

- *From the Knox Kershaw Collection*
- *Meticulously restored by noted enthusiast and collector D.U. Howard*
- *Classic Car Club of America (CCCA) Senior award-winner*
- *Set up for driving enjoyment with air-conditioning, power steering, and other features*
- *An A/C-equipped Packard Twelve...the ultimate Classic highway automobile!*



THE 1937 PACKARD TWELVE

Packard introduced its Fifteenth Series of 1937 with striking modern styling, updated from the Fourteenth Series with an even more rakishly angled radiator, redesigned bumpers, and front and rear doors that both opened from the center. Most impressive were the Senior models' technical innovations that included the company's first use of independent front suspension and hydraulic brakes with centrifuge drums. King among these was the Twelve, which was offered on three lengths of chassis and in a remarkable thirteen different body styles. Few among them were more attractive than the five-passenger Convertible Victoria, on the 139-in.-wheelbase 1507 platform, which featured a top that folded flush with the body when lowered – echoing back to the Rollston and Waterhouse Convertible Victorias of just a few years prior.





THE MOTORCAR OFFERED

The 1507 Twelve Convertible Victoria offered here was reportedly delivered new by Motor Sales & Service of Portland, Maine, on August 12, 1937, per its reproduction vehicle number plate. According to Mr. Kershaw, it was later a longtime San Antonio, Texas, resident before its acquisition by the prominent local aerospace entrepreneur, D.U. "Dee" Howard. Mr. Howard was a highly skilled engineer, known for the meticulous nature of his restorations and for their ability to both win awards and to drive, in many cases, better than the original manufacturer intended. Accordingly, his shop returned this Packard to its original beauty, after which it achieved its Primary First Prize with 100 points at the CCCA Southwest Grand Classic in 1988, followed by a Senior First Prize with a second perfect score at the same event in 1991.

Afterward, Mr. Howard set the award-winner up for modern driving enjoyment, installing a 12-volt ignition system, using aircraft wiring; a pressurized radiator with auxiliary cooling fan; power steering; and even air conditioning!

Mr. Kershaw acquired the Packard from the Howard Collection on November 22, 2004, and has now maintained it in his own distinguished collection for over sixteen years. He has continued to enjoy using it as a favored 'driver,' and to that end has continued to upgrade its specifications, fitting a CD player and XM satellite radio receiver, as well as Bluetooth capability. In a recent road test it performed very strongly, and was noted by a Bonhams specialist to be "everything one would want in a Packard Twelve."

Yet despite many miles of enthusiastic road use, the car is still in very good overall condition, with its Regatta Blue paint still shining and the interior still very attractive, and would almost certainly be the hit of any local car show. It would also most certainly be favored by, shall we say, those family members who do not always appreciate 'an old car' – as it combines all the engineering and character that makes a Classic fun to drive, with literally all of the modern conveniences!

\$175,000 - 225,000



172

1959 CADILLAC FLEETWOOD SEVENTY-FIVE LIMOUSINE

Chassis no. 59S111082

390ci OHV V-8 Engine
 Single 4-Barrel Carburetor
 345bhp at 4,800rpm
 4-Speed Hydramatic Automatic Transmission
 Independent Front Suspension and Live Rear Axle
 4-Wheel Power-Assisted Drum Brakes

- *The official car of five Governors of Alabama*
- *In the care of the current owners for over half a century*
- *Well-preserved original and unrestored condition*



THE 1959 CADILLAC SEVENTY-FIVE

There are few more visually impactful American automobiles than the 1959 Cadillac. While the tony Biarritz convertible draws much of the popular press, for sheer scale and head-turning attention, few can stop the ultimate Fleetwood Seventy-Five models, the nine-passenger sedan and limousine on an extraordinarily 149.8-in.-wheelbase chassis. Fairly radiating wealth and power, they were favored by America's leaders of the period, both in the worlds of business and government.

THE MOTORCAR OFFERED

One of 690 limousines produced, the air-conditioned Fleetwood Seventy-Five offered here was purchased new by the State of Alabama for the use of the state's Governor, receiving Alabama registration plate '1.' It was used by no fewer than five Governors, beginning with "Big Jim" Folsom and continuing through the administrations of John Patterson; George Wallace; Lurleen Wallace, wife of her predecessor; and finally Albert Brewer, who succeeded Mrs. Wallace following her passing in 1968.

In the early days of his term, Governor Brewer deemed the Cadillac outmoded, and it was retired and scheduled for sale at public auction. Soon after it was announced that the limousine would be sold, Gerald Wallace, brother of George, called to say





that the family had strong sentimental ties to the car, given that both Governors Wallace had ridden in it, and that George Wallace would be very appreciative if the state would simply give him the Cadillac. As the sale was already announced, this was not possible, but State of Alabama finance director Bob Ingram and his assistant Tom Brassell pooled their own private funds to buy the car at the auction for \$2,200 and present it to Governor Wallace. When Mr. Ingram called to present the Cadillac to its former passenger, Governor Wallace “snorted that he had no interest in the car whatsoever. When I told him what Gerald had told me, he said he had no idea where his brother got such an idea.” Accordingly, soon after receiving the gift that he apparently never really wanted, Governor Wallace bestowed

the former “Cadillac No. 1” on the father of the current owner, a longtime Alabama collector of vintage automobiles since the earliest days of the hobby. It has remained in the family collection now for over fifty years.

Today the Cadillac remains in completely original condition, including its factory paint, showing minor cracking around the joints, and even the wool broadcloth upholstery of the rear compartment, which has survived the years in remarkable condition aside from numerous tobacco stains – legacies of passengers who enjoyed their cigars. It is accompanied by a copy of its build record, depicting its original options and delivery location, as well as a newspaper column written by Bob Ingram, discussing its history.

An imposing eyewitness to an important time in American history, this 1959 Cadillac limousine has survived to now tell its stories in a new home – only the third it has had since new.

**\$40,000 - 60,000
WITHOUT RESERVE**



173

1959 ASTON MARTIN DB4 SERIES 1 SALOON

Coachwork by Touring

Chassis no. DB4/214/L

Engine no. 370/189

3,670cc DOHC Inline 6-Cylinder Engine

Dual SU Carburetors

240bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent with Live Rear Axle Suspension

4-Wheel Disk Brakes

- One of only 73 left-hand drive DB4 Series 1s built
- Retains the original, matching numbers engine
- Delivered new to famed French attorney René Plasseraud
- Successfully completed many prominent road rallies



THE ASTON MARTIN DB4

Classically proportioned and instantly recognizable from the moment of its introduction, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine designed at Lagonda under the auspices of W O Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by

Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin.'

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. The first had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake calipers, and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays, and a host of improvements to the interior fittings. The fourth series was readily

distinguishable by its new grille (with seven vertical bars), shallower bonnet intake, and recessed rear lights, while the final (fifth) series manufactured between September 1962 and June 1963 was built on a 3.5" longer wheelbase (allowing for increased leg room and a larger trunk) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel.

One of the most notable developments had arrived with the introduction of the 'Series IV' in September 1961, when a 'Special Series' (SS) or 'Vantage' engine became available as an option. The 'SS' incorporated a 9.0:1 compression ratio, larger valves, and triple SU HD8 carburetors.





THE MOTORCAR OFFERED

This DB4 Series 1 was among the last of its series built, the 114th of 149 total. It was ordered new by pioneering intellectual property lawyer René Plasseraud—after whom one of France’s most established international intellectual property law firms, Cabinet Plasseraud, takes its name—through French Aston Martin dealer Garage Mirabeau in November of 1959. Copies of factory records indicate the car was built in December 1959 and finished in Peony Red over a Beige Connolly leather interior with optional chromed wire wheels and Radiomobile radio.

Factory correspondence between Aston Martin and Mr. Plasseraud indicate the car was regularly maintained including several warranty repairs in October of 1960. The

DB4 appears to have remained in France for the majority of its life and was subject to a comprehensive restoration by recognized Aston Martin specialists Garage Lamy of Villejuif, France in 2001 with receipts totaling nearly €100,000. The car remained with the French owner who had commissioned the restoration for a further seven years before being acquired by the current owner in June of 2007.

Since acquiring the car, this rare DB4 Series 1—one of only 73 left hand drive examples to roll out of the factory works at Newport Pagnell—has been sparingly driven. Given its 14 years of recent storage, some level of recommissioning is recommended before active use.

A highly desirable machine that is eligible for countless events including the Colorado Grand, Copperstate 1000, Going to the Sun Rally, and much more, it is equally at home winding through the Tail of the Dragon as it is processioning up a country club’s winding drive.

**\$280,000 - 340,000
WITHOUT RESERVE**



174

2016 JAGUAR F-TYPE PROJECT 7 ROADSTER

VIN. SAJWA7A8XGMK27480
Engine no. 15051501172508PS

5.0-Liter DOHC 32-Valve Supercharged V8 Engine
Electronic Fuel Injection
575bhp at 6,500rpm
8-Speed Shiftable Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Matrix Brakes

- 1 of only 50 US allocated examples built
- Just one owner and fewer than 750 miles from new
- Presented in factory-fresh condition
- Tasteful and appropriate British Racing Green over Jet Black with Ivory stitch livery



THE F-TYPE PROJECT 7 ROADSTER

"This is the most powerful road Jaguar yet, hand-built at the company's Special Vehicle Operations division and thus fitted with all the top-end running gear." – *Autocar* on the Project 7.

In 2012, nearly 40 years after the E-Type's demise, Jaguar finally got around to announcing the long-awaited and much-rumored F-Type, which would turn out to be a more worthy spiritual successor to its illustrious forebear than either the preceding XK8 or, before that, the XJS. A front-engine, rear-wheel-drive two-seater, the F-Type is built on an aluminum chassis, cleverly configured to minimize the transmission of noise and vibration to the passenger compartment, while its suspension is the supercar-standard arrangement of double

wishbones all round, with adaptive dampers and adjustable settings. Multiple driving modes cater for different road conditions and driving styles.

Unlike the E-Type, the F-Type is available with a wide variety of different power plants, ranging from a turbocharged 2.0-litre four via a 3.0-litre turbo V6 to a supercharged 5.0-litre V8. A ZF eight-speed paddle-shift semi-automatic transmission was standard on all models at first, with a six-speed manual available later on the V6s. The F-Type debuted at the Paris Motor Show in September 2012 in convertible form, with the fixed-head coupé following in 2014. Nowadays it is de rigueur for car stylists to reference past models in their latest creations, and to some observers the

coupé's rear recalled that of one of the rarest of E-Types: the low-drag factory racer.

To cater for the sports car market's seemingly insatiable appetite for limited edition models, Jaguar launched the 400 Sport – produced for just one year – and Project 7, which would be built in a run of only 250 cars. Project 7 had first seen the light of day as a single-seater concept car shown at Goodwood, and so favorable was the reception that it was decided to press ahead with making a more practical two-seater production version. They soon sold out, with 80 assigned to customers in the UK. The 'Project 7' designation referenced Jaguar's seven Le Mans wins, while the 'Aero Haunch' behind the driver's head was an obvious nod towards the D-Type sports-racer





responsible for three of those victories.

An aggressive-looking shallow-screen barchetta, Project 7 has all-aluminum bodywork and is powered by the 5.0-litre supercharged V8, up-rated to produce 567bhp, 25 horsepower more than in the F-Type R. Coupled with a 45kg weight reduction, this makes Project 7 the fastest accelerating F-Type yet, with a 0-60mph (0-97km/h) time of 3.8 seconds. Like many of the current crop of supercars, Project 7 is electronically limited to a top speed of 186mph (300km/h). The 'top-end running gear' includes the eight-speed paddle-shift auto box; electronic differential; carbon ceramic brakes; specially tuned suspension; and unique settings for engine management and chassis stability control. The result of

Project 7's unique set of characteristics is a track-focused car capable of satisfying even the quickest of drivers. 'That's the Project 7 all over,' declared *Autocar*. 'Extra agility was promised, extra agility was delivered and a lot more driver improvements came along for the ride.'

THE MOTORCAR OFFERED

First registered in 2016, this ultimate Jaguar has covered fewer than 750 miles under one owner, and comes complete with a full service history and books, tools, etc. Finished in British racing green with black quilted leather interior, this ultra-rare car is presented in effectively as new condition and presents an opportunity not to be missed.

\$150,000 - 200,000



175

1950 BENTLEY MK VI DROPHEAD COUPE

Coachwork by Park Ward & Co., Ltd

Chassis no. B47LFU

Engine no. D275F

4,257cc OHV Inline 6-Cylinder Engine

Single Twin-Choke Carburetor

Approximately 130bhp

4-Speed Manual Transmission

Independent Front with Live Rear Axle Suspension

4-Wheel Drum Brakes

- *Delivered new to Canada*
- *Documented by its factory build records*
- *Sporting and elegant Bentley of finest quality*
- *Supreme waftability*



THE MOTORCAR OFFERED

It took a discerning person to order not just a Bentley, but a coachbuilt one. T.H. Matson, the first owner of this car, was certainly such a fellow. Residing at the historic "Mount Adelaide" house at 819 Dunsmuir St. in Victoria, British Columbia, his stunning Victorian home was built by Australian-born lumber and mining magnate Henry Croft whose wife Mary was the daughter of industrialist Robert Dunsmuir, who clearly lent his name to their street. Mr. Matson placed his order for a Bentley MkVI Drophead Coupe to be coachbuilt by Park Ward & Co., Ltd through the local dealer, Thomas Plimley. Living in the splendor of his historic home, Matson was used to luxury and expected the same from his automobile specifying a power top and windows, medium and short wave radio, a special

license plate bracket in place of a built-in number plate holder, and slightly elevated ground clearance. Finished in two-tone grey over light blue hides, the rare left-drive export Bentley drop top must have looked redolent in its Pacific Northwest home.

The Bentley would eventually head south to the United States and later find itself on the East Coast before the present owner acquired it from the state of Virginia in early April 2008. The subject of some restoration work over the course of its life, it has been repainted silver with a nicely matching beige top. Looking swoopy indeed with its swept fender design that echoes the profile of a motor yacht under full steam, it oozes of supreme waftability. Seeing limited use in the last dozen years, it will likely require

some recommissioning before actively wafting again. Documented by its factory build records, it is the perfect car for a run to the local watering hole, country club, or car show, the new owner is assured to arrive in style wherever this Bentley takes him or her.

\$80,000 - 100,000
WITHOUT RESERVE



C.1928 'EX' SERIES PHANTOM RECREATION

Engine no. R49358

27-Liter Rolls-Royce Meteor V12 Engine
 6 48IDF Weber carburetors
 850bhp at 2,800rpm
 Automatic Transmission
 Independent front – Live rear Axle
 Front Disc – Rear Drum Brakes



THE MOTORCAR OFFERED

This stunning EX17 recreation comes to us from a private collector complete with a fascinating and well-documented build. Beginning with an engine and a dream, the consignor began the four yearlong build, which took approximately 4,000 hours to complete. The main attraction is certainly the gargantuan 12 cylinder Meteor engine which is an ex-Australian Army unit. Meteor engines are the naturally-aspirated version of the famous Merlin and were used in tanks throughout WWII and after. This unit was intended to be a spare for a 'Churchill' tank. A billet aluminum intake manifold was custom-machined to allow the fitment of six 48IDF Weber carburetors fed by the original engine-mounted dual mechanical fuel pumps. Exhaust manifolds are hand-built tubular steel with 4" exhausts mufflers plus electric side cut-outs. When all is said and done, the estimated horsepower is 850 with an insane 1650 ft-lbs

of torque. The engine is mated to a heavily-modified Ford C-6 transmission, complete with low-stall speed converter sending power through a purpose-built aluminum driveshaft.

Adjustable Andre Hartford friction shocks are used front and rear. The front brakes are 11" discs hidden within vented cast aluminum drum covers. Rear brakes are 12" drum brakes with matching drum covers. 21" x 4" wire wheels, the same as the original 1928 Phantom, were custom-built in the UK by Richards Brothers. The body and fenders' design echoes that of EX-17. It was all hand-built on an English Wheel using all-steel construction (except for the hood panels that are aluminum with custom-stamped 15" louvers). The Headlights and spotlight are period-correct Lucas P100-style units, built to order by Headlight Restorations Ltd in the UK and are mounted on a custom-made headlight

crossbar. The grille shell was handmade using 16ga brass sheet and is fitted with an original set of early Rolls slats, badge, and Spirit of Ecstasy mascot. Inside, all switches are period-correct English auto units from the twenties. The classic instrument gauges are all solid-state and are mounted in a beautiful engine-turned stainless steel panel. The panel sits in a burlled-walnut veneered dashboard. The upholstery is blue leather with matching blue carpet, a salute to EX17's interior.

The car is complete with a photographic record of the entire build process, a summary book of its construction, plus an electrical manual, parts manual, and receipt book. With such tremendous power, presence, and style, this Rolls-Royce Meteor-powered EX series Phantom recreation is a superbly built machine that represents a tremendous value.

\$125,000 - 175,000

177

1976 ASTON MARTIN V8 SALOON

Chassis no. AMV8/11478/LCA

Engine no. V/540/1478/LFA

5,340cc Supercharged DOHC V8 Engine (see text)

4 Dual-Throat Weber Carburetors

Approx. 375bhp at 6,000rpm (see text)

5-Speed Manual Transmission (see text)

4-Wheel Fully Adjustable Independent Suspension (see text)

4-Wheel Disc Brakes

- *Delivered new to the United States*
- *Fully developed hotrod by Aston Martin specialists Steel Wings*
- *Holder of the lap record at Lime Rock for an Aston V8*
- *A gorgeous vehicle in which to be pulled over*



Image of a similar car

THE MOTORCAR OFFERED

If you wanted to have a true velvet hammer back in the mid-70s through to the late-80s, the Aston Martin V8 was your sure-fire bet. But if the factory offerings weren't enough to get your rocks off, you could do some aftermarket tweaking and get your fast car to go really fast.

This V8 Saloon was completed in August of 1976 for the United States market in Tudor Green Metallic over Natural leather interior. Fitted with Weber carburetors and an automatic transmission, it was stickered at a lofty \$11,000. Fast, but not fast enough, the car was sent to Aston Martin restoration and tuning specialists Steel Wings of Warminster, Pennsylvania in the mid-2000s to be turned up to 11. Keeping the original engine, a supercharger was

installed and power was routed through a 5-speed manual transmission to get your eyeballs stuck to the back of your head. To ensure that you could pull lateral G's as well as accelerating ones, Steel Wings fitted custom, adjustable suspension at all four corners. While going and turning is great, stopping is important too and that was improved with a pair of dinner plate-sized Wilwood front disc brakes. Finally, custom 17-inch steel wheels were fitted and the entire car was repainted Slate Blue metallic and retrimmed in Canyon leather with blue piping. Rounding out the package are 'Oscar India' style front and rear splitters, European chrome bumpers, and a leather wrapped roll bar in case the abilities of the car were to ever exceed those of the driver.

Used by Steel Wings as a development car to fine tune their comprehensive package of performance enhancing options, this Aston was taken to Lime Rock where it achieved a track record for a mid-70s Aston V8.

Acquired by the current, speed demon owner in 2008, its tire melting capabilities have been judiciously restrained with minimal use over the last baker's dozen years. Requiring a touch of fettling before taking out and accumulating speeding tickets of your own, this brute-in-a-suit is the perfect car to take anywhere from a racetrack to a black-tie gala. Just be sure to have your license and registration at the ready when the Five-0 inevitably come to ask you if you know how fast you were going back there...

\$70,000 - 90,000
WITHOUT RESERVE



178

1951 BENTLEY MK VI FIXED HEAD COUPE

Coachwork by Park Ward & Co., Ltd.

Chassis no. B6LHR
Engine no. B3H

4,257cc OHV Inline 6-Cylinder Engine
Single Twin-Choke Carburetor
Approximately 130bhp
4-Speed Manual Transmission
Independent Front with Live Rear Axle Suspension
4-Wheel Drum Brakes

- *Delivered new to Sweden*
- *One of only five examples Park Ward produced*
- *Sporting and elegant Bentley of finest quality*
- *Finished in its original color scheme*



THE MOTORCAR OFFERED

This unique, coachbuilt, left-hand drive Bentley Coupe is one of only five furnished on the MkVI chassis by the legendary coachbuilder Park Ward. According to its build sheet, a copy of which is included in the records, B6LHR was ordered new in Pale Green with matching Pale Green hides and well optioned for the American market with export bumpers, medium and long wave radio, and fog lamps with its original intended destination being the Los Angeles International Auto Show. With a promised delivery date of just after Thanksgiving, 1950, the intended destination became moot when—for the 12th year in a row the show was cancelled (it would restart again in 1952). A note on the build record indicates the car was no longer destined for the City of Angels but was instead 'Export Stock'.

A subsequent build record shows that the order for the car was swiftly transferred to Stockholm, Sweden dealer A.A. Wiklund who was processing the purchase for the shipping company Rederi AB Jan of Götaland, Sweden. It is understood that the car remained with the original owner for two years before it was sold to a Swedish industrialist who kept the car for a subsequent 34 years, at which point it passed to his wife in 1987. The Bentley would come to the U.K. and join a subsequent collection before being acquired by the penultimate owner in 2003. At the time of that acquisition, the car was described as a largely original machine with an older repaint in white and under 12,000 kilometers on the odometer. The current owner purchased the Bentley in August of

2004 and subsequently entrusted marque specialists, Vantage Motorworks of Miami, Florida, to selectively refurbish and restore the car.

Making its restored debut at the 2005 Amelia Concours d'Elegance, the Bentley has since been minimally used and carefully stored. As elegant now as it was when new, it offers sporting, closed comfort for its next lucky owner.

\$120,000 - 160,000
WITHOUT RESERVE



179

1930 CORD L-29 CABRIOLET

Coachwork in the factory style by Evans

Chassis no. 2929384

Engine no. FDA2093

298ci L-Head Inline 8-Cylinder Engine

Single Carburetor

125bhp at 4,000rpm

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- *The most sporting and desirable L-29 variant*
- *Charming yellow color scheme*
- *Innovative front-wheel-drive chassis*
- *Full CCCA™ Classic®, ACD Category 2 Certification*
- *Ex-Lowell Dunn Collection*



THE FRONT DRIVE L-29

Errett Lobban Cord introduced the L-29 in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines, the latter being totally redesigned that year. Powered by a straight-eight 'flat head' engine built by Lycoming – another one of Cord's companies – the L-29 featured front-wheel drive, then much in vogue at Indianapolis. An avid race fan, Cord had been impressed by the performance of the Harry Miller-designed front-wheel-drive Junior 8 Special, and in 1926 purchased the passenger-car rights to Miller's fwd designs. Cornelius Van Ranst was hired to assist with development, and by November 1927 the first prototype was ready for testing and assessment by Fred Duesenberg, Cord's Chief Engineer. Staff designer Al Leamy contributed the stylish

coachwork, which was underpinned by Van Ranst's X-braced chassis frame – the world's first.

Production of the new car, now dubbed 'L-29', commenced at the Auburn, Indiana plant in April 1929 with a two-day press launch in June. The advantages conferred by the L-29's front-wheel-drive layout, chiefly, a low center of gravity and increased passenger space, were immediately apparent; while the freedom its low-slung frame gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic. Indeed, many connoisseurs consider the L-29 to be the most stylish American car of the period.

The L-29 was offered initially in Sedan, Brougham, Convertible Coupé and Phaeton versions, at prices ranging from \$3,095 to \$3,295. Unfortunately for Cord, just as his new baby was reaching dealers' showrooms the Wall Street Crash of October 1929 blew away a huge proportion of his intended clientele. Despite a program of price cuts, sales never took off and the world's first practical front-wheel-drive production car was discontinued in 1932. Including cars supplied in chassis form to independent coachbuilders, only 5,010 L-29s were built, of which it is thought that around 300 of all types exist today.





THE MOTORCAR OFFERED

This particular car was part of the Lowell Dunn collection for many years. After his death, an auction of his collection was held in 2009 and the Cord was acquired by the consignor. It has since been part of his collection.

On a recent inspection, this particular L-29 showed as a delightful older restoration. The engine compartment is very clean, and the car has some additional chroming on the front axle. Furthermore, a letter from the ACD Club historian, Dick Greene, states the engine and chassis number appear to show consistent sequencing of being mated at the factory. The car is very fetching in its current yellow paintwork with white accents. This color looks very good with its light brown upholstery, and black dashboard. In addition, the coupe convertible bodywork

is often considered to be the most sporting and attractive factory design. It is further offset by a very nicely trimmed white top and traveling trunk. Lastly, the car is reported to be driving well.

The Cord L-29 is one of the best styled cars from an American manufacturer in the period. Their front wheel drive system made them revolutionary, and they were the only vehicles with this system offered to the American public. The low chassis design makes them sleek in appearance and improves handling. They are also very well suited as touring cars. This particular example should be an excellent car for CCCA events, or as a crowd favorite at car shows.

\$150,000 - 200,000



180**1927 ROLLS-ROYCE PHANTOM I TOWNCAR**

Coachwork by Brewster & Co. (see text)

Chassis no. S154PM

7,668cc OHV Inline 6-Cylinder Engine

Single Carburetor

113bhp at 3,000rpm

3-speed Manual Transmission with Electronic Overdrive Fitted

Front Semi-elliptical Leaf Springs and Rear Cantilever Spring Suspension

4-wheel Servo-assisted Drum Brakes

- *Elegant, formal coachwork*
- *Formerly of the John O'Quinn Collection*
- *CCCA Full Classic*
- *Delightful and Comfortable Long-distance Touring Car*

**THE SPRINGFIELD ROLLS-ROYCE**

Rolls-Royce, Ltd., established a branch factory at Springfield, Massachusetts, in 1919. The Silver Ghost model went into production there in 1921, at first nearly identical to the British-built version. Over the years, the Ghost adopted a number of American features: left-hand steering, center-change three-speed gearbox, dual coil ignition and suspension modified for a smoother ride.

American Silver Ghost production continued for almost two years after it had halted in Britain, because modification of the "New Phantom," as its successor was called, was very complex. Left-hand drive, in particular, required considerable re-engineering. American Phantoms, when they arrived, had some features not available in Britain: Bijur

central lubrication, a disposable oil filter, a carburetor air filter and thermostatically-controlled shutters on the radiator. Thus it was December 1926 before deliveries of the Springfield Phantom I, as the New Phantom became retroactively known, commenced.





THE MOTORCAR OFFERED

Most of the cars were bodied in the United States, either with cataloged Rolls-Royce Custom Coachwork, which was built by a number of coachbuilders under contract, or sent out for bespoke bodies. By 1923, Rolls-Royce had established an in-house coachworks on Waltham Avenue in Springfield, and then purchased Brewster & Co. in 1925. From that time, Brewster supplied the bulk of bodies to Rolls-Royce of America, among them a Lonsdale limousine body for S154PM.

S154PM was delivered on August 10, 1927, to Mrs. F.W. Remick of West Newton, Massachusetts. Mrs. Remick kept the car for a quarter century, after which it passed through a number of owners before being sold to Charles L. Pope III of Rochester,

New York. About ten years later, Pope advertised it in *The Flying Lady*, magazine of the Rolls-Royce Owners Club, advising that it had been off the road for seven years, but had had significant work done prior to being laid up. In 1985 it was owned by Darrel Edwards in California. At some time it was converted from the Lonsdale limousine configuration to a St. Alban town car, Brewster's name for the town car version of the Lonsdale, in which form it survives today. In 2002 the Rolls entered the well-known Southern California collector Aaron Weiss, who kept the car for three years before selling it to burgeoning Texas-based collection of John O'Quinn.

Acquired by the current owner a decade ago from Bonhams' 2011 Greenwich

Concours d'Elegance Auction, this Phantom has been kept in enclosed storage and sparingly used. Restored some years ago in maroon with black fenders, it has black leather seating for the chauffeur, and tan mohair in the passenger compartment. Handsome and upright, it represents a high point of Rolls-Royce production in America.

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



181

1927 CADILLAC 341-A V-8 TOURER

Coachwork by Fisher

Chassis no. 1-50115

Engine no. 150115

Body no. 463

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

- *Used by Eleanor Roosevelt in 1935*
- *Documented by extensive report by noted historian Ray Djuff*
- *Roosevelt and his party on historic trip through Glacier Park in 1935*
- *Documented by a copy of its Cadillac build sheet*



THE MOTORCAR OFFERED

This particular Cadillac touring car was built in 1927. It was one of 7 special touring cars ordered by Howard Hays Sr, President of the Glacier Park Transport Company. Built on a full 150-inch wheelbase, these cars were truly imposing and possessed many features not commonly seen on other Cadillacs. This included special split rim wheels for the fitment of Heavy-duty tires, a large trunk compartment built into the back of the body, and compartments for snow chains. The original purchase price was \$5,633, not a small sum in 1927.

These cars were also painted a distinctive shade of red which matched the color of mountain ash berries that were common in the park. Being used within the park to transport various VIP guests in the

park, they were the pride of Glacier Park Transport Company for many years.

The history on this particular car seems to be rather interesting. When it was delivered to Glacier Park, it was assigned the fleet number 156. During this time period, President Franklin D. Roosevelt visited the park, and he and his entourage went on an epic tour along the recently completed 'Going to the Sun' road. This car was assigned to be the transport of First Lady Eleanor Roosevelt and used on an extensive tour of the park. Driver Andrew Miller was assigned the car for this fairly epic drive on rather primitive roads, with some of the way along the treacherous mountain cliffs.

Accompanying the car is an extensive report

by noted historian of the Gear Jammer Trust, Roy Djuff. The car would remain in Glacier Transport Company fleet through the 1930s and past WWII. According to documents that were provided by Mr. Djuff, the car was stationed at Prince of Wales Hotel in Watertown on the Canadian side of the park. In the excerpt from the records, it is revealed that in 1955 the car was no longer listed as a fixed asset of the company, indicating that the car had been sold.

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





Today, it seems to be very well preserved and retains its original side curtains and snow chains. It is still finished in the same color in which it was painted originally. The black interior retains its occasional seats and folding rear windscreen.

This particular Cadillac is a unique piece of motoring history thanks to the fact it ferried Eleanor Roosevelt, one of the most well-known First Ladies, on the first presidential visit to Glacier National Park. It would make a fantastic addition to any collection or museum or for the person that wants to tour with abundant luggage or passengers.

\$125,000 - 150,000



Eleanor Roosevelt in Glacier Park Transport Company Cadillac No. 156, on the Presidential Tour of Glacier Park on August 5, 1934.

Courtesy of Minnesota Historical Society and Ray Djuff



182

1956 ROLLS-ROYCE SILVER WRAITH LONG WHEELBASE
TOURING CAR

Coachwork by H.J. Mulliner

Chassis no. LELW84

Engine no. L83E

4,887cc F-Head Inline 6-Cylinder Engine

Single Downdraft Carburetor

Approximately 125bhp

4-Speed Automatic Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- Ordered new by Chauncey Devereaux Stillman, heir to what became Citibank
- The only example ordered without a divider
- A family luxury car
- Copies of factory records on file



THE MOTORCAR OFFERED

This regal Rolls was ordered new by Chauncey Devereux Stillman, grandson of James Stillman—the founder of what later became Citibank. While Stillman could have afforded a life of absolute leisure, he never rested on his laurels serving as an intelligence officer aboard the USS Enterprise during WWII and pursued numerous charitable causes in the post-WWII period.

Chauncey ordered his Silver Wraith in the winter of 1955 through J.S. Inskip in New York. Selecting Mulliner style 7356 Touring coachwork, he further ordered black over tan Connolly hides and uniquely opted for a more sociable, non-division interior—the only example so ordered—but with blind quarters for rear privacy. Prior to delivery

of the car in the early spring of '56, Inskip fitted a roof ducted air conditioning system and then sent the car up to Stillman's spectacular and renown 1,000+ acre garden estate, Wethersfield, in Amenia, New York.

The Rolls would enjoy a life of careful use eventually heading south into the collection of William Gounaris of Louisville, Kentucky from 1988-1998, then to Vantage Motorworks in Miami and Florida from 1998-2001. The car then went off to a Las Vegas collection for some time before finding its way back to Florida before. Its current owner acquired the car in 2014. Believed to be largely original cosmetically—save for the addition of primrose paint work on the center section of the bodywork and wheels—it appears in similar condition

today. Seeing limited road use in the past seven years, the supreme waftability of this Rolls will no doubt best be enjoyed after some recommissioning.

Between its famous original owner, uniquely sociable coachwork, and rare left-drive layout, there are few boxes this lovely Silver Wraith doesn't tick!

\$80,000 - 100,000
WITHOUT RESERVE



183

1963 ROLLS-ROYCE PHANTOM V LIMOUSINE

Coachwork by James Young, Ltd.

Chassis no. 5LVA91

Engine no. A48PV

6,230cc OHV V8 Engine

Two SU Carburetors

220bhp at 4,000rpm

4-Speed Automatic Transmission

Independent Front with Live Rear Axle Suspension

4-Wheel Drum Brakes

- Ordered new by Chicago industrialist Henry Crown
- One of only 48 left-hand drive PV22 built
- Offered with extensive Rolls-Royce factory records
- The car of kings, aristocrats, and titans of industry



THE MOTORCAR OFFERED

Offered here is an extremely elegant motorcar built by one of the most luxurious manufacturers, and fitted with coachwork by one of the most coveted houses. According to the extensive records of the Rolls-Royce historical archives, this car, chassis number 5LVA91, was completed at the Rolls-Royce works in early April of 1963. The bare chassis was shipped off to legendary coach building firm James Young, Ltd soon after, where the exclusive 7-passenger, PV22 style body work was fitted—one of only 48 left-hand drive Phantom Vs to be so outfitted. The sublimely proportioned Touring Limousine (Design PV22) was one of the most widely acclaimed bodies to grace the Phantom V. Undeniably more graceful than the rival Mulliner, Park Ward version, James Young's Touring Limousine combined the formality of an internal division with luggage space sufficient for continental touring. Copies of the factory chassis cards

list the numerous extras and accessories that were fitted. In fact, a whole second chassis card was used by the clerks at the Rolls-Royce works to list all of the luxurious details in the cars build. These extras include a Blaupunkt 'Kohn' radio, ducting for refrigeration, and more.

5LVF41 was configured with left hand drive steering, and had been ordered by Chicago Industrialist, philanthropist, and recently (at the time the car was purchased) former owner of the Empire State Building, Henry Crown. Mr. Crown, who had not long before become the largest shareholder in aircraft builder and defense contractor General Dynamics, chose black over maroon two tone paintwork while the cabin was trimmed in beige leather up front and matching beige cloth in the rear.

Crown would no doubt enjoy his Rolls while continuing to grow his empire. By the early

1990s the Phantom was in California, joining the collection of clothing and casino magnate Leo Chu in 1993. He and his wife Ivy would keep the car for nearly nine years before selling it to the current owner. When it was acquired, it was showing just under 33,500 miles on the odometer, a figure that was described at the time as original although no accompanying documentation abuts this claim. In the present ownership for the past score of years, the car has continued its life of sparing use with little mileage accumulated since acquisition. While it is tempting to immediately have Jeeves drive you straight from the auction to the Ritz, some recommissioning is recommended prior to active enjoyment.

\$70,000 - 90,000
WITHOUT RESERVE



184

1975 BMW 2002 TURBO

Chassis no. 4291515

Engine no. 4291515

1,991cc Turbocharged Inline 4-Cylinder Engine

Kugelfischer Fuel Injection

170bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc with Rear Drum Brakes

- One of only 1,672 produced worldwide
- Numbers matching engine
- Highly original and well preserved example
- Remarkable performance
- First European passenger car to have a turbocharger



THE BMW 2002 TURBO



Produced for the 1973/74 season only, the legendary BMW 2002 Turbo was Europe's first turbocharged production car. Demands for increased power for its medium-sized saloon had prompted BMW to introduce the Turbo - which was readily distinguishable by its deep front air dam, wheel arch extensions and boot-mounted spoiler. This top-of-the-range model had been introduced following a successful racing program that saw a works entered, turbocharger equipped 2002 win the 1969 European Touring Car Championship in the hands of Dieter Quester. The road version made do with 'only' 170bhp, which in a compact package, with nearly little to no turbo lag, resulted in outstanding performance; the Turbo's top speed was 130mph, making it the fastest and most exciting medium-sized sports saloon of its day.





THE MOTORCAR OFFERED

This numbers matching Chamonix White 2002 Turbo is an outstanding representation of the rarely seen Bavarian model. Based on the car's outstanding condition, it is believed that the 16,518 kilometers on the odometer could very well be the actual distance that this turbo has traveled. The flared wheel arches and aero kit are all in great shape, as are the iconic graphics that adorn them. Under the hood, things are very clean and tidy with all of the believed to be original plates and stickers present. Sitting in the Skia trim sports seats and grasping the original three-spoke sports steering wheel allows one to appreciate the preserved condition of this no nonsense, purpose built cockpit. This example is fitted with the optional rear window defroster, rear seat belts, radio with cassette player, and the exterior Motorsport stripes.

According to the BMW Classic Group Archive Certificate, this BMW 2002 Turbo sedan was manufactured on February 14, 1975 and delivered a few days later in the Netherlands. Still in excellent condition today, this highly collectible BMW will forever be one of the most enjoyable driving cars to come from Bavaria. Due to the low production numbers, 2002 Turbos were rarely seen when new. Today, sightings are extremely uncommon. When combining the rarity with the outstanding performance and significance within the BMW brand, it is easy to see why these wonderful cars are so highly sought after by enthusiasts and collectors alike.

\$110,000 - 140,000



185

1926 PACKARD STANDARD EIGHT MODEL 236 ROADSTER

Chassis no. 211436

Engine no. 211438

357.8ci L-Head Inline 8-Cylinder Engine

Single Updraft Carburetor

85bhp at 3,000rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- Fully restored in the 1980s, still presents wonderfully
- CCCA Full Classic®
- Spare engine and transmission included
- Rare and sporty example of a 'Roaring Twenties' vehicle



THE PACKARD EIGHT

Always built to the highest standards, the Packard was unquestionably one of the finest American automobiles of the pre-war era. Right from the moment the first car emerged in November 1899, Packard's innovative engineering and superior build quality attracted the attention of wealthy clients. Indeed, throughout the 1910s and 1920s, Packard ranked alongside Peerless and Pierce-Arrow, this elite trio of the US automobile industry being known as the 'Three P's'. Dissatisfaction with his Winton motor carriage is said to have spurred James Ward Packard to build a superior automobile. Aided by his brother and two defectors from the Winton company, Packard set up shop in his electrical engineering factory in Warren, Ohio, from which the first Packard car emerged in November 1899. The Ohio

Automobile Company's Model A runabout was powered by a 142.6ci, 9hp, single-cylinder engine equipped with a mechanical exhaust and atmospheric inlet valve in the fashion of the time. The Packard's innovative engineering and superior build quality were soon attracting the attention of wealthy clients, William D Rockefeller purchasing two at the New York Automobile Show in November 1900. 'Ask The Man Who Owns One' was adopted as the company's advertising slogan.

Introduced in 1924, Packard's first eight-cylinder car - the Single Eight - was also the company's first to employ four-wheel brakes. The nine-bearing sidevalve straight-eight engine had a compression ratio of 4.51 to 1 and developed 85bhp at 3,000rpm from 5.9

liters. Even with the average model weighing in at about 4,000 pounds, the engine was able to propel the cars to speeds as high as 80mph.





THE MOTORCAR OFFERED

As the recipient of a full restoration in the 1980s, this Model 236 Sport Roadster still presents in wonderful condition. In its present ownership for over 16 years, the car has been stored in a temperature-controlled environment while being maintained by an onsite mechanic on a normal basis. With a 136- inch wheelbase mated to a sporty roadster body, the combination makes for an incredible driver with a sleek and smooth appeal considering no spares are located on the side of the body. You can find them affixed to the rear of the car on a mounting plate which features a key lock. Other notable factory accessories included on the car are a radiator stone guard, cowl lights, drum headlights, additional center headlight mounted to steering, mechanical brakes with disc wheels, step plates on running boards, golf bag compartment and rumble seat.

Finished in a beautiful two-tone red over dark red paint job with match painted red disc wheels, the car emits a classy presence with its excellent color choice and lustrous paint. The Lester whitewall tires appear to be in excellent shape giving the car a very period correct look. The interior has been adorned in saddle colored leather which compliments the red paint nicely. The wood and glass are also in fine condition rounding out the vehicle's overall excellent shape. The tan colored canvas top is also in great condition and includes a cover for when the top is down. The maintained engine bay and undercarriage are also in tidy shape. Mechanically, the car runs well and is prepared for enjoyment on scenic drives. The car will include the canvas top cover as well as side curtains for the doors. As an excellent addition, this vehicle

comes with a full rebuildable spare 1926 engine core and transmission.

One of the sportiest roadsters built by Packard, this 236 roadster was marketed for the active enthusiast considering it has a built in golf bag compartment. Still to this day, the car employs a sleek flowing look when compared to its competitors of the same era. Being one of the more expensive cars of its time, the Packard Standard Eight 236 Roadster is a rare car today with not many openly found in existence. This is surely a wonderful opportunity to own one of the smoothest driving and sportiest looking roadsters from the 'Roaring Twenties.'

\$80,000 - 110,000



186

Formerly the Property of Richard Winer

1933 PACKARD SUPER EIGHT COUPE ROADSTER

Chassis no. 750433

Engine no. 750433

384ci Side-Valve Inline 8-Cylinder Engine

Single Carburetor

145bhp at 3,200rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Servo-Assisted Drum Brakes

- *High quality Packard from the peak of the classic era*
- *In same ownership for over three decades*
- *CCCA Full Classic™*
- *Long time Florida car*



THE PACKARD EIGHT



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

While the 1933 Packards were wonderfully made and styled automobiles - it was only a

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

Built on the 142-inch wheelbase, the model 1004 Super Eight was offered with 13 individual body styles, this being the rakish Coupe Roadster, which would have set its original owner back the sum of \$2,870.





THE MOTORCAR OFFERED

A long time Florida car, this Super Eight Coupe Roadster comes to market having been secluded for more than 30 years of its last ownership with the author Richard Winer. A World War II Veteran, Mr. Winer was best known for penning the book and documentary about the Bermuda Triangle, titled *'The Devil's Triangle'* in the 1970s. In his later years in Broward County, he was a flag bearer for a number of causes which he felt would either enhance his neighborhood or protect its demise. He was a keen proponent of the merit of showing and displaying the cars, planes and other artifacts from his youth as a way of educating the next generation. In addition, he was also part of the Historic Flagler Station group.

Garage stored in recent years, the Packard

has responded well to recommissioning, with its gas tank cleaned out properly, the carburetor and fuel pump rebuilt, and cooling system flushed out and is reported to be back in full driving conditions. It has been reshod with a fresh set of tires, and the aesthetic condition has been sympathetically attended to, with the paintwork and chrome freshly cleaned and buffed. The deep green interior leather appears to be an older refurbishment of the front seats, while the rumble seat has a patina suggesting that it may well be the original, and is in well preserved, yet serviceable, order.

A sound basis for driving and touring, or potentially for refurbishment, this is a good honest example of the model deserving of close attention.

\$150,000 - 175,000



187

1954 SUNBEAM-TALBOT ALPINE ROADSTER

Coachwork by Thrupp & Maberly

Chassis no. A3013546/LRX

Engine no. A3013546/LRX

2,267cc OHV Inline 4-Cylinder Engine

Stromberg Down-Draft Carburetor

92bhp at 4,200rpm

4-Speed Manual Transmission with Overdrive

Independent Front with Live Rear Axle Suspension

4-Wheel Hydraulic Drum Brakes

- Beautifully restored example of the elegant Sunbeam-Talbot Alpine Roadster
- Drophead coachwork by renowned coachbuilders Thrupp & Maberly
- A model appreciated when new by the likes of Sir Stirling Moss, Cary Grant and Grace Kelly
- Retains matching numbers engine



THE SUNBEAM-TALBOT ALPINE

Hand-built by the old London firm of Thrupp and Maberly - coachbuilders by appointment to Queen Victoria - the Sunbeam-Talbot Alpine was produced in limited numbers. Unveiled in early 1953, its model name was chosen to celebrate the company's successes in the difficult winter-time Alpine Rallies of the early 1950s. This design achieved immediate success, winning a Coupe des Alpes trophy in the 1953 event with London theater director Shiela van Damm and navigator Anne Hall, the duo completing the event without any penalties. Famed drivers Sir Stirling Moss and John Fitch also rallied successfully in Sunbeam Talbot Alpines, and the Alpine was chosen as Cary Grant and Grace Kelly's dapper ride in the popular movie *To Catch a Thief*.

THE MOTORCAR OFFERED

This elegant and rarely seen 1954 Sunbeam-Talbot Alpine Roadster presents in beautiful condition after having received restoration work and upkeep over the years. The Thrupp & Maberly hand-built coachwork is finished in a very period appropriate Cream color, while the interior is trimmed in matching colors with brown carpets. Color-coded wheels with chrome trim rings and white wall tires round off the very elegant overall look of the British Roadster.

Accompanying the sale are the original owner's manual, a workshop manual, other period paraphernalia, spare tire, jacking tools and side curtains. Suitable for local car shows, Cars and Coffee events, or simply as a weekend touring car, this Alpine is a rare

British jewel certain to turn heads wherever it appears. One can just imagine Cary Grant and Grace Kelly touring around in a model like this in period.

\$60,000 - 80,000



188

1966 ALFA ROMEO 1600 DUETTO SPIDER
Design by Pininfarina

Chassis no. AR661927

Engine no. AR00536.10700

1,570cc DOHC Inline 4-Cylinder Engine

2 Weber Carburetors

92bhp at 5,800rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Disc Brakes

- Beautiful example of the Iconic 'Graduate' - era Spider
- The original round-tail, 'cuttlefish' Spider Duetto
- Battista Pininfarina's final design
- Excellent Spider with brisk performance for hot summer nights



THE SPIDER DUETTO

'A true sports car of impeccable manners and considerable performance.' – *Motor Sport* on the Alfa Romeo Duetto, 1967.

A modern classic by Pininfarina, the simple yet elegant Spider bodywork that premiered on the 1966 Duetto would prove enduringly popular after a rather critical initial reception, lasting well into the 1990s. Under the skin, the Duetto's mechanicals were essentially those of the 105-Series Giulia saloon, with independent front suspension, coil-suspended live rear axle and four-wheel disc brakes. The power unit was the 1.6-liter version of Alfa Romeo's classic double-overhead-camshaft four as installed in the Giulia Sprint GTV. Performance fully matched the Duetto's stunning looks, with 60mph reachable in around 11 seconds and a top speed of 116mph.

Testing a Duetto in 1967, *Motor* magazine noted that import duties had inflated the price somewhat, commenting: 'Nevertheless, the individuality of the car, the sheer fun of driving it and the fact that it does certain things better than other sports cars will probably tempt some people into paying the extra.' The model achieved worldwide public recognition after starring alongside Dustin Hoffman in the film, *The Graduate*, but was produced for only two years before being superseded by the 1.8-liter '1750' Spider Veloce in 1967.

THE MOTORCAR OFFERED

The beautiful Spider Duetto offered here belongs to the 1st Series, known popularly as the 'osso di sepie' (cuttlefish bone) - a reference to its curved profile and rounded rear bodywork. The Battista Pininfarina-penned Alfa is finished in an appropriate Dolce Crema exterior color and trimmed with a rich Burgundy interior. A wood-rimmed steering wheel is fitted, and Ansa exhaust tips gives the delightful Spider a nod to its performance capabilities. A true classic sportscar, this Duetto is offered with jack and tools, and has a clean and detailed appearance throughout. As the Alfa brand revitalizes itself in the U.S., here is a fine example of the car that helped create its following, which should provide a budding enthusiast with much summer fun at an entry level.

\$25,000 - 35,000
WITHOUT RESERVE



189

1978 TOYOTA LAND CRUISER FJ40

Chassis no. FJ40-293604

4,230cc OHV Inline 6-Cylinder Engine
 Single Carburetor
 125bhp at 3,600rpm
 4-Speed Manual Transmission
 Leaf Spring Suspension - 4-Wheel Drive
 Front Disc - Rear Drum Brakes

- *Classic example of Toyota's off-road icon*
- *Striking example refurbished to factory specifications*
- *Period-appropriate in Olive OEM exterior color with white roof*
- *Excellent companion for the Copperstate Overland tour*



THE LAND CRUISER

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

Introduced in 1960, the FJ40 and its variants remained in production for a quarter century, the kind of longevity that demonstrates true value, quality and utility. They became indispensable in unsettled and remote areas of the world, hauled safaris through Africa, developed a devoted following among America's off-road culture and have spawned a host of imitators. Toyota itself paid its homage to the model

in 2004 when it introduced the retro-styled FJ Cruiser to capitalize on the continuing image and popularity of the Land Cruiser some twenty years after the original's production run ended.

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

THE MOTORCAR OFFERED

Manufactured 'Just-in-Time' at the Toyota plant during November of 1978, this iconic 2-door Hard Top FJ40 is presented in the period correct and striking Olive exterior color, neatly accented by the iconic white roof. It is evident that both cosmetic and mechanical refurbishments have been carried out on the classic Toyota truck over the years, while original chassis plates and factory decals are present on the car today. The Land Cruiser FJ40 draws loads of attention from onlookers, who admire it with a sense of contented approval - it is a crowd pleaser and should also be eminently capable when the road turns to a mere path impassable by lesser vehicles. Offered here is a wonderful example of Toyota's legendary Ute, perhaps the original "Sport Utility".

\$40,000 - 60,000
WITHOUT RESERVE



190

1988 MERCEDES-BENZ 560SL

VIN. WDBBA48D0JA090068

5,549cc SOHC V8 Engine

Bosch Fuel Injection

225bhp at 5,200rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Less than 17,300 miles from new and highly original condition throughout
- Retained by its original owner for decades
- High-quality, end-of-the-line Mercedes-Benz icon
- Offered with original owners manuals, keys and factory hard top



THE MERCEDES-BENZ 560SL

When Mercedes redesigned its famed SL in 1971, there was a lot of equity behind it - after all, when the incomparable 300SL Coupe and Roadster were built fewer than 20 years before, they set the world on fire. In 1963, the next-generation 230/250/280SL brought Mercedes' sports car down to earth, replacing both the incredible 300SL and four-cylinder 190SL. For the next SL, Mercedes started with the chassis of the mid-size "W114/115" model and added the motors from the large "W116" S-Class. The result was a luxurious V8 Convertible that ended up being the longest passenger car series ever produced by Mercedes to date. Despite its age, the final iteration, the 560SL, remained a prized automotive status symbol and an iconic part of the brand's lineup.

THE MOTORCAR OFFERED

This highly original 1988 model-year 560SL was completed at the Mercedes-Benz plant during the Spring of 1988 and sold new on July 18th, 1988 to its original Lake Forest, Illinois owner, by Knauz, the local Mercedes-Benz dealer. The original Warranty Registration Card found in the owner's manual assembly confirms this, and the Carfax report on file documents the car as having been owned by the same owner up until at least 2010. Today, the car presents beautifully in its factory Signal Red exterior paint color with a fitted soft top and original tan interior. Furthermore, it is accompanied by its factory hardtop. The car has been the recipient of recent service and detailing by a professional Pennsylvania-based shop.

This exceptional 560SL has been carefully

enjoyed and preserved in its original condition since new and is accompanied by original paperwork such as the owner's manuals in pouch, original keys, new car delivery tags, and a Mercedes-Benz first aid kit. The original Becker Grand Prix radio remains in situ, as do the original factory decals, ID plates and markings. With less than 17,300 miles from new, this 560SL presents in extremely well-preserved, highly original condition. As such, this high-quality Mercedes-Benz from the penultimate production year of the legendary model is ideally suited for open top touring with nearly all the power and amenities of a modern car. All the while, the R107 is uniquely elegant and stylish in a way only a classic Mercedes-Benz SL can capture.

\$45,000 - 65,000
WITHOUT RESERVE



191

1901 OLDSMOBILE MODEL R CURVED DASH RUNABOUT

Engine no. 6269

95ci Single-Cylinder Engine

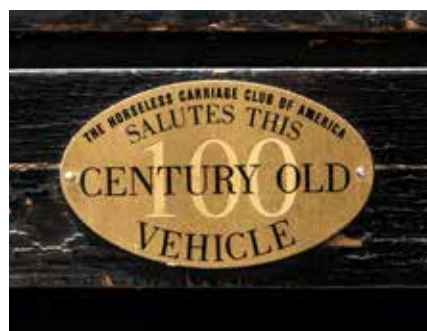
7bhp at 600rpm

Single-Speed Planetary Transmission

Full Length Leaf Spring Suspension Front and Rear with Solid Axles

Single Mechanical Drum Brake on the Axle

- *Veteran Car Club Dated*
- *1901 date providing early start for London to Brighton Run*
- *Perfect for Horseless Carriage tours*
- *Well-maintained, usable example*





THE OLDSMOBILE CURVED DASH

Quite literally, a Curved Dash Oldsmobile was what the old popular song called "My Merry Oldsmobile." If ever a car was cheap and cheerful, it was the simple and very effective Oldsmobile Model R, single-cylinder runabout. Although the concept of mass production wasn't entirely new, Oldsmobile used the principle with the Model R to turn out 425 cars in 1901, approximately 2,500 in 1902 and an estimated 3,924 units in 1903. That production also made Ransom Olds a very wealthy man. The Model R's horizontal single-cylinder engine was mounted under the body and drove the rear axle via a chain from a two-speed transmission. Suspension was very basic, with transverse leaf springs front and rear. A floor mounted pedal operates the transmission break and throttle is also controlled by pedal. Steering was by a right-side-mounted tiller.

THE MOTORCAR OFFERED

The 'CDO,' as they're known, has been in the present ownership for more than a decade and was previously owned for many years by John 'Jack' Hanson of Manistee, Michigan, a noted brass era collector who passed just earlier this year. In Hanson's custody, the Olds was officially dated by Veteran Car Club of Great Britain and by merit of its early specification, was awarded a 1901 date. He had last used it on the famed London to Brighton Run in 2011. That event, one of the longest established of any motoring gatherings, brings together more than 400 cars each normal year, with the cars ordered by increasing age and the earliest starting first. This car's 1901 age provides its owner with the important advantage of being roughly within the first quarter of the pack, allowing them to get ahead of the traffic.

The car presents as an older restoration which provides a pleasingly patinated condition sympathetic to its era, while under the skin the running gear had proved to be reliable on a number of successful London to Brighton runs. The car remains in ready to use order and a particularly nice detail is a period Michigan license plate. This is an entry level Veteran car which provides its owner lots of opportunities, being eligible for Horseless Carriage Club and Veteran Car Club events among others. As one of the icons of early motoring, it could simply motor around as head turner on the road or conversation piece in any collection charting the history of the automobile.

\$50,000 - 60,000



192

1936 PACKARD TWELVE 1708 DUAL COWL SPORT PHAETON

Chassis no. 904299
Engine no. 904214
Body no. 204 (see text)

473ci Flathead V-12 Engine
Single Stromberg Dual Downdraft Carburetor
175bhp at 3,200rpm
3-Speed Manual Transmission
Independent Coil Spring Front and Leaf Spring Rear Suspension
4-Wheel Vacuum Servo-Assisted Internal Expanding Drum Brakes

- Great Car for CCCA events
- Highly desirable Sport Phaeton coachwork
- Well presented older restoration
- Large and capably touring car



THE PACKARD TWELVE

Today, many regard the Packard Twelve as second only to Duesenberg as the finest American car of the classic era. Many would even argue that Packard surpassed Duesenberg in styling and some engineering details. Certainly, a single drive in a Packard Twelve is sufficient to convince even the most stubborn doubters of its greatness.

Packard beat its rivals to the big V-engine wars by decades as they introduced their first twelve-cylinder car in late 1915. The original Twin Six was an engineering tour de force and placed Packard on a level that was difficult for its rivals to emulate. This engine was eventually replaced by another Packard masterpiece: the Straight Eight in 1924. With Cadillac's introduction of the V16 in 1930, Packard knew they needed a big V

to compete. For 1932 they introduced a new masterpiece: the Twelve, or as it was called for 1932 only, the Twin-Six. This engine was as beautiful to behold as it was to hear run: the motor had an architectural look many thought would be employed only by the likes of Bugatti and Voisin. The faceted edges of its complex valve covers would become an instantly recognizable icon of the classic era.

For all its exterior beauty, the real beauty was in its exquisite driving performance. The motor felt as if it had limitless power while at the same time being smooth and whisper quiet. Even today, drivers do not feel at a disadvantage on any modern road or highway with a Packard Twelve.

Packard was able to adapt and survive throughout the difficult years of the Great Depression. The Twin Six became the Twelve in 1933 and survived until 1939. In these years the Twelve would serve as the basis for some of the most spectacular and coveted custom coachwork of the classic era; the Packard Twelve bodies by Dietrich and LeBaron are now considered to be masterpieces of automotive styling.





THE MOTORCAR OFFERED

This particular Packard V12 was built in the last year of Sport Phaeton production for the V12. Unfortunately, the early history of this particular car seems to be unknown at the time of cataloguing. The earliest known ownership of this car belongs to its time within the collection of Tom Barrett in the 1980s. It is believed that he sold the car by the end of the decade.

On a recent inspection, this particular Packard V12 was found to be in good overall condition. One of 718 V12 Packards, the car body number is 204 which is low within the series. This appears to be in the range of numbers that would be allotted to Sport Phaeton production. The car shows to be very correct, however, the chassis tag is a reproduction. As a result, Bonhams is

not able to say for certain if the body fitted started life on this chassis. The detailing work and fitment seem to be correct, and from the visual inspection, the body appears to be an original piece of Packard coachwork.

Recently, this car was inspected by a Bonhams Specialist. It presents very well as an older restoration. The Packard Blue with cream pinstriping is a fitting color for a sport phaeton. The tan leather interior is also in good condition overall.

Anyone who has spent time in a V12 Packard will tell you that they are an absolute joy to drive. Supernaturally smooth and with plenty of torque, they are wonderful touring cars. This V12 is an especially enticing proposition as it is fitted

with one of Packard's most desirable body styles. It would be a wonderful car to have on CCCA or AACA tours, or equally be a welcome addition to a car collection.

\$200,000 - 250,000



193

Ex-Nick Smith Collection

1964 DODGE 330 HEMI LIGHTWEIGHT

Chassis no. 6142229092

426ci Hemi V8 Engine

Dual Offset Holley Carburetors

425bhp

3-Speed 727 Torqueflite Racing Automatic Transmission

Independent Front with Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- One of 55 A864 lightweight cars for the model year
- Aluminum & Magnesium parts from the factory
- Stored & unused from 1966 - 2006
- Galen Govier documented
- Sold new at Mr. Norm's Grand Spaulding Dodge



THE DODGE 330

The all-new "B" body platform for Plymouth and Dodge greeted the public eye in 1962. Based on a scaled down version of Virgil Exner's early works, the B-Body was a result of a misunderstanding from Chrysler's then-president that Chevrolet would be downsizing their cars for that model year. Left in a scramble, Chrysler's designers, under the direction of Elwood Engel, were forced to take the then-planned design and revise it to accommodate a shortened chassis. The result left Dodge and Plymouth marketing smaller "full-sized" cars that both the public and the motoring press found stylistically awkward, yet it was quickly learned that these smaller more lightweight cars, when fitted with a V8 motor, gained an advantage over the larger cars from Ford and General Motors when it came to motorsport.

The Hemi-powered Dodges, now 426ci, outclassed their competition at Daytona in February of 1964. Though the primary goal was to break Ford's grip on NASCAR and USAC speedway and road course competition, a secondary goal was to dominate drag racing. Among the early B-bodied Dodges was a bucket-seat sporty model called the 330. The 330 of 1964, sat beneath both the mid-trim 440 and high-trim Polara, but just above the A-body platform Dart. When assigned engineering number A864, it took the early theme of "adding lightness and power" to an entirely new level.

Option code A864 turned the simple 330 platform into a powerful contender. Building on previous packages, the Hemi models traded steel components for those of

aluminum wherever possible- this included the hood, scoop, front bumper, fenders and doors. An aluminum intake with dual offset Holley carburetors and chrome valve covers dressed the Hemi block. The engine, with 12.5:1 compression, was backed by a race-prepped 727 TorqueFlite heavy-duty automatic transmission operated by pushbuttons in the dash. The exhaust system used factory cutouts, one transverse-mounted muffler, and a single exhaust exit. Interiors included factory lightweight bucket seats with lightweight brackets, red carpeting and radio/heater-delete plates. The battery was moved to the trunk- the rear seat was deleted. The side windows were made from thin plastic and the rear window was made from lightweight Plexiglas. Magnesium wheels, by American Racing Torq-Thrust, were mounted at the front.





THE MOTORCAR OFFERED

This particular 330 on offer, chassis 9092, is one of the special-order A864 lightweight cars and one of 55 created in the spring of 1964. This example, thanks to documentation in its file, is known to have sold new at Mr. Norm's Grand Spaulding Dodge in Chicago, Illinois. Little is known of its early life but what is known suggests that some time around the late 1960s (approx. 1966), 9092 was placed into storage in the southern United States where it remained until roughly 2006. It's at this time that chassis 9092 was acquired by leading muscle car collector, Nick Smith, who immediately commissioned a restoration and thorough inspection of the car by Mopar historian, Galven Govier. It is believed that chassis 9092's engine, though having been decked and in doing so, no longer carries

any identifiable stampings, is the original unit to the car. The sale of this 330 Lightweight will be accompanied with a worthy history file, various invoices, and the aforementioned Galen Govier report.

B-body platform Mopars saw great success in motorsport in both the 1960s and 1970s. A notable 330 Lightweight, finished in the iconic "Color me Gone" livery, won the NHRA Top Eliminator title at the Winter Nationals in 1964. By the mid-1960s the 330 chassis would be discontinued and Charger and Roadrunner would soon take over as the leading B-Body offerings. Both, when outfitted as Daytona and Superbird, went on to continue Mopar's dominance on the track. The purpose-built 330 Lightweight represents an important historical step

in American motorsport history making chassis 9092 a suitable candidate for any great collection.

\$150,000 - 200,000



194

1915 STEVENS-DURYEA D-SIX TOURER

Chassis no. 30089

Engine no. D-202

460ci 6-Cylinder Side-Valve Engine

Single-Carburetor, Dual-Ignition

46bhp

3-Speed Progressive Transmission

4-Wheel Semi-Elliptic Leaf Spring Suspension

2-Wheel Mechanical Brakes

- *Believed to be one of three remaining Five Passenger touring cars*
- *Eligible for both HCCA and CCCA events*
- *Veteran of numerous tours and events*
- *A very high quality American car*
- *Original electric starter/generator (first year)*



STEVENS-DURYEA

The Duryea name is as important as any in the history of the American automobile. The first American gasoline automobile rolled out of their small workshop in Springfield Massachusetts. Not just tinkers, the brothers Duryea formed the Duryea Motor Wagon Company and began production of their ground-breaking automobile soon after. The brothers fell out before the close of the century and went off in their own direction. Frank, arguably the better engineer, wisely teamed with the Stevens Arms Company. The superb capabilities the Stevens company possessed allowed Frank's designs to quickly take form.

First generation Stevens-Duryea cars were produced between 1901 and 1906. Built on a 69-inch wheelbase, they were powered

by a horizontally opposed two-cylinder engine originally rated at five horsepower. The cars featured an unusual mechanism that permitted the driver to start the engine while seated instead of by direct cranking. Steering was by tiller. After 1903, a three-speed sliding gear transmission was used and the 1904 model, with its engine now rated at seven horsepower, boasted a new three-point engine mounting.

In 1905, Stevens-Duryea produced its first four-cylinder; and a huge six-cylinder model, priced at \$5,000, followed in 1906. That same year, Stevens-Duryea became a separate company from J. Stevens. During the years that followed, Stevens-Duryea cars became increasingly impressive and expensive. Then, in 1915, the Westinghouse

Corp. bought the company and used the factory to produce war material. After the Armistice, a group of former executives bought Stevens-Duryea and resumed car production. The new six-cylinder models that they offered were priced as high as \$9,500...right up there with Pierce-Arrow's most expensive cars.

In 1913 Stevens-Duryea introduced the C-Six. A modern motorcar that was built on the superb six-cylinder chassis. Extremely well engineered these models were competitive with Packard and Pierce-Arrow 48hp offerings. For the 1915 model year, an electric starter/generator was added and the steering wheel moved to left hand drive. Other changes included new style cowl lights and tail light with all brightwork nickel plated.





THE MOTORCAR OFFERED

Originally purchased new by Charles Chase of San Diego in 1915, this car still retains its original registration tag. It is the 89th car built that year and is believed one of 3 five passenger touring cars that remain extant. The car was found in a Southern California orchard in the late 1940s and was restored by John Ogden. Mr Ogden enjoyed the car for its touring capabilities, and in 1960 he served as the National President of the HCCA. The car had remarkably remained in San Diego, CA for over 100 years. This Stevens-Duryea has not been restored again, and still shows the placards of many Horseless Carriage Club tours that the car has participated in.

In 2016 the car was acquired by the consigner from the grandson of Mr. Ogden

after spending nearly 70 years in the family's ownership. The car was not running when purchased and had been sitting for a few years. The problem was found to be a bad coil and when a temporary modern coil was installed, it started right up. An electric fuel pump was added as well to help the original gravity fuel flow. Other than these additions, the engine has good compression and all of its original parts including a rare Stevens-Duryea factory carburetor. The car now starts, runs and drives. It has good road manners, but before safely taking on a tour, it will need further clutch and brake adjustment.

Included with the car is an original Owner's Manual and extra parts including a new oil pan, new spark plug "cups", new wood

steering wheel, and a restored original radiator badge. The correct cowl lights were sourced and are included along with a beautifully restored set of headlights in the correct nickel finish. This 106 year old motorcar is perfect for enjoying brass era touring.

\$85,000 - 115,000



195

1907 REO 8HP MODEL B TWO/FOUR SEATER RUNABOUT

Engine no. 6174

106ci Single Side-Valve Engine

Single Carburetor

Approx. 8hp

2-Speed Planetary Gearbox

$\frac{3}{4}$ Elliptic Leaf Spring Front and Full Elliptic Leaf Springs Rear Suspension

External-Contracting Rear Wheel Drum Brakes

- A fine example of the successor company to Olds's Oldsmobile
- Older restoration, formerly awarded with AACA prize
- Once owned by noted enthusiast J. Murchio
- Usable light car for HCCA and other events



THE MOTORCAR OFFERED

When Ransom Eli Olds parted company with backers the Smith family with his original namesake entity, Oldsmobile, it was first thought that he would retire, but not long after he founded the R.E. Olds Company and when that upset the Smiths it was abbreviated simply to REO, or Reo Motor Car Company. He began producing 16hp Two cylinder cars and quickly these were joined by a 7½ hp Single as offered here, both of which proved to be very popular – it's worth noting that REO were second only to Ford and Buick in production terms by 1907.

This example of the ever-popular REO is understood to have been owned by pioneering restorer and collector, Joseph Murchio, who ran an automobile museum at Greenwood Lake, New York from 1945

for two decades. Coincidentally, He also restored the Hudson Mile-A-Minute in the Lange Collection in today's sale. It was purchased from Murchio by Ralph Snyder of Mt. Joy, Pennsylvania, who elected to restore it himself, with Earl Brightbill of Rheems Lumber & Millwork rebuilding the wooden body. That restoration was completed in 1955, and the car was subsequently shown at a National AACA Show in Pottstown, Pennsylvania, winning a First Junior Award, which it still wears to this day. The AACA have confirmed to the current owner that it is assigned with low number 509 in their system.

From Snyder, the REO passed to Louis Bleacher, a school-teacher from Millersville, and on his death in 1996, the car was

acquired by the former owner Patrick Egan of Lancaster, Pennsylvania at the sale of Lou's Estate sale.

In those two past ownerships, which account for many decades of custody, both gentlemen cherished and preserved the car, such that the now 65 year old restoration has stood the test of time remarkably well. Now showing a rather charming patina of condition, it remains in running order and would be a welcome entry to AACA or Horseless Carriage Club of America events.

**\$20,000 - 30,000
WITHOUT RESERVE**



196

1915 REO MODEL ST 5 'THE FIFTH'
FIVE PASSENGER TOURING

Chassis no. 73753

240.5ci F-Head 4-Cylinder Engine
Single Carburetor
35bhp3-Speed Manual Transmission
Solid Front Axle with Semi-Elliptic Leaf Springs and Live Rear Axle
with Three-Quarter Elliptic Leaf Springs
Rear-Wheel Mechanical Drum Brakes

THE MOTORCAR OFFERED

By 1912, Ransom Eli Olds was 48 years old and ready to depart the car business having successfully founded two thriving manufacturers. As his "Farewell Car" he brought out the "REO the Fifth". In describing the car Olds said simply, "I shall let it stand as my topmost achievement." It was to be the cumulative result of R.E.'s quarter century in the car business. A rather advanced car for the time, it featured a centrally mounted sliding gear transmission—rather than an outboard lever—and pedal for both the service and parking brakes. The former's operation was incorporated into the clutch pedal with half way activating the clutch and full tilt engaging the brake.

This remarkable example of 'the Fifth' was purchased new and owned by a family in

Binghamton, NY for just shy of 50 years. It would have cost them \$1,050 when new. As the father of the family aged, the REO wasn't used much and was primarily stored in a barn. When the patriarch of the family died, his son decided to get the car out and take it to a local car show in Binghamton. Unfortunately at the show, the car's gas line was not turned off properly and the car got caught in a quick fire, albeit luckily, only the canvas top and wood header above the windshield were singed. At that point, the canvas top and wood header were properly replaced.

The second half of its more than a century of life was spent with the second owner, Glenn Crater of Kinnelon, NJ who purchased the car in the early 1960s after being told of

the REO by a neighbor who had previously lived in Binghamton. Throughout, it is clear that this has been a very well-loved car, preserved and yet enjoyed by Glenn and his wife, who participated in many "week long" driving car tours in Canada, New York and New Jersey, many of these trips as part of the New Jersey chapter of his car club.

\$12,000 - 15,000
WITHOUT RESERVE



197

1954 MG TF ROADSTER

Chassis no. HPD46/5454
 Engine no. XPAG/TF/35436

1,250cc MG OHV 4 Cylinder Engine
 2 SU Carburetors
 Approx. 58hp
 4-Speed Manual Transmission
 Front Independent Suspension – Live Rear Axle
 4-Wheel Drum Brakes

- Well sorted MG TF
- Veteran of numerous tours and events
- Attractive old English white color scheme
- Well documented history files
- From the estate of David Shelburne



THE MOTORCAR OFFERED

Although MGs had been available in the United States in the 1930s, the marque's great popularity really began after World War II. The classic TC model, with its large wire wheels, right-hand drive, and exposed rear fuel tank, was regarded as the quintessential British sports car. By 1952, MG became the best-selling import in America.

By 1953, however, the TD was beginning to look old fashioned, as competitive sports cars from Triumph and Singer entered the field. To compete, the TD was given an evolutionary makeover, with a swept-back radiator grille and more sweeping fenders. Headlamps were nestled into the inner surface of the front fenders.

Introduced in October 1953, the new TF

model was mechanically based on the earlier MG TD with the same XPAG 1,250cc engine, but with various upgrades for better performance. A taller standard final drive ratio was better suited to American highways. While TD production had reached nearly 30,000, the comparatively short lived TF 1250 run came to just 6,200. An additional 3,400 were added in 1954 and '55, along with the TF 1500 with a 1,466cc motor.

This particular MG TF was acquired by David Shelburne in 1988. It was purchased from Dick Accountis out of Pataskala, OH and has since served him well on numerous MG tours. Some of the tours that it has participated in included the 1990 Circuit of Britain and the 1996 Run Around the Rock, in Newfoundland, Canada. As David and his

wife Ellen were avid videographers and these journeys were well documented in the several DVDs; "Great MG Road Trips."

The car has been kept in very good condition and is accompanied by a large history file. The little MG is sure to bring its next owner years of enjoyment. It presents very well in white with green leather upholstery. MG TFs are great drivers cars. They are impeccably balanced and truly enjoyable to drive. This well sorted MG TF should be a welcome addition to any car enthusiast's garage.

\$20,000 - 30,000
WITHOUT RESERVE



198

1973 BMW 2002 CABRIOLET
Coachwork by Karosserie BaurChassis no. 2796017
Engine no. 27960171,991cc SOHC Inline 4-Cylinder
Single Carburetor
100bhp at 5,500rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
Front Disc and Rear Drum Brakes

- *Iconic BMW cabriolet*
- *Rare and desirable Baur version of the 2002 model*
- *Sold new to Belgium*
- *In the present ownership since 1987*



THE BMW 2002

The foundation of BMW's post-war resurgence was the Neue Klasse four-door 1500 saloon and its derivatives, the company capitalizing on their success with the launch of a revised two-door range in 1966. All variants came with the Munich firm's dependable, single-overhead-camshaft, 1,573cc, four-cylinder M10 engine under the bonnet, which despite its humble origins would go on to form the basis of a turbo-charged 1,000-horsepower Grand Prix unit and Formula 1 World Championship winner. Demands for increased power, enter the 2002. The larger, 1,990cc engine produced 100bhp at 5,500rpm in single-carburetor configuration and 120bhp on twin Webers when installed in the 2002Ti. An immense commercial success for the German manufacturer, some 349,000 BMW 2002s of all types had been sold by the time production ceased in 1976.

THE MOTORCAR OFFERED

This lovely open-top 2002 is one of just 2,517 Cabriolets coachbuilt by Baur. Featuring a three position top composed of two pieces—a removable targa roof and a folding rear quarter, this is the ultimate expression of wind-in-your-hair motoring combined with the nimbleness for which the 2002 is famous.

Manufactured in July of 1973 and delivered new to Belgium, it was acquired near Leuven by the current owner in 1987 and promptly shipped to the United States making it—then and now—one of the few Baur Cabriolets to make it to American shores. Pictures of the car at the port prior to shipment show it very much in the condition it presents today in Golf Yellow with black interior. Upon arrival in the United

States, it joined the owner's collection and was serviced regularly. Laid up for the last seven years, the Bimmer is ready for some recommissioning to bring it back to its former self. Given the rarity of these droptop 2002s, you're all but guaranteed to not see yourself heading the other direction!

\$25,000 - 35,000
WITHOUT RESERVE



199

1955 MERCEDES-BENZ 300B CABRIOLET D

Chassis no. 186014 5500247

Engine no. 86.020.5500260

2,996cc SOHC Inline 6-Cylinder Engine
 Dual Downdraft Solex Carburetors
 125bhp at 4,500rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Vacuum-Assisted Drum Brakes

- In the present ownership since 1963
- Older restoration work by Paul Russell and Automotive Restorations
- One of only 59 300b Cabriolet Ds produced in 1955
- The top-of-the-line Mercedes-Benz model



THE MERCEDES-BENZ 300 'ADENAUER'

"A Continental test on a (Mercedes-Benz 300) production model recently made available by the manufacturers shows that the car now challenges the best produced anywhere in the world today. There are still very few saloon cars which are capable of a mean speed of over 100mph, but to obtain this result on a five/six-seater saloon car with generous room for passengers and luggage, using an engine of three-liter capacity said to deliver only 114bhp, is a notable achievement." - *The Autocar* magazine, May 1952.

Introduced at the Frankfurt Auto Show in 1951, the Mercedes-Benz 300 owed the design of its independently suspended oval-tube chassis to the 170S of 1949 and would later on provide the mechanical basis

for the incomparable 300SL sports car. Additional refinements appropriate for the company's top-of-the-range luxury saloon included an improved steering mechanism and remote electrical control of the rear suspension ride height. Initially developing 115bhp (DIN), the 3-liter, overhead-camshaft six-cylinder engine was increased in power for succeeding models, producing 125bhp in the 300b built between March 1954 and August 1955. Other improvements included larger brakes (with servo-assistance from 1954) optional power steering and three-speed automatic transmission as standard on the 300d. Conservatively styled, the Mercedes-Benz 300 was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds. Priced at DM24,700 in 1954, the

300b Cabriolet D was among the world's most expensive - if not the most expensive - automobiles of its day.

"To the characteristics of high performance, impressive appearance and fine detail finish which distinguished the big Mercedes models of pre-war days are added new virtues of silence, flexibility and lightness of control, while the latest rear suspension, a product of long experience on Grand Prix cars and touring cars, confers a degree of security at high speeds on rough and slippery surfaces which it would be very difficult indeed to equal," observed *The Autocar*.





THE MOTORCAR OFFERED

This rare and gorgeous Convertible D was delivered new to the United States and has been in its present ownership since 1963. When the car was purchased, it was at a repair shop on the Jericho Turnpike in Long Island, New York, where it had been sent by its then owner, a TWA pilot who regularly parked it at Idlewild (now JFK) airport. While it was among the most expensive cars on the market when new, eight years hence it was available for \$2,225—a still princely sum. Acquiring the car with a loan from his boss, the luxurious four-door convertible became his daily driver for the next 12 years, carrying him tens of thousands of miles throughout New York and the surrounding area.

While regularly maintained, as evidenced

by service receipts dating back to the mid-1960s, by 1975 it was time to start restoring the car. The process would eventually extend into a 12 year saga, but some of the starring characters include Gullwing Services Company in Topsfield, Massachusetts—Paul Russell's then-new shop—where the engine was rebuilt from 1980-82 at a cost of some \$10,000, and Automotive Restorations, Inc. in Stratford, Connecticut where substantial cosmetic and further mechanical restoration work was executed from 1982-87. Receipts on file document the entirety of work completed by both of these well known and still existing operations.

By then a collector car, it was no longer a daily driver but still regularly and carefully

maintained with further service records demonstrating the regular care the car received. Stored since 2014, the Mercedes still shows nicely but its restoration has mellowed with age to make it present as a fine driver. While recently fettled, further recommissioning may be necessary before actively touring the car.

A most worthy upholder of the Grosser Mercedes tradition of pre-war years, this rare Cabriolet D is one of only 59 of its type built on the 300b chassis during 1955 out of a total convertible production of 146.

**\$175,000 - 225,000
WITHOUT RESERVE**



200**1939 ROLLS-ROYCE PHANTOM III LIMOUSINE
WITH DIVISION**

Coachwork by J.S. Inskip, Inc.

Chassis no. 3DL20

Engine no. C78B

7,338cc OHV V12 Engine

Single Stromberg Carburetors

180bhp at 3,000rpm

4-Speed Manual Transmission

Front Independent with Live Rear Axle Suspension

4-Wheel Drum Brakes

- In the present ownership since 1970
- Accompanied by substantial records from the current ownership
- Complete with copies of factory buildsheets
- Delivered new to San Francisco and domiciled in the Northeast for over 80 years





THE MOTORCAR OFFERED

According to Rolls-Royce build records, this handsome and elegant Phantom III was ordered new by the wife of San Francisco, California publisher John H. Miller. Purchased through New York retailer J.S. Inskip, on April 12, 1938, the chassis was delivered to the port for shipment on May 7, 1938. Mrs. Miller chose to have Inskip body the car in as a formal, 7-passenger limousine with divider, and she received her completed car on August 8, 1938. Keeping the car only briefly, in April of 1939 she sold the Rolls to Frederick Brewster of New Haven, Connecticut. The Rolls would remain on the East Coast in the Tri-State area until the present. By the late 1960s, the car was in the collection of New York City lawyer and politician Chase Mellen Junior. On August 12, 1970, the current owner acquired the

Rolls from Raimund Corssen Co., Inc. of Oyster Bay, New York for \$5,355 (including tax) according to the original Bill of Sale that accompanies the car.

Naming the car 'Cassiopeia', the Phantom III would be carefully looked after and maintained as evidenced by the reams of receipts dating back to the time of purchase. In the early 1980s, the car was sent to Classic Auto Restoration in Farmington, Michigan for a complete mechanical rebuild. The nine-year process is recorded in the numerous receipts and correspondence on file. Finished in Black and Royal Windsor Blue over a black leather driver seat and beige broadcloth rear compartment, the interior remains in what appears to be remarkably original condition, although the driver's seat

has been fitted with a fabric cover over the slightly worn leather.

Not actively driven in the last seven years, the car has been recently checked over but a thorough vetting is recommended before actively touring. Accompanied by an enormous quantity of receipts and records from the present ownership, the car also comes with service manuals, owner's handbook (reprint), copies of original build records, copy of its Schoellkopf card, and more. Now available for the first time in over half a century, it is an excellent opportunity to acquire a tractable and enjoyable touring car perfect for RROC and CCCA events.

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



Motorcars from the Estate of Robert L. Byers

Lots 201 - 211

Robert Louis Byers graduated from Drexel University in 1965, where he met his beloved wife and lifelong partner in business and philanthropy, Joyce Fritz Byers. An active alumnus throughout his life, Bob later served as a trustee of the university.

Bob was thankful for the opportunity to lead a fulfilling and fascinating life. In 1978, he and Joyce founded Byers' Choice Ltd., which still makes the famous Caroler Christmas figurines in Chalfont, PA.

Bob worked tirelessly to make the world a better place and served on myriad charitable boards and foundations during his life. In Doylestown, PA, he was a co-founder of Bucks Beautiful, the James A. Michener Art Museum, and the Bux-Mont Katrina Relief Project. On the national level, Bob was a member of the board of the Salvation Army for 18 years. In his final years, he was active in the leadership of Care In Action, a Fort Lauderdale-based homeless charity.

Bob had a great passion for Brass and Classic Era automobiles and was a regular participant on the most prominent Concours d'Elegance show fields around the country. Some of the finest American car manufacturing brands are represented in his collection, with many dating back 100-plus years. He had an affinity for the engineering and mechanical importance of these pioneering motorcars, as well as the aesthetic elegance.

Bonhams is honored to have been selected to pass Robert L. Byers exceptional collection of Brass and Classic Era motorcars on to new custodians.



201

1957 FORD E-CODE THUNDERBIRD

Chassis no. E7FH176933

312ci OHV V8 Engine

2x4-Barrel Carburetor

245bhp at 4,500rpm

Ford-O-Matic Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- Offered from the Estate of Robert L. Byers
- Accompanied by the original E-Code 2x4-Barrel carburetor kit with air cleaner
- Equipped with factory Hard Top and many power amenities
- Classic and elegant V8-powered Americana



THE FORD THUNDERBIRD

Conceived to challenge Chevrolet's Corvette sports car, the iconic Thunderbird debuted in October 1954 and was one of the first models produced with Ford's new overhead-valve V8 engine. Introduced in two-seat 'personal car' form, the Thunderbird was intended to appeal to image-conscious younger customers and beat the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement.

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

There were few alterations made for the '56 season, the most obvious being the relocation of the spare wheel to the outside of the trunk in 'Continental Kit' style, while a 312ci, 215bhp Thunderbird Special V8 was added to the engine options. A more thoroughgoing re-style for 1957 saw the adoption of a longer tail section featuring prominent fins. This alteration provided greater luggage space while enabling the spare wheel to be relocated in the boot, a move that would improve the handling. Despite its success, the original Thunderbird concept was soon abandoned and a larger - and slower - four-seat version was introduced for 1958, a move that turned the early two-seater cars into collectors' items almost overnight.

THE MOTORCAR OFFERED

This striking Thunderbird E-Code stems from the final production year of the Classic, two-seat Thunderbird model. As an E-Code, the car had the desirable dual 4-barrel carburetor kit from factory, which the car is offered along with today, including the rare air cleaner. The car joined the Byers collection in 2010, and has since received much restoration work for which there are invoices in the history file. Finished in the period-correct Inca Gold exterior color with matching Hard Top over a black and white interior, the car looks just right. The car is handsomely equipped with many factory power amenities and a classic Town & Country radio. A striking example in every regard, one should be very pleased with this beautiful example of Ford's classic Thunderbird.

\$25,000 - 35,000
WITHOUT RESERVE



202

1957 CHEVROLET BEL AIR RESTO-MOD

Chassis no. VC57B157832

350ci OHV V8 Engine

Single 4-Barrel Carburetor

Est. 275bhp at 5,400rpm

Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Power-Assisted Hydraulic Drum Brakes

- Offered from the Estate of Robert L. Byers
- Upgraded with performance driveline and custom interior details
- Striking red on red and white Pepita livery
- Classic 'Shoebox Chevy' with desirable upgrades



THE BEL AIR

America's best-selling automaker at the time, Chevrolet did not make any major changes to its post-war line-up until 1949, rationalizing the range into two Series - Special (basic) and Deluxe - both of which featured Styleline (notchback) and Fleetline (fastback) body styles. Originally applied to a 2-door Hard Top coupe version of the Styleline Deluxe in 1950, the evocative Bel Air name was subsequently used to signify a top-of-the-range luxury trim level, commencing in 1953, rather than a separate and distinct body style. Top of the Chevrolet range, six Bel Airs formed the 1955 line-up, though the bewildering multitude of engine, transmission, and convenience options meant that a customer could order a vehicle direct from the factory that was tailored specifically to his or her taste.

THE MOTORCAR OFFERED

This 1957 Chevrolet Bel Air 2-Door Hard Top joined the collection of the late Mr. Robert L. Byers a little less than a decade ago and is very much the perfect blend of classic 1950s Chevy styling with more modern performance. The Bel Air has been fitted with a high performance 350ci small block Chevy engine and is cooled by an aluminum radiator. The power is put to the rear axle through a modern automatic transmission. Power brakes and steering makes it a delight to drive, and when admiring the car from the outside, one gets a hint of its enhanced performance from the Cragar S/S alloy wheels, dual exhaust, and antennas. Once inside, a striking and very period appropriate red and white Pepita interior dominates the cabin, while digital instrumentation and a wood

rimmed steering wheel keeps up with the performance theme. The exterior is finished in a sporty fire engine red color, neatly complimented by the iconic, 1957-only stainless-steel rear fender trim. As American as baseball, ice cream, and apple pie, this 1957 Bel Air is the quintessential American Hard Top and the perfect car for custom car shows, cars and coffee events, or to catch a drive-in movie.

\$35,000 - 45,000
WITHOUT RESERVE



203

1941 LINCOLN CONTINENTAL RESTO-MOD

Chassis no. H109553

302ci OHV Ford V8 Engine

Holley 4-Barrel Carburetor

Est. 285bhp at 5,800rpm

4-Speed Automatic Transmission

Mustang Independent Front with Live Rear Axle Suspension

4-Wheel Power Disc Brakes

- Offered from the Estate of Robert L. Byers
- Fully customized Continental, both inside and out
- Equipped with a host of power amenities
- A 1940s styling icon with tasteful performance upgrades



THE LINCOLN CONTINENTAL

Lincoln finally abandoned Henry Leland's superbly engineered V-8 in 1933, becoming an all-V-12 line that year of full size, classically engineered automobiles. To meet the market's need for a lower-priced luxury offering in 1936, Lincoln introduced the Lincoln Zephyr with brilliant styling abundant in art deco details. Featuring an all-steel body with full steel roof, it was powered by a new V-12 engine derived from the strong and proven Ford V-8. Four cylinders were added, and the cylinder angle was changed to 75° to give even firing impulses. Aluminum cylinder heads were employed for better cooling and combustion control. Lincoln remained "all V-12" but with only 267 cubic inches displacement (enlarged to 292 cubic inches in 1940), the Zephyr was economical both to build and to operate.

Lincoln's showpiece in 1940 was the brilliantly styled Continental, a model that has rightfully become a legend among American luxury marques. The first Continental was rushed to completion, and in order for it to be ready in time for its introduction almost all exterior brightwork was eliminated, thus creating the elegant, unembellished styling that became one of the Continental's hallmarks. It continued to be built through the 1948 model year and has been designated as a "Full Classic" by the Classic Car Club of America, one of the very few post-war cars with that honor.

THE MOTORCAR OFFERED

This 1941 Lincoln Continental has been tastefully upgraded to its Resto-Mod mechanical and cosmetic configuration and features custom bodywork modifications done to the roof, as well as a full custom interior with many power amenities such as air conditioning, custom gauges, power windows and locks. Under the hood lurks a powerful Mustang 5.0 high-performance engine, and the chassis has been upgraded with Mustang independent front suspension, a posi-traction rear axle, and 4-wheel disc brakes. The Custom Lincoln resided in Florida before joining the Byers collection and is known to have attracted trophies at various custom car shows. Finished in an elegant dark green metallic color, this powerful and unique Continental would be a great edition to any Hot Rod collection.

\$45,000 - 60,000
WITHOUT RESERVE



204

1932 AUBURN 8-100A PHAETON SEDAN

Chassis no. 8100A7590H

Engine no. GU65529

269ci Lycoming Inline 8-Cylinder Engine

Single Stromberg Carburetor

100bhp at 3,600rpm

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- Offered from the Estate of Robert L. Byers
- Desirable Eight-cylinder Auburn in Convertible Phaeton style
- Striking Green over Creamy Yellow livery
- CCCA Full Classic®



THE EIGHT CYLINDER AUBURN

While the American automobile industry's development in its formative years had been guided by the inventor/engineer, its progress between the wars was shaped not so much by technicians as by entrepreneurs. One such was Auburn boss Errett Lobban Cord, who once admitted to having made and lost \$50,000 three times in the course of his business dealings, and all before reaching the age of 21! When Cord joined Auburn as general manager in 1924 the company was in the doldrums, making more cars than it could sell and heading for bankruptcy. After some Cord-inspired restyling, Auburn sales picked up and the stage was set for the creation of a glorious new automotive empire. In 1925 Cord arranged for Lycoming straight-eight engines to be installed in the existing six-cylinder chassis; sales doubled

for three consecutive years and in 1926 Cord became president of the Auburn Automobile Company.

The eight-cylinder Auburns were soon challenging Stutz for the accolade of 'America's fastest', Al Leamy driving an 8-115 Speedster at 108.46mph over the measured mile at Daytona in 1928 and going on to take the 24 hours record at Atlantic City Speedway. Not only were they outstanding performers, the eight-cylinder Auburns also represented exceptional value for money: at \$1,395 the top-of-the-range '31 Speedster was less than half the price of the equivalent Stutz. "More car for the money than the public has ever seen," reckoned Business Week magazine.

THE MOTORCAR OFFERED

Of the many body styles put forward for the 1932 model-year, the convertible-top Phaeton Sedan was undoubtedly regarded as one of the top-of-the-line offerings. The Auburn Phaetons featured exclusive options including roll-up windows and removable center pillars for a tight seal with the top raised. The fine example offered here is believed to have been restored in California by Randy Ema, noted ACD historian and aficionado. The Phaeton is finished in a lovely dark green body color, with contrasting creamy-yellow fenders and belt line. A rich green interior is fitted, as are dual side mounted spares. The Auburn joined the Byers collection in 2012, and has since been exhibited at Concours events, including the 2014 AACA 'Philadelphia's Cavalcade of Fine Motorcars'.

\$50,000 - 75,000
WITHOUT RESERVE



205

1905 MAXWELL MODEL L TOURABOUT

Engine no. L4281

Water-cooled 2-Cylinder Engine
Single Harrington Carburetor

Est. 12 bhp

2-Speed Planetary Transmission

Leaf Spring Suspension

Rear Mechanical Drum Brakes

- Offered from the Estate of Robert L. Byers
- Pioneering motorcar company funded by JP Morgan
- Advanced and powerful twin-cylinder water-cooled engine
- Equipped with Phare Solar lights and Eight Day Phinney Walker clock



THE MAXWELL-BRISCOE MOTOR CO

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

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

THE MOTORCAR OFFERED

This lovely little 1905 Maxwell Model L Tourabout features an innovative 2-cylinder water-cooled engine, 2-speed transmission, driveshaft and a steering wheel; very much what was to be expected of the modern motorcar for years to come. This Maxwell joined the Byers collection in 2010, and a Horseless Carriage Club of America Century Old Vehicle badge on the cowl indicates the car has been to Brass Car events in the past. The sporting 2-seat bodywork is finished in red contrasted by a cream-colored chassis and matching pin striping. Phare Solar brass headlights are fitted, and inside, a black tufted interior and a Eight Day Phinney Walker clock is affixed to the dash. An electric starter is fitted for the ease of operation.

\$25,000 - 35,000
WITHOUT RESERVE



206

1931 HUDSON GREATER EIGHT BOATTAIL ROADSTER

Chassis no. 924469

Engine no. 45937

234ci L-Head Inline 8-Cylinder Engine

Marvel Type E Carburetor

87bhp at 3,600rpm

3-Speed Manual Transmission

4-Wheel Semi-Elliptic Leaf Spring Suspension

4-Wheel Internal Expanding Mechanical Drum Brakes

- Offered from the Estate of Robert L. Byers
- Desirable, one-year only Hudson Greater Eight Boattail Roadster
- CCCA and AACA Award winner
- Among the rarest Hudsons of all time



THE HUDSON GREATER EIGHT

The American Hudson Motor Car Company took its name from Joseph L Hudson, who provided the finances that enabled a group of experienced ex-Olds Motor Works employees to embark on a new automobile manufacturing venture. Incorporated in February 1909, Hudson built its first car in July of that same year and 12 months later had sold 4,000 units, the industry's best first-year sales record to date.

During 1915 Hudson sold a little under 12,900 cars - some 1,000-or-so less than Chevrolet, by way of comparison - yet in 1916 no fewer than 25,772 Hudson's found customers, an increase of 100%. The reason was the introduction in January that year of the 'Super Six', which had been launched on the back of a series of high-speed demonstration runs made on Long Island in December 1915. With 76bhp on tap, the sidevalve-engined Super Six possessed a

performance demonstrably superior to that of many six-cylinder rivals costing far more.

One of the truly outstanding American cars of its day, the Hudson Super Six remained in production until 1926 when it was replaced by an 'F-head' (inlet over exhaust) design. The latter lasted until the 1930 season when Hudson jumped aboard the multi-cylinder bandwagon by introducing an inline 'Greater Eight'. Displacing 234 cubic inches, Hudson's only straight-eight engine would remain in production up to 1952. For its debut year of 1930 the Great Eight was offered in two wheelbase lengths - 119" (Model T) and 126" (Model U) - there being a total of 11 different body styles to choose from. 1931 saw minor changes, with little modified mechanically and most of the focus directed at cosmetic differences.

THE MOTORCAR OFFERED

First appearing on Hudson's lower tier brand, Essex, in 1927 and 1929, the boat-tailed Roadsters were a rare body style that was not offered every year. By 1931, Essex and Hudson were sharing bodies, so when the taper tailed figure was once again offered on the Sport Roadster, it appeared on both line-ups. Crafted by Murray, under whose employ was one Ray Dietrich who is believed to have penned the evocative figure, the boat-tailed Roadster featured a steeply swept windscreen and a Convertible top that could be swiftly removed for a clean, sporting look.

This well-optioned, one-year-only 1931 Hudson Greater Eight Boattail Roadster - or Sport Roadster as they were also referred to - was the recipient of a comprehensive restoration performed during 2007 and





2008. A 1992 Antique Automobile Club of America National First Prize, as well as a Classic Car Club of America First Prize in national competition badge (no. 1770) suggests that the Hudson Greater Eight had toured the show fields even before the restoration was performed. By 2010 the stunning Hudson Boattail Roadster had joined the prominent collection of the late Robert L. Byers and was subsequently shown on several occasions including the Concours d'Elegance of the Eastern United States.

The Hudson is finished in an eye-catching red color on the Boattail body, with Burgundy-painted fenders and accents, neatly matching the rich Burgundy interior. The handsome good looks of the Boattail Roadster are topped by white wall tires

mounted on Burgundy wire wheels. So rare was the boat-tailed Sport Roadster that the style didn't even appear in contemporary Hudson catalogs at the time. Only about half a dozen examples are believed to survive today, making this rare survivor a particularly unique opportunity to acquire the most sporting Hudson model of the early 1930s.

**\$75,000 - 100,000
WITHOUT RESERVE**



207

1931 AUBURN 8-98A CABRIOLET

Chassis no. 898A13046F

Engine no. GU51926

269ci Lycoming Inline 8-Cylinder Engine

Single Stromberg Carburetor

98bhp at 3,600rpm

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- Offered from the Estate of Robert L. Byers
- Handsome and sporting Eight-cylinder Auburn in Cabriolet style
- Striking Silver, black and red livery
- CCCA Full Classic®



THE AUBURN AUTOMOBILE CO

The Auburn Automobile Company grew out of the Eckhart Carriage Company in Auburn, Indiana. Founded in 1874 by Charles Eckhart, a flourishing carriage business was forged by the time he handed reins over to his sons Frank and Morris. Seeing the writing on the wall for the horse and buggy, the brothers Eckhart went into the car business in 1900. Developing a number of sensible, reliable tourers, the company was sold in 1918 to a Chicago-based consortium with the focus of the brand placed on their six-cylinder line. The timing proved poor as the post-WWI depression hit the company hard. By 1924, Auburn was facing insolvency. It was at this point the great E.L. Cord entered the picture.

Initially hired as general manager, he also purchased a controlling interest in the company. Finding himself with a lot of 700 unsold Auburns,

he quickly went to sprucing the cars up with extra nickel plating and lower, sportier tops, eventually selling the whole lot for a \$500,000 profit. He worked his magic to begin building up a dealer network as well as spurring the development of an eight-cylinder motor to fit in the old six-piston chassis.

The Lycoming developed eight-cylinder engine would become the basis for the 1925 Model 8-88. The 276-cid 60hp straight eight became the basis for what would form the architecture of every Auburn that followed. With the new, powerful 8-88, Auburn went racing with Stutz the primary target of its efforts. While often coming in second to the Car that Made Good in a Day, the Auburn still very much came in first when it came to value, as the list price of an Auburn was less than half of that of a Stutz.

In 1928, Auburn replaced the 8-88 with the 8-115. Under the hood was a 299-cid straight eight that made 115hp, two more than Stutz's eight cylinder. Just as significant as the muscle under the hood was the new exterior looks. The Speedster, making its debut on the 8-115, was like nothing else at the time. A sharply raked V-type windshield sat atop a long hood and high beltline, ending in a tapered tail. Sitting still, it looked fast. And that was the factory body, not a special one-off from a coachbuilder! Hydraulic brakes made their debut as well, bring the whole affair to a swift stop. All of this, and for only \$2,195—in contrast to nearly \$5,000 needed to put a Stutz Black Hawk in your garage. One of the original owners of the 8-115 was Malcolm Campbell, who was certainly one for swift machinery!





THE MOTORCAR OFFERED

Sales boomed and in 1929 Auburn sold 22,000 cars, a 1000% leap from before Cord was brought on. The start of the Great Depression caused a dip in the sales totals in 1930, but 1931 proved to be a record year with 28,103 cars sold. Primary to that success was the 8-98.

The 8-98 featured a 268.6-cid version of the venerable Lycoming straight eight producing 98hp. On top, even more raking and sporting bodywork was fitted. Underneath the skin, the first use of X-bracing on a rear-wheel drive car was featured, along with Bijur lubrications, Lovejoy hydraulic shocks, semi-elliptical suspension all-around, and an optional L.G.S. Freewheeling unit. Priced from \$945-1395, it is little wonder that *Fortune* magazine went on to call it "the biggest package in the world for the price."

Offered here from the 1931 model-year 8-98A eight-cylinder Auburn offerings is a stunning 2-door Cabriolet version, arguably one of the most sporting designs for the era. The car is nicely optioned with dual side-mounted spare wheels, an accessory trunk and rack, dual chrome horns and driving lamps. The silver-grey Cabriolet body is neatly contrasted by black fenders, and red pinstripe wire wheels adds a stunning dash of color to the livery. The sporting Auburn 8-98A joined the esteemed collection of the late Robert L. Byers in 2011 and has since been kept in the climate-controlled showroom housing the remarkable collection of Classic Era automobiles.

Because of the significance Auburns represent, all eight-cylinder examples

are recognized as CCCA Full Classics® and are eligible for all events held by the Classic Car Club of America. A fine example certain to impress on long CCCA Caravan tours, yet also appropriate for inclusion at any Concours d'Elegance, the Auburn is a supremely desirable addition to any discerning collection of fine Classic motorcars.

**\$70,000 - 90,000
WITHOUT RESERVE**



208

1929 PACKARD MODEL 640 CUSTOM EIGHT ROADSTER

Chassis no. 170979

Car no. 170774

Engine no. 171117

385ci Inline 8-Cylinder Engine

Single Packard Carburetor

105bhp at 3,200rpm

3-Speed Manual Transmission

Semi-Elliptic Leaf Springs Front and Rear

4-Wheel Drum Brakes

- Offered from the Estate of Robert L. Byers
- Sporting and desirable sixth series Packard Custom Eight Roadster
- Former AACA National First Prize Award Winner
- CCCA Full Classic®



THE SIXTH SERIES PACKARD

1929 was the best year Packard had ever had. It also was the best year Packard ever would have. 1929 brought substantial change to Packard's product line, notably the end of Packard's experiment with six-cylinder power which had been added in 1921 to complement the Packard Twin Six. The Twin Six had itself been supplanted by inline eight-cylinder power in 1924 and Packard – and its customers – were so satisfied with the smooth, luxurious power of the eight that a new Standard Eight line replaced the Six in 1929.

For the year (Packard used a fiscal year ending August 31) Packard's sales were \$107 million. Profits were \$25.9 million. The company paid common stock dividends totaling \$17.2 million.

The 1929 Packard 640 Custom Eights were among the most attractive and imposing of the Classic Era, with long hoods, sweeping fenders and large oval headlights (a one-year-only feature). Design features abounded, from bright molding around the cowl to a drop molding along the beltline that could be accented with a contrasting color décor panel. The Custom Eight's engine displaced 385 cubic inches and was rated at 105 horsepower at 3,200 rpm. With seven main bearings and a rigid one-piece cylinder block casting, it was quiet enough that it impressed even the notoriously finicky road testers at The Autocar in England who noted that "... the big car has the power of travelling right up to a high speed without fuss, without suggestion that the engine is doing much work, without harshness, yet with plenty still in reserve."

The Custom Eight was offered in two different wheelbase lengths, the 140 1/2" Custom Eight 640 and the 145 1/2" Deluxe Eight 645. A profusion of body styles was offered by Packard and while the company was intent on consolidating coachwork in its own factory (which during the year added four stories to the building that housed body construction), it still offered an "Individual Custom Line" with sixteen bodies from Dietrich, LeBaron and Rollston.

The 140 1/2" and 145 1/2" wheelbase of the Custom and Deluxe Eight were ideal for the 5- and 7-passenger enclosed bodies which increasing numbers of Packard buyers wanted, just as they easily and attractively accommodated formal sedan and limousine coachwork. It is a measure of the talents of Raymond Dietrich, Archer Knapp, Ray Birge,





THE MOTORCAR OFFERED

Werner Gubitz and the other designers, draftsmen, artists and sculptors who contributed to Packard body design that they also achieved harmonious proportions and attractive, balanced designs on their two-door, 2/4-place Roadsters, Convertibles and Coupes. There is a refreshing elegance – as well as an expression of the conspicuous consumption for which “Roaring Twenties” were known – about placing what is essentially 2-place coachwork, even with occasional accommodations for two more in a rumble seat, on a wheelbase of 140 or 145 inches. Yet the designers and craftsmen at Packard carried it off so successfully that these are today among the very choicest collector cars, prized for their performance, quiet, style, elegance and presence.

The Byers Collection's 1929 Packard 640 Custom Eight Roadster is very attractively liveried in a cream body color with black fenders and a Brewster Green accent on the doors' décor panels that matches the Brewster Green wire wheels. In addition to the windshield post mounted spotlight that was standard on the sporty roadster, it has a pair of the optional side mounted spare wheels, wide whitewall tires, Tripple Speedlight driving lights, radiator stoneguard, rumble seat and rear-mounted luggage rack. The interior and rumble seat are upholstered in matching green leather; the top is tan cloth. The Packard was restored some time ago and is in good condition for its age. The paint, interior, glass and top are in good, sound, presentable condition. An Antique Automobile Club of America National First Prize Winner badge is affixed to the grille,

along with Classic Car Club of America badge. The Packard joined the prominent collection of the late Robert L Byers a little over a decade ago. Classic Packards are designed and built without compromise to be one thing and one thing only: a fine, distinctive automobile that will meet the highest and most demanding expectations. This sporting 1929 Packard 640 Custom Eight Roadster is a fitting example of the Packard 6th Series, the pinnacle of achievement at Packard.

**\$80,000 - 120,000
WITHOUT RESERVE**



209

1915 FORD MODEL T C-CAB CALLIOPE TRUCK

Engine no. 4601046

177ci OHV Inline 4-Cylinder Engine
 Single Carburetor
 20bhp at 1,600rpm
 2-Speed Epicyclic Transmission
 4-Wheel Transverse Leaf Spring Suspension
 Rear-Wheel Mechanical Brakes

- Offered from the Estate of Robert L. Byers
- Charming and entertaining Model T C-Cab fitted with Tangley 'Calliaphone'
- Pioneering mobile music machine
- Perfect entertainment for family outings or parades



THE MOTORCAR OFFERED

The variety of practical (and impractical) uses that Model Ts were tasked to do is virtually innumerable. If it could put it on the frame of the T, or power it with its robust engine, someone probably did it. Case in point is this mobile music truck. When the truck was built, and for some time after that, if you wanted to listen to some tunes while on the move, about the only way to do that was to hire a band to join you on your drive—or at your destination. Recorded music was still a relatively new, and fragile, thing. The ability to listen to recorded music, outside of whatever was on the radio while underway was all but impossible until the invention of tapes like the 8-track and the cassette.

One solution, however, was a Calliope.

A virtual mobile band, it had an organ (and sometimes bells) that could play off a record in the form of hold-punched paper scrolls or pinned metal cylinders. This Ford Model T, built in 1915, was later fitted with a calliope 'Calliaphone' built by Tangley Miner Manufacturing Company of Fort Madison, Iowa, and a C-Cab truck body made to display and advertise its music player. One of the premier makers of calliopes, the Tangley Manufacturing Company featured their exclusive Calliaphone organ pipes and could play music from recordings or on a keyboard. The unit fitted on the vehicle here is one such calliope, offering automatic, recorded music or original scores to be played on the keys. Purchased by the late Robert L. Byers for his impressive collection in 2010,

the calliope truck is offered with various tracks to play. Perfect for family outings or parades, it would surely be a fun and exciting edition to any collection providing both driving and aural excitement!

\$25,000 - 35,000
WITHOUT RESERVE



210

1911 FORD MODEL T SPEEDSTER

Engine no. 68660

177ci OHV Inline 4-Cylinder Engine

Single Carburetor

20bhp at 1,600rpm

2-Speed Epicyclic Transmission

4-Wheel Transverse Leaf Spring Suspension

Rear-Wheel Mechanical Brakes

- Offered from the Estate of Robert L. Byers
- Sporty Speedster bodywork and bare-minimum appearance
- Powerful and robust 4-Cylinder engine
- Exciting and thrilling Century old sports car



THE FORD MODEL T

For years the Model T Ford has been the backbone of car collecting. The perennial popularity in the T since it came has bred a vast number of collectors who have collectively ensured their survival. Reference books, experienced mechanics, junk yards full of parts, and even newly manufactured reproduction parts and supplies have always been available to support the population of Model T's in various stages of restoration and preservation.

To those who haven't experienced a great Brass-era Model T Ford, they are about as much fun as you can have on four wheels. These cars exude charm and charisma like very few others. Ford really got it right with the early T's and when properly set up they perform remarkably well.

THE MOTORCAR OFFERED

Sporty and Stylish, this early, brass Ford Speedster is the ultimate Model T experience. This vehicle was fully reconditioned some time ago and still presents beautifully throughout. The bare minimum Speedster bodywork is finished in a striking yellow color, neatly contrasted by black pinstriping, and the black-trimmed bucket seats keep the driver and passenger onboard in tight curves. A Boyce MotoMeter affixed to the top of the large brass radiator will tell you if you are keeping cool on a sporting drive. All in all, the exterior has stayed true to the period with a nice compliment of brass lamps and a monocle windscreen.

Purchased by the late Robert L. Byers in 2009, the Model T Speedster has since

been treated to suspension and brake work in addition to the devoted upkeep and maintenance the collection has been known for. An honest period Hot Rod, the Ford Model T Speedster on offer will most certainly be a very thrilling and fun Century-old sportscar to take down a quiet back road or use along with other contemporaries on the many brass tours these cars are eligible for.

\$25,000 - 35,000
WITHOUT RESERVE



211

1905 QUEEN MODEL E LIGHT TOURING

Chassis no. 1385

196ci 2-Cylinder Engine
 Single Schebler Carburetor
 Est. 16bhp
 2-Speed Planetary Transmission
 Leaf Spring Suspension
 Rear Wheel Mechanical Brakes

- Offered from the Estate of Robert L. Byers
- The sole documented survivor of the rare Queen Model E
- Displayed at the 2005 Pebble Beach Concours d'Elegance
- Beautifully restored and presented throughout



QUEEN AUTOMOBILES

According to the exhaustive Standard Catalog of American Cars 1805-1942 by Beverly Rae Kimes and Henry Austin Clark, Jr., C.H. Blomstrom's Queen is the only vehicle starting with the letter "Q" built in series in America. Total production is estimated at only about 1,500 units over Queen's short three years in business.

The first Queen was built in 1904 with an imposing 143 cubic-inch single rated at 12.1 ALAM horsepower and advertised with 8 brake horsepower or a 294 cubic inch opposed twin with 24.2 ALAM horsepower, impressive numbers for either a single or a twin at the time, matching Packard's contemporary Model G.

By 1905, Queen's two-car lineup had

grown to five and Blomstrom boasted at the Madison Square Garden show in January that he had already sold 537 examples of his 1905 models. In a market dominated by the curved-dash Oldsmobile, Blomstrom's user-friendly, high-quality Queen motorcars stood out. Production of the Queen twin continued only through 1906 when the company was merged with Car De Luxe and Mr. Blomstrom went on to other endeavors, including the vertical crankshaft Gyroscopic, Rex cyclecar, Frontmobile and Blomstrom automobiles.

THE MOTORCAR OFFERED

This stunning 1905 Queen Model E Light Touring benefits from a comprehensive restoration performed before its 2005 showing at the prestigious Pebble Beach Concours d'Elegance and excellent preservation ever since. Lovingly maintained in the impressive Byers collection since 2011, the striking bright green Queen came out of Southern California and is the sole documented example known to survive. The car features highly polished brass throughout and a folding black top with roll-up plastic windshield is fitted over the black, 4-place interior. The car is offered with period C.H. Blomstrom Motor Co paraphernalia featuring the Queen motorcar and would be a striking companion on veteran car and two-cylinder tours.

\$75,000 - 100,000
WITHOUT RESERVE





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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 lot 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 (except Supercars on Sunset auction 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 "Supercars on Sunset" auction Lots:

If a purchased Supercars on Sunset auction Lot consists of a motor car, the Buyer shall pay Bonhams a premium equal to EIGHT PERCENT (8%) of the Hammer Price of such Lot, together with any applicable sales or use tax and any fees or duty due on the Lot.

8.3 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

Conditions of Sale for Motor Vehicles (continued)

or use tax and any fees or duty due on the Lot.

8.4 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 Twelve Thousand Five Hundred Dollars (\$12,500) of the Hammer Price of such Lot, TWENTY-FIVE PERCENT (25%) on the amount of Hammer Price above Twelve Thousand Five Hundred Dollars (\$12,500) up to and including Six Hundred Thousand Dollars (\$600,000), TWENTY PERCENT (20%) on the amount of Hammer Price above Six Hundred Thousand Dollars (\$600,000) up to and including Six Million Dollars (\$6,000,000), and FOURTEEN AND A HALF PERCENT (14.5%) of any amount by which such Hammer Price exceeds Four Million Dollars (\$6,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.5 No Buyer's Premium for 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 '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"/>
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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the 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: For lots with a diamond symbol ♦, special formalities are required to bid on this lot. Contact Client Services for bidding methods. If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

BIDDER REGISTRATION FEE: \$150

Fee includes one auction catalog set and admits one registered bidder plus one guest to both the preview and auction.

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
bids.us@bonhams.com

Bonhams

Sale title: The Amelia Island Auction	Sale date: May 20, 2021
Sale no. 26618	Sale venue: Fernandina Beach, Florida
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 12pm May 22 <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:

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* For details of the charges payable in addition to the final hammer price, please visit [bonhams.com/buyersguide](https://www.bonhams.com/buyersguide)

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Fernandina Beach Golf Club
Fernandina Beach, FL

Warren Barnes will be on site
email: warren@sclusa.com
tel: 310 626-7117



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