

PRESERVING THE AUTOMOBILE: AN AUCTION AT THE SIMEONE FOUNDATION AUTOMOTIVE MUSEUM

Monday October 3, 2016

The Simeone Foundation Automotive Museum

Philadelphia, Pennsylvania



Bonhams

PRESERVING THE AUTOMOBILE: AN AUCTION AT THE SIMEONE FOUNDATION AUTOMOTIVE MUSEUM

Monday October 3, 2016

Automobilia 12pm

Motorcars 2pm

Simeone Foundation Automotive Museum

Philadelphia, Pennsylvania

PREVIEW & AUCTION

LOCATION

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

PREVIEW

Sun October 2 10am - 5pm
Mon October 3 Motorcars only
from 9am - 2pm

AUCTION TIMES

Monday October 3
Automobilia 12pm
Motorcars 2pm

SALE NUMBER: 23555

Automobilia: Lots 1 - 72
Motorcars: Lots 201 - 252

BIDS

+1 (212) 644 9001
+1 (212) 644 9009 fax

From October 1 - 4,
to reach us directly at the
Simeone Foundation
Automotive Museum:
+1 (415) 391 4000
+1 (415) 391 4040 fax

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

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

INQUIRIES

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General Information and Automobilia Inquiries

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Vehicle Documents

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Automated Results Service

+1 (800) 223 2854

ILLUSTRATIONS

Front cover:	Lot	235
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BUYER INFORMATION

CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

AUCTIONEER

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

ADMISSION TO PREVIEW & AUCTION

All Bonhams auctions are open to the public. Admission to the viewing day of October 2 is free of charge. Admission to the auction on Monday, October 3, is by purchase of a catalog only. One catalog permits two people entry.

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

BUYER'S PREMIUM, TAXES & LICENSE FEES

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

For AUTOMOBILIA and other non-motor vehicle property, the premium is 25% on the first \$100,000 of the bid price, 20% of the hammer price at \$100,001 up to and including \$2,000,000, and 12% on any amount exceeding \$2,000,000.

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

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

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

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

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

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

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

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

BUYER INFORMATION (CONTINUED)

MOTOR VEHICLE CUSTOMS DUTY

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

INSPECTION OF MOTOR VEHICLE LOTS

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

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

BIDDER REGISTRATION

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

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 3pm on Tuesday October 4.

ESTIMATES

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

RESERVES

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

BIDDING AT AUCTION

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

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

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

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

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9009, or to Bonhams in Philadelphia, PA from Saturday, October 1 to Monday, October 3 at +1 (415) 391 4040.

TELEPHONE BIDS

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

ONLINE BIDS AND BIDDING

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com

In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/23555 or contact the Client Services Department to obtain information and learn how you can register and bid online.

CURRENCY CONVERTER

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

DAMAGE

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

PAYMENT & COLLECTION OF LOTS

PAYMENT

Payment for purchased lots must be made no later than 3pm local time on Tuesday October 4. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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

City National Bank

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

PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Monday October 3, and then again on Tuesday October 4 from 8.30am to 3pm. Please notify us of your collection plans upon payment.

COLLECTION OF LOTS

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by 3pm on Tuesday October 4. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 3pm Tuesday October 4. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/ removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

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

Uncollected Automobilia lots will be removed to a storage facility by Box Bros for shipping or collection by the buyer or its authorized agent. Please note these lots will not be available for collection after 3pm on Tuesday October 4 until Friday October 7 at 9am. Automobilia lot removal and storage charges will be assigned by Box Bros depending on volume, size and fragility.

For Automobilia shipping quotes, uplift, storage and transport quotes, please contact Chris Long with Box Bros at +1 (800) 355 7917, chrislong@boxbros.com.

TRANSPORT AND SHIPPING

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 3pm Tuesday October 4.

REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 3pm on Tuesday October 4, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

Domestic Motorcar Transport

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

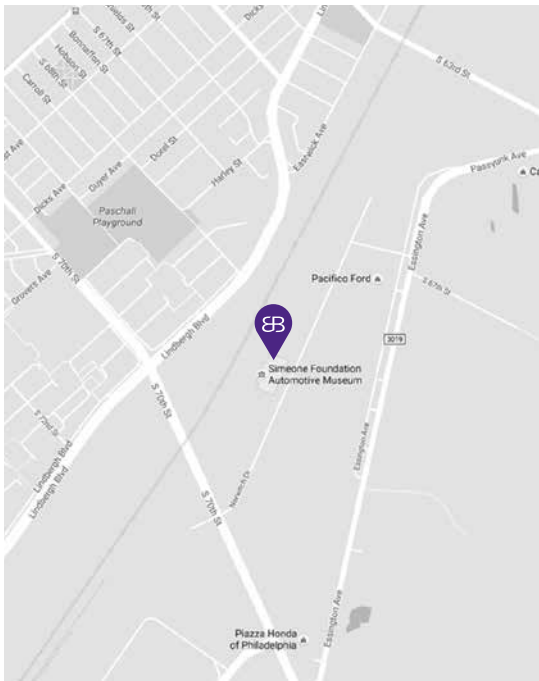
International Motorcar Transport

CARS (Classic Automotive Relocation Services), contact Stacie Djordjevic, mobile: +1 (310) 872 0002, stacie@carsusa.com

Domestic and International Motorcar Transport

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

BONHAMS AT THE SIMEONE FOUNDATION AUTOMOTIVE MUSEUM



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

From Saturday October 1 to 12pm Wednesday October 5,
we can be reached at:

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

DRIVING DIRECTIONS

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

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

FROM CENTER CITY PHILADELPHIA

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

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

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

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

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

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

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

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

The Museum is ¼ mile further on your left.

BONHAMS MOTORING TEAM



Mark Osborne



Jakob Greisen



Rupert Banner



Michael Caimano



Eric Minoff



Evan Ide

Bonhams is delighted to return to the Simeone Museum for its fifth annual 'Preserving the Automobile' Auction.

As ever, we invite clients, friends and enthusiasts to visit this wonderful museum, home to one of the finest collections of sports racing and endurance cars in the world. This is a collection built with the keenest interest in originality, preservation and authenticity of restoration and in keeping with this theme, we are proud to present this year's auction against that backdrop. With every era of the motorcar represented, from the crucible of the motoring age to the modern era and in preserved, original, and restored form, there is surely a motorcar for every garage featured herein.

We thank Dr. Simeone, 'Fred' to most that know him, curator Kevin Kelly and their staff and team of volunteers for their help and hospitality as our hosts.

We wish you spirited bidding on the automobilia and automobiles offered for sale.

Eric Minoff
Bonhams Motoring Team

AUTOMOBILIA

October 2, 2016

Lots 1 - 72



**PROPERTY FROM A PRIVATE
EUROPEAN COLLECTION**

1°

**A GROUP OF GERMAN RACING
POSTERS,**

All framed and glazed, 8 pieces.

\$200 - 300

Without reserve

2°

**A GOOD GROUP OF CUTAWAY
RENDERINGS,**

All framed and glazed, 10 pieces.

\$200 - 300

3°

**A COLLECTION OF FERRARI ARTWORK
AND POSTERS,**

All framed and glazed, 10 pieces.

\$300 - 500

4°

**A COLLECTION OF FERRARI ARTWORK
AND POSTERS,**

All framed and glazed, 9 pieces.

\$300 - 500

5°

**A GROUP OF NISSAN COMPLETION
POSTERS,**

All framed and glazed, 5 pieces.

\$100 - 200

6°

TWO GEO HAM PRINTS,

Framed and glazed.

\$100 - 200

7°

**A 'PRINCE GEORGE HOTEL'
LITHOGRAPH,**

Framed and glazed, 63cm x 46cm.

\$200 - 300

8°

'THE OLDSMOBILE LIMITED' PRINT,

Framed and glazed, 50cm x 34 cm.

\$200 - 300

9°

'THE RAIL CROSSING',

An early French Motoring Lithograph, framed and glazed, 50cm x 33cm.

\$300 - 500

10°

A GROUP OF FIAT PRINTS,

Framed and glazed, 5 Pieces.

\$200 - 300

11°

**A GROUP OF F GORDON CROSBY
PRINTS,**

Framed and glazed, 4 pieces.

\$200 - 300

12°

**A GROUP OF VINTAGE MERCEDES
IMAGES,**

Framed and glazed, 6 pieces.

\$200 - 300

13°

**A GROUP OF FRENCH AUTOMOBILE
PRINTS,**

Framed and glazed, 6 pieces.

\$200 - 300

14°

A GROUP OF GERMAN POSTERS,

Framed and glazed, 9 pieces.

\$300 - 500

15°

A BUGATTI TYPE 57 POSTER, 1936,

Framed and glazed, 52cm x 38cm.

\$400 - 600

16°

A GROUP OF ALFA ROMEO PRINTS,

Framed and glazed, 7 pieces.

\$200 - 300

17°

A GROUP OF PORSCHE PRINTS,

Framed and glazed, 6 pieces.

\$300 - 500

18°

**A COLLECTION OF RACING
PHOTOGRAPHS,**

Framed and glazed, 10 pieces.

\$300 - 500

19°

**A COLLECTION OF RACING
PHOTOGRAPHS,**

Framed and glazed, 12 pieces.

\$300 - 500

20° A GROUP OF MICHAEL SCHUMACHER RELATED ARTWORK AND PHOTOGRAPHS, Framed and glazed, 5 pieces. \$1,000 - 1,500	29° AN ORIGINAL PAINTING OF A WHEEL SKIRT, TEMPERA ON PAPER, Framed and glazed. \$200 - 300	39° AN ORIGINAL DESOTO SHOWROOM POSTER, 130cm x 100cm. \$200 - 300
21° A GROUP OF BRITISH MOTOR RACING POSTERS, Framed and glazed, 8 pieces. \$200 - 300	30° A POP ART PAINTING OF BUGATTI ATLANTICS, Oil on Canvas, 120cm x 80cm. \$300 - 500	40° AN ORIGINAL 1957 DODGE SHOWROOM POSTER, 130cm x 95cm. \$300 - 400
22° A COLLECTION OF ASSORTED RACING POSTERS, Framed and glazed, 14 pieces. \$200 - 300	31° A PAINTING OF A HORCH CABRIOLET, Tempera on board, 40cm x 28cm. \$200 - 400	41° AN ORIGINAL DODGE SHOWROOM POSTER, 140cm x 105cm. \$200 - 300
23° GOOD MOTOR RACING PHOTOGRAPHS, Framed and glazed, 2 pieces. \$300 - 500	32° A POP ART PAINTING OF A PORSCHE, Oil on canvas, 95cm x 95cm. \$400 - 600	42° A SET OF EARLY 1980S CHRYSLER SHOWROOM POSTERS, 130cm x 100cm, 3 pieces. \$100 - 200
24° A GOOD COLLECTION OF MODERN MERCEDES RACING MATERIALS, Framed and glazed, 16 pieces. \$500 - 1,000	33° BUGATTI T51 DUBOS COUPE PAINTING, oil on canvas, 100cm x 100cm. \$200 - 300	
25° FORD COBRA RACING POSTER GOODYEAR TIRE COMPANY - FRENCH, Framed and glazed, 60cm x 40cm. \$200 - 300	34° ETTORE BUGATTI & ROSSO BIANCO PAINTINGS, Oil on canvas, 100cm x 100cm & 120cm x 80cm. \$300 - 500	
26° A GROUP OF MASERATI ITEMS, Framed and glazed, 3 pieces. \$100 - 200	35° BUGATTI TYPE 51 DUBOS COUPE PAINTING, Oil on canvas, 100cm x 100cm. \$200 - 300	
27° A GROUP OF MISCELLANEOUS OLD CAR POSTERS, Framed and glazed, 12 pieces. \$200 - 300	36° BUGATTI TYPE 51 DUBOS PAINTING, Oil on canvas, 100cm x 100cm. \$200 - 300	
28° A GROUP OF MISCELLANEOUS MOTORING PHOTOS AND PRINTS, Framed and glazed, 13 pieces. \$200 - 300	37° TWO PAINTINGS A BMW 700 RACER & A MINI COOPER RACER, 52cm x 38cm & 53cm x 38cm. \$200 - 300	
	38° AN ORIGINAL GRAHAM CRUSADER SHOW ROOM POSTER, 130cm x 100cm. \$200 - 300	

PROPERTY FROM A PRIVATE EUROPEAN COLLECTION

Lots 1 - 42

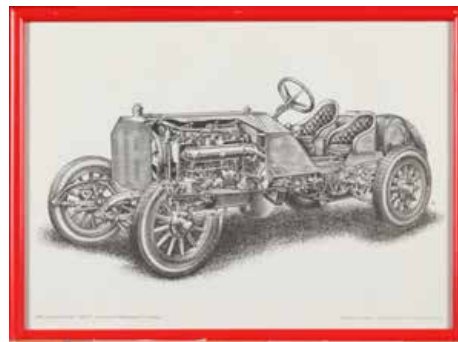
(full descriptions available within catalog)



1



1



2



3



3



3



4



7



8



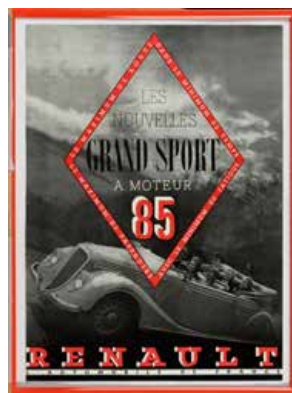
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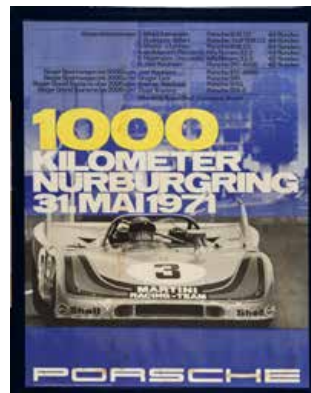
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12



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17



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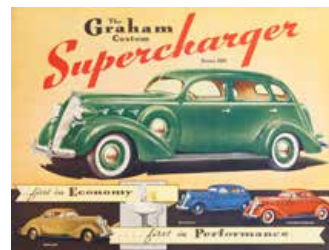
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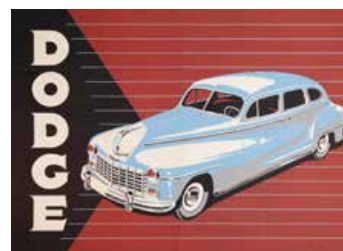
38



39



40



41



42

PROPERTY FROM THE ESTATE OF RICHARD HOPEMAN



43



44



45



46



47



48



49



50



51

43°
GASOLINE,
An early garage sign.

\$400 - 600

44°
AUTO REPAIRING,
An early garage sign.

\$200 - 300

45°
CAPITAL GARAGE / FIFIELD BROS - AUGUSTA, ME,
An early garage sign.

\$200 - 300

46°
LINCOLN HOSPITAL,
A modern wooden sign, with painted signage.

\$300 - 500

47°
UNITED MOTORS - SERVICE,
A double sided metal sign.

\$300 - 500

48°
KEYSTONE AUTOMOBILE CLUB,
A double sided metal sign.

\$100 - 200

49°
DU PONT,
An advertising sign for Du Pont, Duco-Dulux Automobile painting.

\$100 - 200

50°
ROAD RUNNER,
An advertising sign for The National Tourist Protective Guild.

\$100 - 200

51°
A RARE BECKER 'NURBURG' RADIO,
Dated 1952, suitable for a Mercedes-Benz 300 series car.

\$100 - 200

52°
A COLLECTION OF FOUR AUTOMOBILE THEMED, HAND-COLORED POCHOIR LITHOGRAPHS AFTER E. MONTAUT & MARGUERITE (GAMY) MONTAUT, CIRCA 1910.

Boldly illustrated scenes showcasing machines in motion, including Tour de France, Targa Florio and Coupe de Voiturettes subjects. Mounted, framed and glazed, 4 pieces. All approximately 35½ x 18 in.

\$800 - 1000

53°
A COLLECTION OF TWELVE MICHELIN TIRE TILE PRINTS,
Depicting the decorative tiles applied to the Michelin House in London, each mounted, framed and glazed.

\$400 - 600

54°
A COLLECTION OF REPRODUCTION COACHBUILDERS PLAQUES,
Including American and European subjects, mounted and framed, 5 pieces.

\$300 - 500

PROPERTY FROM THE ESTATE OF BRUCE AND GENIA WENNERSTROM



The Wennerstrom Library in their Greenwich home

55°

**A SET OF AUTOMOBILE
QUARTERLY MAGAZINES,**

From Volume 1, No. 1 through Volume 52,
No. 1.

\$600 - 800

56°

A SET OF CAVALLINO MAGAZINES,

From Volume 1 through 205 (complete),
207, 208.

\$300 - 500

57°

**A QUANTITY OF FERRARI, LAMBORGHINI,
AND MASERATI BOOKS,**

Including *Ferrari* by Fitzgerald and Merrit, *Ferrari: The Grand Turismo and Competition Berlinettas* by Dean Batchelor, *Maserati: The Post War Sports Racing Cars* by Joel Finn, *Lamborghini Countach* by Marchet and Coltrin, *Berlinetta Lusso* by Kurt Miska, *The Enzo Ferrari Story* by Enzo Ferrari (qty).

\$300 - 500

58°

A BOX OF COACHBUILDER BOOKS,

Including *Touring Superleggera* by Andaloni, *Ghia* by David Burgess-Wiess, *Guigaro and ItalDesign*, *Andy Warhol Cars*, *Pininfarina 1930-2000* by Antoine Prunet (qty)

\$300 - 500

59°

**A QUANTITY OF MERCEDES-BENZ
BOOKS,**

Including *Walter Gotsche and the Mercedes-Benz Racing Cars*, *The Star and the Laurel* by Beverly Rae-Kimes, *My Father Mr. Mercedes* by Guy Jellinek-Mercedes, *Mercedes-Benz: Silver Star Century* by Dennis Adler (qty).

\$500 - 700

60°

**A QUANTITY OF FRENCH
MARQUE BOOKS,**

Including *Bugatti Pur Sang des Automobile* by H.G. Conway, *The Legendary Hispano Suiza* by Johnny I.E. Green, *Delahaye: Styling and Design* by Richard S. Adatto and Diana E. Meredith (qty).

\$300 - 500

61°

**A QUANTITY OF AMERICAN
CAR SUBJECTS,**

including *Pate's Early Ford Automobile Encyclopedia*, *The American Car Since 1775*, and *Packard: The Complete Story* (qty).

\$150 - 300

62°

**A QUANTITY OF BRITISH CAR SUBJECTS
SUCH AS JAGUAR, LAND ROVER,
TRIUMPH AND ROLLS-ROYCE,**

Including *Jaguar: Sports Racing & Works Competition Cars from 1954* by Andrew Whyte.

\$200 - 400

63°

A SET OF THE SURVIVOR SERIES

in addition to *The Cars of the Jack Thomas Collection* and *Bernard Cahier*.

\$200 - 400

64°

A QUANTITY OF MOTORSPORT TITLES,

including *Americans at LeMans*, *Race of the Century*, *Sebring*, and *John Fitch* (qty)

\$150 - 300

65°

**A QUANTITY OF BOOK ON
EARLY MOTORING,**

including *Horseless Carriage Days*, *Antique Cars*, and *Portrait Gallery of Early Automobiles*

\$150 - 300

66°

**A QUANTITY OF ENCYCLOPEDIA
REFERENCE BOOKS,**

Including *The Standard Catalog of American Cars 1805-1942*, *The Standard Catalog of American Cars 1946-1975*, *The Standard Catalog of American Cars 1976-1999*, *The Standard Catalog of Imported Cars*, *The Standard Catalog of Independents*, *The Classic Car*, and *The Encyclopedia of Motorsport*

\$400 - 600

67°

A QUANTITY OF SCHUCO MODELS,

including static models and wind-up toys.

\$400 - 800

PROPERTY FROM THE MUSEUM OF SCIENCE AND INDUSTRY CHICAGO

LOTS 68 - 72

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

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

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

Over the years the transportation exhibits – including aeronautical machinery – have been among the Museum of Science and Industry's most successful and educational exhibits, attracting millions of visitors to the Museum. In 2007, the Museum began the process of evaluating its vehicle collection, some of which have been off display since 2001. In keeping with the Museum's original intention to advance the understanding and appreciation of automotive and transportation technology, it was decided that some of its phenomenal airplane engines, including the extremely significant "Isotta Fraschini V4bis Partial Cutaway Aero Engine" were not likely to continue on display in the foreseeable future and should indeed be placed in the hands of those who will take full advantage of their intrinsic value. The resources realized from this sale will be used to modernize the Museum's collections and inspire the next generation of engineers, designers, and enthusiasts.

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

Bonhams is once again delighted to have been selected by the Museum of Science and Industry to assist in bringing some of its significant artifacts back into the wider public view, and pleased to present the following five lots of exceptional and significant airplane engines.

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



HERRON EXPERIMENTAL ENGINE, CA. 1930**THE HERRON EXPERIMENTAL ENGINE**

c1938 Herron experimental. supercharged, four-cylinder, two-cycle, aero engine

According to the donation Paperwork this Herron engine was Given to the Museum of Science and industry in 1938 by the Aeronautical University of Chicago. The motor was described as an experimental type produced by the Herren Aeronautical Corporation of Barrington, Illinois.

Described as a type 31 with serial number 15. The motor was listed at 72.4ci and rated at 55hp at 400rpm. The design is quite novel being a lightweight two cycle design. Four aluminum radial cylinders with a bore and stroke of 3 by 2-9/16 surround a light aluminum crankcase. A crankshaft driven supercharger provides intake pressurization and crucial exhaust scavenging. Curiously the motor is fitted with a Delco Aviation distributor

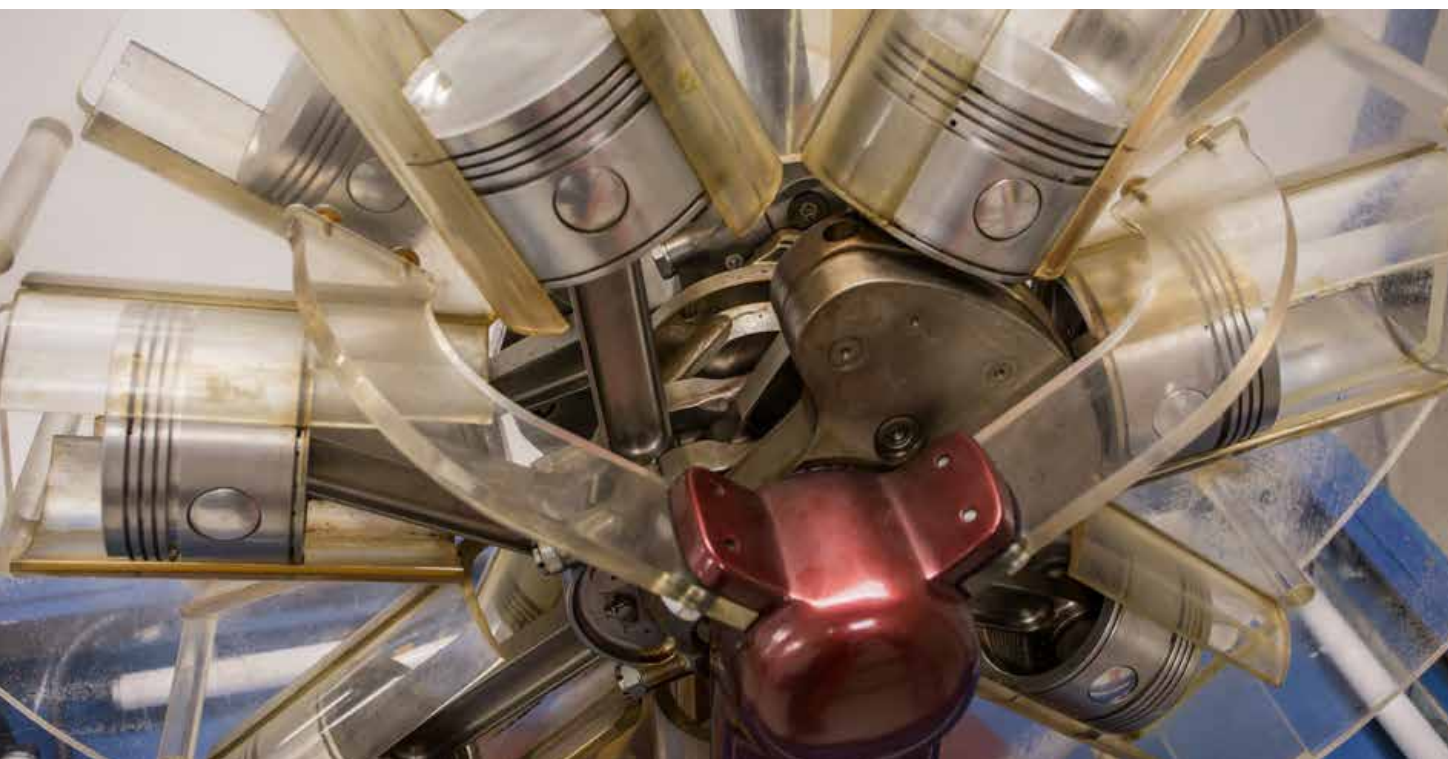


as opposed to the more common aircraft magneto. This and some of these details make one think this was intended to power unmanned aircraft or powered artillery. Further reinforcing the idea is the light construction and likely limited operational life of the two cycle design.

Whatever the intend purpose it is a fascinating piece, beautifully designed and constructed. Surviving today in very complete condition including all accessories save the carburetor.

\$5,000 - 10,000

PRATT & WHITNEY R-1340-43 TWIN-ROW RADIAL AERO ENGINE



THE PRATT & WHITNEY ENGINE

Today, within the aeronautical engineering world, one of the most revered of all corporate names is Pratt & Whitney.

The original company's founders, Francis A. Pratt and Amos Whitney were experienced within the iron works industry when they established their own spare-time enterprise around 1860. In 1864 the partners began working full-time for their own firm and in 1869 the Pratt & Whitney Company was incorporated.

Into the 1880s they earned a reputation for precision engineering advancing the ability to manufacture interchangeable parts, and their precision measuring equipment, milling machines, screw machines, planers, drill presses and lathes fed a growing market.

In 1901 the Pratt & Whitney Company was acquired by Niles-Bement-Pond and it was in 1925 NBP-linked brothers Frederick and Gordon Rentschler and their friend Edward Deeds established their own company to manufacture airplane engines designed under the technical direction of George J. Mead who had previously worked with them at Wright Aircraft.

Conceived and designed by Mead,[3] the new engine would be a large, air-cooled, radial design. Rentschler was advanced \$250,000 by NBP, plus the use of the Pratt & Whitney name, and space in their building to create what became the Pratt & Whitney Aircraft Company.[3] The new entity's first aero engine, the 425 horsepower R1340 'Wasp' radial, was completed on Christmas Eve 1925 and on only its third test run it easily passed the Navy qualification test in March 1926. By October that year, the US Navy had ordered 200. The Pratt & Whitney Wasp simply exhibited performance and reliability that revolutionized American aviation. R-1340 engines powered Wiley Post, Amelia Earhart, and many other pioneering celebrity pilots on their record flights.

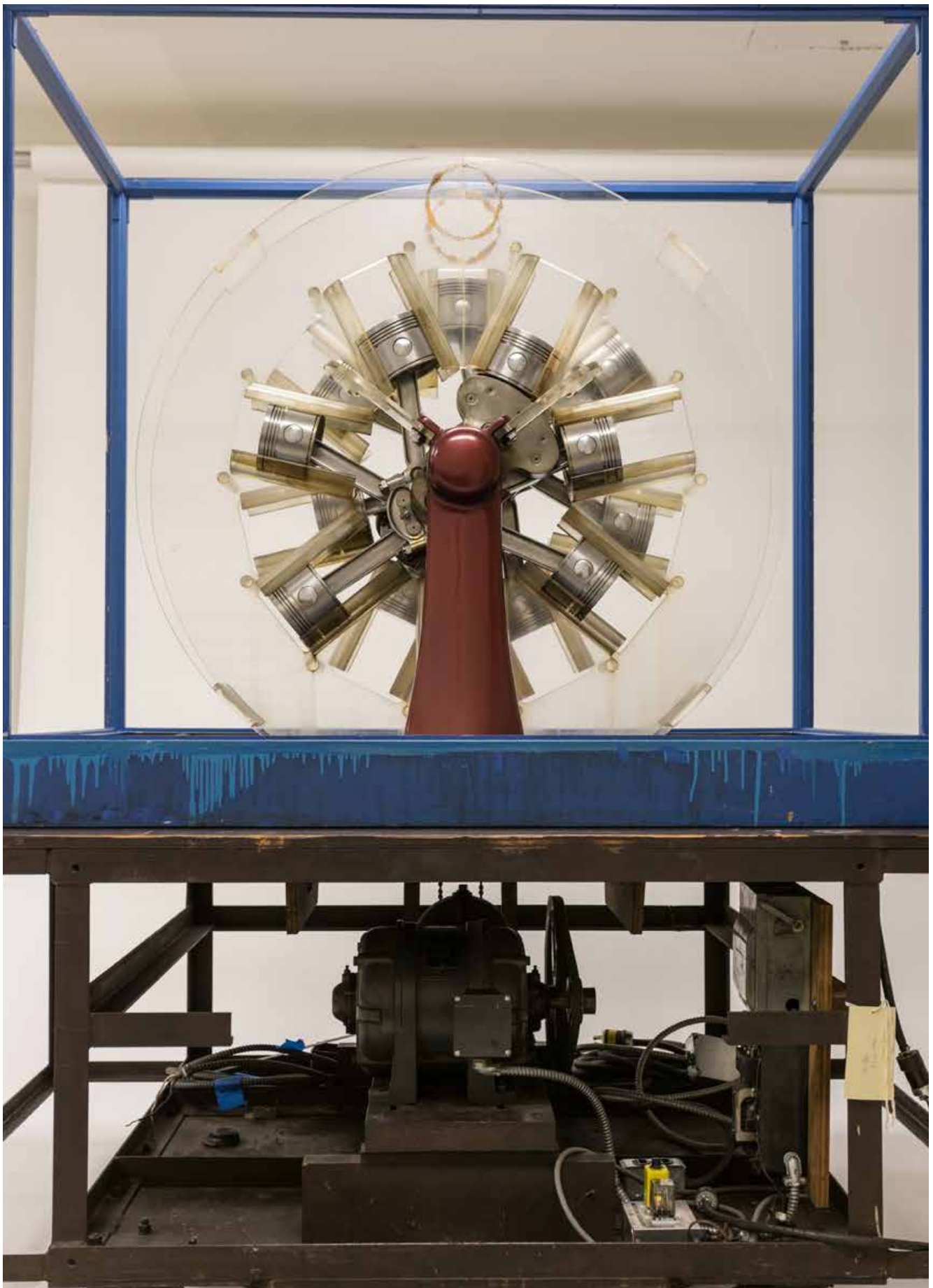
From this initial design, an entire series of Pratt & Whitney Wasp radial aero engines was developed. Doubling-up on cylinder numbers with effectively two rows of radially-disposed cylinders produced the Pratt & Whitney R-1830 Twin Wasp - a two-row, 14-cylinder, air-cooled radial design which displaced 1,830 cu in (30.0 liters) with its matching bore and stroke cylinder dimensions of 5.5 inches (140 mm) each way.

The staggering total of 173,618 R-1830 engines would be built, and from their use in two of the most numerous aircraft types ever built - the B-24 Liberator bomber and DC3 Skytrain or Dakota transport, more Twin Wasps may have been built than any other aviation piston engine in history...

This particular example of the Pratt & Whitney R-1830-43, 14-cylinder 1200hp aero engine was donated to the Chicago Museum in 1946 by the Chevrolet Motor Division - which had been one of the main mass-production sub-contractors contributing to the wartime program which had proved to be the engine of victory, winning democracy's peace.

It is partially cut-away for display - but is a fine example of the historic and in so many ways war-winning power unit which powered airframes as diverse as the Consolidated PB4Y Catalina flying boat - and the Grumman F4F Wildcat single-seat fighter. Here is a unique opportunity to acquire a piece of engineering, aeronautical and military history combined...

\$10,000 - 15,000



70°

PRATT & WHITNEY R-1830-43 “DUMMY AIRCRAFT ENGINE”



This particular example of the Pratt & Whitney R-1830-43 Twin Wasp radial aero engine is described upon the paperwork associated with it within the Chicago Museum, as a ‘Dummy Aircraft Engine’.

Like its sister Twin Wasp cutaway unit also offered in this Sale, it was originally a donation in 1946 from the Chevrolet Motor Division...which one would assume to have been the unit’s original manufacturer, under wartime sub-contract.

However, although the associated paperwork uses the term ‘Dummy’ this preserved unit in fact features the majority of detail fixtures and fittings. These included braided fuel and oil lines etc, and while some of these lines have evidently been cut and left trailing untidily, it would appear that this was indeed a “fully-kitted” power unit which at the time of donation had simply been pulled from an unused or unsold

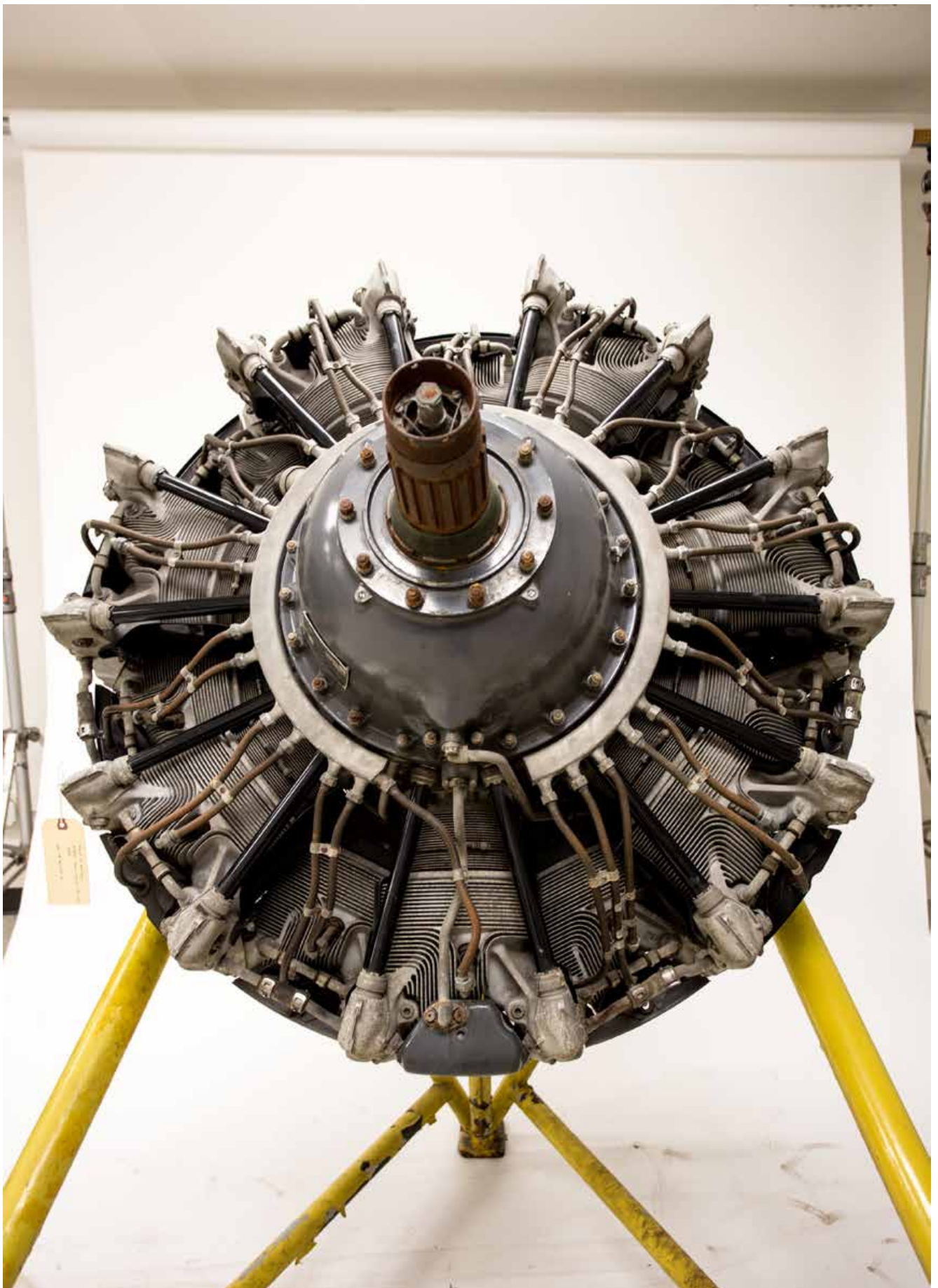
surplus spares store and provided to the Chicago Museum.

At this range - in the absence of more specific associated documentation - we cannot confirm this. However, it seems highly probable that Chevrolet, in using the ‘dummy engine’ heading at the time of donation, was simply covering its corporate self in making the point that this Twin Wasp radial was not to be used for the heavy-duty aeronautical purpose for which it had been conceived, manufactured, and perfected.

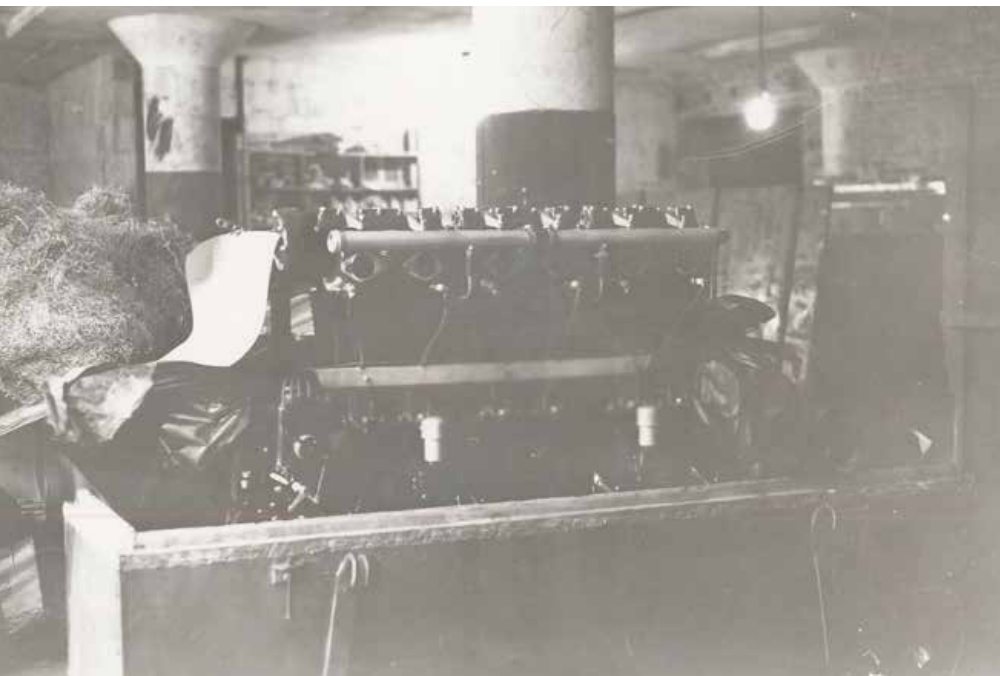
After all, at the time of donation in 1946 the entire World had just emerged from global war - and with the peace literally thousands of such engines abruptly became surplus to requirement. Indeed, such was the glut of surplus aero engine stock within the Allied nations that in Britain, for example, brand-new, unused aero engines were being bought for the scarce and valuable wood

in their packing cases, while the engines themselves would be scrapped without a second thought.

\$3,000 - 5,000



1917 ISOTTA FRASCHINI V4BIS PARTIAL CUTAWAY AERO ENGINE



The engine as delivered in 1933



Amongst the truly great names of automotive and aeronautical engineering, the Italian company of Isotta Fraschini ranked upon a level with Rolls-Royce of Great Britain and Daimler of Germany through the early part of the 20th Century.

The company was founded on January 27, 1900, by Cesare Isotta and Vincenzo Fraschini, under the title Società Milanese Automobili Isotta, Fraschini & C.,. Their first motor car was powered by a 24hp 4-cylinder engine, and Vincenzo Fraschini ran one of these machines in several pioneering motor races.

Isotta Fraschini became an early pioneer of single-overhead -camshaft engine design and were also early in introducing four-wheel brakes upon their road cars. After the end of World War One, Isotta Fraschini introduced its formidable straight-8 engined luxury automobile in the 1919 Paris Salon – and began supply to the enthusiastic, wealthy and famous the following year.

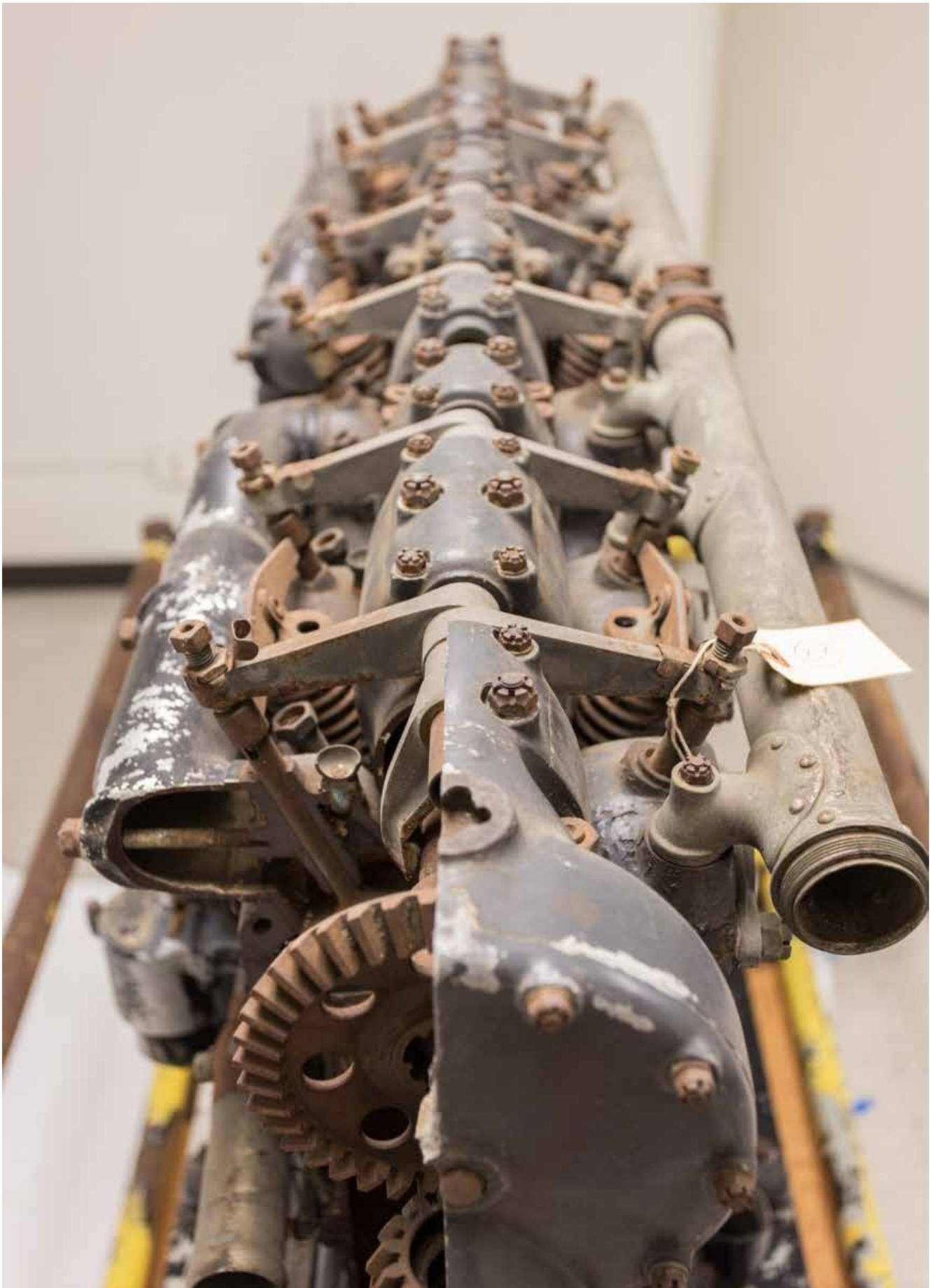
The cars became particularly favored among the Hollywood movie set, such stars as Clara Bow, Rudolph Valentino, Claudette Colbert and even John Wayne becoming associated with the marque.

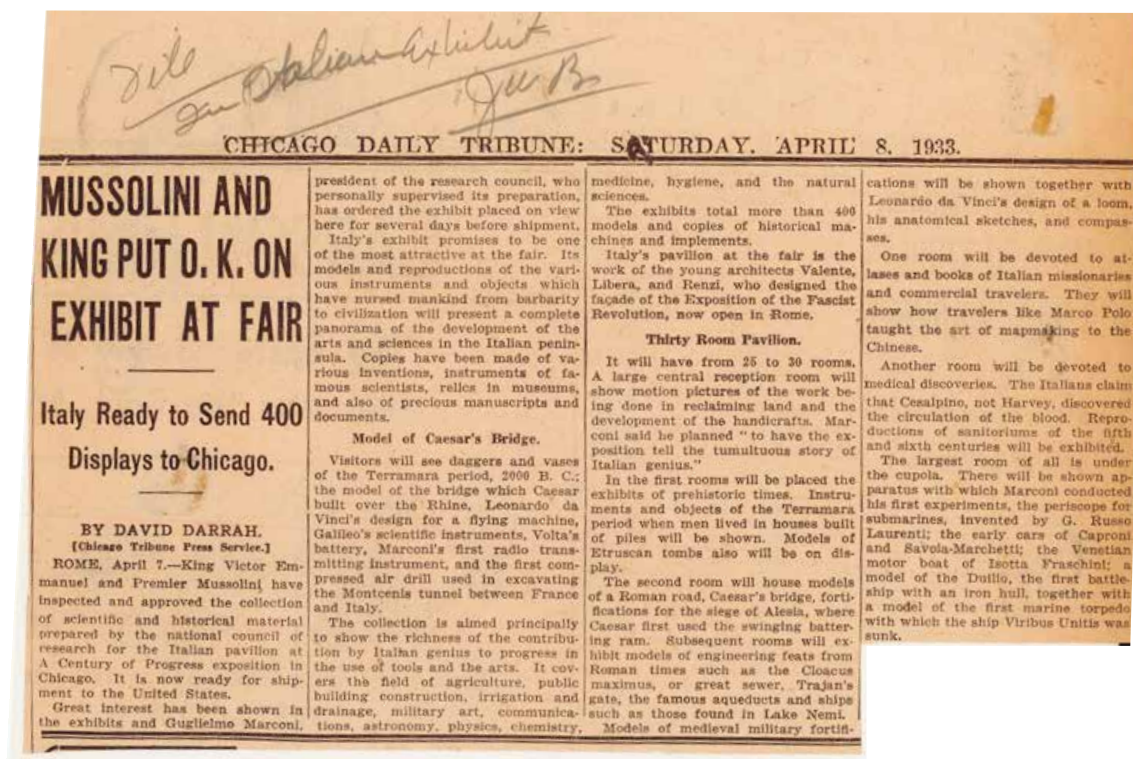
Isotta engineering was advanced, sophisticated and precise – representing the cutting-edge of Italian industrial achievement in period. The company also embarked upon aero engine production around the First World War, its 'V4' - 'V' for Volo, flight - in-line 6-cylinder unit of 1916 establishing

a good reputation. Its construction was conventional for the period, with its six cast-iron cylinders mounted in pairs upon a common crankcase and united at the upper end by common cylinder heads. This aero engine was also produced in Italy by Alfa Romeo of Milan. The V4bis or V4b unit as offered here had bore and stroke dimensions of 130mm x 180mm, displacing 14.3-liters (874 cubic inches). It weighed 584lbs (264kg), and with twin carburetors developed some 190hp at 1,450rpm.

The engine powered numerous Caproni heavy-bomber airframes, the French FBA Type H flying boat, the Macchi L1 copied from the Austro-Hungarian Lohner flying boat and the beautiful little Macchi M5 flying boat fighter. Macchi M5s were operated during World War One not only by the Italian services but also by both US Navy and Marine Corps aircrew. Flying one of these Isotta Fraschini V4bis-engined







aircraft, Ensign Charles Hamman won the first Medal of Honor to be awarded to a US naval aviator, landing despite the threat from enemy aircraft to rescue a downed fellow pilot off Pola on the Austro-Hungarian coast and returning them both safely to base at Porto Corsini.

While a subsequent 8-cylinder in-line development – the 19-liter Isotta Fraschini V5 went on to produce 245hp, it proved heavy at 774lbs (351kg) and was deemed better-suited to airship use.

In 1917 the Isotta Fraschini V6 aero engine was introduced – a very much more refined and sophisticated design by Ing. Giustino Cataneo and his Isotta Fraschini team, reflecting the rapid rate of wartime aero-engineering advance. It developed a reliable 250hp at

1,650rpm and was selected to power such aircraft as the CANT 18, Caproni bombers, and the Macchi M5 flying boat fighter. The V6 engine also powered the sleek Savoia S57 and SIAI S13 flying boats, before – in 1921 – a 260hp V6 engine powered the Macchi M7bis single-seat flying boat fighter aircraft which won the Schneider Trophy air race at Venice, flown by Giovanni de Briganti. Two 300hp V6bis engines also powered the Schneider Trophy SIAI 22 flying boat - on in tractor configuration, the other as a pusher - but during pre-race testing at Lake Maggiore the aircraft crashed and was lost.

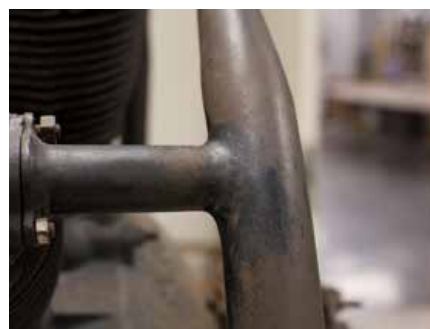
In the 1922 Schneider Trophy race at Naples the purpose-designed racing Macchi M17bis aircraft with Isotta Fraschini V6 engines finished third and fourth.

This particular partially cut-away example of the Isotta Fraschini V4b in-line 'six' aero engine was actually presented to the Chicago Museum in 1933 by King Vittorio Emmanuel III and Il Duce Benito Mussolini for display in the institution's contemporary Century of Progress Exhibition.

\$30,000 - 50,000



1914 ANZANI TWIN-ROW RADIAL AERO ENGINE



Anzani Two row radial engine from 1914. A donation in 1937 from the Aeronautical University, Chicago.

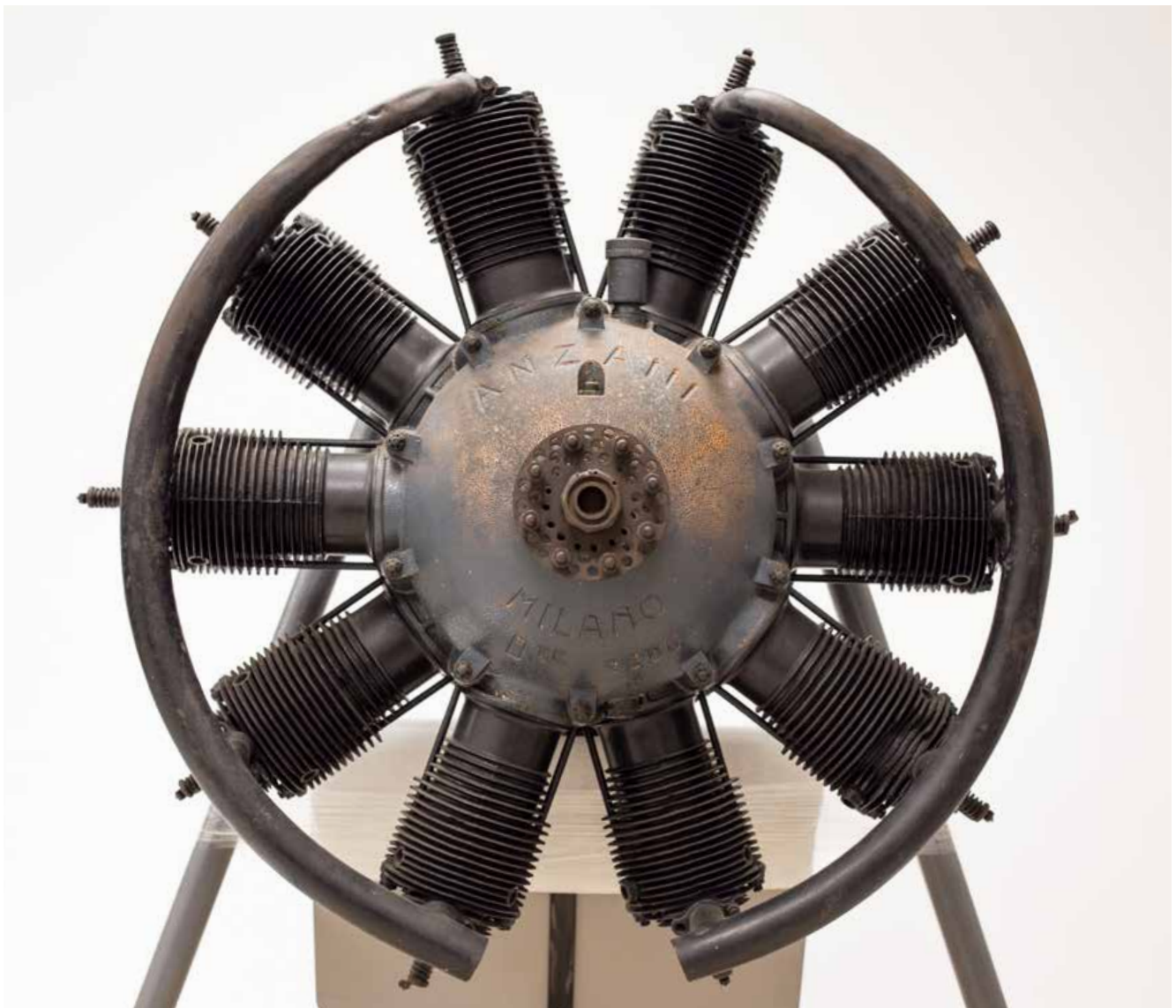
From 1905 to 1915, Alessandro Anzani - an enterprising and ingenious engineer of Italian extraction based in France - built a number of three-cylinder fan and radial engines, one of which powered Louis Blériot's 1909 cross-channel flight. An Anzani three-cylinder engine that powers a Blériot XI based in England is thought to be the oldest airworthy engine in the world.

Alessandro Anzani began building motorcycle engines in France around 1905. Unusually, his motors were cooled by air rather than water which contributed to their light weight, providing a very advantageous power-to-weight ratio.

Anzani's initial designs were vee-twin cylinder power units, and he achieved considerable

motorcycle record and racing success using them in 1905- 1906. He had also developed a more powerful three-cylinder version, a 'fan-type', or semi-radial engine. An advantage of this fan configuration was reduced likelihood of the spark plugs being fouled by lubricating oil since all cylinders were above the horizontal. However, when the fine power-to-weight ratio of Anzani's initial engines attracted interest from early aviators that ratio was not as good as it could have been due to the extra weight required to counterbalance the pistons within those fan-configured cylinders.

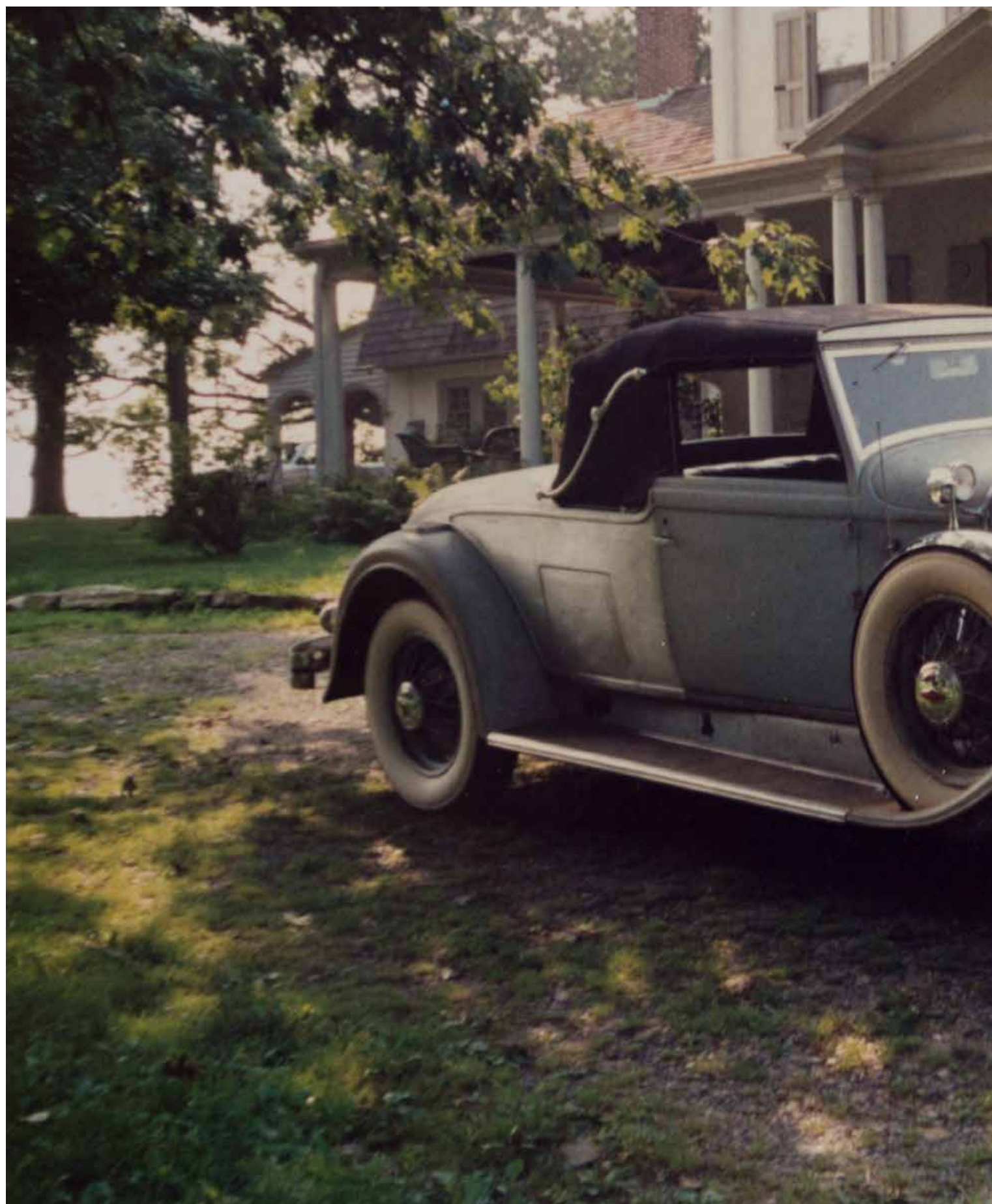
It was in response to the burgeoning interest in aviation in France after the Wright brothers' visit in 1908, that Anzani produced the first of a series of three-cylinder fan flight engines. They featured cast-iron cylinders upon a one-piece aluminum crankcase, air-cooling and side-valve induction.



An Anzani engine of that kind famously powered Louis Blériot's Type XI monoplane in the first aeroplane crossing of the English Channel in 1909. Even before that channel flight, Anzani was aware of the weight penalty of the counterweight demanded by the fan configuration and by December 1909 he had a symmetric 120° three-cylinder radial engine running. It was from such 3-cylinder radials that Anzani's twin-row radial power units emerged, beginning with his first 6-cylinder design, produced by merging two 3-cylinder units together, one slightly behind the other and rotated at 60-degrees. Early versions were side-valve units with automatic (atmospherically-opened) inlet valves and exhaust valves mechanically operated via cams in the crankcase. By the end of 1912, as with the smaller engines the exhaust valves were moved to the cylinder heads and operated by push-rods and rockers.

Such aero engines were used in Austin Whippet, Caudron, Farman Scout and Westland Woodpigeon aircraft.

\$20,000 - 30,000
Without reserve



MOTORCARS

October 3, 2016

Lots 201 - 252



Lots 201 - 206:

PROPERTY FROM THE NATURAL HISTORY MUSEUM OF LOS ANGELES

201

1929 FORD MODEL A ROADSTER

Engine no. A1447081

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

- *Older restoration*
- *A great entry into the collector car market*
- *Classic motoring at its purest*



THE FORD MODEL A

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

Production ceased upon the V8's arrival in 1932 saw Ford's four-cylinder car renamed 'Model B'.

THE MOTORCAR OFFERED

This Light Grey over Dark Blue fendered example was the subject of a comprehensive restoration in the 1980s and used sparingly until being donated to the museum. Its brown interior compliments the tan convertible top and the classic style is emphasized by the characteristic rumble seat. The Roadster still shows very well, but having been on static display for many years will need recommissioning before safely returning to the road.

A delight to drive, easy to maintain, and backed by an active and enjoyable group of enthusiast clubs, the Ford Model A continues to be one of perennial favorites of the motoring hobby.

\$20,000 - 25,000
Without reserve

This vehicle is titled with the chassis no. DMV78405CA

1931 FORD MODEL "AR" RUMBLE SEAT SPORT COUPE

- *Rarely seen body style*
- *Older restoration*
- *Tastefully updated*

Engine no. DP96522

200.5ci flathead inline 4-cylinder engine

Zenith carburetor

40bhp at 2,200rpm

3-speed manual transmission

Solid front axle with transverse semi-elliptic leaf spring and $\frac{3}{4}$ -floating rear axle with transverse leaf spring

4-wheel mechanical drum brakes



THE FORD MODEL "AR"

When it was finally introduced in December of 1927, the Model A was substantially different from the Model T, but at the same time it was still a 4-cylinder and it still had transverse leaf spring suspension. There were many improvements, important evolutionary elements like pumped water-cooling, coil ignition, sliding gear 3-speed transmission. The 103 1/2 inch wheelbase was longer, making room for bigger, more luxurious, bodies.

The 40 bhp four-cylinder engine had the legs to carry the heavier coachwork of Ford's new Fordor sedans. Many of the visual changes incorporated in the Model A had been foreshadowed in the styling evolution of the Model T in the late Twenties. The Model A was different, but it still looked like a Ford, a wise move on the company's part.

THE MOTORCAR OFFERED

This desirable and charming Sport Coupe is a good example of a scarce body style. As a 1931 model it received the face-lift features introduced a year earlier of wider tires on smaller-diameter (19") wheels and being mildly restyled with wider mudguards to achieve a lower, more modern look.

Offered in grey with black fenders, the yellow wheels are highlighted by the matching body pinstripe. The tan cloth interior also remains in good condition with the essential-for-the-flair of the model rumble seat. Restored in the 1980s, the car was donated in the early '90s to The Museum, where it remained on static display. As such, attention will be needed through the systems that make the car go and stop.

Whether acquired as a gateway purchase into the field of classic motoring or as a necessary addition to a thorough collection, it's hard to beat a Ford Model for style, design and value.

\$14,000 - 18,000
Without reserve

1907 LOCOMOBILE MODEL E

199ci. in. inline T-head 4-cylinder Engine.
 Single Updraft Carburetor
 20bhp
 3-Speed Manual Transmission
 4-Wheel Semi Elliptical Leaf Spring Suspension
 2-Wheel Rear Mechanical Brakes

- One of America's most
- distinguished marques
- Ex- Harrah's Automobile Collection car
- Ex- Natural History Museum car
- Ready to be assembled and enjoyed



THE LOCOMOBILE

Locomobile began with two brothers from Maine and their cleverly designed steamer. The Stanley Steam Carriage design was acquired by Locomobile and along with it the talents of the Stanley Brothers for a few years. The brilliant little steam carriage was just the thing for the emerging American market and Locomobile rapidly became the largest builder of automobiles in the US. Sales were strong for a few years but after 1901 it was clear that the steam carriage was not going to be the direction of the industry. After a few bumps in the road the pieces were put into place to begin the design of a gasoline automobile.

Locomobile settled on a design that was heavily based on the Mercedes but also with influence from the French Panhard. The first gasoline Locos were multi-cylinder inline engines in a T-head configuration. The engine drove through a rear-mounted transmission that in turn powered the back wheels through dual chain drive.

THE MOTORCAR OFFERED

In 1964 this 96-inch wheelbase Model E found itself in the hands of Edward C Eisele of Ho-Ho-Kus, New Jersey. While in Mr. Eisele's care, the vehicle was treated to continuous service and restorative work before being purchased by the Harrah's Automobile Collection in the early 1970s. In 1974, Harrah's sold the Locomobile to Movie World in Buena Park, California. Shortly after in 1975, Movie World sold the Model E to a Mr. Joe Brenner. Mr. Brenner disassembled the vehicle and began to restore it, starting with the engine, but shortly after abandoned the project and donated the Locomobile to the Natural History Museum in 1980. Today, the vehicle remains in its disassembled state, just as it did when Mr. Brenner donated it. With the engine restoration already having been completed, this Locomobile offers the perfect opportunity for a fun and relatively simple restoration of a truly iconic automobile.

\$40,000 - 50,000
Without reserve

Offered on a Bill of Sale

1929 STUTZ MB SEDAN

Engine no. 32265

322cu. in. Inline 8-Cylinder Engine

Single Carburetor

113bhp at 3300rpm

3-Speed Manual Transmission

4-Wheel Semi Elliptical Leaf Spring Suspension

4-Wheel Drum Brakes

- *Ex- Harrah's Automobile Collection car*
- *Properly stored for most of its life*
- *Ready to be completed and enjoyed*

**The STUTZ MODEL M**

Despite being a small, low production company, Stutz was always well known for their speed and performance. They dominated American racing in the teens with their "White Squadron" racing team and their sporting Bearcat has always been considered one of the great icons of motoring. And regardless of market trends, Stutz never abandoned its sporting heritage.

The Stutz Company went through many ups and downs and Harry C. Stutz eventually lost control of his company. Fortunately for the firm, however, an equally visionary and brilliant man would come in to fill his shoes: Fred Moskovich. Moskovich had made a good reputation for himself in the auto industry - his period at Marmon had led to their most charismatic and high performance products to date. Moskovich surrounded himself with a team of talented engineers, most notably

Charles "Pop" Greuter. Greuter was an engine man fascinated with the potential of overhead cam valve trains. His design for Excelsior of an overhead cam straight-eight would prove the basis for the new Stutz Eight. This 8-cylinder engine was a marvel of sophistication: chain-driven, with an overhead cam configuration, ten main bearings, dual ignition, dual throat carburetion and cross flow porting.

The Stutz Eight would gain international motoring acclaim, most notably at the 1928 Le Mans 24 Hours, where a French-entered stock Stutz Blackhawk Four-Passenger Speedster held the lead for much of the race, holding off the entire team of works Bentleys.

THE MOTORCAR OFFERED

This particular Stutz was acquired by the Natural History Museum in 1987. At the time, the car was mid restoration, a state that it remains in today. Although it is in need of finishing, the car is said to be very complete, with all of the necessary items needed to finish the car appearing to be present. In 1987 all of the bodywork had been completed before the car went into long term storage. Today, with very little effort the car can once again be ready for the paint of your choice. Inside, the seats have been redone in a dark red while the rest of the interior is boxed, ready to be reassembled. This Stutz presents a wonderful opportunity to acquire a piece of American history that can be built and finished to your requirements.

\$10,000 - 15,000
Without reserve

205

1927 MCFARLAN BOATTAIL

Engine no. 4H 18568

288ci Side Valve 8-Cylinder Engine

Single Carburetor

79bhp

3-Speed Manual Transmission

4-Wheel Semi Elliptical Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- *Well known Natural History Museum car*
- *Custom boattail bodywork created in the 1970s*
- *A standout automobile in any environment*
- *Long term California car*



THE MCFARLAN

McFarlan played a key role in developing Indiana into an automobile manufacturing arena. In the mid-1850s, McFarlan was manufacturing carriages until 1909 when Harry McFarland would create their first automobile. Just one year later, the company would experience their first racing success at the Indianapolis Labor Day races in 1910, when a pair of McFarlans finished in the top five. Racing however was not the company's main focus, their expertise lay in building limited quantities of luxurious, high-end automobiles, dressed with in house coachwork. Prices of the McFarlans were high for the period, the cars varied in price from \$4600 to \$9000 from 1925 through 1928. Despite the relatively high prices, the McFarlan creations became very popular and had a loyal group of customers which included a number of celebrities such as Jack Dempsey, Al Capone, Fatty Arbuckle, and Paul

Whiteman. In 1928 the McFarlan automobile brand was retired, but its production facilities were acquired by the Cord Corporation and would go on to produce coachwork for some of Americas greatest automobile manufacturers including Auburn, Cord and Duesenberg.



THE MOTORCAR OFFERED

With its bright paintwork and boat-tail coachwork, this unique McFarlan has been one the Natural History Museum's most distinctive and attractive vehicles on display. It is believed that in the early 1970s the car underwent a full restoration, at which point the body was converted to the boat-tail style that you see today. Everything from the firewall back is believed to have been created by the restorer, as McFarlan was never known to have produced a car with boat-tail coachwork. This particular car is however believed to be one of the very few McFarlan's to have been fitted with the companies inline straight-eight-cylinder engine from new. The engine is said to have had a full overhaul during the cars restoration in the 1970s. Today, this unique automobile offers the chance to acquire a one-off, custom built, American roadster. Whether you plan on Touring the country side or making a splash

on the show circuit, this unique museum car is sure to continue to draw a crowd wherever it goes.

\$70,000 - 90,000
Without reserve

1963 ROLLS-ROYCE SILVER CLOUD III SALOON

Chassis no. LSDW479

6,230cc OHV V8 Engine
Twin Sidedraft SU Carburetors
220bhp at 4,500rpm
4-Speed Automatic Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Drum Brakes

- Documented history from new
- Two owners since leaving the factory
- Well preserved, original condition
- Excellent tour car with room for the whole family
- Original California Black Plate car



ROLLS-ROYCE SILVER CLOUD

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

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-Liter V8 engine introduced on the 'Cloud II/S2' - though with larger carburetors, new distributor and raised compression ratio - and came with a four-speed GM-derived automatic transmission as standard equipment. Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting,

the absence of sidelights from the wing tops, and a slightly lower radiator shell. Inside there was improved accommodation with separate front seats and increased room for rear passengers. Notable as the last mainstream Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.

THE MOTORCAR OFFERED

The car on offer came to the museum from its original local Pasadena owner. Purchased new on August 19, 1963 and delivered in London for a driving holiday around the UK before shipping to the U.S., it remains in original, unrestored condition. Finished in its original black livery with grey Connolly hide interior, the latter featuring rear picnic tables, the odometer shows an original 31,142 miles. Used very sparingly for special occasions and local car shows, for which it received several awards, this California black license plate example has remained in The Museum's collection for many years. It will need recommissioning before returning to regular use.

\$50,000 - 70,000
Without reserve

OTHER PROPERTIES

207

1994 ROLLS-ROYCE SILVER SPUR III SALOON

VIN. SCAZN02C3SCX55376

6,750cc OHV V8
Multiport Electronic Fuel Injection
240bhp at 3,900rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Ventilated Power-Assisted Disc Brakes

- *Delivered new to New York City*
- *Only three owners from new*
- *Fewer than 23,000 original miles*
- *Beautifully presented*
- *Supreme waftability*



THE ROLLS-ROYCE SILVER SPUR

The Silver Spirit and long-wheelbase Silver Spur were based on the preceding Silver Shadow II, to which they bore a distinct family resemblance, and were introduced in 1980. The long-wheelbase Silver Spur turned out to be a major success for Rolls-Royce, and by 1985 accounted for almost the same number of sales as the shorter Silver Spirit despite being around 20% more expensive.

The Spirit/Spur had gained anti-lock brakes as standard equipment by the time the further-improved Series II arrived in 1990, the principal other advance being electronically controlled adaptive suspension damping. The Series III, introduced in 1994, was a significant improvement over previous models with electronic fuel injection and a new inlet manifold—increasing both power and reliability.

THE MOTORCAR OFFERED

This Spur III, one of only 430 made, was completed at the Crewe factory in October 1994 and arrived in Newark on November 16th, 1994. Finished in Arctic White over Soft Tan Connolly hides, this Spur III ensured occupants rode in comfort with rear seat picnic tables and a headrest mounted entertainment system. Delivered new to New York City and first registered on February 1, 1995, the Rolls would remain in the Tri-State area the rest of its life.

Enjoyed sparingly, the stately sedan moved to its second owner in June of 2004 with only 19,239 miles on the odometer. In 2009 the Connecticut-based consignor acquired the car with only 21,919 miles on the clock.

Beautiful presented and certainly a recipient of regular coddling, this resplendent Rolls shows only a bit over 22,800 miles since leaving the showroom 21 years ago. Finding well-loved examples of these Rollers—the last truly English Rolls-Royce model ever built—is becoming increasingly difficult as cars suffer from deferred maintenance and general wear. A low mileage example like this, especially in this desirable color scheme, is not an opportunity to be passed up! Your chariot awaits, and do pass the Grey Poupon old chap.

\$30,000 - 40,000
Without reserve

1954 CADILLAC ELDORADO CONVERTIBLE

Engine no. 546272302

331ci, OHV V8 Engine
 Single Four-Barrel Carter Carburetor
 215bhp at 4,400rpm
 4-Speed Hydra-Matic Automatic Transmission
 Front Coil Springs with Rear Semi-Elliptic Leaf Springs
 4-Wheel Hydraulic Drum Brakes

- *Iconic American design*
- *Handsome color scheme*
- *Restored approximately a decade ago*
- *Well-optioned example*

**THE 1954 CADILLAC ELDORADO**

In 1954 Cadillac Motor Cars received their first complete restyling in four years and for Cadillac 1954 was to be the greatest year in the history of this prestigious American marque. The cars were longer, lower and wider with the new “panoramic” wrap-around windshield.

The Eldorado Convertible (Model 6267SX), now in its second year, was the flagship convertible of the fleet. Its base price of \$5,738 was over 30% higher than the Series 62 Convertible. Its unique exterior features included chrome wire wheels, gold Cadillac crests and Eldorado script, a fiberglass convertible top cover, and ribbed chrome panels on the lower rear fenders. The distinctive interior included full leather upholstery with embossed V-and-crown insignias, diamond-patterned Dinoc trim on the dashboard and door panels in bright chromed frames, and chrome inserts in the front carpeting.

Driving was made effortless with 230 horsepower produced by a powerful 331 cubic inch V8 engine with 4 barrel carburetor and dual exhausts, coupled with GM’s famous Hydramatic drive. Completing the aura of luxury was standard equipment that includes power steering, power brakes, electric windows, signal-seeking radio, fog lamps and windshield washers.



THE MOTORCAR OFFERED

This distinguished Cadillac was acquired from the estate of a long time collector and features the optional four-way electric seat adjustment and E-Z tinted glass. The car was reportedly restored approximately 12 years ago with both engine and transmission rebuilt in the process.

The elegant jet black finish is complemented by a white convertible top, solid red leather interior with factory chrome wire wheels makes a great combination. The extensive chrome is in very good order. The car is well-detailed throughout including the engine and trunk compartments, as well as the undercarriage.

Presently there are only a mere 43 examples of the model registered with the Cadillac and LaSalle Club International, accenting their rarity.

\$80,000 - 100,000

1959 MERCEDES-BENZ 300D 'ADENAUER'

Chassis no. 189.010.412.0011696

2,996cc SOHC Inline 6-Cylinder Engine
 2 Solex Carburetors
 115bhp at 5,000rpm
 3-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Drum Brakes

- *The premier German luxury sedan of the 1950s*
- *Lovely, driver condition*
- *In the care of the present owner for over 15 years*
- *The top-of-the-line Mercedes-Benz model*

**THE MERCEDES-BENZ 300 'ADENAUER'**

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

The 300 featured independent suspension all round, four-wheel drum brakes, hypoid bevel final drive, dynamically balanced wheels and remote electrical control of the rear suspension ride height. Initially developing 115bhp, the 3.0-Liter, overhead-camshaft, six-cylinder engine, also used in the 300 SL sports car, gained the latter's fuel injection in the restyled, longer wheelbase (and even more roomier) 300d of 1957. Other improvements included larger brakes (servo-assisted from 1954), optional power

steering (on the 300d) and the adoption of three-speed automatic transmission as standard on the latter.

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



THE MOTORCAR OFFERED

Between 1957 and 1962 when production ceased, Mercedes-Benz made 3,077 300d saloons, this car being one of 607 completed in 1959. Although the early history of the car is yet unknown, it was acquired by the current owner—purported only the second keeper of the car—15 years ago. The 300 had been a regular sight at local car shows in the St. Cloud, Minnesota area and still carried UK registration plates that are understood to have been issued by the town of Brighton in 1971 when it caught the eye of the current owner who eventually was able to buy it.

Trimmed in black over grey cloth, it is largely original barring the addition of aftermarket air conditioning, Fiamm air horns, and Cibie driving lights. It is equipped with the automatic transmission with which it left the factory.

Showing nicely today, it is a lovely example of a rarely seen model. Despite far exceeding the production of the 300SL, Adenauers are exceedingly rare given their technically advanced drive trains and high restoration costs. Finding one that is in nice, driver condition such as this one is a real treat and will no doubt provide many happy and comfy miles in the future to the next owner.

\$50,000 - 70,000

1934 NASH AMBASSADOR EIGHT 1297 FIVE PASSENGER LWB BROUGHAM

Chassis no. 522564

Engine no. 522564

322 cu. in. Twin Ignition Valve-In-Head 8-Cylinder Engine

Dual Throat Carburetor

125bhp at 3600rpm

3-Speed Manual Transmission

4-Wheel Semi Elliptical Leaf Spring Suspension

4-Wheel Drum Brakes

- *Nash's top-of-the-line offering*
- *Designed by Count Alexis De Sakhnoffsky*
- *Highly original and unmolested example from long term ownership*
- *Classic Car Club of America full classic status*
- *Opulent art deco styling with world class mechanics*



THE MOTORCAR OFFERED

Offered here is what many consider to be one of the most exclusive and sought after Nash's built, the Ambassador Eight Five-Passenger LWB Brougham – 142-inch wheelbase. The Ambassador was Nash's attempt at entry into the high end of the market, because of this, Nash pulled out all of the stops and earned the title of the "Kenosha Duesenberg". The 142-inch wheelbase was Nash's largest offering, coming just shy of Packard's full custom chassis. Of the two body styles offered on this chassis, the Brougham is certainly the more handsome and stylish, a "Prestige" car for the company. The car was styled by Count Alexis De Sakhnoffsky, the famed designer of the Auburn speedster. True to the Counts style, the Ambassador's "Speedstream" motif is ornately styled with fantastic details throughout. The look is reminiscent of the Zephyr locomotives and even some early prop liner aircrafts.

This particular Ambassador is likely to be the most original example in existence. The car was sold new in Chicago and may have even been part of the famous tower of plate glass display at the Chicago World's Fair! The car was purchased by its current owner in the early 1990s. It does not appear to have been altered in any way other than the passenger side rear window having a 6-inch circle cut out of the two-part laminated safety glass, an unusual and specific practice known to be used by the criminal element to facilitate the quick exit of a gun barrel. The original body, wearing what appears to be its original paint, has accumulated some rust over the years but appears to be solid overall. The interior also looks to be untouched and aside from the upholstery, looks to be complete with great patina. Mechanically, the twin ignition eight-cylinder engine lives up to its well-regarded reputation and fires right up.

Since this Ambassador is such a complete and original car, it would make a great basis for restoration or a fantastic candidate for careful conservation. Being one of the only Nash's recognized as a full classic by the Classic Car Club of America insures that no matter what route the future owner takes, he will be left with a very useable car to enjoy. Don't miss this wonderful opportunity to acquire a rare and seldom seen model, with opulent art deco styling by one of the eras most revered stylists.

\$20,000 - 25,000
Without reserve

Titled as a 1933.

211

Sold to benefit the Heritage Museums and Gardens

1932 WILLYS 6-90 SILVER STREAK RUMBLE SEAT ROADSTER

Chassis no. 8610

Engine no. 8714

193ci L-Head Inline 6-Cylinder Engine

Single Downdraft Carburetor

65bhp at 3,400rpm

3-Speed Manual Transmission

4-Wheel Semi-Elliptic Leaf Spring Suspension

4-Wheel mechanical Drum Brakes

- *Rarely seen Willys Roadster*
- *Nicely preserved, older restoration*
- *Powered by the Silver Streak six*
- *First year for the synchronized transmission in Willys's lineup*
- *A lovely AACA tour car*



THE WILLYS SIX

The original Overland car was developed in the early 1900s by the Standard Wheel Company of Terre Haut, Indiana, which had already changed hands once before John North Willys, a New York auto dealer and major Overland customer, arrived to rescue it from oblivion in 1907. Building four-cylinder cars only from 1910, the revitalised company went from strength to strength, production increasing steadily until by the start of WWI only Ford could claim a higher output.

Although the Overland had gone in 1926, Willys would expand to offer a line-up of cars ranging from the four-cylinder Whippet to the Willys-Knight with its sleeve-valve sixes. '31 saw the end of the Whippet and by '32 the lineup had been consolidated between L-head straight sixes and eights running up to sleeve-valve Willys-Knight sixes at the top of the model range with a range of body styles offering just about every variety of two- and four-door models in both open and closed styles.

THE MOTORCAR OFFERED

The Series 6-90, known as the Silver Streak, was Willys's long wheelbase model with a 113" span between the wheels and offering 11 different body styles—more than any other model in the Willys lineup. This '32 Rumble Seat Roadster retailed for \$545 new and featured a new synchronized Warner-Gear transmission. Powered by Willys's "100,000 Mile Silver Streak Motor" that was advertised to meet "every test of quality and thrift", it ranked among the most reasonably priced six-pot powered roadsters available.

This car's early history is unknown, but records show it was in Suffolk County, New York in the early 1980s and was sold on November 16, 1981 to one Roy E. Minor of Harford County, New York. Mr. Minor would eventually sell the car to Henry Snyder from whose estate it would pass to the Heritage Museum. Restored at some point, likely more than 20 years ago,

the car still shows well today in its handsome black and navy color scheme over black interior with contrasting yellow wheels.

A lovely little machine that would be welcome at any local car show or AACA tour, this rare Willys is ready to rumble into the next owner's garage.

**\$20,000 - 30,000
Without reserve**

1942 GMC SERIES CC-150 ¾-TON PICKUP

Chassis no. CC-152 3142

Engine no. B228 101942

Inline 6-Cylinder Engine

Single Carburetor

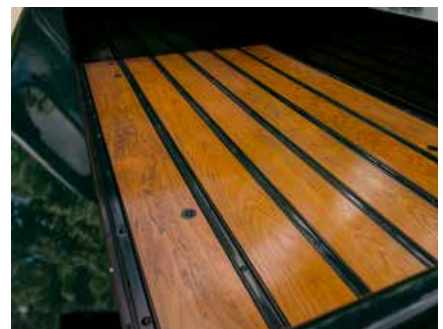
Approximately 90bhp at 3,200rpm

3-Speed Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- *Delightful color scheme*
- *Beautifully presented in and out*
- *Extremely well sorted*
- *Usage only limited by your imagination*



GMC Series CC-150

General Motors Truck Company was formed in 1912, initially to market the commercial vehicles built by Billy Durant's recent truck making acquisitions: Reliance and Rapid.

In 1928, GMC took over the production of pickups and light delivery vehicles from Pontiac. The year 1939 marked several turning points for GMC: synchro-mesh transmissions, diesel engines and a new overhead valve six for light trucks. The diesels were the new two-cycle Detroit Diesel designs, while the gasoline OHV six was akin to, but not identical to, that built by Chevrolet. This heavier duty six would become beloved of "Stovebolt" hot rodders, who nicknamed it "Jimmy," during the 1950s.

THE MOTORCAR OFFERED

Being manufactured during the abbreviated 1942 model year, this delightful GMC ¾-ton pickup is quite a rare sight. Upon purchasing the vehicle in 2010, the owner commissioned a full restoration of the already clean and solid truck. The body was brought down to the bare metal and finished to a very high standard in the fitting two-tone green and black livery that you see today. The dark body panels really accentuate the stylish chrome grill and bumper which have been replated to a mirror like finish. Inside, the bench seat received all new upholstery along with the welcomed addition of seat belts. Under the freshly manicured body, the powertrain was subject to an extensive refurbishing, where anything that was worn or tired was replaced. During this process the truck received a new clutch, new brakes, and the electrical system was converted from 6 to 12 volts. The end result of the care that was

given to this old workhorse is a truck that is ready to be enjoyed, whether that includes hauling and towing, leisurely cruising, or attracting crowds at your local car show.

\$25,000 - 35,000
Without reserve

213

1950 ROLLS-ROYCE SILVER WRAITH TOURING SALOON

Coachwork by Park Ward

Chassis no. WGC63

Engine no. W262C

4,257cc OHV Inline 6-Cylinder Engine

Approximately 125bhp

4-Speed Manual Transmission

Front Independent Suspension, Rear Semi-Elliptic Suspension

Front and Rear Drum Brakes

- *In the present ownership for nearly four decades*
- *Documented by its factory build sheets*
- *Delivered new to the UK*
- *A perfect Rolls for tours and events*



THE ROLLS-ROYCE SILVER WRAITH

In 1946, Rolls-Royce resumed automobile production with the Silver Wraith. The last Rolls-Royces delivered exclusively as chassis for coach-built bodies, they were offered with the pre-war inline 6-cylinder, with a new head incorporating overhead inlet valves and side exhaust valves.

Unlike previous Rolls-Royces, this was the first model to have commonality with its Bentley sibling. Many mechanical parts were shared due to low demand for luxury cars in post-war England. This was partly due to the economy, but also to a significant automobiles tax and gasoline rationing.

THE MOTORCAR OFFERED

Ordered new by Mr. Ernest Melling of Lytham, UK from Wm. Watson, Ltd in London, WGC63 was delivered to Park Ward on September 23, 1949 and to Mr. Melling on January 18, 1950. Fitted with 4-light saloon coachwork in two-tone grey over light blue upholstery, it would no doubt have made a stately transport around the Blackpool area in those early years of its life.

In 1971, WGC63 was brought stateside by a Mr. Barrett, who was a RROC judge at the time. From Mr. Barrett the car went to William Wallace, where it was subsequently restored to its current black fender and red body paint scheme over tan hides.

Acquired by the present owner from Mr. Wallace in the later part of and 1970s, WGC63 has been driven and enjoyed in the ensuing nearly four decades. The restoration

has since mellowed to that of a fine tour car or driver, but the car would still be a welcome entrant to numerous RREC events.

Complete with copies of its factory build sheets and a complete picnic set in the trunk, this Rolls is more than ready for some tea and touring.

\$30,000 - 40,000

1968 MORRIS MINI COOPER MKII SALOON

Chassis no. K-A2S6-1179700A

1,400cc Inline Four-cylinder Engine
Twin SU Carburetors
Approx. 90hp at 5800 rpm
4-Speed Manual Transmission
Hydrolastic Suspension
Front disc and rear drum brakes

- Extensively professionally upgraded and modified
- Complete with a thick file of receipts
- A true sleeper
- Perfect for rallies, cruises, or track events
- "You can do it in a Mini"



THE MINI

A team led by Alec Issigonis created the budget-minded 1959 Austin Seven, a unit-body, front-wheel drive, two-door saloon with a transversely-mounted 848cc four-cylinder motor and a four-speed manual transmission. By 1962, it was rechristened the Austin Mini, and would go on to be built into the millions. More significantly, it served as the template for the modern compact car.

Starting in 1961, in a collaboration between Issigonis and race car builder John Cooper, the sporty Mini Cooper hit the streets. Featuring a stroked, race-tuned motor, twin SU carburetors, and front disc brakes, the Cooper was destined for Group 2 rally racing. Two years later, an even more powerful Cooper S debuted.

THE MOTORCAR OFFERED

This UK-delivered Mini started life as a 1968 Morris Mini Cooper MkII but in 1986 it was transformed by the prior owner into a barnstorming 1400cc Cooper S. Stripped to the bare bones, a brand new Leyland MkIII bodyshell from a 1985 Mini—complete with doors, hood, and trunk—was fitted along with a Westbo sunroof and many other alterations. The engine was extensively rebuilt by Mini specialists Osellie Engineering with copious performance parts and 40% more capacity—going from 998cc to 1400cc. Suspension and brakes were also upgraded with high performance pieces while the interior was upgraded with new upholstery, a 1275GT dash, Smiths gauges, a roll bar. In total, it takes two full, typed pages to list all of the modifications with the engine mods alone costing north of £1000 in 1986!

Driven and enjoyed at regional Mini club events in the UK, as evidenced by the decals on the left rear quarter window, the present owner acquired the car about 15 years but has not driven it much since acquisition. Most recently the car has been tested and driven by the seller and is reported to be a fine runner and a real hoot to drive.

Replete with a large file of old UK registrations and copious receipts detailing both the modification work and repairs done before and after, this little Mini is sure delight its next, lucky owner.

\$18,000 - 24,000
Without reserve

1967 LOTUS ELAN COUPE SERIES 3

Chassis no. 36/6740

1,558cc DOHC Inline 4-Cylinder Engine
 2 Weber Carburetors
 105hp at 5,500rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Carefully maintained with common sense updates*
- *In the care of the present owner for over three decades*
- *A stellar backroad burner*
- *Iconic Lotus livery and guise*

**THE LOTUS ELAN S3**

Launched in October 1962, the Elan was available as a complete car or a kit at reduced price. Suspension was all independent with unequal-length wishbones at the front, while a wide-based lower wishbone and modified Chapman Strut, as used in Lotus Grand Prix cars, was employed at the rear. Rack-and-pinion steering was sourced from the Triumph Vitesse, and there were Girling disc brakes all round. The Elan's engine was a highly modified 1,498cc (later 1,558cc) Ford Cortina unit incorporating Lotus's own twin-camshaft cylinder head, and both the gearbox and differential came also from Ford. With the introduction of the improved S3 model in September 1965, the Elan became available as a fixed-head coupé for the first time, having previously been sold only in drophead form with optional separate hardtop. Other civilizing improvements included electric windows, re-designed dashboard and better trim.

THE MOTORCAR OFFERED

This handsome little Elan S3 Coupe was acquired by the vendor in April of 1986, just following a body-off restoration. Since purchasing the car and driving it some 36,000 miles, it has been meticulously maintained and enjoyed with various common-sense updates made along the way. The CV joints were updated while an improved electric fan, alternator, dual master cylinder (up from single), competition throttle linkage, electronic ignition, and windage tray in the oil pan were all installed. The drivetrain came out about 5,000 miles ago for a refresh that also saw attention paid to the differential, brakes, and exhaust. A new pedal box was fitted to improve the driving feel while the wiring harness was redone with particular attention paid to all of the electric grounds—helping to alleviate the common electrical gremlins that haunt Lotus sportscars.

At all four corners, the suspension linkages, shock towers, and rubber is new. The Weber carburetors are said to be perfectly synched and the owner says the strong running mill has made a number of his twin cam owning friends quite jealous. In the cabin, new carpeting and seat covers are accented with fitted Coco mats and a fresh bubinga wood dash. The red paint with gold bumpers and gold center Pannasport wheels complete the package.

The Lotus Elan is well regarded for their superior driving experience—and this dialed in example will bring plenty of smiles to whoever is lucky enough to be the next enthusiastic owner.

\$35,000 - 45,000

1972 JAGUAR E-TYPE SERIES III V12 ROADSTER

Chassis no. UC1S20687BW

Engine no. 7S6417 SB

5,343cc SOHC V12 Engine

4 Zenith Stromberg Carburetors

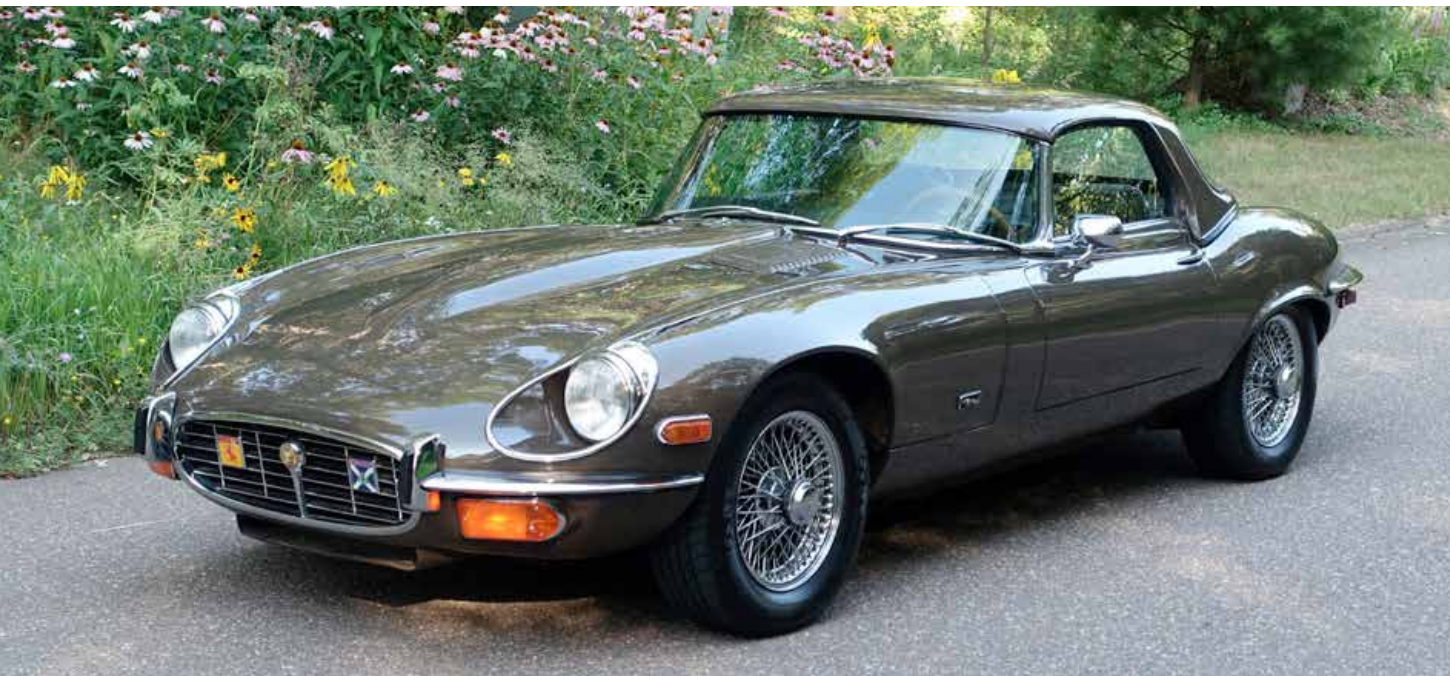
264bhp at 5,750rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Disc Brakes

- *Three owners from new*
- *Excellent patina inside and out*
- *Powerful twelve-cylinder E-Type*
- *Carefully and meticulously maintained*
- *Equipped with factory air conditioning*

**THE JAGUAR E-TYPE SERIES III**

Few self-respecting automotive connoisseurs could ever ignore that iconic 20th Century classic, the E-Type Jaguar. From its sensational launch with its 3.8-liter 6-cylinder 'XK' series engine in 1961 to its final expression as the 5.3-liter V12-engined Series III model twenty years later, Coventry's finest was not only an aspirational supercar of its era, but also a generally attainable one – always offering would-be owners tremendous value for money.

It was in 1971 that Jaguar introduced the Series III with the Walter Hassan/Harry Mundy-developed 5.3-liter SOHC V12 engine which became an industry standard for its combination of smoothly unobtrusive torque and power. The new V12 was standardized upon the 105-inch longer-wheelbase floor pan of the 2-plus-2 variant, and only roadster and 2-plus-2 models were produced, Jaguar's

preceding short-wheelbase Fixed-Head Coupe body style being discontinued. With the large cross-slatted radiator grille, flared wheel arches accommodating wider track and bigger tires, plus V12 nomenclature adorning the tail, these Series III cars continued all the American Federal Regulations features of the preceding Series II models while also adopting uprated brakes and power steering as standard. From the new Series' launch in 1971 to the end of production in 1975, some 15,200 were manufactured.

THE MOTORCAR OFFERED

This Series III V-12 E-Type is a beautifully original example with fewer than 70,000 miles accumulated in the last 44 years. In the possession of its third owner, he inherited the car from his father in 2008 who had bought it from the original owner in 1980. The present owner's father was fastidious in his care for this car—it lacked for nothing and this high level of care for the car was ingrained in the owner's young son at the time.

The Jag sat idle under a cover in his father's garage from 1998 to 2006 owing to ill health. In 2006 it was re-commissioned. Work completed included replacing the gas tank, the fuel pump, the radio and the tape deck. The seller has replaced the alternator, the radiator, and all the coolant hoses and clamps as needed over the past eight years. Today the car is reported to start easily, idle well when warm, and perform strongly on the



road. The engine is said to be smooth and quiet and while the optional Borg-Warner automatic gearbox shifts well with just a bit of lag between first and second. The car was recently serviced, within the past 350 miles, and detailed with new tires and tubes, the factory-optional wire-spoke wheels balanced. It is understood that the power features all work on the car including the factory-fitted air conditioning system.

The exterior shows off its original Sable paint very well, and the interior – Cinnamon/Beige leather – is clean, without splits, tears or excessive bagginess, to match the mileage. The soft top has not seen the light of day recently but when last erected was in very serviceable condition. A matching aftermarket fiberglass hardtop is included with the car.

This Jag won't win its class at a major national concours but it is very respectable on all counts asking only to be considered as a lovely, reliable driving car capable of holding its own both on the road or in a local show.

\$50,000 - 70,000

1965 MERCEDES-BENZ 220SE CABRIOLET

Chassis no. 111023-10-029958

2,195cc SOHC inline six-cylinder engine
 Bosch mechanical fuel injection
 134bhp at 5,000rpm
 4-Speed Manual Transmission
 Independent front coil spring suspension
 and rear swing axles with trailing arms and coil springs
 Front disc and rear drum hydraulic brakes

- One owner car
- Project for completion
- Classic open Mercedes
- Original U.S. example

**THE MERCEDES 220SE**

Mercedes-Benz debuted four new models at the Frankfurt Show in 1959 - the 220SE among them - all of which shared the same basic unitary-construction bodysheet and all-round independent suspension. Longer than their predecessors, the newcomers featured a wider radiator shell, wrap-around windscreen, wider rear window and vertically positioned twin headlamps. The new 220SE retained the fuel-injected, single-overhead-camshaft engine of the previous 220SE, though maximum power was increased by five horsepower to 120bhp (DIN). Top speed was now 107mph (170km/h) with 60mph (97km/h) attainable in under 14 seconds. Coupe and convertible models appeared in 1961. More modern in style, the 220SE coupé and convertible were better appointed too, being equipped as standard with a rev-counter, leather upholstery and automatic transmission.

THE MOTORCAR OFFERED

This appealing Mercedes-Benz project is a simple one owner car with an interesting provenance. The car was delivered new to one Kathryn Fisher Dixon in 1965. While Mrs. Dixon's name may not be familiar to car collectors, her sister, Ann Klein certainly is, for she was one of the country's best known Vintage Bentley exponents and enthusiasts, most notable owning a number of the famed 'W.O.' models, including the most coveted 'Blower' Bentleys.

Mrs. Dixon, clearly had equally good taste in quality automobiles to acquire one of these fine Mercedes. From new was finished in Light Grey paintwork with a Burgundy interior. After two decades of ownership, a refurbishment was commissioned with the assistance of Ann Klein's shop.

While the work was begun, it was never entirely finished, and latterly was returned to

the Dixon family in the condition that it is found today. It is known that the engine was rebuilt around its original block, but with a replacement head, but the car has not run for some time. Cosmetically, the body was stripped and primed in a color probably quite close to its original, but this remains in an unpainted/unfinished form. Some of the chrome-work was replated, a new cloth top was begun and burgundy leather was acquired to replace the original and this all goes with the car.

As it stands, this represents what appears to be a straightforward restoration/completion job, with the benefit that when finished it will not only look very handsome in its original scheme, but also its new owner will be the second to have possessed in half a century!

\$18,000 - 24,000
Without reserve

1958 CHEVROLET CORVETTE

Chassis no. J58S108196

283ci OHV V8 Engine
Single 4-Barrel Carburetor
230bhp at 6,200rpm
2-Speed Powerglide Automatic
Independent Front and Semi-Elliptic Leaf Spring Rear Suspension
with Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- Largely original survivor
- Sought after year for the Corvette
- Great project or use as is



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.

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory, but with inferior performance. Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. 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 1958, 9,168 Corvettes were produced

THE MOTORCAR OFFERED

This desirable '58 Corvette features a rarely seen Powerglide automatic. Finished in a pleasing Snowcrest White with Signet Red fender coves and an interior to match. The interior sports the Wonderbar radio and all appropriate instrumentation.

Offered in running condition this Corvette could be tidied up and enjoyed with little effort or even perhaps be the basis of a restoration. The paintwork is older but sound, and most of the trim is original. The engine bay shows some aftermarket equipment but much of the original pieces are included with the car. The interior is in good order and much of it looks original.

A fun and very usable car that is surely ready to get back on the road to enjoy.

\$25,000 - 35,000
Without reserve

1970 MERCEDES-BENZ 280SL ROADSTER

Chassis no. 113.044-10-014571

2,778cc SOHC Inline 6-cylinder Engine
 Bosch Mechanical Fuel Injection
 160bhp at 5,700rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Beautifully refurbished 280SL
- Desirable manual transmission
- Timeless Paul Bracq design
- Believed original low mileage example
- Offered with copy of Mercedes-Benz factory records

**THE MERCEDES-BENZ 280SL**

In the Spring of 1963, Mercedes-Benz debuted an all-new roadster to replace the 190SL and 300SL- The 230SL. The 230SL 'Pagoda' was a stunning Paul Bracq designed two-seat convertible that followed Mercedes' new design language, featuring crisp lines and upright headlights. The 230 SL was fitted with a prominent three-pointed star in its grill as a reference to the already iconic 300SL. To save on weight, the hood, door skins, trunk lid, and tonneau cover are all composed of aluminum. The nickname 'Pagoda' was quickly adopted thanks to the slightly concave roof on the optional removable hardtop that resembled a pagoda roof. Although controversial at its introduction, these SLs are now considered a masterpiece of design.

In 1967, Mercedes introduced the third and final iteration of the 'Pagoda', the 280SL. The 280 featured the same modified W111

chassis with a rear swing axle and independent front suspension and four-wheel disc brakes. Power came from a 2.8-liter version of Mercedes' robust inline-six and used Bosch fuel injection- a combination producing 160 horsepower in US-market variants, which had to be modified slightly to comply with emissions standards. To compensate, the rear-end ratios were changed in these US-market cars to offer greater low-end acceleration.

While the 280SL did not offer the performance of the 300SL, it is a very charming model with capable handling and braking thanks to its suspension and all-wheel disc brakes. These roadsters also have one of the most beautiful bodies produced in the 1960s and thanks to their robust inline-6 and luxurious Mercedes interior are wonderful cars to be driven and enjoyed.



THE MOTORCAR OFFERED

This 280SL is a delightful example of a late model pagoda that has recently undergone a thorough refurbishing. In accordance with the Mercedes-Benz data card, this example is one of the very few that was ordered new without a hardtop. The car was originally finished in the charming and unique color combination of Dark Olive, over a Cognac interior. During the restoration, the body was taken down to the bare metal and repainted red, using the proper Glasurit paint - the result is stunning. Upon completion of the paint work, the body was fitted with all new weather-stripping, felts, and gaskets, using only genuine Mercedes parts. The believed to be original cognac interior presents wonderfully, with a charming layer of patina throughout. It appears that only the carpets have been replaced. Mechanically, the powertrain was the recipient of a full rebuild at a Mercedes-Benz dealer/service center. The rebuild consisted of a full overhaul

of the engine and transmission, including a new clutch. Receipts are on file totaling over \$12,000 for the engine and transmission work. After all of the work was completed, the engine bay received a full detailing and is just as show worthy as the cars exterior. It should be noted that although the engine is a correct 280SL unit, it is a replacement block.

All of the recent restoration work completed on this 280SL is documented with photos and receipts which, will accompany the car along with the owner's manual, tools, jack, and pouch. This Pagoda is an ideal choice for the collector/enthusiast looking to enjoy spirited, worry free cruises on the way to shows and events. If one is looking for the perfect all-around classic, this 280SL may very well might be the perfect choice.

\$75,000 - 100,000



220

1967 BMW 2000C

Coachwork by Karmann

Chassis no. 1200046

Engine no. 1200046

1,990cc SOHC Inline 4-Cylinder Engine

Twin Weber Carburetors

120bhp at 5,600rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Upgraded to twin carburetor 'CS' spec
- Matching numbers, manual transmission example
- Complete with history file, jack and tool kit
- One of only 443 manual-transmission equipped 2000Cs built
- A rare example of Wilhelm Hofmeister's smart 1960s Coupe



THE BMW 2000 C SERIES

The BMW "New Class" Series of cars were introduced in 1962. These compact, well built and fun to drive cars became a benchmark for this type of car for decades to come.

BMW wanted to offer a more upscale GT type Coupe based on the "New Class" platform, so they turned to German coachbuilder Karmann to produce the bodies for the 2000 C series. The new Coupe was penned in house by BMW's legendary designer Wilhelm Hofmeister, famous for the *Hofmeister-Knick* -- the iconic upwards kink on the lower window-line of the C- or D-Pillar found on most BMW's to this day.

The stylish new Karmann-bodied coupe bodywork, combined with BMW's brilliant two-liter overhead-cam engine, made a compelling package and its sales were only hampered by its premium price.

THE MOTORCAR OFFERED

This 2000C was completed in Munich on July 7th, 1967 and delivered a mere six days later with swift German efficiency to its first owner, A. Dietelhoff of Soest, Germany. Finished in Polaris Metallic over blue cloth interior and outfitted with a rare manual transmission -- one of only 443 tri-pedal cars built of the 3692 2000C made.

Remaining in Germany for only the first several years of its life, this 2000C would find its way to Ontario, Canada in the early 1970s and remain with its second owner for over three decades. Upon his passing, the Bimmer moved to its next owner in 2013 and was acquired by the present keeper about two years ago.

Repainted into its current metallic light blue and fitted with the twin carburetor setup found on the more powerful 2000CS models

at some point prior to the current owner's acquisition of the car, this numbers matching example has been the recipient of some \$4000 in recent maintenance and repairs. Complete with a BMW Classic Certificate documenting its heritage, it is sure to make a splash at local car shows and even BMW Club events.

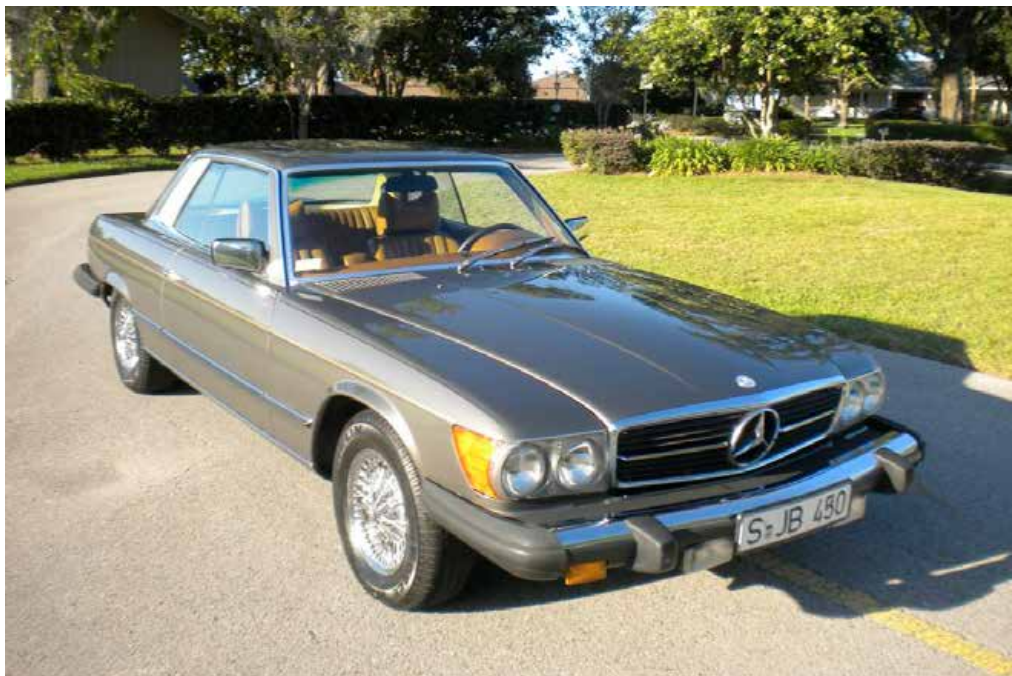
\$25,000 - 30,000

1979 MERCEDES-BENZ 450SLC COUPE

Chassis no. 107024-12-026803

4,520cc SOHC V8 Engine
Bosch Fuel Injection
180bhp at 5,200rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Extraordinarily well-preserved inside and out*
- *Undertstated, modern color combination*
- *High quality, solid Mercedes-Benz cruiser*
- *One long term owner, 32,000 miles*



THE MERCEDES-BENZ R107

First introduced in 1971/72, the luxurious 450 SL roadster and 450 SLC coupé 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 coupé accommodated two rear seat passengers and provided greater boot space than the roadster. Mercedes-Benz's increasing preoccupation with safety was evident in the design of the interior, which boasted a padded dash top, recessed or flexibly mounted switch gear, and padded steering wheel on a 'collapsible' column. Bosch K-Jetronic fuel injection was standardized for 1975, electronic ignition and self-adjusting hydraulic tappets being introduced at the same time. Maximum speed of this superbly equipped top-of-the-range coupé was around 215km/h.

THE MOTORCAR OFFERED

Such is the quality of these cars that if looked after well, they do preserve exceptionally as evidenced by this very fine example. As new the Coupe was purchased through Peter Gregg Motorcars by a Florida based doctor, who would retain the car from day one until recent times. Its specification included the unusual option of wire wheels, rarely seen on these cars, as well as a factory sunroof, Becker Mexico Radio/Cassette player and Cibie driving lights.

Perhaps as one might expect from an owner of his profession, the car's maintenance was both afforded and completed routinely. Remarkably, its mileage accrual in 37 years has only been 32,000. Today, the car remains resplendent in its original scheme of Anthracite Grey which is nicely color contrasted with Palamino Grey leather interior. Owing to careful garaging and servicing its

condition belies its age, reflecting its modest odometer reading, it is reported to be running well and has good cold a/c!

In its timeless colors and with dependable mechanical underpinnings, coupled to the fact that these Mercedes are incredibly modern to drive compared with almost all of their contemporaries, make this a perfect daily driver today, or future collectible.

\$10,000 - 15,000
Without reserve

222

1979 MERCEDES-BENZ 450 SEL 6.9 SEDAN

Chassis no. WDB116 036 12 005879

Engine no. 110-985-12-005994

6,834cc SOHC V8 Engine

Port Fuel Injection

250bhp at 4,000rpm

3-Speed Automatic Transmission

4-Wheel Independent Self-Leveling Hydropneumatic Strut Suspension

4-Wheel Disc Brakes

- *Rare and exclusive 'super saloon'*
- *Two owners from new*
- *Locally owned from new*
- *A daily driver*



THE MERCEDES-BENZ '6.9'

Mercedes-Benz replaced the S-Class family of large saloons in 1972, the successor W116 range having been on the drawing board since the mid-1960s. Much of the development program had concentrated on secondary safety, to such an extent that its occupants were considered more likely to survive an accident in the 450 SE saloon (or its peers) than possibly any other car in the world. For plutocrats there was the 450 SEL 6.9. Fast, well engineered and luxuriously equipped in Mercedes-Benz's finest tradition, the 450 SEL 6.9 first appeared in 1974. This new super saloon used the long-wheelbase body-shell of the larger S-Class fitted with an enlarged and developed version of the overhead-camshaft V8 engine found in its predecessor and the leviathan 600 models. All Mercedes-Benz's latest safety developments were incorporated along with automatic transmission and self-leveling suspension as standard. Top speed was 225km/h with

100km/h coming up in around seven seconds. Only 7,380 examples of this exclusive model were made between 1975 and 1980.



THE MOTORCAR OFFERED

The car presented has been with its current owner for approximately 12 years. It is understood to have been one of a number supplied to the family that had operated the Packer Avenue Terminals in Philadelphia, and so was ostensibly a one owner car prior to acquisition.

Finished in Anthracite Grey, with a black interior, and pinstriped, the car comes equipped with sunroof. Over the course of its 37 years its mileage has risen to roughly 143,000, a modest number if taken on an annual basis, or more importantly for one of these trusty and long lived products from the 'inventor of the automobile'. While, aesthetically, the car's condition reflects its age and mileage, with normal signs of wear and tear.

\$18,000 - 24,000
Without reserve

1954 JAGUAR XK120 SE DROPHEAD COUPÉ

Chassis no. S667294

Engine no. F3878-8S

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

160bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *The last right-hand drive XK120 produced*
- *A one of only 292 right-hand drive Drophead Coupés built*
- *In the present ownership since 2006*
- *Among the most beautiful Jaguar models ever produced*
- *A stellar tour car*

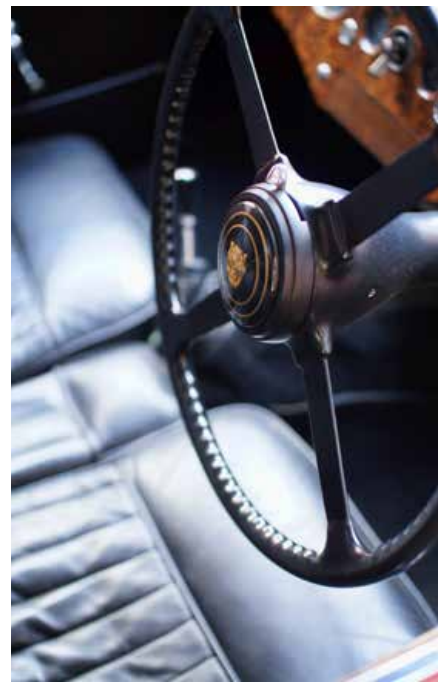
**THE JAGUAR XK120**

Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation. The XK120 set new standards of comfort, roadholding and performance for British sports cars, and in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power of the XK twin-cam 'six' from 160 to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.

THE MOTORCAR OFFERED

The 'S' prefix on this XK120's chassis number indicates that it is an 'SE' (Special Equipment) model equipped with the desirable 180bhp engine. Right-hand drive Drophead Coupé chassis numbers commenced at 667001 and a mere 294 were built, making this car the last to leave the Browns Lane factory in September 1954. A statement from Mr Liggins - the previous owner from May 1988 to August 1996 - reveals that he had looked for three years to find the right XK120. He bought this example, which retains its original engine - both 'head and block' - already restored and believes that the work was carried out circa two years prior to his acquisition. It was evidently restored to a high standard, although no bills are offered with the car.

'S667294' came into the present owner's hands in August 1996 when the recorded mileage stood at 4,000 (it is assumed that the odometer was 'zeroed' upon completion of the restoration). Forming part of the vendor's large private collection, the car has been mostly displayed and kept in dry, climate controlled conditions. The current mileage total is 4,172. Although the car is on chromed wire wheels, the original pressed steel wheels and spats are also offered. The Jag came into the present family ownership in September 2006. In the last decade, the car has seen minimal use but an invoice on file from October 2014 documents \$4500 worth of mechanical work completed.



Finished in red with black hood, black interior trim and matching carpets, the Drophead has been regularly started. Jaguar XK120 Drophead Coupés very rarely come to market and this restored, matching numbers car represents a unique opportunity to acquire the last example of the rarest of all the XK120 variants, equipped with the ultimate, Special Equipment engine.

\$55,000 - 65,000



1967 JAGUAR E-TYPE SERIES 1 4.2-LITER COUPE 2+2

Chassis no. 1E76006

Engine no. 7E51231-9

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- One owner from new
- Beautifully original interior
- Complete with books and tools
- Finished in its original colors
- Desirable standard transmission

**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.

1966 gained an additional 2+2 coupé variant on a 9" longer wheelbase. Intended to extend the E-Type's appeal beyond the traditional sports car-buying market, the new 'family orientated' 2+2 came with improved visibility thanks to an increased glass area, more headroom, improved heating and ventilation, additional luggage space and optional Borg-Warner automatic transmission.

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



THE MOTORCAR OFFERED

This One owner example was sold by Keys Auto Exchange of Albany, New York on September 27, 1966. The car remained a beloved family member for all that time. The owner kept fastidious records and took great care of his pride and joy. With the exception of a respray in the original color this E-Type remains in factory original condition. The interior is beautifully preserved and unmodified. The black leather seats are nicely patinated but free of rips and tears. The Becker radio and wing seat belts, both listed on the invoice, are still present and no modifications appear to have been made.

Mechanically the car has been well maintained and sparingly used so it runs and drives like the highly original car it is. The only limitation on spirited driving are the period Michelin X tires – fitted in 1968 (receipts included). Under the hood the engine bay is indeed stock,

proper and reflective of a very original well maintained car.

A look in the trunk shows all the original tools in the correct wraps and pouches - even an original fan belt is present. The paperwork with the car is superb. The original bill of sale, warranty card, service book, correspondence with the Jaguar Company and of course the usual handbooks and documents compliment 1E76006. The service books of tremendous detail illustrate a passionate and careful owner.

Series 1 E-Types have become very valuable in the last decade. This highly original, documented, one-owner E-Type Coupe represents one of the last accessible price points for one of the most highly sought-after machines around.

\$65,000-75,000



225

1926 PACKARD EIGHT 243 7-PASSENGER TOURING

Chassis no. 200346

Engine no. 210784

357.8ci Straight 8-Cylinder Engine

Single Updraft Carburetor

85bhp at 3,000rpm

3-Speed Manual Transmission

Front & Rear Semi-Elliptic Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- Long term ownership
- Well preserved example
- Striking and desirable colors
- Large and versatile touring car with Packard reliability



THE PACKARD EIGHT 243

Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. 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. In addition to its power, the engine was praised for its incredible smoothness, which was made possible by a heavy balanced crankshaft and a Lanchester vibration damper. The engine was mounted down low, inside of the frame at four locations to complement its smooth running nature. The lack of vibration was a huge selling point over

the V-8 equipped Cadillac, which suffered vibration issues at 40mph.

With the Single Eight, Packard became a huge proponent of four wheel brakes. Packard was among the first to realize and advocate for the new technology. They had gone through exhaustive testing measures to insure that the system was fit for production. The vice president of distribution went on to explain: "Four wheel brakes permit faster and safer driving speeds and acceleration by offering the factor of more rapid and more effective speed reduction." He would also warn against the use of cheap and inferior systems stating, amongst other things, that "Only good brakes can have a lasting place in the industry". The Single Eight was so well received that it forced Cadillac to quickly release their V-63 in order to compete.



THE MOTORCAR OFFERED

The Single Eight line-up initially comprised ten models on two wheelbase lengths. In 1926, Single was dropped from the name and the car became known simply as the Eight. With the introduction of custom models in 1926, the Eight range increased dramatically. 'Original Creations by Master Designers' were available through a special custom catalog - the custom offerings were bodied by Derham, Dietrich, Fleetwood, Holbrook and Judkins among others.

Chassis number 200.346 is a stunning seven passenger touring model. The car was first registered in Barcelona, Spain, on May 26th, 1926. It is believed that the car has remained in Spain for all of its existence. In June of 1994, the Eight was purchased by its current and longtime owner. During that same year, the car received a full restoration.

The body is finished in a beautiful 2-tone paint scheme of moss green over black fenders. The standard disc wheels are body colored and look stunning against the white wall balloon tires. The interior is finished in an elegant walnut colored leather, complimented by a woodgrain dash and steering wheel. For the last 20 plus years, the consignor has lovingly cared for this American beauty, excellently preserving the high quality restoration.

Today the car presents beautifully, commanding a presence even in the most esteemed of company. Few cars can offer top down motoring with such style and grace – even fewer can be enjoyed with six of your closest companions.

\$70,000 - 90,000

1927 FIAT 509 TORPEDO

Engine no. 144591

990cc OHV Inline-4 Cylinder Engine
 Single Updraft Carburetor
 21bhp at 3,400rpm
 3-Speed Manual Transmission
 Longitudinal Leaf Spring Suspension with Solid Front and Rear Axles
 4-Wheel Drum Brakes

- Rarely seen in the US
- Purchased by the seller's father in Italy, later to be sold in the 1950s
- Rediscovered by the vendor's son in Scranton, PA nearly half a century later
- An elegant little tourer

**THE FIAT 509**

FIAT's smallest-ever car when announced in October 1924 at the Paris Salon, the 509 was in essence a scaled down version of its larger siblings and thus not as small as many rival designs. It was however, exceptionally well specified, having an overhead-camshaft engine, 12-volt electrics and four-wheel brakes, advanced features not usually found on 'economy class' cars of the period. Like Austin and Morris in the UK, FIAT recognized the importance of extending car ownership to the masses; an in-house hire purchase facility was introduced to help encourage sales and within a year the 509 was Italy's best-selling car. A design which presaged the revolutionary 500 Topolino of the 1930s, the 509 was an immense success despite being far from the cheapest in its class, selling 90,000 units before production ceased in 1929.

THE MOTORCAR OFFERED

Sometimes you find a car, and sometimes a car finds you. This little Fiat was acquired in Agrigento, Sicily by the vendor's father and driven through the verdant Italian hillside as a taxi throughout WWII. In the 1950s the little Fiat was sold to a fish monger and went from transporting people to moving the fruits of the sea. In the meantime, the vendor's father and the vendor moved from Italy to New York. Decades later, the little Fiat followed when it was bought by an American collector and shipped stateside in 1987. Shipped to Scranton, Pennsylvania, it was transported without antifreeze and suffered a cracked block during its winter trip. Rendered inoperable at the time, it ended up [fittingly] under a cover behind a pizza joint. It was there that the vendor discovered the car and, in looking through the paperwork, found his father's name.

Swiftly acquiring the car, it was restored back to operational condition and driven in the 1998 Columbus Day Parade in Manhattan. At the Greenwich Concours d'Elegance in 2000, the vendor's father got behind the wheel of his old Fiat for the first time in over fifty years.

Today the car still carries a nice bit of patina but show well. Exceptionally rare in the US, it is a rare opportunity to acquire one of these elegant little machines on this side of the Atlantic. Just think, maybe if you end up selling it—it'll find its way back to you in another fifty years time!

\$20,000 - 30,000
Without reserve

1957 CADILLAC SERIES 62 CONVERTIBLE

Chassis no. 5762025012

Engine no. 5762025012

365ci OHV V8 Engine

325bhp at 4,800rpm

4-Speed Hydra-Matic Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Power-Assisted Drum Brakes

- *Well preserved piece of matching numbers Americana*
- *Fresh out of long term ownership*
- *Beautifully presented in classic Glade Green*
- *Great car for local Concours and driving events*



THE SERIES 62 CADILLAC

The redesigned 1957 Cadillacs were the ninth-best selling marque in America even though Cadillac saw fit to introduce such extravagances as the Eldorado Brougham, at \$13,074 the most expensive car built in America by a margin of \$3,000. A new X-braced chassis frame enabled the 1957 Cadillacs to feature longer, lower bodies offering undiminished interior space - thirteen styles in total - all of which sported dual rear lights and tail fins larger than before. General Motors' chief stylist Harley Earl had introduced tail fins on the 1948 Cadillacs, and the device would reach its zenith in 1959 before fading away. The Series 62 Convertible was built on the 129.5 inch wheelbase chassis and, like all '57 Cadillacs, came with a 365cu in (6.0-Liter) V8 engine, in standard trim producing 300bhp at 4,800rpm. Automatic transmission, power steering and power-assisted brakes were standard on all models.

THE MOTORCAR OFFERED

Build on December 28th 1956 this well preserved piece of Americana is believed to have been sold new to the state of Oregon. In 1957 the car was registered by a Mrs. Mary L. Judge in Fair Haven New Jersey, from here the history of the Cadillac is blurry until 1973 when it was bought by Mr. Charles S. Allen of San Leandro, California. Recorded to have shown 80,117 miles in August of 1973, Mr. Allen kept the car in good running condition during his almost 20 years of ownership. The Cadillac's history file contains many registrations cards, receipts and notes about the car's mileage each year—corroborating the belief that the car's mileage is genuine.

In 1995 the Cadillac was sold by a Florida based dealer to the consignor who lived in Switzerland at the time. In his possession in Europe, the convertible would be used on sunny days for relaxed cruising and local

shows where the car has been voted best of show on one occasion. After moving to San Francisco, California the consignor decided to get the Cadillac back stateside. Since 2014 this strong runner has been used and enjoyed in the Bay Area and now showing what is believed to be a genuine 121,000 miles. Presented in the same Glade Green color it has had since new, this Series 62 Convertible from the golden era of American motoring is ready for its next caretaker.

\$40,000 - 60,000
Without reserve

228

1917 MACK AB "C" CAB STAKE BED

Chassis no. 579334

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

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



THE MACK AB

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

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

THE MOTORTRUCK OFFERED

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

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

A nice example and a true icon of American trucking, the AB laid the foundation for what is America's most storied truck manufacturer.

Macks hold a special place among collectors and good examples are highly sought after. This fine AB represents a great opportunity to get one of these legendary machines.

\$30,000 - 50,000
Without reserve

229

1936 ROLLS-ROYCE PHANTOM III 40/50HP SUNROOF LANDAULET

Coachwork by Baker

Chassis no. 3AX97

7,338cc OHV V12 Engine

Single Carburetor

126bhp at 4,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4 Wheel Drum Brakes

- *Rare V-12 Phantom III model*
- *Unusual body style by a premiere coachbuilder*
- *Largely original condition, matching numbers engine*



THE PHANTOM III

The makers of, "The Best Car in the World" exhibited the exciting all new Phantom III on Stand 107 at The Olympia Motor Exhibition in October 1935. Representing an entirely new standard of motor car excellence, such was the quality and cost of the new car that production was restricted to 710 examples in a production run curtailed by the War in 1939. Powered by a V-12 cylinder engine of 7.3 liters, the Phantom III had independent front suspension and an all new cross-braced frame of boxed section. Compared with the Phantom II it weighed 8% less and developed 12% more power. The forward location of the engine and radiator gave the whole car a new modernized appearance and provided the bespoke coachbuilders the opportunity to create innovative new streamlined coachwork.

THE MOTORCAR OFFERED

This attractive and largely original Phantom III wears distinctive and unusual coachwork by Barker. With its fully collapsible rear quarter and sliding front sunroof, the signs of a changing time in coachbuilding is apparent. While having received a respray at some point in the past, the interior of 3AX97 appears mostly original.

This Rolls Royce is being offered from a long term private collection where it has resided alongside many fine collector cars. 3AX97 is reported to be in running condition despite not having seen regular use in recent years.

Many of the PIIIs of this time can carry rather bulky and ungainly coachwork, this Barker body however benefits from a low roof line and compact stature. The attractive and minimal fenders work nicely with the body and the integrated trunk is well proportioned.

The dual side mounts and disk covered wheels finish the car off handsomely. Being of predominantly alloy construction, the weight of the coachwork is kept to a minimum to take advantage of the bold power of the Rolls Royce V12.

\$35,000 - 50,000
Without reserve

1929 ROLLS-ROYCE PHANTOM I BERWICK SEDAN

Coachwork by Brewster

Chassis no. S199FR

Engine no. 21998

7,672cc OHV Inline 6-Cylinder Engine

Single Dual-Throat Carburetor

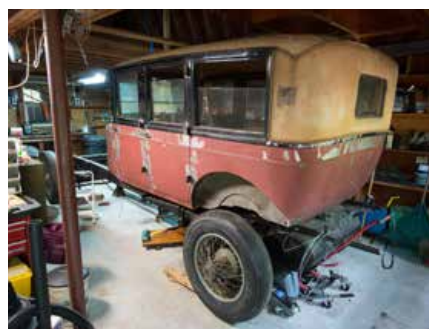
108bhp at 2,300rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Delivered new to New York City with Special Newmarket Collapsible Sedan*
- *In the present ownership for over 50 years*
- *Copious receipts and documentation*
- *Accompanied by thousands of dollars' worth of fresh mechanical spares*
- *A very complete and enjoyable restoration project*

**THE MOTORCAR OFFERED**

This Rolls-Royce was bought new by Albert H. Diebold of New York City and delivered on July 19, 1929. Mr. Diebold was one of the co-founders of Sterling Drug which in 1920 had purchased the right sell Bayer brand aspirin—a right the company would hold until 1994—and by 1929 (and beyond) was no doubt riding high from his thriving pharmaceutical business. Originally fitted with “Special Newmarket Collapsible Sedan” coachwork, body number B-5506, at some point before WWII it appears the present Berwick body the car now carries was fitted.

Notes from the Rolls-Royce Foundation's history of the car indicate that it was offered for sale on December 15, 1938 for \$175. It made its way to Jacob Heines of Long Island and eventual to one Edward Kalife of New Bedford, Massachusetts. The vendor acquired the car in 1964 with the intention of restoring it.

Photos of S199FR from its early tenure in the present owner's care show the car to be in good, original condition not far divorced from how it appears today—if a bit less disassembled back in the 1960s and 1970s. A thick file of receipts and letters document the car's history in the present owner's care starting with his insurance endorsement on November 10th, 1964 and going right up through 1988. With a focus on getting the car running, thousands of dollars' worth of parts has been ordered over the decades the vast majority of which were to repair the drivetrain—which has been out of the car for at least four decades. For the last nearly 30 years, S199FR has sat in a barn, separated from its body, awaiting completion.

A 50-year project that still awaits finishing, this very complete Phantom I has survived today as a lovely, well preserved car thanks to its long term, unfinished restoration. With a thicker file and

more receipts than most restored vehicles, the next owner can be assured to have a lovely Rolls upon completion of the assembly. And with a bit of focus, it may even be completed in a fraction of the half a century that has elapsed since the work began.

\$20,000 - 30,000
Without reserve

231

1959 LANCIA APPIA SEDAN

Chassis no. C10S-28548

Engine no. 31217

1,089cc OHV V4 Engine

Single Solex Carburetor

48bhp at 4,900rpm

4-Speed Manual Transmission

Independent Coil Spring Front and Beam Axle Semi-Elliptic Leaf Spring Suspension

4-Wheel Drum Brakes

- Scaled down elegance
- Powered by Lancia's innovative V4 motor
- Honestly and nicely presented
- A brilliant slow car to drive fast



THE LANCIA APPIA

Lancia has long been recognized as a manufacturer of very high-quality automobiles. The diminutive Appia was introduced in 1953 as a four-door sedan. Powered by a narrow-angle (10°) 38-horsepower V-4 engine of 1090cc, which utilized a cast-iron block and single aluminum cylinder head, the relatively low-priced Appia enjoyed steady improvement with additional models offered, including a GT coupe, station wagon, and a convertible. Engine output also grew, eventually reaching 53 horsepower. Appia production continued into the 1963 model year.

THE MOTORCAR OFFERED

This quaint little example of Lancia's entry level model has been in the car of the current owner for about fifteen years. A handsome and honest example, it has been well stored and sparingly used. Finished in black over grey cloth, it is both simple and elegant in its presentation.

Reported to be in running order, it is a fine city car or an enjoyable mountain cruiser. While it certainly won't out accelerate many things, Appias are renowned for their balanced and stable handling characteristics. Once up to speed, an Appia will happily maintain its momentum and work to delight its driver as he/she works to maintain a pace above the speed limit. Pack a lunch of good Italian cheese, crackers, and prosciutto and you're all set for a bit of la dolce vita!

\$20,000 - 30,000
Without reserve



1969 MERCEDES-BENZ 280SL

Chassis no. 113.044-10-003900

2,778cc SOHC Inline 6-Cylinder Engine
 Bosch Mechanical Fuel Injection
 160bhp at 5,700rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Fitted with the rare and desirable manual transmission
- Includes both hard 'Pagoda' top and folding soft top
- Beautifully restored in an elegant color scheme
- The most sporting iteration of the W113

**THE MERCEDES-BENZ 280SL**

In the spring of 1963, Mercedes-Benz debuted an all-new roadster to replace the 190SL and 300SL - the 230SL. The 230SL 'Pagoda' was a stunning Paul Bracq designed two-seat convertible that followed Mercedes' new design language, featuring crisp lines and upright headlights. The 230SL was fitted with a prominent three-pointed star in its grill as a reference to the already iconic 300SL. To save on weight, the hood, door skins, trunk lid, and tonneau cover were all composed of aluminum. The nickname 'Pagoda' was quickly adopted thanks to the slightly concave roof on the optional removable hardtop that resembled a pagoda roof. Although controversial at its introduction, these SLs are now considered a masterpiece of design.

In 1967, Mercedes introduced the third and final iteration of the 'Pagoda', the 280SL, and it then became apparent that some cars don't

change, they just get better. "The Mercedes-Benz 280SL, the latest version of a line that began as the 230SL in 1963, is the same as ever, just better," concluded *Road & Track* after testing a 280SL in 1968. "For those who value engineering, finesse and high quality construction, it's alone in the field," enthused the highly respected American motoring magazine, while its manufacturer considered the 280SL: "a Grand Tourer in the traditional sense" and "a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally)."

The 280 featured the same modified W111 chassis with a rear swing axle and independent front suspension and four-wheel disc brakes. Power came from a 2.8-liter version of Mercedes' robust inline-six and used Bosch fuel injection, a combination producing 160 horsepower in US-market

variants, which had to be modified slightly to comply with emissions standards. To compensate, the rear-end ratios were changed in these US-market cars to offer greater low-end acceleration.

While the 280SL did not offer the performance of the 300SL, it is a very charming model with capable handling and braking thanks to its suspension and all-wheel disc brakes. These roadsters also have one of the most beautiful bodies produced in the 1960s. Thanks to their robust inline-six and their luxurious Mercedes interior, they are wonderful cars to be driven and enjoyed.



THE MOTORCAR OFFERED

Delivered new to the US, this Dark Olive over tan 280SL came into the possession of the current owner in the 1970s. Running a Cadillac/Pontiac/Buick dealership in Superior, Wisconsin, this 280SL was taken in trade against a new Cadillac from who is believed to have been the second owner. The droptop Benz was used sparingly and regularly maintained at the owner's dealership. When the Cadillac dealership's service department was short of work in the mid/late 1970s, the 280SL was sent to the dealership's bodyshop to be repainted in its original Dark Olive color and for some of the chrome to be replated.

Put away in 1994 and driven only about once a year since, the car remains in good, preserved condition. Still fitted with its original convertible top and including its Pagoda hardtop, the original interior is in good serviceable condition—although the seats are

a bit dry and the driver side seatback shows wear. Fitted with a later radio in place of its original Becker AM/FM unit and including a set of custom made floor mats featuring the present owner's initials, a new battery was put in this year.

Fitted with the rare and desirable 4-speed manual transmission, this 280SL offer the opportunity to carefully refresh or completely restore a nice example of one of Mercedes' seminal models.

\$45,000 - 60,000

233

1987 FERRARI TESTAROSSA

VIN. ZFFSG17A8H0073607

4,942cc DOHC Flat 12-Cylinder Engine
Bosch K-Jetronic Fuel Injection
380bhp at 6,300rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *In the present ownership since 1992*
- *Nicely maintained, well-kept example*
- *Regularly serviced by Rossa-Corsa Ferrari in Jupiter, Florida*
- *Clear CARFAX report*
- *An exceedingly original TR*



THE FERRARI TESTAROSSA

Ferrari's flagship model, the Testarossa supercar, revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-liter, flat-12 engine, which now boasted a maximum power output of 380bhp at 6,300rpm, courtesy of four-valve cylinder heads. The new supercar was now capable of reaching a top speed of 180mph.

The gill slats feeding air to its side-mounted radiators became one of the modern era's most instantly recognizable - and copied - styling devices. The Testarossa was a larger car than the 512BB - the increase in width accommodating a roomier cabin and wider tires. The new design managed to combine high downforce with a low coefficient of drag with the absence of extraneous spoilers and other such devices. Despite the increase in

size over the 512BB, the Testarossa was lighter than its predecessor. The body was made up almost entirely from strong, lightweight aluminum with the exception of the doors and roof which were constructed of steel. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive - factors which when paired with its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.



THE MOTORCAR OFFERED

This 1987 example of the seminal Ferrari of the 1980s has spent the majority of its life in sunny southern Florida where it has been doctor owned and regularly maintained. Finished in the classic color scheme of Rossa Corsa over tan leather, the present owner acquitted this TR in 1992 from a local, Florida eye doctor.

Since purchase, the Ferrari has received regular care and maintenance at marque specialists Rossa-Corsa Ferrari Service in Jupiter, Florida. Any required recalls or warranty work was completed by Shelton Ferrari in Fort Lauderdale, Florida. The all-important belts service was completed in 2011 with 25,898 miles on the ticker.

Mostly driven and enjoyed about 1,000 miles a year, the Ferrari has attended a few track events at Sebring, Daytona, Palm Beach

Raceway, and Lime Rock but has largely been subject to enthusiastic street use. Shown at the Celebration Exotic Car Show in 2014 and 2016, it took Silver and Platinum, respectively, as well as winning 'Most Original Testarossa' in its most recent showing.

A nicely presented, honest, unrestored Ferrari, it is reported to have original paint, wheels, interior, and mechanicals. Showing just over 1,000 miles a year since leaving the showroom and offered with its books and tools, this Testarossa would make an excellent addition to any collection and certainly represents the future of the hobby with growing enthusiasm for the model among rising collectors.

\$90,000 - 125,000

1978 PORSCHE 911SC 3.0 TARGA

Chassis no. 9118311405

Engine no. 6382880

2,994cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

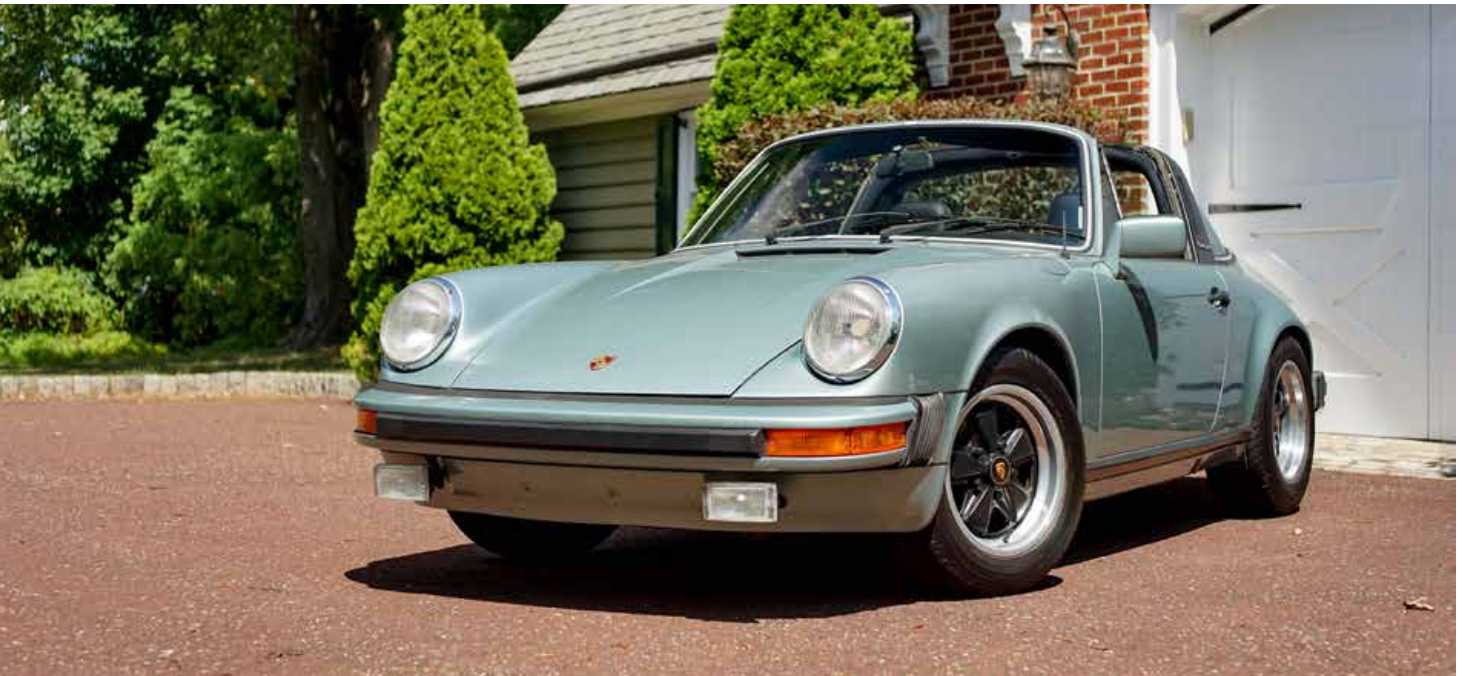
188bhp at 5,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *European market example*
- *Previously in long term Florida ownership*
- *Freshly refinished paintwork and new front seats*
- *Good looking '70s 911*

**THE PORSCHE 911**

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. Progressively enlarged and developed, it would eventually grow to more than three liters and, in turbo-charged form, would put out well over 300 horsepower. Two years after the original coupé's introduction, the convertible 911 - the 'Targa', named in honor of Porsche's numerous victories in the Sicilian classic - arrived in 1966. After a brief spell of 'soft' rear windows, for 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way.



THE MOTORCAR OFFERED

This handsome 3 Liter SC is understood to have been supplied new to the European Market and brought to the U.S. by a serviceman owner in the mid-1980s. The current keeper purchased it from this person after more than 28 years of ownership, accounting for the majority of its life. During this lengthy period the car was maintained personally by its owner. At some point in that time, the odometer was exchanged with a new one, but all told today its combined reading is a little over 73,000 kilometers. Discovered on a car quest in Florida in recent years, the Porsche was driven back from the Sunshine State to the Keystone State without issue.

On arrival in Pennsylvania, the decision was made to renew its now sun-baked paintwork, from its color code tag, which references the number 954-9-3, it would seem that this was actually a non-standard 'paint to sample'

finish when new, this was matched closely by its current scheme of Ice Green Metallic. The front 'sports' seats were also renewed at this point in leather.

Reported to be running and driving well, this is an entry 911 at an affordable level.

\$30,000 - 40,000



235

The ex-Bib Stillwell

1950 JAGUAR XK120 COMPETITION ROADSTER

Chassis no. 660214

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

160bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

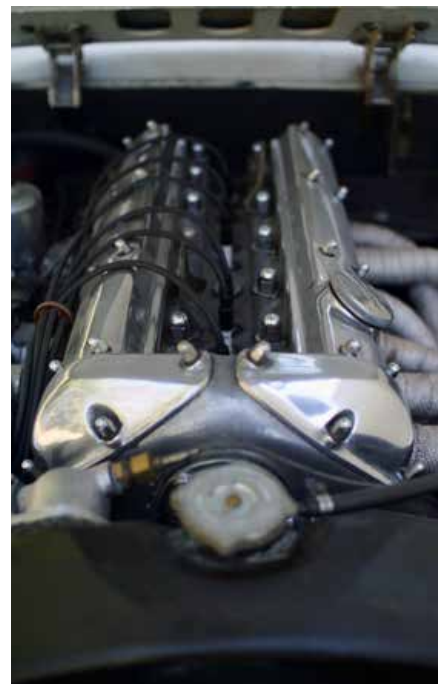
4-Wheel Drum Brakes

- Known history from new
- Delivered new to Australia
- Brilliant period race history
- Documented in *The Jaguar XK120 in the Southern Hemisphere*
- In the present family ownership since 2005



THE JAGUAR XK120

Although it had not been designed with racing in mind, the XK120's competition potential was immediately obvious, not least to the factory, which entered a three-car team in the one-hour race for standard production cars at Silverstone in August 1949. The XK's of Leslie Johnson and Peter Walker duly rewarded Jaguar's faith in its new sports car by finishing first and second respectively, thus setting the scene for an illustrious competition career that would culminate in the development of the legendary C-Type.



THE MOTORCAR OFFERED

One of Australia's best success stories in terms of motor car sales and racing also, the tale of Bib Stillwell began with a humble garage in Kew, Australia in 1949. Early on as agents for British sports cars, MG and Jaguar as well as Morris cars, B.S. Stillwell & Co. they established a fine reputation for excellence in client service. Alongside the day to day sales, Bib developed his own interest in motor racing, successfully campaigning a number of cars including the Jaguar XK120 offered for sale today. Bib was part of the team that organized the original Albert Park Grand Prix in 1953 and ran an Austin-Healey in that event. Over the course of the next two decades he followed the path of motorsport as it evolved moving from sports racers to single seaters, a Jaguar D-Type then a 250F Maserati, then a Cooper-Climax and so on. His heyday was in the early 1960s, when he secured Australian Formula 1 Gold Star champion in consecutive years through 1962 to

1965, Formula Two Champion in 1965 and was Sports Car Champion in '61 and '62. He retired from racing in 1965 to focus on a business that enjoyed similar success nationally.

The car we offer here dates from those early days of his career and is understood to have been bought by Stillwell new. As his career progressed it was no doubt replaced relatively early on, but it continued to have an illustrious career being piloted by a number of Australian luminaries of the period including Mal Biddlecombe, Russ Jennings, John Miller and Allan Benson, remaining in competition until 1979. Amazingly its success was achieved with a minimum of modifications, though upgrades included disc brakes and 2" SU carburetors.

The current owner's father purchased the Bib Stillwell '120' at Bonhams Quail Lodge

auction back in 2005. It was bought with the sole purpose of following in the footsteps of the many notable previous owners or racers of the car and the following year would see Mr. Rhoades have the car prepared and campaigned on his behalf at the 2006 Pittsburgh Grand Prix. Cosmetically the car's condition reflects its age and the purpose for which it has been used over those 60 years, nevertheless today, as a result of various work over the years also it presents cleanly. The car has been well kept but largely unused since 2010.

Street legal and vintage race approved, it comes with a substantial amount of paperwork including early race records, vintage pictures, full ownership history from new, FIA papers, logbook, and a copy of *The Jaguar XK120 in the Southern Hemisphere* in which the car is featured.

\$60,000 - 90,000

236

1979 FERRARI 308 GT4

Coachwork by Bertone

Chassis no. 15220

2,926cc DOHC V8 Engine
Twin Downdraft Carburetors
240bhp at 7,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Less than 15,000 miles from new*
- *Offered with books, tools and numerous service receipts*
- *Late production car with rare sunroof*
- *Extensive recent service work*
- *Rare Marrone Livery*



THE FERRARI 308

Ferrari's line of highly successful V8-engined road cars began with the 308 GT4 of 1973. Badged as a 'Dino', the all-new 308 GT4 2+2 superseded the preceding Dino V6. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was modern and up to date, absent were complaints about the performance of the 3.0-liter quad-cam V8 engine, which was then carried over to its successor.

The angularly styled GT4 was remarkable in its ability to hold the occasional rear passenger whilst maintaining a compact and aggressive appearance. In this respect, most agree that the GT4 was vastly superior to its successor the Mondial. The aggressive styling has aged well and when finished in a period color, the result is quite sought after.

The interior was luxuriously appointed with handsome Italian string. The wrap around instrument panel put the gauges and controls in close sight and reach. The center console is reminiscent of the Daytona Coupe.



THE MOTORCAR OFFERED

This car saw its inception near the end of the GT4 run. Finished in the original Marrone with Black boxer trim, it is fitted with an exceedingly rare factory equipped sunroof. The mileage shown is less than 15,000 and much documentation is provided to authenticate that as correct.

S/N 15220 was stored for most of the past 12 years. A full engine service with belt change was done at 12,400 miles and recently the 2+2 was sorted out and brought to its best original condition. A correct period set of XWX Michelins appoint 15220, as does a new clutch and fresh service.

Truly a well-cared for 308 includes all its original books, tool kit and pouch, jack and pouch, light and two keys. An extensive service book along with substantial information on GT4s is provided.

S/N 15220 with its Marrone/boxer over tan is stunning and has a great period look. The car with all its pedigree is a well preserved, low mileage example—combine that with a rare color, it's well equipped spec, and it's very late serial number yields an amazing opportunity indeed.

\$65,000 - 75,000

237

1931 LINCOLN MODEL K CONVERTIBLE COUPE

Coachwork by LeBaron

Chassis no. K69029

Engine no. 69029

385ci L-Head V-8 Engine

Single 2-Barrel Downdraft Stromberg Carburetor

120bhp at 2,900rpm

3-Speed Manual Transmission

4-Wheel Servo-Assisted Mechanical Drum Brakes

- *Beautifully proportioned LeBaron convertible coachwork*
- *Generously equipped with one of the first mobile radios*
- *A quality older restoration in excellent condition*
- *CCCA Full Classic™*



THE LINCOLN MODEL K

Competition in the American luxury market was heating up in the early Thirties, however, and Lincoln responded in 1931 with the Model K, signaling a move beyond the Leland legacy. The respected Leland-designed V-8 with its fork-and-blade connecting rods remained for 1931 but with new cylinder heads, manifold and a downdraft 2-barrel carburetor (the first appearance of a downdraft 2-barrel on any American automobile.) Its horsepower increased dramatically, now being rated at 120 brake horsepower, up 1/3 from the same displacement's 90bhp rating in 1930.

More significantly, Lincoln introduced an all-new drop-frame chassis with up to the minute features and 145 inch wheelbase, nine inches longer than 1930. Nineteen inch wheels complemented the dropped frame while a new gearbox with freewheeling and synchromesh on the two top gears, a double disc clutch,

Houdaille double-acting shock absorbers and Bendix Duo-Servo brake booster reflected how thoroughly Lincoln was being transformed.

The reason for all this updating would become apparent in 1932 when Lincoln dropped into the new frame a new, 448 cubic inch V-12 to create the Model KB, but in 1931 it meant Lincoln Model K buyers got a new level of comfort, performance, safety and design flexibility to complement the vastly improved Leland-designed V-8 engine.



The Model K prior to restoration



THE MOTORCAR OFFERED

Richard Hopeman had a long association with the Lincoln marque and so it is not surprising that retained in his stable were a series of highlight examples of their production. The Convertible Coupe was certainly a pinnacle of the design relationship between Lincoln and LeBaron with its beautiful proportions.

Mr. Hopeman acquired the Convertible Coupe in New York in the late 1980s, from photos taken at that point it appeared to be complete, only to have seen been days. In keeping with his high standards, he and his assembled friends and assistants worked to restore the car to its former glory. As part of that work a full repaint was carried out into the tasteful two tone blue scheme that it sports today. The mixed tones accentuating the body moldings.

When finished, Mr. Hopeman would show the car on occasion, particularly at the series of Pennsylvania car events annually.

Today, the lacquer paint has lost a little of its sheen and the restoration has aged a little, but on close inspection it would seem that a careful buffing would revive that. And having not been used much in the past year, a good check over would be advisable before long distance road use.

As it stands this very handsome car from a fine Lincoln stable is deserving of attention and would provide a great example for CCCA CARavans and shows, or Lincoln Club events.

\$90,000 - 110,000
Without reserve

1930 LINCOLN MODEL L 7-PASSENGER TOURING

Chassis no. K63515

Engine no. 63515

385ci L-Head V-8 Engine

Single Carburetor

90bhp at 2,800rpm

3-Speed Manual Transmission

4-Wheel Internal Expanding Mechanical Drum Brakes

- A two family owner car from new
- A quality older restoration in good order
- CCCA Full Classic™

**THE LINCOLN MODEL L**

Henry Martyn Leland had earned his reputation as Detroit's "Master of Precision" long before establishing Lincoln to build Liberty aircraft engines for The Great War. Leland launched Cadillac's reputation as "The Standard of the World", then left in a dispute with Billy Durant and started Lincoln, commencing automobile manufacture after the war.

Leland's first Lincoln was superbly engineered and built. Introduced in 1921, it was powered by a 358 cubic inch L-head 60° V-8 engine. Unlike more conventional V-engines which offset the cylinder banks slightly to make room for adjacent connecting rod bearings on the crank journals, Leland's Model L used fork-and-blade connecting rods and disposed the cylinders directly opposite each other. Unusually for the period, Leland's V-8 had full pressure lubrication. The Model L Lincolns were powerful, reliable and strong.

Leland, however, had an engineer's vision and the bodies which completed his automobiles were stodgy and out-of-date. When it became apparent that drastic measures were needed to brighten up the Leland Lincolns' appearance, they turned to the Buffalo, New York firm of Brunn & Company. Hermann A. Brunn rushed out a set of twelve body designs, delivering one of each to Lincoln. But it was too late as dismal sales, the post WWI recession and an erroneous \$4½ million tax bill spelled the end of Lincoln. It was bought out of receivership in 1922 by none other than Henry Ford to balance the success of the bare bones Model T with the best-engineered and best-built luxury automobile in America.

Edsel Ford took charge at Lincoln after Leland's angry parting only four months later and quickly commissioned the best American coachbuilders to create designs for Lincoln.

Locke, Judkins, Dietrich, Derham, LeBaron and others soon joined Brunn.

Ford's engineers improved modestly upon Leland's V-8, changing to aluminum pistons and revising the heads for better cooling but the quality and potential of the basic engine and chassis design proved itself by providing the underpinnings for Lincoln until it was superseded by the Model K V12 in 1933.



THE MOTORCAR OFFERED

The late series Model L in Mr. Hopeman's stable is this 7 Passenger Touring. This car was by far the longest to have remained with him, having been acquired by him in the early 1970s. According to copies of title paperwork, it was purchased from an Alfred D. Judd of East Greenwich, Rhode Island in the middle of December, 1972. A note on its Bill of Sale states very simply 'the described automobile was purchased by my father Howard T. Judd in 1930', 'I have had the car from 1946 to date'. This succinct note of the car's history confirms its lineage as a one owner car from delivery through to 1972, making Mr. Hopeman only its third owner and second family custody from new!

Over the course of nearly 45 years of ownership, the Touring received sympathetic refurbishment, including painting to the current rich green hue in lacquer paint and retrimming

in brown leather. Its top, already replaced once was literally being refinished at the time of his passing and has now been completed properly.

A popular car that was literally part of the family being used for personal events as well as car club gatherings, it is a C.C.A. Full Classic, enabling it to be used at their events as well as those of the Lincoln Car club, or simply to be enjoyed.

\$55,000 - 65,000
Without reserve

1956 LINCOLN CONTINENTAL MK II COUPE

Chassis no. C56 01637

368ci OHV V8 Engine

Single 4-Barrel Carburetor

285bhp at 4,800rpm

3-Speed Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- Originally supplied new to a V.P. of the Ford Motor Co.
- Former long term ownership for 25 years
- A worthwhile, advanced restoration project
- Extensive work carried out, body off refurbishment already completed
- A legendary model, deserving of completion

**THE MOTORCAR OFFERED**

As for many enthusiasts, certain marques simply hold their appeal through the ages and so alongside his two pre-war Model K Lincolns in Mr. Hopeman's stable, sat their post war successor, the legendary Mark II.

According to the Lincoln Mark II Forum, Mr. Hopeman's car, chassis 01637, was originally supplied to A.J. Weiland, a Vice President of the Ford Motor Company International Division, based in Englewood, New Jersey. As new it was finished in black paint and with a two tone grey leather interior.

A copy of an old title document on file, confirms that it must have had a relatively simple history, being acquired by Mr. Hopeman from a third party who had purchased it from a Mary Hovsepian of Haddonfield, New Jersey, who had owned it as far back as 1965. Arriving in this collection

in 1998, photos of the car in those days show it to be a complete, original car, that had begun refurbishment. Mr. Hopeman, together with his friends, worked to return it to the glory redolent in these cars. From pre-restoration photos it appears to have still been in its original black scheme, while its interior which remains original is in the two tone grey hide.

Work carried out on the car to date has included a full body off, ground up refurbishment of the chassis and body and repaint back to the attractive black scheme. The engine appears to have been restored, rebuilt and re-installed. Sadly, despite the assistance of his friends, ultimately completion of the Mark II would allude him on his passing earlier this year.

In keeping with Mr. Hopeman's professional management skills, the car was clearly

carefully dismantled and boxed up from stern to stern, in numerous boxes. Although it has not been possible to verify the completeness of the car and components and the car is sold strictly as viewed, it does appear that the Lincoln was a complete car before its restoration was begun, and Mr. Hopeman was certainly very fastidious, so it seems likely that it would represent a straightforward project to continue and finish.

To assist purchasers with previewing this car a series of photos of the parts are posted on bonhams.com/simeone.

\$10,000 - 15,000
Without reserve

OTHER PROPERTIES

240

1926 FORD MODEL T SPEEDSTER

Engine no. 13539916

177ci Inline 4-Cylinder Engine with RAJO OHV Cylinder Head.
Single Updraft Carburetor
Approx. 35hp
2-Speed Planetary Manual Transmission
Transverse Leaf Springs and Solid Axles Front and Rear
Rear-Wheel Mechanical Drum Brakes

- *Unique Ford Model T speedster*
- *Equipped with a RAJO OHV Conversion.*
- *Lots of fun to drive and easy to maintain*
- *Equipped with electric start*



THE MODEL T SPEEDSTER

Before '32 Coupes and Dry Lake Hot Rods, it was the Model T Speedster that was considered to be the original fast Ford. Having become a truly ubiquitous car not long into its production, a market quickly sprang up for parts that would make the Ford perform better. The robust and simple nature of these cars allowed for all sorts of modifications. High compression and over-head valve cylinder heads began to be offered as well as sleek body kits. As most car enthusiasts could only dream of owning a Stutz Bearcat or a Mercer Raceabout, the resourceful Ford owner could actually craft his car into something similar. Depending on how deep his pockets were, he could even make it go as fast.

THE MOTORCAR OFFERED

The Ford Model T is credited with getting the average man behind the wheel but also for launching the market for performance upgrades. The availability, light-weight and robust nature of the T made it an ideal choice for building a racing car or a speedster. Additionally, the industry of suppliers produced numerous speed parts and accessories to hop up a Ford. One of those companies being the famous Rajo Motor and Manufacturing.

Accessory speedy bodies were offered from dozens of manufacturers and also home made by various turners and early hot rodders. The majority of this speedster's origins remain unknown. The car was purchased by the father of the consigner in 2003. It does appear to have been in this form for a great many years. The V shaped radiator is defiantly interesting, as is the RAJO overhead valve conversion. This car also has

been fitted with a monocle windscreen that give it a great deal of character.

With significant interest in T speedsters today this car offers a suburb opportunity to acquire an extremely unique speedster, fitted with a desirable Rajo OHV conversion.

\$15,000 - 20,000
Without reserve

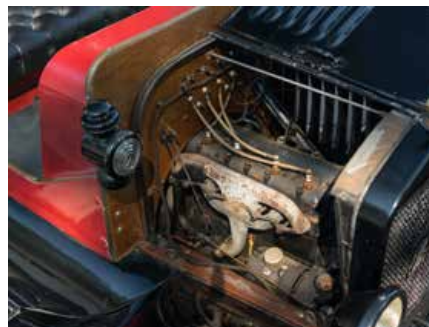
241

1926 FORD MODEL T RUNABOUT

Engine no. 12938591

177ci Inline 4-Cylinder Engine
Single Updraft Winfield Carburetor
Approx. 35hp
2-Speed Planetary Manual Transmission
Transverse Leaf Springs and Solid Axles Front and Rear
Rear-Wheel Mechanical Drum Brakes

- *Well Maintained*
- *Attractive Roadster Bodywork*
- *Electric Starter*
- *From Vintage Ford Collection*



THE FORD MODEL T

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

THE MOTORCAR OFFERED

This particular model T started life on December 17, 1925. It was presented with attractive runabout body. The 1926 Model Year was also the first year that electric start was a standard feature on all models, and not an extra. Not much is known about the car's history but in 2004 it passed into the ownership of the consigner's father, a South Carolina-based collector who had amassed a collection of vintage Fords over his lifetime and greatly enjoyed their use.

Since his passing in 2008 the car has been well looked after by the family mechanic. It was recently inspected by a Bonhams representative and appears to be in good order and quite correct. Attractively finished in red and nicely trimmed, the car is sure to provide a great deal of enjoyment to its next owner, and will no doubt be

welcome at any local car show or Model T event around the country.

\$8,000 - 12,000
Without reserve

1917 FORD MODEL T

Engine no. 4512764

177ci Flathead Inline 4-Cylinder Engine

Single Updraft Carburetor

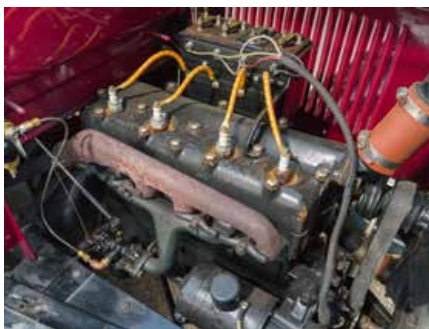
Approx. 35hp

2-Speed Planetary Manual Transmission

Transverse Leaf Springs and Solid Axles Front and Rear

Rear-Wheel Mechanical Drum Brakes

- *Delightful Patina.*
- *Lots of fun to drive and easy to maintain*
- *Sporty Looks*
- *Attractive Red Black Color Scheme.*

**THE MODEL T SPEEDSTER**

Before '32 Coupes and Dry Lake Hot Rods, it was the Model T Speedster that was considered to be the original fast Ford. Having become a truly ubiquitous car not long into its production, a market quickly sprang up for parts that would make the Ford perform better. The robust and simple nature of these cars allowed for all sorts of modifications. High compression and over-head valve cylinder heads began to be offered as well as sleek body kits. As most car enthusiasts could only dream of owning a Stutz Bearcat or a Mercer Raceabout, the resourceful Ford owner could actually craft his car into something similar. Depending on how deep his pockets were, he could even make it go as fast.

THE MOTORCAR OFFERED

This car is an example of an early style Ford Speedster. Not much is known about when this car was converted into its present Speedster form, but it passed into the hands of the consigners father, a South Carolina based vintage car collector, in 2007. This particular car quickly became a family favorite and was used rather extensively. At some point in the car's history it lost its original engine, and is fitted with a unit manufacture in 1920.

The car was recently inspected by a Bonhams representative, and appears to be in good order, though with some well-earned patina. Recently the family mechanic checked the car

over, and the gas tank has been repainted. Overall it is a good example of a home built T Speedster. This car would be very welcome at various local car shows, or at the numerous Model T Club events around the country.

\$10,000 - 15,000
Without reserve

243

1899 LOCOMOBILE STYLE 2 STANHOPE

Car no. 1270

Twin-Cylinder Double Acting Steam Engine

4bhp at 150psi

Single Transverse Front and Semi Elliptic Rear Leaf Spring Suspension

- One of the best surviving early Locomobiles
- Two owners from new and in the same ownership since 1930
- A suitable steed for the London to Brighton Veteran Car Run
- Elegant Stanhope coachwork
- A benchmark example



THE LOCOMOBILE

Locomobile began as a manufacturer of light steam buggies and ended up as a producer of massive and expensive gasoline-powered automobiles. The original Locomobile, introduced in 1899, was based on a Stanley brothers design. John Brisbane Walker, editor and publisher of *Cosmopolitan* magazine and partner Amzi Lorenzo Barber had convinced the pioneering steam car builders to sell them the rights to manufacture their original car. (The brothers pocketed \$250,000 and proceeded to build a new and improved Stanley Steamer that did not impinge any of the patents they had sold) Walker left in a huff soon after Locomobile production started, but Barber continued to build Locomobile steamers, producing several thousand before discontinuing them in early 1904.



Images of 1270 in the 1950s

THE MOTORCAR OFFERED

This Locomobile Style 2 Stanhope is widely regarded as one of the best examples extant by those who have seen it and other surviving cars. Its originality and authenticity is unquestionably owing to the very simple life which it has had. Evidence of the manufacturer, and the assigned serial number, is found in two cast (not stamped) bronze plates. One, located on the back of the body, low down, is marked "Trade Mark - Locomobile, Bridgeport, Connecticut, U.S.A." The other plate is found attached to the wooden frame just behind the edge of the seat; hidden behind an artificial leather apron. It reads "Trade Mark - Locomobile, Bridgeport, Connecticut, U.S.A., #1270 Style 2, Patented November 14, 1899". Comparing its car number of #1270 with others, including that in the Smithsonian it was almost certainly delivered late in 1899.

The owners came into possession of Locomobile #1270 on, or before, December 8th, 1930 when The Slatersville Finishing Company purchased the Mulligan Estate in Rhode Island. The Locomobile was discovered in a barn on the estate and it had been stored there for close to thirty years, taking it right back to its earliest days.

As an interesting aside, the first lady to possess a license to drive an automobile in the nation was Miss Anne Rainsford French, who was honored by the AAA at the time of their Golden Jubilee in 1952. Called "a belle of Capitol Hill, (she was) a licensed steam engineer and Miss Locomobile of 1900". Her steed was a Locomobile Style 2, looking the same as #1270, with which she accompanied her father, a medical doctor, on his rounds. She would





run the steamer around in circles while her father was making house calls; thus keeping up the steam pressure. Together, the two of them conditioned the horses of the District Fire Brigade to automobiles by parking the steamer in front of the semi panic-stricken horses until the safety valve released a huge cloud of steam and emitted its piercing shriek. This was said to have cured them of their "automotive phobia". It is possible, but not confirmed that this was her car.

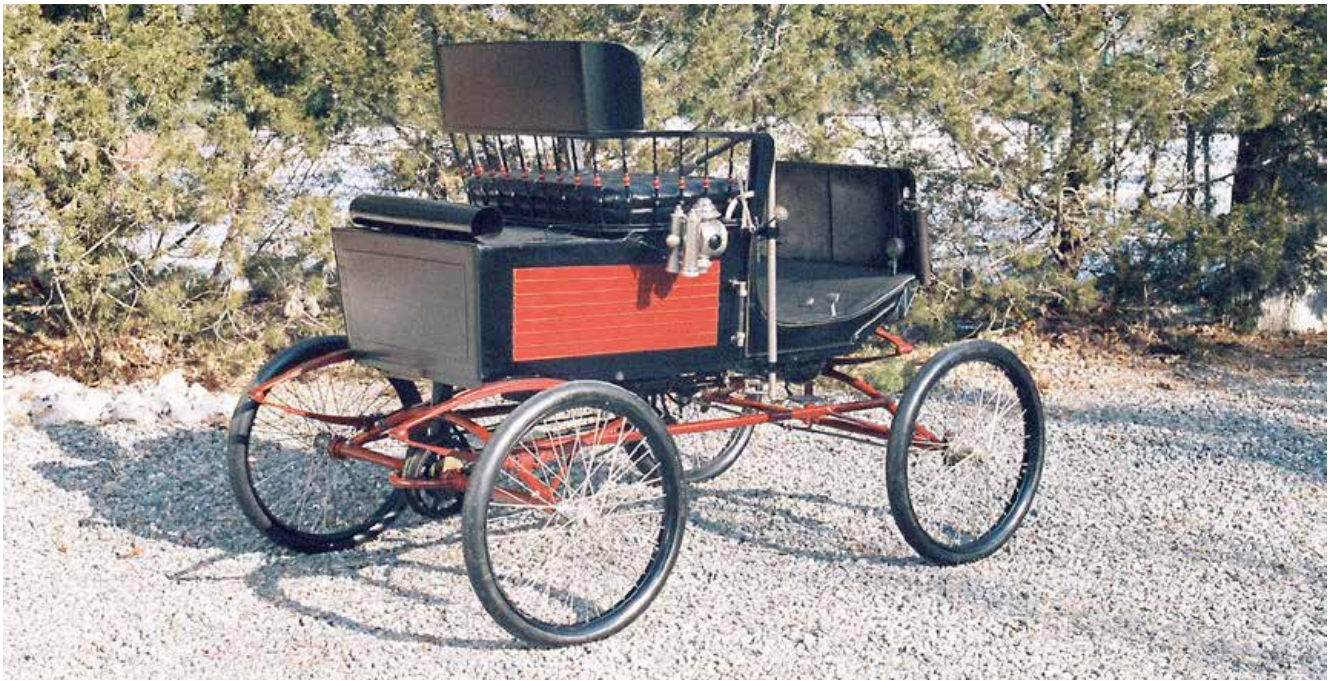
When acquired #1270 was described in an unsigned Company internal memo, dated July 15, 1932, as follows: "The machine is in apparently a very good state of preservation, with the exception of the rubber." After about twenty years of cold storage by the owners, the Locomobile was carefully examined by them, and found to be substantially complete, but in a state of significant disrepair. Only the steam pressure gauge was missing. It seemed that the Mulligans had run the car extensively,

had hit numerous immovable objects, had run out of water in the boiler, and had run out of lubrication in and around the engine. The valve gear guides, for example, were deeply galled and blue from high heat and no oil. Ball bearings had been allowed to eat up their shafts, and were replaced with the next larger size. The chain was very worn, with lots of side play, and the two sprockets were nearly toothless. Further evidence of extensive use is found by examining the rubber treads on the metal footsteps which allow one to get up and into the seats. The design on the rubber treads is nearly rubbed away, so they must have helped legions of would be drivers into position.

During the years 1951 to 1953 the owners renovated the Locomobile. To facilitate the correct and speedy repairs of things machineable, they took a course in machine shop practice as taught to prospective mechanical engineers at MIT, and perfected their skills in trouble shooting, and designing

elegant and invisible fixes to the many and varied problems. In refurbishing the car it was abundantly clear was that the boiler must be replaced, and so it was. This time the owners opted for a ferrous shell, of firebox steel, with steel heads and heavy walled copper for the fire tubes - over 300 of them. No more piano wire to rust out and fail. The owners also replaced bearings and sprockets, valve stems and packing, and the heavily charred supporting timbers for the boiler and engine. New wheels and tires came from the Houghton Sulky Company, now, however, an item that is discontinued and have been replaced with modern period style 'balloon' tires.

When the owners had finished, everything was original except for the wheels and tires, the patent leather dodger, the "artificial leather" apron in front of the engine, one floor board, and the steam gauge, the internal works of the latter having been supplied by the Crosby Valve & Gage Company, the nickel plated bronze



case by the owners. Bearings, whenever replaced, were chosen to be self lubricating.

Today, the car's 60 year old restoration has mellowed slightly, but is still in fine order and presents well. It has been used on occasions, but none recently and with this inactivity a decision has been made to pass it on to its third custodian.

The buyer will receive a wonderful early steam car, with a great history and the potential to run in events such as the world renowned and Bonhams sponsored London to Brighton Veteran Car Run in the U.K.

Offered on a bill of sale.

\$45,000 - 65,000



Lots 244 - 250:

PROPERTY FROM THE BLOOMINGTON COLLECTION

244

C.1905 REO SINGLE CYLINDER RUNABOUT

Chassis no. 16946

Engine no. 16946

90ci L-Head Single-Cylinder Engine

Single Carburetor

7½ bhp

2-Speed Planetary Transmission with Chain Drive

4-Wheel Leaf Spring Suspension

Mechanical Brakes

- *Lovely original condition from very long term ownership*
- *A rarely seen Brass-era motorcar*
- *A very fun brass era car*
- *The quintessential American runabout*



THE REO MOTOR CAR COMPANY

The birth of the REO Motor Car Company in 1905 was fraught with angry claims, counter-claims, and lawsuits. Ransom Eli Olds, creator of the very popular Curved-Dash Oldsmobile one of the earliest horseless carriages, became upset and left the Olds Motor Works in 1904 when his business partners wanted to drop their basic model and build larger and more expensive automobiles.

Olds soon launched another company using his name. His former partners cried foul, claiming they had purchased the rights to his name – which was true - but since they hadn't also purchased his initials, Olds was thus able to strike out on his own again. His first car, a 2-cylinder, 16bhp 5-passenger Tonneau, appeared at the New York Auto Show and proved an instant success. A smaller one-cylinder Runabout followed, then other models. REO soon became known for their very high quality vehicles and introduced many advanced features over the years.



THE MOTORCAR OFFERED

This handsome little REO Roadster is believed to be from the company's first year of production and was reportedly bought by its long term owner in the late 1930s. Close examination of the car fully supports this.

The condition is lovely and honest. The bright red paint has a pleasing alligator appearance and the car appears very original save for a cover over the front seat bottom (it feels like the original upholstery is present underneath).

The REO has recently been fitted with four new tires to make transporting it simple and it sports its original brass lights and horn as well as a spot light for illuminating the road.

This charming little REO is beautifully preserved and should prove simple to recommission. If you have never driven one of these you will be amazed at how much fun they are.

They are easy to start and drive all the while making a very charming sound. Not short on power, REOs like this will scoot right along.

A great opportunity to acquire a highly original, great looking and very charming example of a quintessential American auto of the era.

\$25,000 - 35,000
Without reserve

245

1908 GALLOWAY "DUAL PURPOSE VEHICLE" HIGHWHEELER STATION WAGON

Engine no. 838

2-cylinder Horizontally Opposed Side-Valve Engine.

14bhp

2-Speed Planetary Transmission

Dual chain drive

- *Drive this truck to "Church on Sunday and put it to work on Monday"*
- *Early dual purpose truck - family car*
- *Extremely rare example*
- *Complete with all conversion items*
- *Long term ownership*



THE GALLOWAY

The William Galloway Company of Waterloo, Iowa was an established manufacturer of stationary farm engines when they decided to dip their toes into the motor vehicle business. Mr. Galloway reasoned the cost of keeping up livestock for transportation was bad business and a more practical motor car/truck made sense. Even better would be a light truck that could dually serve the needs of the owner's family on the weekends. The "Dual Purpose Vehicle" was introduced in 1908 to serve this purpose. Very much to the conventional format of the day, an opposed twin mounted amidships drove both rear wheels via a planetary transmission and dual chain drive. Standard for agricultural areas was the hard tire "high wheeler" configuration, providing excellent ground clearance and eliminated the biggest expense and hassle of an early car: the pneumatic tires.

Priced at \$570, it was attainable for a successful farmer who could not afford a motor car, but was in need of a work truck. The Galloway novel body changed quickly from the long commercial bed to one with a proper second row of seats. A set of sides were included to replace the stakes for passenger comfort.



THE MOTORCAR OFFERED

This charming and very original Galloway is complete with all equipment necessary to change it from truck to family car. Included are the upholstered sides, the stake and express sides. Condition is sound, honest, and likely the recipient of a fresh coat of paint many decades ago, but it is still in largely original condition.

Reported to have been purchased into its long term collection in the late 1930s, it had been only used lightly since then. There is no indication that it spent much of its life in poor weather, thus is solid piece.

Technically the vehicle is fully intact and the motor turns over with good compression. It has all indications that it has run in recent years and its very simple mechanicals should make recommissioning a fun and quick task.

This is a great example of an interesting early concept. These high wheelers are simple to work on and great fun to drive. It is sure to be a star attraction at any event and the new owner is likely not going to run into another Galloway anytime soon.

\$15,000 - 25,000
Without reserve



246

1914 SAXON ROADSTER

Chassis no. 19957

96ci L-Head 4-Cylinder Engine

Single Carburetor

12bhp

2-Speed Progressive Sliding Gearbox

4-Wheel Quarter Leaf Spring Suspension

2-Wheel Mechanical Drum Brakes

- *Very sound and complete car*
- *A simple and rewarding car to restore*
- *Fun cars to drive*
- *Eligible for Horseless Carriage Club Events*



THE SAXON ROADSTER

The brainchild of Hugh Chalmers, the Saxon offered the market a fun sporty roadster at a very attractive price - just \$395 bought you a good looking Saxon roadster. A combination of looks, performance and price made the Saxon an instant hit. Released in December of 1913, 3000 cars would be sold and produced in the subsequent three months. By 1915 the Saxon yearly output would be a mammoth 15,000 automobiles with 25,000 examples the following.

The success of Saxon however would not last. A plan to expand to a huge Detroit factory left the company in financial turmoil and they were forced to sell the factory to General Motors. The brand faded away by 1922.

THE MOTORCAR OFFERED

Here is a very sound and complete brass era car project. This fun little car is straightforward to restore and acts as an excellent introduction into the world of Horseless carriage touring. With rather straightforward mechanicals and plenty of Saxon cars out there for a knowledgebase, this would be a most rewarding project.

Reported to have been part of its current collection since before WWII, the car appears to have been the recipient of some restoration, likely to have begun many years ago as the body is in primer and some parts are unbolted.

These Saxons are great looking and were of high quality considering their reasonable point of ownership. The body work is very sound and the engine and driveline look complete. The car includes a second radiator along with the original lights.

A great project and an easy way to get into the rewarding world of antique automobiles.

\$10,000 - 15,000
Without reserve

1913 FORD MODEL T TOURING CAR

Engine no. 53113

177ci flathead inline 4-cylinder engine

Single updraft carburetor

22.5bhp at 1,600rpm

2-speed Planetary Manual Transmission

Transverse leaf springs and solid axles front and rear with

4-wheel aftermarket coil springs

- *An extremely original example of one of the most important automobiles*
- *Equipped with many desirable accessories*
- *Desirable Brass Era Model T*



THE MODEL T

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

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

THE MOTORCAR OFFERED

This example was reported to have been acquired in the late 1930s and is as honest and untouched they come. A truly time warp example in "as-parked" condition, it survives as both an extremely original car, while also exhibiting the many accessories a Ford owner then could purchase.

Equipped with a period Bosch magneto conversion kit to replace the stock buzz coils, an accessory carburetor and manifold additionally work to attempt to extract a bit more power from the 4-cylinder. Additional goodies include a second horn, Hassler shock absorbers and a higher capacity radiator.

The interior is highly original with all of the original leather upholstery. An original Ford mat covers the front floor. A testament to the last time it had any use, newspapers and magazines from the 1920s cover the seats.

The engine is a proper 1913 unit and even sports an origin engine pan. The car has recently been fitted with four new tires to allow for easy transport.

A truly special brass T, rarely do you come across a Ford of this era that has not been touched in so many years. A prime example of what is arguably history's most important automobile.

\$15,000 - 25,000
Without reserve

248

*Offered from nearly 80 year ownership,
one of three known original survivors*

1901 LOCOMOBILE STYLE 5 “LOCOSURREY”

Chassis no. 4507

57ci Two-cylinder reversing type steam engine

Fire tube boiler

Direct drive

2-service brake bands and 2-wheel brake bands

- A remarkable, benchmark example of the rarest early Locomobile
- Extremely complete and unmolested
- Nearly 80 year ownership in good storage conditions
- Never before offered publicly



THE LOCOMOBILE

One of the most important early makes in US motoring history, the Locomobile Company got its start producing steam carriages with the Stanley Brother's design. In 1899 The Stanley's unveiled their smartly designed steam motor carriage. The exceedingly simple (by steam car standards) design proved a good fit for the American public, exhibiting good hill climbing potential and ease to keep running. The downside was a rather strong appetite for water thus the non-condensing design required frequent fill ups. Despite the thirst the steamers proved popular and Locomobile became the largest motor vehicle producer in America.

By late 1900 a need to expand offerings was seen and a new more robust four seat steam carriage was introduced. The Style 5 or more commonly referred to as, the Locosurrey, became the new bigger Locomobile.

The chassis rode on robust hubs with reinforced axles. To handle the extra mass, an improved braking system consisting of four bands - two at the differential and two on the rear wheels was added, topped by an elegantly constructed body to keep the appearance of the famous Loco with an additional seat.

The Locosurrey however, never became much of a sales success, and its status today is extremely rare.



THE MOTORCAR OFFERED

The elusive LocoSurrey has long been a prize of early steam collectors. Believed to be one of only 3 genuine survivors, this is the most original. To call this a time warp is a bit of an understatement. This remarkably unmolested example even has three of its original tube tires!

The Locomobile was purchased by its owner nearly 80 years ago in the late 1930s. Likely found in the Bloomington, Indiana area, it remained parked alongside other fine machines that were saved long before most people ever thought of collecting automobiles. Fortunately, its custodian never had the temptation to restore the Locomobile—the fate most cars in the hobby this long have had.

Close examination shows its remarkable completeness down to its distinctive original lamps and with their beautifully preserved, delicate Bakelite handles. Having been well

cared for and kept inside by its owner since the late 1930s, the Loco is a great candidate for a sympathetic conservation treatment.

Truly the benchmark LocoSurrey and one of the finest original American steamers we have ever seen, this is the Holy Grail for an enthusiast of early American automobiles—one of the rarest and most desirable models in breathtaking original condition. Having been totally untouched and not seen the light of day for close to 80 years, this is certainly an unrepeatable opportunity.

\$40,000 - 60,000
Without reserve

249

1927 PIERCE-ARROW MODEL 80 SEVEN PASSENGER SEDAN

Chassis no. 8016115

289ci L-Head Inline 8-Cylinder Engine

Single Downdraft Carburetor

70bhp at 2,600rpm

3-Speed Manual Transmission

4-Wheel Semi-Elliptic Leaf Spring Suspension

4-Wheel Vacuum-Assisted Internal Expanding Mechanical Drum Brakes

- CCCA Full Classic™
- Highly original example
- Very straight and sound car
- Long term ownership



THE PIERCE-ARROW MODEL 80

Pierce-Arrow had a deserved reputation for huge six-cylinder T-head engines but recognized that it was missing the chance to give a younger clientele a taste of Pierce-Arrow prestige and quality that would make them loyal customers. The Model 80 was the answer.

Introduced in 1924 the Pierce-Arrow Model 80 was a major departure with a 289 cubic inch L-head 6-cylinder engine and a price that was barely half that of the T-head 425 cubic inch Model 33. Despite giving away 129 cubic inches to its big brother the Model 80's 70 brake horsepower was only 30 less than the Model 33. Weighing some 1,200 pounds less than the Model 33, the Pierce-Arrow Model 80 actually outperformed its more established stablemate.

THE MOTORCAR OFFERED

This is a very honest old survivor of one of the greatest manufacturers in American history. Reported to have been acquired into the collection prior to WWII, it certainly appears to be a time capsule example. The car looks to have been untouched in the last 70 years and stored in good conditions. Most notable is the very straight and sound coachwork. Raising the hood reveals a pleasantly unmolested motor compartment. All the hard to find items like the carburetor, vacuum tank and manifold primer are present as is the original tool roll, still present under the front seat.

These are excellent quality motorcars that are quite straight forward mechanically. The sound condition of this Pierce should make recommissioning a straightforward task.

This is an unusual chance to get a good sound example of one of the great marques at a surprisingly modest price.

\$15,000 - 25,000
Without reserve

1920 FORD MODEL T TOURING CAR

Engine no. 3869219

177ci flathead inline 4-cylinder engine

Single updraft carburetor

22.5bhp at 1,600rpm

2-speed planetary manual transmission with 2-speed Ruxtell rear axle

Transverse leaf springs and solid axles front and rear with 4-wheel aftermarket coil springs

Rear-wheel mechanical Rocky Mountain drum brakes

- A wonderfully preserved example of one of the most important automobiles
- Equipped with many desirable accessories
- A true "Rip Van Winkle" T from a very long term collection



THE MODEL T

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

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

THE MOTORCAR OFFERED

Ford produced millions of these quintessential "Tin Lizzies" and though we don't often get too excited about them - this one is a bit different. It is indeed one of the best preserved Fords of this era we have ever offered.

This Ford is remarkably straight. A quick glance at its perfect radiator core and you know the car has been well loved. Opening the hood reveals a period white radiator hose and other indications that the car is truly untouched.

Like the '13 from the collection (lot 247), the carburetor and manifold are accessory pieces. This one is equipped with the American Bosch distributor system. Like its companion, this one is loaded with period accessories: coil shocks, bumper, Motometer, wood steering wheel, water pump, pedal pad extensions, steering column brace, door-handle extensions and even accessory hub caps.

The interior is all original and well preserved and what looks to be full set of original side curtains are included with the car.

A great example of the iconic Model T this one is both a great survivor and a showcase of the numerous accessories available.

\$10,000 - 15,000
Without reserve

OTHER PROPERTIES

251

1963 FIAT 600D SEDAN

Chassis no. 100D*1425786

Engine no. 147953

633cc OHV Inline Four Cylinder Engine

Single Carburetor

28.5bhp at 4,600rpm

4-Speed Manual Transmission

Independent Coil-Spring Front and Trailing Coil-Spring Rear Suspension

4-Wheel Hydraulic Drum Brakes

- *Former California Black Plate car*
- *Rotisserie restored*
- *Popular, fun Italian car*



THE FIAT 600

In 1955 FIAT replaced its revolutionary Topolino small saloon, which had been around in one form or another since 1936, introducing the successor '600' model at that year's Geneva Salon. Historically significant as the first rear-engined FIAT, the 600 was a masterpiece of automotive packaging, cramming accommodation for four into the same 2,000mm wheelbase as the outgoing two-seater Topolino, which it undercut on price. The integral chassis/body featured independent suspension all round, while the 633cc water-cooled four-cylinder overhead-valve engine produced 22bhp, which was good enough for a top speed of 100km/h. The most significant upgrade to this outstandingly successful design occurred in 1960 with the introduction of the 600D, which featured a 767cc engine, altered gearing and greatly improved performance. Although conceived as basic transport for the masses,

the 600 would prove to be extremely capable on the racetrack, where examples modified by Carlo Abarth regularly turned in giant-killing performances, dominating their class and humbling larger-engined rivals.

THE MOTORCAR OFFERED

Known for their charming aesthetics and lively driving experience they remain incredibly popular collector cars. This particular example was formerly an original California 'Black Plate' car which underwent a rotisserie restoration some years ago. That work renewed its paintwork in the original color scheme we see the car today, and a completing grey hue was used for the interior. At some point in time, as for many of these cars it is believed that the engine was replaced with a contemporary FIAT unit.

Today, its older refurbishment has a little age to it and the car may best be described as a good driver quality car, but it remains in good usable order and is a handsome archetypal version of the model.

\$8,000 - 12,000
Without reserve

252

1963 VOLVO P1800 SPORTS COUPE

Chassis no. 3655

Engine no. 4760

1782cc 4-cylinder engine

Twin SU Carburetors, 108bhp at 5,800 rpm

4-Speed transmission with O/D

Front, disc brakes, rear, drum brakes

- A one owner car from new
- Original Pennsylvania - Stadel Volvo delivered car
- Original, preserved interior
- Last on the road in 1975



THE VOLVO P1800

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

THE MOTORCAR OFFERED

This early Jensen-built P1800 is known to have been delivered new through Stadel Volvo of Lancaster, Pennsylvania, the State's second oldest agency for the brand. Robert S. Stadel has confirmed to its seller that it was supplied on May 10, 1963 to Karl G. Heitmueller who retained the car until recently.

Mr. Heitmueller used the car for a dozen years, before it was retired from the road, its last inspection sticker (still on the car) is from April 1975. With one repaint in its original color, the car is otherwise a particularly original example, with a very tidy and well-preserved interior in contrasting red vinyl, and retains many of its correct detail trim pieces frequently lost or damaged on these cars. All told, its mileage from new is 102,482, and while presently it is not running, its engine is reported to be 'free'.

With their great looks these cars are increasing popular tour cars and this one owner example would make an excellent basis for restoration.

\$8,000 - 12,000
Without reserve

ACKNOWLEDGEMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2016 PRESERVING THE AUTOMOBILE CATALOG:

Warren Barnes
Jeremy Cliff
Jasen Delgado
Jonathan Harper
Jaguar Daimler Heritage Trust
Greg Keysar Photography
Pawel Litwinski
Museum of Science and Industry, Chicago
Natural History Museum of Los Angeles County – Beth Werling
Scott Nidermaier
Doug Nye
Rolls Royce Owners Club
Fred Simeone
Joshua Sweeney

PHOTOGRAPHY CREDITS

David Bush: Lots 227
Clint Davis: Lots 240, 241, & 242
Jasen Delgado: Lots 233
Jonathan Harper: Lots 207, 208, 213, 214, 220, 222, 226, 231, & 234
Matthew Little: Lots 223 & 235
Pawel Litwinski: Lots 201, 202, 203, 204, 205 & 206
Bob Masters: Lots 225
Glenn Perry: Lots 230
Ken Richardson: Lots 211
Sean Smith: Lots 212 & 219



Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding.

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

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

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

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

BIDDER REGISTRATION FEE (ATTENDEES ONLY): \$150
FEE INCLUDES ONE AUCTION CATALOG AND ONE AUCTION BOOKLET, AND ADMITS ONE REGISTERED BIDDER PLUS GUEST INTO BOTH THE PREVIEW AND AUCTION.

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

Bonhams Client Services Department
580 Madison Avenue
New York, New York 10022
Tel +1 (212) 644 9001
Fax +1 (212) 644 9009
Automated Auction Results
Tel +1 (415) 503 3410

Bonhams

Sale title: Preserving the Automobile	Sale date: October 3, 2016
Sale no. 23555	Sale venue: Philadelphia, Pennsylvania
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 3pm October 4 <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	
Your signature:	Date:

SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Preserving the Automobile: An Auction at the Simeone Foundation Automotive Museum on October 3, 2016.

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

Sincerely,

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

SAMPLE BANK LETTER OF GUARANTEE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

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

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Preserving the Automobile: An Auction at the Simeone Foundation Automotive Museum on October 3, 2016.

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

Sincerely,

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

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder. Third party payments will NOT be accepted.

CONDITIONS OF SALE - MOTOR VEHICLES & AUTOMOBILIA

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

1. DEFINITIONS

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

- 1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local or affiliated entity Bonhams may engage to assist with the Sale.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means each lot of property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at the Simeone Automotive Museum in Philadelphia, Pennsylvania on Monday, October 3, 2016.
- 1.11 'Seller' means the person who offers the Lot for sale.

2. BONHAMS AS AGENT

Bonhams sells as agent for the Seller (except in limited instances where it may be selling a Lot as principal) and is not responsible for any breach or default by the Seller or the Buyer.

3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams' sales. The rates quoted for conversion of other currencies to U.S. dollars (or the currency in which the relevant sale is conducted) are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter.

4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

- 4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.
- 4.2 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

5. INJURY ON BONHAMS' PREMISES; DAMAGE TO LOTS ON VIEW

- 5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be

conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

- 5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

6. BIDDER REGISTRATION

No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'Buyer Information'.

7. THE BUYER

- 7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.
- 7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

8. BUYER'S PREMIUM

- 8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to TEN PERCENT (10%) of the Hammer Price of such Lot, together with any applicable sales or use tax and any fees or duty due on the Lot.
- 8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia or other non-motor vehicle property (including vehicle parts and engines), the Buyer shall pay Bonhams a premium equal to TWENTY-FIVE PERCENT (25%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on the amount of Hammer Price above One Hundred Thousand Dollars (\$100,000) up to and including Two Million Dollars (\$2,000,000), and TWELVE PERCENT (12%) on any amount by which such Hammer Price exceeds Two Million Dollars (\$2,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

9. CONTRACT OF SALE

- 9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.
- 9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer or debit card transaction made in person with a PIN, in United States currency, no later than 3:00 p.m. local Eastern Time on Tuesday, October 4, 2016. Additionally, for purchases of automobilia and other non-motor vehicle property only, the Buyer may make payment to Bonhams by Visa, MasterCard, American Express or Discover credit or charge card for such purchases. Upon prior arrangement with Bonhams, the Buyer also may pay by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released

until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

11. REMOVAL OF LOT

- 11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.
- 11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. RISK OF LOSS OR DAMAGE TO LOT

The Buyer shall be responsible for any loss or damage to the Lot from the time the contract of sale is made as described in paragraph 9.1, and neither Bonhams nor its employees or agents shall be liable for any loss or damage to or caused by all or any portion of the Lot from and after that time.

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

- 13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.
- 13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

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

15. NON-PAYMENT OF PURCHASE PRICE

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

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for 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;

CONDITIONS OF SALE - MOTOR VEHICLES & AUTOMOBILIA

- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Rescind the sale of the Lot to the Buyer at any time;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

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

17. BONHAMS' COPYRIGHT

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

18. MISCELLANEOUS

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

MEDIATION AND ARBITRATION PROCEDURES

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

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

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

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service:

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

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State and in other applicable jurisdictions and such other bonds as required by its licenses and permits.

18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled 'Buyer Information', any Important Notices, and the bidder registration form referred to above and any other telephone, absentee or online bidding form (collectively, the 'Sale Documents') constitute the entire agreement among Buyer, Seller and Bonhams concerning their rights and obligations with respect to the subject matter hereof. Any agreements or representations respecting the Lot or its sale not expressly set forth in the Sale Documents shall have no effect, except for a subsequent written modification signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control.

18.4 The headings and captions used in this Catalog are for convenience only and shall not affect the meaning of the Sale Documents.

18.5 No act or omission of Bonhams, its employees or agents shall operate or be deemed to operate as a waiver of any of Bonhams' rights under the Sale Documents.

18.6 This agreement shall be binding on the parties, their heirs, distributees, executors, legal representatives, successors and assigns.

18.7 Time is of the essence of this agreement.

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

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

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