

THE BOTHWELL COLLECTION

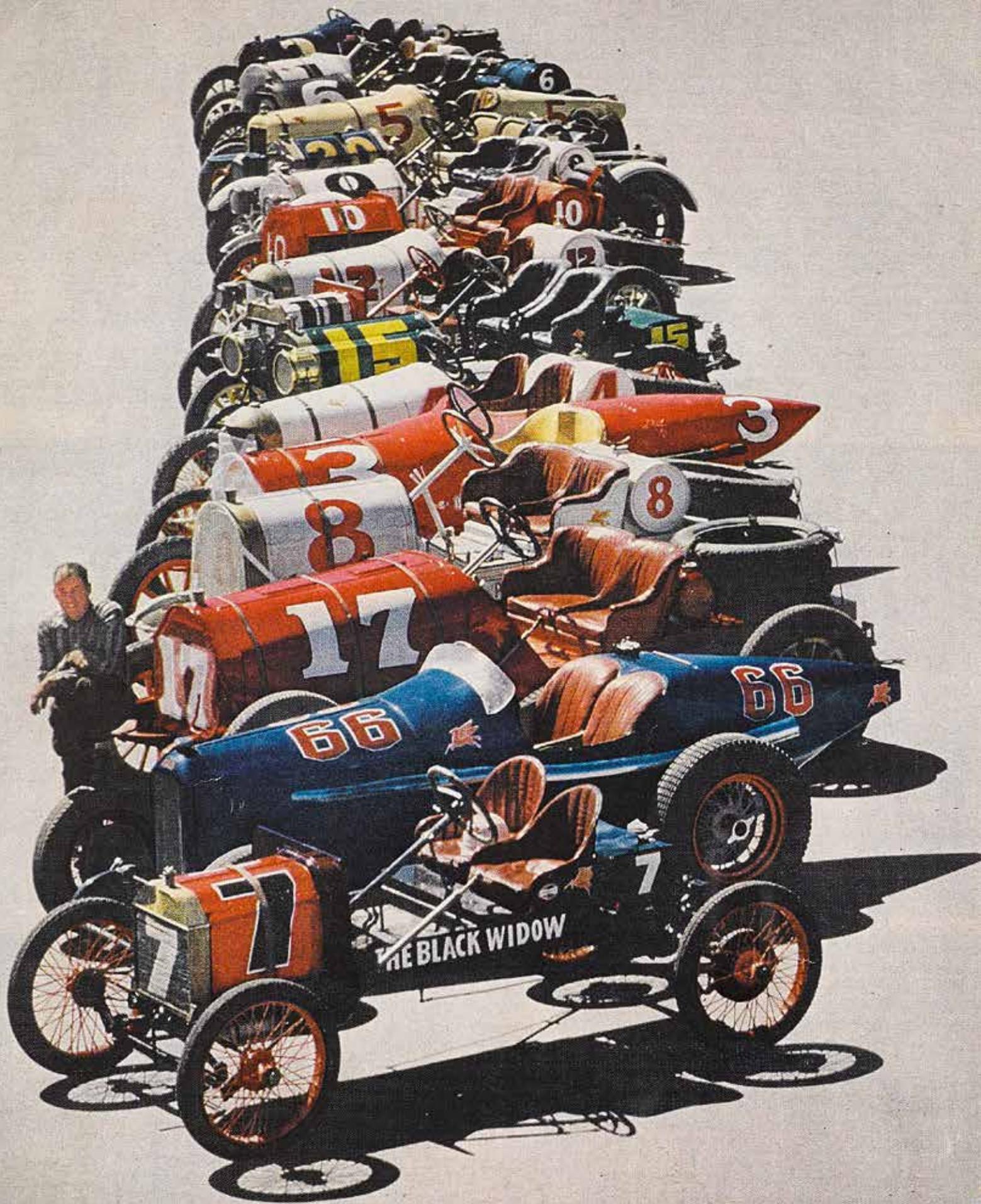
Saturday November 11, 2017

The Bothwell Ranch

Woodland Hills, California



Bonhams



THE BOTHWELL COLLECTION

Saturday November 11, 2017

Trains and Automobilia 10am

Motorcars 3pm

The Bothwell Ranch

Woodland Hills, California

BONHAMS

7601 W. Sunset Boulevard
Los Angeles, California 90046

580 Madison Avenue
New York, New York 10022

220 San Bruno Avenue
San Francisco, California 94103

bonhams.com

PREVIEW AND AUCTION LOCATION

The Bothwell Ranch
5300 Oakdale Avenue
Woodland Hills
California 91364

PREVIEW

Thursday November 9, 10am to 7pm
Friday November 10, 10am to 7pm
Sat November 11, 9am to 2pm

AUCTION TIMES

Saturday November 11
Trains, Automobilia 10am
Motorcars 3pm

AUCTION NUMBER: 24733

Trains, Automobilia: Lots 1 - 357
Motorcars: Lots 358 - 447

FRONT COVER

Lot 408

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From November 7 to 14,
to reach us directly at
The Bothwell Ranch:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

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

Please see pages 4 and 5 for
bidder information including
pages 164 - 167 for Conditions
of Sale, after-sale collection and
shipment.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

ADMISSION TO PREVIEW AND AUCTION

Entry is by purchase of a catalog.
One catalog permits two people
entry for all three days of preview
and auction.

BUYER INFORMATION

SPECIAL NOTICES TO BIDDERS & BUYERS

Lots are sold "AS-IS" and "With All Faults." Please see the Disclaimer of any Warranty and related provisions set forth in the Conditions of Sale published in this catalog.

Some of the motor vehicles offered in this sale are being offered with a Bill of Sale only. Please refer to the Conditions of Sale for further information and limitations regarding certificates of title and the registrability of motor vehicles offered at auction. For all registrable vehicles, Bonhams is operating as a California Vehicle Dealer, License Number 49015. Please note that following the auction, historical documents and accompanied items may ship with the vehicle or from Bonhams offices. Titles will be mailed via FedEx from our San Francisco office, but please allow on average 30 days to receive the title. Titles that are announced as 'in transit' at the sale may take additional time.

Lots Sold On A Bill Of Sale: Motor vehicle lots being offered and sold on a Bill of Sale are noted as such in the auction catalog. Prospective bidders and buyers should be aware that some non-U.S. jurisdictions require that a motor vehicle be accompanied by a current certificate of title prior to its importation into such foreign jurisdiction. It is the responsibility of the buyer to investigate any applicable restrictions on purchased property and to obtain any export or import licenses and/or certificates of title as well as any other required documentation before shipping.

Upon request, Bonhams can assist the buyer or refer the buyer to an agent who can assist the buyer with obtaining such title documentation; additional fees may apply. The inability to obtain such title documentation or to export or import a lot or to do so timely shall not, however, serve as the basis for any cancellation or rescission of the sale or any delay in the buyer's payment for the purchased property.

No Warranty of Title Document or Registrability: Neither the Seller nor Bonhams & Butterfields makes any representation or warranty with regard to any registration or title document which may accompany a lot, the existence of any such document, or with regard to the future issuance of any title or registration document concerning the lot. Without limiting the foregoing, in some cases, vehicles being offered in this catalog may not be registrable or "street legal" and/or may not pass any applicable smog or similar state or local mechanical certification. Designated years of vehicle manufacture are approximate only, and some vehicles offered in this catalog have been restored, modified and/or adapted.

Please see the disclaimer of warranty in the Conditions of Sale published in this catalog relating to the registrability of Lots and any title documentation that may accompany a Lot. Title documentation for many vehicles being offered in this catalog will necessarily be delivered one to several weeks following the Sale.

No Warranty of Operability: Without limiting the foregoing, as many of the vintage automobiles and other Lots offered in this catalog have been sitting dormant for long periods, neither the Seller nor Bonhams makes any representation

or warranty with regard to the operability of any Lot offered in this catalog or its suitability for any particular purpose, including without limitation its roadworthiness or suitability for transportation purposes.

Removal Of Certain Lot(s): The purchaser of Lot 216 will be responsible for the timely disassembly and removal of the Lot from the Bothwell Ranch event site at its risk and expense. Additionally, the purchaser(s) of Lots 216 and 357 - 364 may refer to the department for specific requirements and assistance in conjunction with the removal of these Lots.

Prospective bidders and buyers are strongly advised to attend the auction preview to inspect the lots in person or otherwise contact the Motor Car Department with any inquiries.

ADMISSION TO PREVIEW & AUCTION

All Bonhams auctions are open to the public. Entry to The Bothwell Collection Preview and Auction is by purchase of an auction catalog for \$50. **One catalog permits two people for all three days of preview and auction.**

Catalogs can be purchased in advance, and we ask that you please bring your catalog to the sale. Additional copies of the catalog can be purchased at the auction venue.

Bonhams reserves the right at its sole discretion without assigning any reason therefor to refuse or revoke admission to its premises or attendance at any of its preview or sales events by any person.

For bidders unable to attend the auction in person, complimentary alternative bidding methods are available, including telephone, absentee and online bidding.

BUYER'S PREMIUM, TAXES & LICENSE FEES

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR VEHICLE property the premium is 10% of the hammer price.

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

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 both a valid resale certificate and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

In addition, purchased lots picked up by an ICC licensed carrier and shipped directly to any of the following states will be subject to applicable sales and/or use taxes of such jurisdiction,

unless exempted by law: Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New Jersey, New York, Pennsylvania, Texas, Virginia, Washington DC and Washington State.

Automobile dealers purchasing registrable vehicles are exempted from sales tax as long as they can provide both a dealer license and a resale certificate from the applicable state where they reside. Buyers are asked to provide a copy of their state's resale certificate along with a copy of their dealer's license to the Cashier Department prior to or at the time of purchase.

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.

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 by speaking 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 12pm on Tuesday November 14, 2017.

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.

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

PAYMENT & COLLECTION OF LOTS

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 (323) 850 6090, or to Bonhams at The Bothwell Ranch at +1 (415) 391 4040 beginning Tuesday November 7 until sale day.

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 up to twenty-four hours in advance of the sale, from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com.

In addition, Bonhams is pleased to offer our live online bidding facility. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/bothwell or contact the Client Services Department to obtain information and learn how you can register and bid online.

CURRENCY CONVERTER

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

DAMAGE

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

PAYMENT

Payment for purchased lots must be made no later than 12pm local time on Tuesday November 14, 2017. 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 Saturday November 11. Remaining payment and collection hours are:

- Sunday November 15, 8.30am - 5pm
- Monday November 16, 8.30am - 5 pm
- Tuesday November 14, 8.30am - 12pm

Please notify us of your collection plans upon payment.

COLLECTION OF LOTS

All Motor Vehicle lots must be paid for and collected from the sale venue by **12pm on Tuesday November 14**. 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 **12pm Tuesday November 14**. 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 and Railwayana lots

will be removed to a storage facility by Long's Crating and Logistics Inc. for shipping or collection by the buyer or its authorized agent. Please note these lots will not be available for collection after 12pm on Tuesday November 14 until Friday November 17 at 9am. Automobilia lot removal and storage charges will be assigned by Long's Crating and Logistics Inc. depending on volume, size and fragility.

For Automobilia and Railwayana shipping quotes, uplift, storage and transport quotes, please contact Chris Long with Long's Crating and Logistics Inc. at +1 (702) 748-4973 or longscrating@gmail.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 12pm Tuesday November 14.

REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by **12pm on Tuesday November 14**, 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.

Members of the following transport companies will be on site during The Bothwell Collection Auction and are readily available to provide shipping quotes and transportation information:

Domestic Motorcar Transport

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

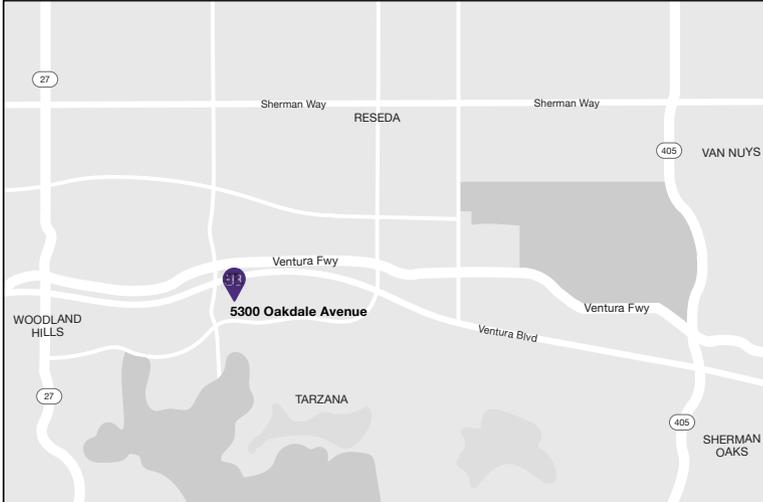
International Motorcar Transport

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

Domestic and International Motorcar Transport

Schumacher Cargo Logistics
Contact - Warren Barnes + 1 (310) 626 7117 or
warren@scslusa.com

GENERAL INFORMATION



BONHAMS AT THE BOTHWELL RANCH

**5300 OAKDALE AVENUE
WOODLAND HILLS, CALIFORNIA 91364**

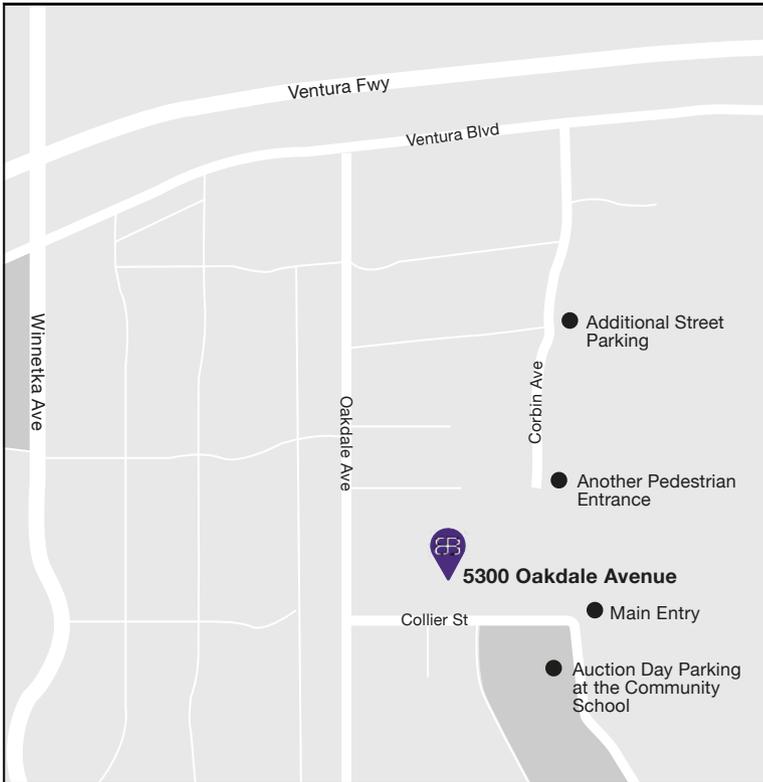
From November 7 to 14, to reach us directly at The Bothwell Ranch:
+1 (415) 391 4000 | +1 (415) 391 4040 (fax)

The Bothwell Ranch is located 17 miles from Hollywood Burbank Airport (BUR) and 25 miles from Los Angeles Airport (LAX).

DIRECTIONS AND PARKING

Entry to the Bothwell Ranch is via Ventura Blvd to Oakdale Avenue. Head South on Oakdale Avenue. Take a left onto Collier Street and follow the signage to the main entrance to the Ranch. There will be parking attendants to guide guests upon arrival. For Thursday through Saturday, street parking is permitted according to the rules of City posted signage. Please note there is a second pedestrian-only entrance off of Corbin Ave directly north of the property.

On Saturday November 11th, overflow parking will be provided at the Chime Institute's Schwarzenegger Community School at 19722 Collier Street. Parking attendants will be on site to guide guests.



HOTEL OPTIONS WITHIN A FIVE MILE DISTANCE

Courtyard by Marriott Los Angeles Woodland Hills (2 miles)

21101 Ventura Boulevard Woodland Hills CA 91364
*Guests will receive a 5% discount on the nightly rate by referring to the 'Bonhams Group' when making a reservation at +1 (888) 236 2427.

Hilton Woodland Hills Los Angeles (3.6 miles)
6360 Canoga Ave Woodland Hills CA 91367
Reservations +1 (818) 595 1000

Warner Center Marriott Woodland Hills (3.6 miles)
21850 Oxnard Street Woodland Hills CA 91367
Reservations +1 (888) 236 2427

Holiday Inn Express & Suites (3.7 miles)
22617 Ventura Boulevard Woodland Hills CA 91364
*Guests will receive a 5% discount on the nightly rate by referring to the 'Bonhams Group' when making a reservation at +1 (818) 222 2299.

BONHAMS MOTORING INTERNATIONAL SPECIALIST TEAM

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Gordan Mandich
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Gregory Coe
Senior Administrator
East Coast



Stanley Tam
Dealership &
Compliance Manager



Jared Zaugg
Press Officer
USA

UNITED KINGDOM



Tim Schofield



Sholto Gilbertson



John Polson



Rob Hubbard



Richard Stafford

EUROPE



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner



Marc Sonnerly



GLEAMING LINEUP of vintage racing cars is displayed by California driver Lindsey Bachard. All are kept in top racing condition. From bottom: 1914 Ford, 1913 Peugeot, 1907 Stearns, 1909 Pope-Hartford, 1911 Buick, 1908 Buick, 1907 Packard, 1914 Ford, 1909 Buick, 1910 Buick, 1909 Mercedes, 1914 National, 1918 Buick, 1910 Simplex, 1901 Mercedes and 1912 Cadillac.



WELCOME

The fascination of collecting automobiles of all eras has arguably never been more popular than it is today. In America the fact that many of the most important historic pre-war cars survive at all can be attributed to a handful of individuals who were the first to take an interest in old cars and to protect them from scrap yards.

Among those few, the Bothwell name has always been the most revered, Lindley and Ann Bothwell's collection being one of the first to be established, one of the most diverse and longest enduring.

In a number of respects Lindley was utterly visionary. The cars were not only to be saved, they were to be shared and enjoyed with friends. In the 1950s at Riverside Raceway he ran his own tribute to the Vanderbilt Cup races, supplying most if not all of the cars, lending them to friends to recreate those pioneering days.

By that stage, Bothwell was considered to own the largest collection of cars in the nation. Interviewed for Sports Illustrated Magazine in December 1957, this created one of the most famous images of the collection, an eye watering line up of race cars, which includes the Peugeot, Benz, Mercedes, Buick, and Pope Hartford on offer today.

It was also a working collection, many of the cars were loaned to the nearby Hollywood studios to be featured in movie and TV work in a variety of guises. Credits include memorable motion pictures such as My Fair Lady, Titanic, and Chaplin among others.

On his death in the 1980s, Lindley's collection continued to be maintained under the careful eye of his wife Ann, the more important cars were sensitively restored and continued to be shown on occasions at major motoring events, the Peugeot running the hill at Goodwood Festival of Speed a number of times and gracing the lawn at the Pebble Beach Concours d'Elegance in recent years. Ann Bothwell passed in the fall of 2016.

The Bothwell spirit of using and sharing cars is at the core of the hobby today around the world. With the loss of Ann, after nearly 90 years, the family has elected to relinquish this fascinating, pioneering collection and to allow other enthusiasts to become the custodians of this remarkable array of cars, railwayana and automobilia.

Bonhams is incredibly honored to handle the dispersal of this legendary collection, we invite you come to the Bothwell Ranch, to step back in time and experience this rare working orange grove and the site of one of the greatest exponents of collector cars.

We wish you success in your bidding.

Bonhams International Motoring Team



TRAINS AND AUTOMOBILIA

Lots 1 - 357
at 10am

Images of each lot can be found at:
www.bonhams.com/bothwell/automobilia





DEPENDENT
CHAMBER



IL
TON





1



2



3

- 1
LIONEL 400 O GAUGE BUDD CAR RDC-1, 1956-58,
Baltimore & Ohio livery, silver passenger rail diesel car.
\$100 - 200
- 2
LIONEL 218 O GAUGE SANTA FE ALCO DIESEL UNITS 1959-1963,
comprising main powered unit and A unit in silver and red with black and yellow lining. (2)
\$125 - 175
- 3
LIONEL 2333 O GAUGE 'TEXAS SPECIAL' DIESEL LOCOMOTIVE,
together with matching A and B units, 2522 President Harrison Vista Dome Car x 2, 2523 President Garfield Pullman Car and 2521 President McKinley observation Car. (7)
\$400 - 600
- 4
LIONEL 318E 0-4-0 ELECTRIC LOCOMOTIVE, 1926-1935,
grey, with 322 grey and maroon baggage, 339 Pullman and 341 observation cars. (4)
\$400 - 600
- 5
LIONEL 2360 O GAUGE GG1 ELECTRIC LOCOMOTIVE, POST-WAR,
5 stripe Tuscan version, (some parts missing) with aluminum 2523 Pullman and aluminum 2521 observation cars. (3)
\$800 - 1,200
- 6
LIONEL 8702 O GAUGE 4-6-4 SOUTHERN 'STEAM' LOCOMOTIVE,
green with Crescent Limited 8 wheel tender, two tone green 9530 Joel Chandler Harris baggage, 9531 Andrew Pickens combination, 9533 Stonewall Jackson passenger and 9534 Robert E Lee observation cars. (6)
\$300 - 400
- 7
LIONEL 254 O GAUGE 0-4-0 ELECTRIC LOCOMOTIVE,
olive (lacking hand rail), with olive and maroon 610 Pullman x 2 and 612 observation cars. (4)
\$300 - 500
- 8
LIONEL 263E O GAUGE 2-4-2- 'STEAM' LOCOMOTIVE,
Blue Comet two tone blue with matching 12 wheel tender, 615 baggage, 613 Pullman x 2 and 614 observation cars. (6)
\$800 - 1,200
- 9
LIONEL 671 O GAUGE 6-8-6 S-2 'STEAM TURBINE' LOCOMOTIVE,
metal casting black with 8 wheel tender, green tinplate 6440 Pullman x 3 and 6441 observation cars. (6)
\$200 - 300
- 10
LIONEL 2350 O GAUGE EP-5 ELECTRIC LOCOMOTIVE, 1956-58,
in New Haven black, orange and white livery, with aluminum 2532 vista dome x 3, 2534 Pullman and 2531 observation cars. (6)
\$600 - 800
- 11
LIONEL 262 O GAUGE 2-4-2 'STEAM' LOCOMOTIVE, 1931-32,
black, (slight dent, no pick-ups) with 262T 8 wheel tender, green 651 flat, silver Sunoco 654 tank and red 657 caboose cars. (5)
\$250 - 350
- 12
LIONEL 250 O GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, 1934,
terracotta body on maroon frame, with terracotta 804 tank, silver and black Sunoco 804 tank, orange and maroon 806 stock, orange 809 dump and red with peacock roof 807 caboose cars. (6)
\$400 - 600
- 13
LIONEL 260E O GAUGE 2-4-2 'STEAM' LOCOMOTIVE,
black with matching black tender (lacking draw bar), green 812 gondola, orange and pea green 813 stock, yellow and orange 214 box, ivory and peacock 214R box, pea green 815 tank, terracotta 820 floodlight and peacock and green 817 caboose cars. (9)
\$800 - 1,200
- 14
LIONEL 226E O GAUGE 2-6-4 'STEAM' LOCOMOTIVE, 1938-1941,
black with matching 226W tender, red 816 hopper, yellow and maroon 2814 box, yellow and maroon 813 stock, green 2812 gondola (lacking brake wheel), silver and black Sunoco 815 tank, green and black 2820 floodlight, red and black 3859 dump and red 817 caboose cars. (10)
\$1,000 - 1,500
- 15
LIONEL 262E O GAUGE 2-4-2 'STEAM' LOCOMOTIVE, 1933-36,
black with matching 262T tender, orange and terracotta 603 Pullman and 604 Observation cars, together with Lionel girder bridge with ramps. (7)
\$300 - 400
- 16
LIONEL 260E O GAUGE 2-4-2 'STEAM' LOCOMOTIVE,
gun metal grey with matching tender (some warping and cracking), terracotta and maroon 613 Pullman and 615 baggage and 614 observation cars (5)
\$600 - 800
- 17
LIONEL (BELIEVED 2363) O GAUGE ILLINOIS CENTRAL F-3 B UNIT, 1955-56,
brown with orange stripe and black lettering.
\$200 - 300
- 18
LIONEL O GAUGE ROLLING STOCK, PRE 1943,
comprising orange Shell 2815 tank, silver Sunoco 2815 tank and yellow and brown 814 box car. (3)
\$250 - 350
- 19
LIONEL O GAUGE ROLLING STOCK, POST-WAR,
moulded plastic comprising a black tender, an ivory and orange 9860 'Gold Medal Flour' box car and a TCA convention 1971 Disneyland box car. (3)
\$150 - 250
- 20
LIONEL O GAUGE ROLLING STOCK,
comprising dark green 812 gondola x 2 (one lacking brake wheel), orange and pea green 813 stock car (dents to roof), yellow and orange 814 box car (one with dents, the other missing brake wheel), silver Sunoco 815 tank and pea green 815 tank cars. (7)
\$400 - 600







31



33



32



34

21
LIONEL 252 O GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, 1926-1932
 peacock blue, with red and cream 629 Pullman x 2 and 630 observation cars. (4)
\$300 - 500

22
LIONEL 252 O GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, 1926-1932
 light olive green with brass details, together with olive and orange 529 Pullman and 539 observation cars. (3)
\$200 - 300

23
LIONEL 1862 O GAUGE 'GENERAL' 4-4-0 'STEAM' LOCOMOTIVE, 1959-1962,
 molded plastic red and grey with grey stack, with green tender, Brown 1877 horse waggon with 12 plastic horses, yellow with brown roof 1865 passenger and 1866 baggage cars. (5)
\$250 - 350

24
LIONEL O GAUGE ROLLING STOCK, 1933-EARLY 40S,
 comprising lithographed tinplate yellow 1717 gondola, peacock blue 1719 box and red 1722 cabooses. (3)
\$50 - 100

25
A QUANTITY OF O GAUGE TRACK,
 3 rail type, including straight and curved sections, Lionel 020 Crossing (90 degree), Lionel 020X crossing (45 degree), 2 x Lionel 711 Automatically Controlled 1 1/4 inch gauge switch (one right, one left). (Qty)
\$100 - 200

26
LIONEL 440C PANEL BOARD, 1932-1942,
 controller in red and black, together with four Lionel Standard gauge track junctions on green bases, comprising number 20 crossover (90 degree) x 2, and number 20X crossover (45 degree) x2. (5)
\$100 - 200

27
TWO LIONEL PANEL BOARDS,
 comprising number 440C and 439, together with Lionel Type T Multi Volt transformer, 1029 25 Watt Transformer, Ives Toys 205 Transformer, and unmarked switchbox and a modern "Model Power" transformer. (7)
\$150 - 250

28
NINE ASSORTED STREET LAMPS AND OTHER TRACKSIDE ACCESSORIES,
 including Lionel 59 Lamp Post 1920-1936, 8 3/4 inches high, together with 2 x Lionel 077 Automatic Crossing Gate, 1923-1935, (one with lid loose and repairs), 1 x Lionel 77N Automatic Crossing gate, 1 x Lionel 152 Crossing Gate, three crossing signs with bells including two by American Flyer (one with damaged base) and one other crossing sign. (17)
\$100 - 200



37



39



38



41

29
ASSORTED LIONEL TRACKSIDE EQUIPMENT AND ACCESSORIES, comprising 440N Position Light Signal Bridge, 99 Train Control Block Signal, 99N Train Control Block Signal, 2 x 94 High Tension tower (different colors, each lacking some insulators) and 3 x 92 Floodlight Tower (2 silver and 1 green). (8)
\$300 - 500

30
ASSORTED TRACKSIDE SIGNALS, including Lionel and American Flyer types, five electrically operated, six lever operated including two double signal gantries. (11)
\$200 - 300

31
LIONEL 436 POWER STATION, with Power Station plate, skylight loose.
\$100 - 200

32
LIONEL 124 'LIONEL CITY' STATION, tan base with pea green roof, wired for illumination.
\$100 - 200

33
LIONEL 116 STATION WITH TRAIN CONTROL, white with red roof, wired for illumination, on raised wooden platform with staircase and ballustrade.
\$600 - 800

34
LIONEL 115 STATION WITH TRAIN CONTROL, white with red roof and base, with envelope containing track connectors and fitting instructions.
\$150 - 250

35
A QUANTITY OF STANDARD GAUGE TRACK, 3 rail type, including straight and curved sections, 2 x Lionel 223 Automatically Controlled switch (one right, one left), Lionel 720 crossing, 4 x Lionel 210 Illuminated Switch (two right, two left). (Qty)
\$100 - 200

36
LIONEL STANDARD GAUGE ARCHED BRIDGE WITH RAMPS, cream pillars with green truss, cream ramps with fitted track, 42 inches long overall. (3)
\$150 - 250

37
LIONEL 300 STANDARD GAUGE HELLGATE BRIDGE, cream towers with green truss.
\$800 - 1,200

38
LIONEL STANDARD GAUGE TUNNEL, BELIEVED 120L, 1927-1942, painted tinplate, 17 inches long, with remains of lamp bracket inside one arch, together with a village diorama with 3 small tinplate houses on a landscaped base. (2)
\$50 - 100

39
LIONEL 155 FREIGHT SHED, cream base with maroon floor, roof supported by three girder pillars, wired for illumination, together with 2 x Lionel 161 Baggage Truck, 2 x Lionel 157 Hand Truck 1930-1932 and 1 x Lionel 162 Dump Truck and a small mailbag. (7)
\$150 - 250



42



43



46



45

40
LIONEL STANDARD GAUGE GIRDER BRIDGE WITH WALKWAY,
 dark red, (un-numbered), 14 inches long, together with a Lionel Standard Gauge arched bridge, cream pillars (one lacking finial) with green truss. (2)
\$75 - 125

41
LIONEL 441 STANDARD GAUGE WEIGHING STATION, 1932-1936,
 green base with weight sensitive central section, small building containing scales (die-cast scales arm broken but present).
\$300 - 500

42
LIONEL 444 STANDARD GAUGE ROUNDHOUSE,
 outer walls repainted maroon, with cream edging and green roof.
\$800 - 1,200

43
LIONEL 444 STANDARD GAUGE ROUNDHOUSE,
 brick colored with cream edging and green roof.
\$1,200 - 2,000

44
LIONEL 200 STANDARD GAUGE TURNTABLE,
 eight track points with side mounted control, finished in red and green, with one length of straight track. (2)
\$100 - 200

45
LIONEL TYPE ZW "TRAINMASTER" TRANSFORMER, 1950-56,
 115 Volts 275 Watts, black painted with maker's plaque applied to rear, together with a Lionel type V Trainmaster transformer, 1939-1942, 115 Volts 150 Watt, and a box of assorted electrical track connectors and control buttons. (Qty)
\$100 - 200

46
LIONEL 400E STANDARD GAUGE 4-4-4 'STEAM' LOCOMOTIVE AND TENDER, 1931-1939,
 finished gun metal grey with copper colored brightwork (2)
\$1,800 - 2,400

47
LIONEL 318 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, 1924-1932,
 mohave finish with black chassis, together with 511 dark green flat car, 512 green gondola, 513 orange cattle car and 517 pea green caboose. (5)
\$450 - 650

48
LIONEL 385E STANDARD GAUGE 2-4-2 'STEAM' LOCOMOTIVE AND TENDER,
 gun metal grey with copper brightwork and red painted wheels, the 8 wheeled tender with load of 'coal'. (2)
\$400 - 600

49
LIONEL 385E STANDARD GAUGE BILD-A-LOCO 2-4-2 'STEAM' LOCOMOTIVE AND 385W TENDER,
 gun metal grey with nickelled brightwork, the tender believed an Ives casting with coal effect. (2)
\$400 - 600

50
LIONEL 8E STANDARD GAUGE ELECTRIC 0-4-0 LOCOMOTIVE, 1926-1932,
 pea green, with 512 green gondola x 2 and 517 red caboose. (4)
\$450 - 650

51
LIONEL 380E STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, 1926-1929,
 dark green, with dark green and orange 429 baggage, 428 Pullman and 430 observation (railing bent) cars. (4)
\$1,200 - 1,600

52
LIONEL 1835E STANDARD GAUGE 2-4-2 'STEAM' LOCOMOTIVE, 1934-1939,
 black (stack damaged) with ex-Ives black eight wheel tender. (2)
\$500 - 700

53
LIONEL 402E STANDARD GAUGE 0-4-4-0 ELECTRIC LOCOMOTIVE,
 white with 419 combination, 418 Pullman x 2 and 428 observation cars (all with evidence of old repaint). (5)
\$1,000 - 1,500

54

LIONEL 390E STANDARD GAUGE 2-4-2 'STEAM' LOCOMOTIVE,

black with orange stripe (journal missing), with 390T tender. (2)

\$450 - 650



55

LIONEL 408E STANDARD GAUGE ELECTRIC LOCOMOTIVE,

apple green with red pilots, with apple green 419 baggage, 418 Pullman (dent to roof), 431 dining (dent to roof) and 490 observation cars. (5)

\$1,000 - 1,500



47

56

LIONEL 1911 (EARLY) STANDARD GAUGE ELECTRIC LOCOMOTIVE, 1910-1911,

olive green with red details, marked New York, New Haven and Hartford, (body and motor loose).

\$1,000 - 1,500



46

57

LIONEL 408E STANDARD GAUGE 0-4-4-0 ELECTRIC LOCOMOTIVE,

mohave with red pilots, with mohave and maroon 419 baggage x2, 418 Pullman (lacking one pair of wheels) and 490 observation cars. (5)

\$1,200 - 1,600



48

58

LIONEL 8 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, 1925-1932,

maroon with brass trim, together with 14 orange boxcar CM & StP and 17 maroon and black caboose NYC & HRRR. (3)

\$400 - 600

59

LIONEL 381E STANDARD GAUGE 4-4-4 ELECTRIC LOCOMOTIVE,

State green, with matching 412 California Pullman, 413 Colorado Pullman and 416 New York observation cars. (4)

\$6,000 - 8,000

63

LIONEL 392E STANDARD GAUGE 4-4-2 'STEAM' LOCOMOTIVE,

black with 392W 12 wheel tender, with 1767 red and maroon Pullman x4 (one with roof dent) and 1768 observation cars. (7)

\$2,000 - 3,000

66

LIONEL 8E STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, 1926-1932,

olive green with brass detailing (dent to roof), with olive green and maroon 337 Pullman x 2 and 338 observation cars. (4)

\$800 - 1,200

60

LIONEL 402E STANDARD GAUGE 0-4-4-0 ELECTRIC LOCOMOTIVE, 1926-1929,

apple green.

\$400 - 600

64

LIONEL 190 STANDARD GAUGE NEW YORK CENTRAL LINES OBSERVATION CAR, CIRCA 1915,

dark olive green.

\$200 - 300

67

LIONEL 392E STANDARD GAUGE 'STEAM' LOCOMOTIVE,

repainted red and black, with 8 wheel tender, 309 passenger x2 and 312 observation cars. (5)

\$1,000 - 1,500

61

LIONEL 408E STANDARD GAUGE 0-4-4-0 ELECTRIC LOCOMOTIVE,

mohave with red detailing, with matching mohave and orange 418 Pullman, 431 dining x 2 and 490 observation cars. (4)

\$2,000 - 3,000

65

LIONEL 400E STANDARD GAUGE 4-4-4 'STEAM' LOCOMOTIVE,

"Blue Comet" two tone blue, with matching 12 wheel tender, 420 FAYE passenger, 421 WESTPHAL passenger and 422 TEMPEL observation cars. (5)

\$4,000 - 5,000

68

LIONEL 420, 421 AND 422 STANDARD GAUGE RAIL CARS,

two tone 'Blue Comet' livery, comprising FAYE and WESTPHAL Pullman and TEMPEL observation cars. (3)

\$2,000 - 3,000

62

LIONEL 8 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, 1925-1932,

pea green, (one headlight missing).

\$200 - 300









69

LIONEL 318 STANDARD GAUGE 0-4-0-ELECTRIC LOCOMOTIVE, 1924-1932, dark grey, with 511 dark green flat, 512 peacock gondola, 513 orange cattle, 515 terracotta tank cars and 517 pea green caboose (paint flaking on caboose). (6)
\$400 - 600

70

LIONEL 51 STANDARD GAUGE 0-4-0 'STEAM' LOCOMOTIVE, 1912-1923, black with red cab window, marked NYC & HRRR, with matching 8 wheel slope back tender. (2)
\$800 - 1,200

71

LIONEL 54 STANDARD GAUGE 0-4-4-0 ELECTRIC LOCOMOTIVE, polished brass with red details, together with restored dark olive green cars comprising 18 Pullman x 2 and 190 observation (late short platform type), marked New York Central Line. (4)
\$2,000 - 3,000

72

LIONEL 42 STANDARD GAUGE 0-4-4-0 ELECTRIC LOCOMOTIVE, 1913-1923, black, later round hood type (possibly repainted), together with restored olive green 19 combine, 18 Pullman and 190 observation (late platform) cars. (4)
\$600 - 800

73

LIONEL 10 STANDARD GAUGE INTERURBAN MOTOR CAR, 1910-1916, dark olive green marked New York Central Lines, with matching 1010 trailer car. (2)
\$2,000 - 3,000

74

LIONEL 5 STANDARD GAUGE 0-4-0 'STEAM' LOCOMOTIVE, black cab and chassis, unpainted boiler, marked NYC & HRRR, (pilot damaged), with dark olive 19 combine (loose tank and door), 18 Pullman and 190 observation, early long platform, cars. (4)
\$1,000 - 1,500

75

LIONEL 33 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, 1913-1924, black with maroon details, together with dark olive 35 Pullman x 2 and 36 observation (fitted with wrong trucks) cars. (4)
\$400 - 600

76

LIONEL 42 STANDARD GAUGE 0-4-4-0 ELECTRIC LOCOMOTIVE, 1913-1923, black, later round hood type, with maroon and brass details marked 'Central', together with restored olive green 19 combine, 18 Pullman and 190 observation (late platform) cars. (4)
\$600 - 800

77

LIONEL 51 STANDARD GAUGE 0-4-0 'STEAM' LOCOMOTIVE, 1912-1923, black marked NYC & HRRR, with 8 wheel slope back tender and dark olive later version 29 day coach x 3. (5)
\$3,000 - 4,000

78

LIONEL 10 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, peacock blue with brass inserts, with matching peacock blue and orange with dark green roof 332 baggage, 339 Pullman and 341 observation cars. (4)
\$500 - 700

79

LIONEL 100 STANDARD GAUGE 0-4-0 ELECTRIC RAPID TRANSIT TROLLEY CAR, 1910-1916, blue with cream windows, some loss to paint.
\$1,500 - 2,000

80

LIONEL 42 STANDARD GAUGE 0-4-4-0 ELECTRIC LOCOMOTIVE, 1913-1923, dark grey with maroon details, believed restored, with restored dark green 29 Day coaches. (4)
\$500 - 700

81

LIONEL 38 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, 1913-1924, maroon, with matching maroon 180 Pullman x 2, 181 combination and 182 observation cars. (5)
\$400 - 500

82

LIONEL 1 STANDARD GAUGE 0-4-0 ELECTRIC RAPID TRANSIT TROLLEY CAR, 1906-1914, cream body with blue band and roof, some loss to paint.
\$1,500 - 2,000

83

LIONEL 42 STANDARD GAUGE 0-4-4-0 ELECTRIC LOCOMOTIVE, 1913-1923, black with brass and maroon details, with replica dark green 29 Day coaches x 2. (3)
\$400 - 600

It is believed that these coaches are replicas by Classic Model Trains of Hartford, Ohio.

84

LIONEL 33 STANDARD GAUGE 0-6-0 ELECTRIC LOCOMOTIVE, 1913, dark olive NYC in oval maroon details, with matching dark olive green 35 Pullman (early trucks), 35 Pullman (late trucks) and 36 Observation car (late trucks). (4)
\$800 - 1,200

85

LIONEL 42 STANDARD GAUGE 0-4-4-0 ELECTRIC LOCOMOTIVE, 1913-1923, dark grey with maroon details, with replica Pennsylvania maroon day coaches. (4)
\$450 - 650

It is believed that coaches are replicas by Classic Model Trains, Hartford, Ohio.

86

LIONEL 318E STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, 1926-1935, mohave, with matching mohave with maroon windows 310 baggage, 309 Pullman and 312 observation cars. (4)
\$500 - 700

87

LIONEL 392E STANDARD GAUGE 4-4-2 'STEAM' LOCOMOTIVE, grey (frame warped) with 392W 12 wheel tender, with terracotta and maroon roof 1767 baggage, 1766 Pullman and 1768 observation cars (paint flaking).
\$1,000 - 1,500

88

LIONEL 318E STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, 1926-1935, State Brown, with matching State Brown with cream windows and doors 310 baggage, 309 Pullman x 2 and 312 observation cars. (4)
\$700 - 900

89

LIONEL 384E STANDARD GAUGE 2-4-0 'STEAM' LOCOMOTIVE, black with white line (frame warped, lacking front trucks), with 384T 8 wheel tender, matching peacock blue and orange 332 baggage, 339 Pullman and 341 observation (railing damaged) cars. (5)
\$600 - 800

90

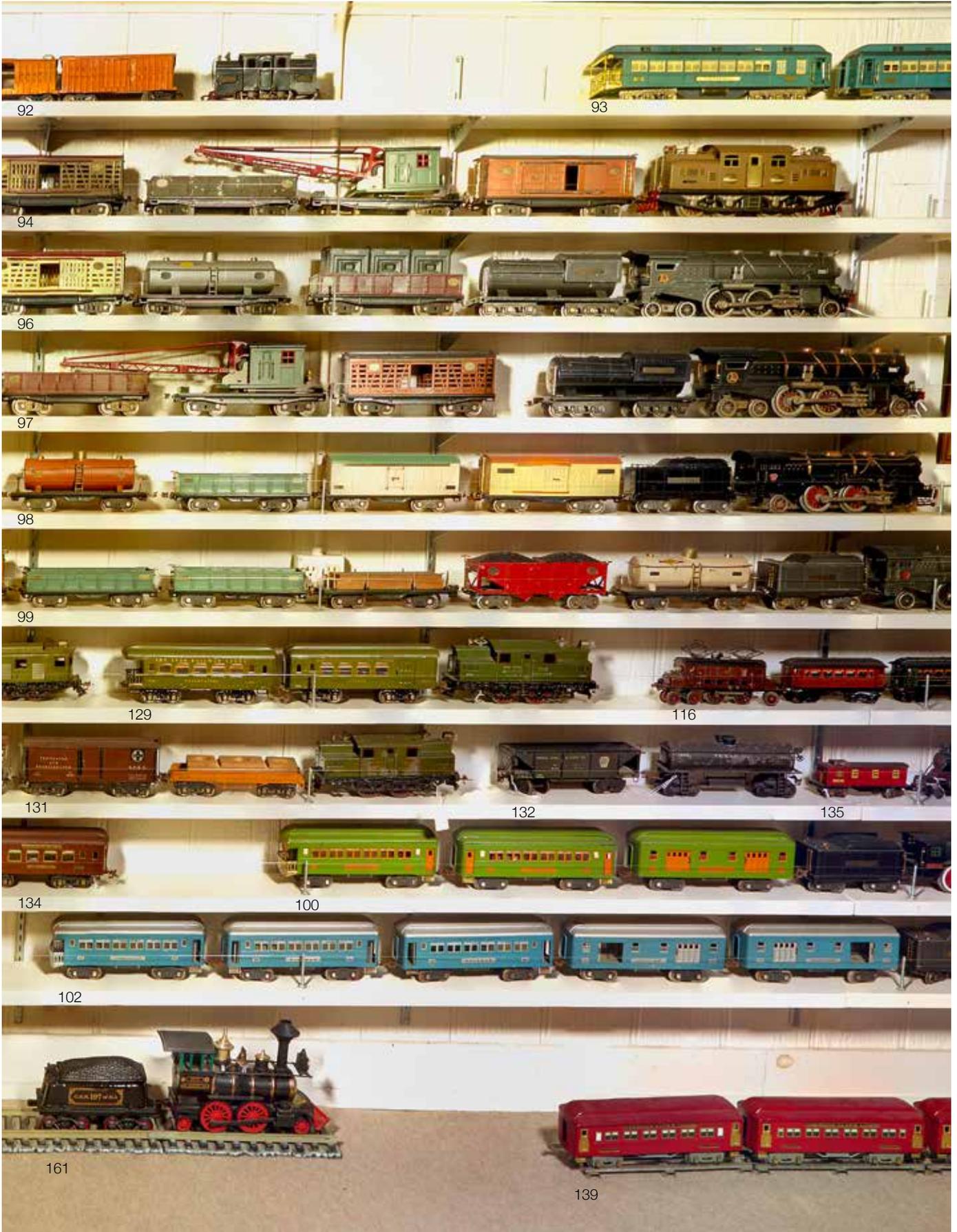
LIONEL STANDARD GAUGE ROLLING STOCK, comprising 213 stock car terracotta with pea green roof, 213 stock car cream with maroon roof, 214 box car cream with orange roof, 217 caboose red and 217 caboose red with peacock blue roof. (5)
\$500 - 700

91

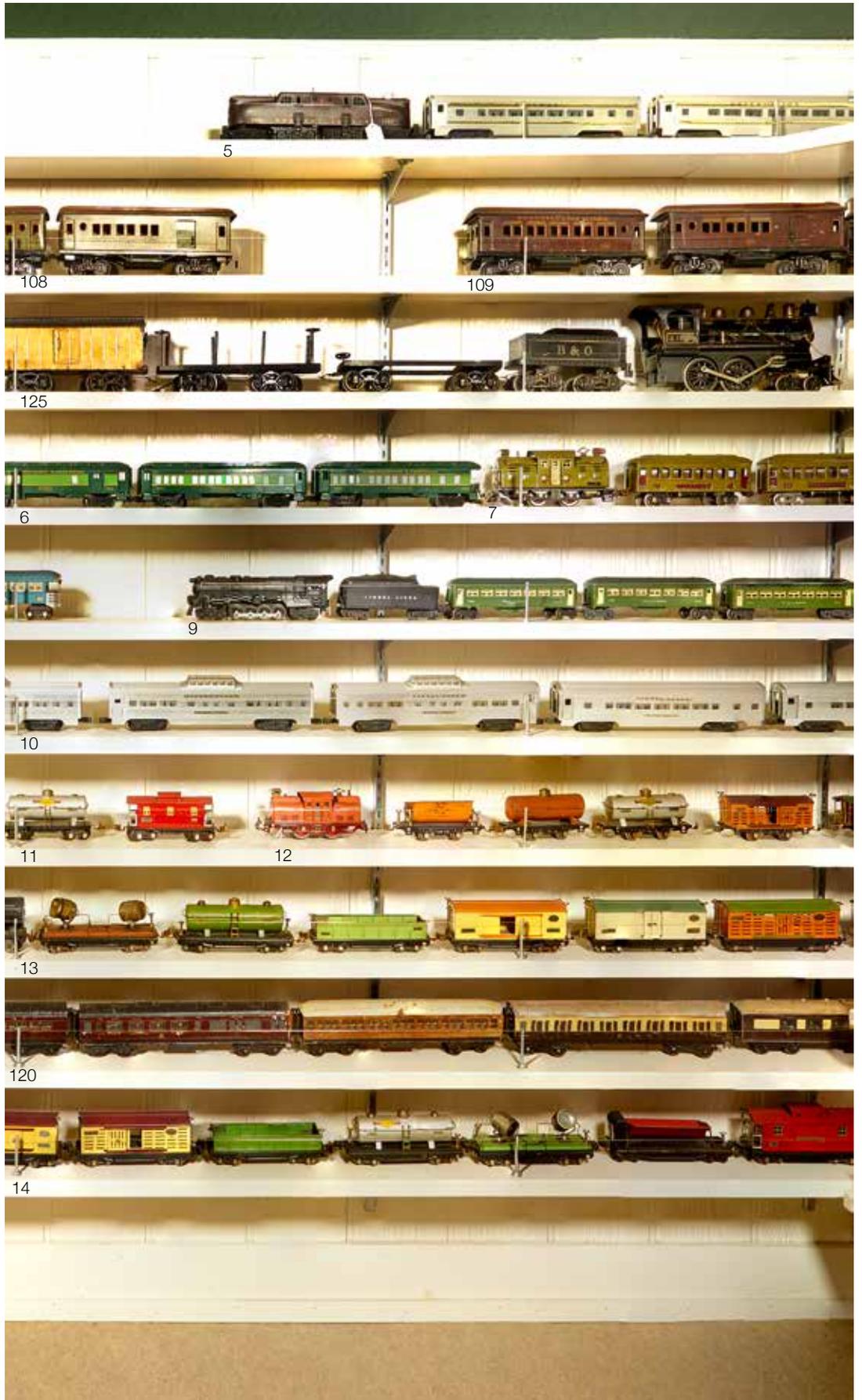
A REPRODUCTION OF A LIONEL STANDARD GAUGE ELECTRIC TROLLEY CAR, unpainted brass.
\$200 - 300

- 92
LIONEL 33 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, 1913-1924,
 black, (some denting to roof), with orange 114 boxcar, orange 114 boxcar (missing door) and maroon and black 117 caboose. (4)
\$700 - 900
- 93
LIONEL 390E STANDARD GAUGE 2-4-2 'STEAM' LOCOMOTIVE,
 two tone blue, with matching 8 wheel tender, 420 FAYE passenger, 421 WESTPHAL passenger and 422 TEMPEL observation cars. (5)
\$2,000 - 3,000
- 94
LIONEL 390E STANDARD GAUGE 2-4-2 'STEAM' LOCOMOTIVE,
 two tone green with orange stripe, with 8 wheel tender, maroon 309 Pullman and maroon 312 observation cars. (4)
\$1,500 - 2,500
- 95
LIONEL 402 STANDARD GAUGE, 0-4-4-0 ELECTRIC LOCOMOTIVE, 1923-1927,
 mohave with brass details, with red 214 box, peacock and green with red jib 219 crane, gray 212 gondola, mohave 213 stock and orange 217 caboose. (6)
\$1,500 - 2,500
- 96
LIONEL 400E STANDARD GAUGE 4-4-4 'STEAM' LOCOMOTIVE,
 gun metal gray, with 400W matching 12 wheel tender, 205 freight containers x 3, maroon 212 gondola (lacking couplers), silver Sonoco 215 tank, cream and maroon 213 stock x 2, black 211 flat, mohave 218 dump and red 217 caboose. (10)
\$3,000 - 4,000
- 97
LIONEL 400E STANDARD GAUGE 4-4-4 'STEAM' LOCOMOTIVE,
 black with 12 wheel tender, grey 211 flat, maroon 212 gondola, terracotta 213 stock, pea green 215 tank, dark green 216 hopper, mohave 218 dump, peacock with red jib 219 crane red 217 caboose cars. (10)
\$2,500 - 3,500
- 98
LIONEL 392E STANDARD GAUGE 4-4-2 'STEAM' LOCOMOTIVE,
 black, with 8 wheel tender (believed 392W), dark green 511 flat, green 512 gondola, olive green 513 stock, cream and orange 514 box, ivory and peacock 514R refrigerator, terracotta 515 tank, red 516 hopper, black 520 floodlight and pea green 517 caboose cars. (11)
\$1,800 - 2,500
- 99
LIONEL 392E STANDARD GAUGE 4-4-2 'STEAM' LOCOMOTIVE,
 gun metal gray with matching 8 wheel tender, dark green 511 flatcar, green 512 gondola (missing coupler), green 512 gondola, orange and green 513 stock, white Sunoco 515 tank, red 516 hopper and pea green and red 517 caboose cars. (9)
\$1,800 - 2,400
- 100
LIONEL 384E STANDARD GAUGE 2-4-0 'STEAM' LOCOMOTIVE,
 black with matching 8 wheel tender, pea green and orange with dark green roof 309 Pullman, 310 baggage and 312 observation cars. (5)
\$1,500 - 2,000
- 101
LIONEL 53 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE, 1915-1919,
 maroon, with maroon 212 gondola, maroon 116 ballast, dark grey 112 gondola, green 113 stock, orange 114 box and maroon and black caboose cars. (7)
\$500 - 700
- 102
LIONEL 392E STANDARD GAUGE 4-4-2 'STEAM' LOCOMOTIVE,
 gun metal gray (boiler latch damaged) with matching 8 wheel tender, light blue with silver roof 309 Pullman x2, 310 baggage x 2 and 312 observation cars. (7)
\$1,800 - 2,500
- 103
LIONEL STANDARD GAUGE ROLLING STOCK,
 comprising 212 gondola (paint stripped), grey 212 gondola, peacock and green 219 crane with red jib, and repainted maroon and black 219 crane, black 220 floodlight and maroon and black 217 caboose cars. (6)
\$500 - 700
- 104
LIONEL 400E STANDARD GAUGE 4-4-4 'STEAM' LOCOMOTIVE,
 gun metal grey with matching 400W 12 wheel tender, together with a girder bridge with walkway, red truss, with short length of track. (Qty)
\$1,500 - 2,000
- 105
LIONEL 408E STANDARD GAUGE 'STATE BROWN' 0-4-4-0 ELECTRIC LOCOMOTIVE,
 with brown pilots, together with matching California 412 Pullman (step detached), Colorado 413 Pullman (lacking hand rails), Illinois 414 Pullman (dented) and New York 416 observation cars. (5)
\$6,000 - 8,000
- 106
ASSORTED MODEL RAILWAY SPARES AND PARTS FOR REPAIR, VARIOUS MANUFACTURERS,
 including Lionel Standard gauge Bild-A-Loco engine unit (wheels distressed), a Standard gauge Pennsylvania Railway side dumping hopper numbered 63784 (one truck detached), a Lionel Standard gauge green stock car (un-numbered, one truck detached), 2 x Marklin open log waggons with turning racks, a tender, other parts and spares with two track cleaners. (Qty)
\$150 - 250
- 107
ASSORTED RAILWAY MODELS, VARIOUS GAUGES AND MANUFACTURERS,
 comprising Lionel O gauge 18802 Southern GP-9 diesel with instructions, 1987; Model Power HO USRA Pacific 4-6-2 locomotive and tender and three matching carriages; a Marklin HO 'crocodile' electric locomotive; a Fleishmann Piccolo N gauge 04962 locomotive with five carriages and small section of track, other small scale models, buildings fencing; two sets of orange trees in boxes, and a modern decorative Railroad Crossing light. (Qty)
\$100 - 150
- 108
BING MINIATURE RAILWAY SYSTEM, 1 GAUGE, FOUR NEW YORK CENTRAL LINES CARS,
 lithographed olive green tinplate, comprising 1250 Pullman x 2 and 1207 combination x 2. (4)
\$200 - 300
- 109
BING MINIATURE RAILWAY SYSTEM, 1 GAUGE, TWO PENNSYLVANIA LINES CARS,
 lithographed maroon tinplate, comprising 1250 Pullman and 1207 combination. (4)
\$100 - 200
- 110
BING MINIATURE RAILWAY SYSTEM, 1 GAUGE, NEW YORK-ERIE-CHICAGO PASSENGER CAR,
 lithographed green tinplate number 1043.
\$50 - 100
- 111
BING MINIATURE RAILWAY SYSTEM 1 GAUGE ROLLING STOCK,
 each lithographed tinplate with wood effect and green roof, comprising passenger x 2, sleeping and combination passenger/guard cars. (4)
\$200 - 300









- 112
BING MINIATURE RAILWAY SYSTEM 1 GAUGE ROLLING STOCK,
comprising Old Dutch Cleanser 4226 refrigerator (one side heavily rusted) and plank effect 90774 box car (both with surface rust and worn). (2)
\$50 - 100
- 113
BING'S MINIATURE RAILWAY SYSTEM 1 GAUGE PASSENGER CAR,
lithographed tinplate, numbered 1207.
\$50 - 100
- 114
A CLOCKWORK GAUGE 1 4-4-0 LOCOMOTIVE, PROBABLY GERMAN,
unmarked, in black and green with red and gold lining, with un-matched PRR black 4 wheel tender. (2)
\$400 - 600
- 115
MARKLIN EUROPEAN O GAUGE 0-6-0 'STEAM' LOCOMOTIVE,
moulded plastic marked 12 GMEB, with three carriages and length of display track. (4)
\$200 - 300
- 116
MARKLIN EUROPEAN O GAUGE 4-4-2 ELECTRIC LOCOMOTIVE,
'Mitropa' maroon with black roof and two pantographs, with 4 passenger cars, (paint crazed and blurred). (5)
\$500 - 700
- 117
MARKLIN R1021 1 GAUGE CLOCKWORK 0-4-0 'STEAM' LOCOMOTIVE, GERMAN, CIRCA 1909,
number 1, finished in green, black nose, stack and cab, with red and gold lining and matching 1801/1 4 wheel tender. (2)
\$400 - 500
- 118
KARL BUB 1 GAUGE CLOCKWORK 4-4-0 'STEAM' LOCOMOTIVE, GERMAN, CIRCA 1930,
tinplate, dark green with red and gold lining, with matching 6 wheel tender. (2)
\$300 - 500
- 119
UNKNOWN 1 GAUGE CLOCKWORK 0-4-0 'STEAM' LOCOMOTIVE, PROBABLY GERMAN, CIRCA 1930,
hand painted tinplate (dent to boiler) with matching 6 wheel tender and wood effect lithographed tinplate passenger car. (3)
\$300 - 500
- 120
BASSETT-LOWKE EUROPEAN O GAUGE SPIRIT FIRED LIVE STEAM BRITISH RAILWAYS 2-6-0 MOGUL,
with matching 6 wheel tender and six British railway carriages of tinplate and wooden construction. (8)
\$300 - 500
- 121
BASSETT-LOWKE EUROPEAN O GAUGE NE BRICK OPEN WAGGON,
lithographed tinplate.
\$40 - 60
- 122
DORFAN STANDARD GAUGE ROLLING STOCK,
comprising matching dark red with green doors and windows 772 Washington Pullman and 770 baggage (damage to end) cars. (2)
\$150 - 250
- 123
BLZ EUROPEAN O GAUGE SECOND CLASS CARRIAGE, FRENCH,
tinplate, green with silver roof.
\$50 - 100
- 124
TOOTSIE TOY 'ROLLING' STOCK,
eight pieces in painted die-cast metal comprising coal, Star Ham box x 2, Southern Growers box x 2, Sinclair tank, stock and caboose cars. (8)
\$100 - 150
- 125
VOLTAMP 2100 STANDARD GAUGE 4-4-0 'STEAM' LOCOMOTIVE,
black with B & O black 8 wheel tender, black and maroon 2109 flat, and un-numbered flat truck wooden frame, yellow 2108 box, 2114 stock and 2110 caboose cars. (7)
\$7,000 - 9,000
- 126
IVES 3241 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE,
olive green NYC & HR with 187 buffet and 772 Pullman (coupler and guide damaged, canopy bent) cars. (3)
\$500 - 700
- 127
IVES 3235 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE,
maroon Southern Pacific with matching 184 club and 186 observation cars. (3)
\$1,000 - 1,500
- 128
IVES 3235R STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE,
olive green (some parts missing) with matching 171-3 buffet and observation cars. (3)
\$300 - 500
- 129
IVES 3241 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE,
dark olive green (small dent to roof) with matching light olive green 170 buffet and 172 observation cars. (3)
\$600 - 800
- 130
IVES 3241 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE,
olive green (losses to paint, partially repainted) with peacock 191 open stock car. (2)
\$300 - 500
- 131
IVES 3241 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE,
olive green, with orange 196 flat (with wooden blocks), Tuscan 192 refrigeration, brown 193 stock, 2 x maroon 191 open stock (one with wooden barrels) and gray 194 coal cars. (Qty)
\$1,000 - 1,500
- 132
IVES STANDARD GAUGE ROLLING STOCK,
comprising 7648 Hopper 'Penna Coal & Coke Co', and 7849 gray Texas Oil tank cars. (2)
\$600 - 900
- 133
IVES 3236 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE,
light brown with maroon windows (frame damaged) with matching 170 buffet, 171 parlour and 172 observation cars. (4)
\$500 - 700
- 134
IVES STANDARD GAUGE ROLLING STOCK,
comprising dark brown 184 Club and 186 observation cars. (2)
\$150 - 250
- 135
IVES 1682 O GAUGE CABOOSE,
lithographed tinplate, red with black roof.
\$30 - 50
- 136
AMERICAN FLYER 4695 STANDARD GAUGE 4-4-2 'STEAM' LOCOMOTIVE AND 4663 8 WHEEL TENDER,
black with blue lining, copper and brass brightwork, tender with coal effect (also numbered 4671 underneath), together with 4017 green gondola, 4020 teal cattle car, 4022 orange and green lumber car and 4021 red caboose. (6)
\$250 - 350
- 137
AMERICAN FLYER STANDARD GAUGE 4684 ELECTRIC LOCOMOTIVE, PRE-WAR,
orange, with matching orange Pullman x 2 (1928 trim colors) and observation (1927 trim colors) cars. (4)
\$500 - 700



136



138
AMERICAN FLYER 4637 STANDARD GAUGE 0-4-0 'SHASTA' ELECTRIC LOCOMOTIVE,
 in green with tan frame, with matching 4341 Pullman (lacking belly tank), 4342 observation and 4343 observation cars. (4)
\$800 - 1,200

139
AMERICAN FLYER STANDARD GAUGE ROLLING STOCK,
 comprising matching red with brass details 4331 Pullman x 3 and 4332 observation cars. (4)
\$300 - 500

140
AMERICAN FLYER STANDARD GAUGE ROLLING STOCK,
 comprising three with late trucks green 4017 gondola, teal blue 4020 stock and orange 4022 machine cars, with red 4021 caboose (some parts missing). (4)
\$400 - 600

141
AMERICAN FLYER 4667 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE,
 maroon (lacking headlight castings) with matching 4040 baggage, 4041 America Pullman and 4042 Pleasant View observation cars. (4)
\$300 - 500

142
AMERICAN FLYER 4644 STANDARD GAUGE 0-4-0 ELECTRIC LOCOMOTIVE,
 green, with matching green 4040 baggage, 4041 America Pullman and 4042 Pleasant View observation cars. (4)
\$300 - 500

143
AMERICAN FLYER 4692 STANDARD GAUGE 4-4-2 'STEAM' LOCOMOTIVE,
 black with matching 4393 8 wheel tender, yellow and blue 4010 tank (dented), green 4017 gondola, tan 3018 box, teal blue 4020 stock, orange 4022 machine and red 4021 caboose cars. (8)
\$500 - 700

144
AMERICAN FLYER 4695 STANDARD GAUGE 4-4-2 'STEAM' LOCOMOTIVE,
 black with matching President's Special 4694 tender (bent frame), 4390 Academy club, with matching 4391 Academy Pullman, 4393 West Point diner and 4392 Army-Navy observations cars. (6)
\$500 - 700

145
AMERICAN FLYER BUNKER HILL STANDARD GAUGE PASSENGER CAR,
 orange lithographed tinplate with maroon roof.
\$50 - 100

146
AMERICAN FLYER 429 O GAUGE 0-6-0 'STEAM' LOCOMOTIVE,
 with matching tender, Bordens Milk tank, orange and green box, silver with green base tank, green flat and red caboose. (7)
\$350 - 450

147
AMERICAN FLYER 3112 O GAUGE 0-4-0 ELECTRIC LOCOMOTIVE,
 in orange with red roof with matching orange baggage, Paul Revere Pullman and Lexington observation cars. (4)
\$250 - 350

148
AMERICAN FLYER 1218 O GAUGE 0-4-0 ELECTRIC LOCOMOTIVE,
 black, with matching red and black 1205 baggage, 1306 Pullman x 2 cars (rolling stock on Marklin trucks). (4)
\$150 - 250

149
AMERICAN FLYER 21088 O GAUGE 4-4-0 'STEAM' LOCOMOTIVE,
 green, black and red (lacking Franklin name on cab and stack), with matching tender, and yellow and black 24720 coach x 2, and 24730 baggage cars. (5)
\$100 - 150

150
AMERICAN FLYER 1684 O GAUGE UNION PACIFIC DELUXE STREAMLINER,
 in yellow and brown, with matching 1621Y streamline passenger coaches x 3 and 1623Y observation car (5)
\$20 - 50



140



105



141 (part)

142



143



145 (part)

144



145 (part)

147



149

150



140

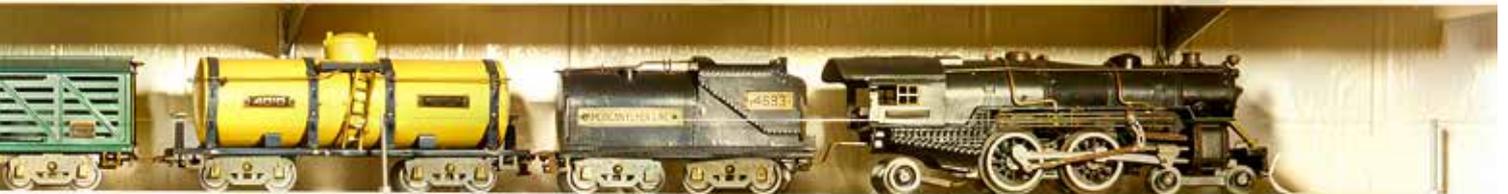
20 (part)



105



142



143



144



147

148



150



152

151
MCCOY MFG STANDARD GAUGE TPC CIRCUS ADVANCE ADVERTISING BOX CAR,

finished white with red roof, decorated with clown and parade of circus animals.

\$50 - 100

152
A BUDDY "L" OUTDOOR RAILROAD LOCOMOTIVE, TENDER AND TRAIN,

3 1/2 inch gauge, comprising part 1000, 963 black with white lining 4-6-2 'steam' locomotive and 8 wheel tender in black; part 1002, 68502 Red box car; green tipper truck (un-numbered); part 1007, 68502 black open hopper; part 1003, 96834 red tank car; part 1021, Clamshell Dredge black crane with scoop bucket marked Moline Pressed Steel Co on cab; part 1004, 96834 white stock (cattle) car and part 1001, 3017 red caboose; with a short length of track. (10)

\$4,000 - 6,000

153
A BUDDY "L" OUTDOOR RAILROAD LOCOMOTIVE, TENDER AND TRAIN,

3 1/2 inch gauge, comprising part 1000, 963 black with white lining 4-6-2 'steam' locomotive and 8 wheel tender in black; 2 x part 1002, 68502 and 96834 red box cars; green tipper truck (un-numbered); part 1007, 68502 black hopper car; part 1003, 96834 red tank car; part 1020, Locomotive Wrecking Crane with hook and part 1001, 3017 red caboose, with a short length of track. (10)

\$4,000 - 5,000

154
A STEAM WHISTLE,

polished bronze with three apertures, stamped '24', with valve fitting (lacking lever), 11 inches long overall.

\$300 - 400

155
THREE 'LITTLE TOOT' LOCOMOTIVE OILERS AND WATERING CAN,

each polished brass, with copper badge, comprising long nozzle oil can with pump trigger and handle, conical oil pourer and watering can with screw top lid, spout and handle, the largest 30 inches high. (3)

\$250 - 350

156
A RAILROAD BELL,

cast bronze in hanging bracket with clapper.

\$250 - 350

157
TWO RAILWAY SIGNS,

comprising enamel Market Street Railway Co, 10 inches high, (some chips and loss) and a modern Look Out for Mail Bag enamel sign, and a King's Highway 2 Ontario road sign.

(3)

\$100 - 200

158
ASSORTED LIGHTING AND LAMPS,

including Adlake 'Non-Sweating' railwayman's signal lamp with coloured lenses, paraffin lamps, storm lanterns. (Qty)

\$100 - 200

159
A LARGE 'GOLDEN GLOW' SPOTLIGHT RAILWAY LAMP BY ESS CO, PHILADELPHIA, CIRCA 1910,

black painted metal casing by Electric Service Supply Co, 16 inch plain glass lens in latched rim, with single bulb and large polished golden coloured reflector.

\$200 - 300

160
A MAGNETIC FLAGMAN RAILWAY SIGNAL BY MAGNETIC SIGNAL CO, LOS ANGELES,

circular enamel STOP sign with red light and control box on pole, 130 ins high overall, together with a cast metal "Beware of the Trains" sign on a wooden post, and a weight floor mounted sign post with black oval panel.

(3)

\$200 - 300

The buyer of this lot is responsible for its removal by appointment and making good any damage to the grounds made during removal.

161
A JIM BEAM CERAMIC BOTTLE IN THE SHAPE OF A 2-4-2 LOCOMOTIVE,

with plastic molded details and features, numbered 1872 'Grant' with contents, together with matching 8 wheel tender of 2 lengths of display track. (4)

\$50 - 100

162
A HAND-BUILT MODEL EUROPEAN O GAUGE INVINCIBLE 4-6-2 STEAM LOCOMOTIVE,

with tender, marked LNE, in glass display case, 25 ins long overall.

\$100 - 200

163
A HAND-BUILT MODEL EUROPEAN O GAUGE 4-4-0 STEAM LOCOMOTIVE,

painted green with 'Fleur de Lys' design on cab (de-railed) with six wheeled tender, in glass display case, 23 1/2 ins long overall.

\$100 - 200



153

164
A HAND-BUILT MODEL EUROPEAN O GAUGE 4-6-2 STEAM LOCOMOTIVE,
 with 12 wheel tender marked B & O, in glass display case, 27 ins long overall.
\$100 - 200

165
DECORATIVE RAILWAY DISPLAY ITEMS,
 comprising Lionel Lines and American Flyer door plates, two fridge magnets, Steam Locomotive poster on foamboard, "Steam Trains" poster after Audrey Tarrant depicting woodland creatures and locomotives, framed and glazed and a Great Little Trains of Wales teatowel, framed and glazed, on wooden easel.
 (8)
\$50 - 100

166
ASSORTED RAILWAY BOOKS,
 including Wagner: The Last Whistle; Beebe & Clegg: San Francisco's Golden Era; O S Nock: World Atlas of Railways; and other titles. (Qty)
\$200 - 300

167
ASSORTED RAILWAY BOOKS,
 including Lucius Beebe: Mr Pullman's Elegant Palace Car; Frank Rowsome: Trolley Car Treasury; Hand & Edmonson: The Love of Trains and other railway titles. (Qty)
\$100 - 200

168
ASSORTED RAILWAY BOOKS,
 including S H Holbrook: The Story of American Railroads; White: The American Railroad Passenger Car; Shaughnessy: Delaware & Hudson, and other titles. (Qty)
\$200 - 300

AUTOMOBILIA

169
ASSORTED MOTORING BOOKS,
 including Laurence Pomeroy: The Grand Prix car (2 Volumes); Wherry: Automobiles of the World; Koneman: Mercedes and other titles.
 (Qty)
\$200 - 300

170
ASSORTED MOTORING BOOKS,
 including Brindle & May: Twenty Silver Ghosts; Gutter & Fendel: Encyclopedia of Auto Racing Greats; J. Snowberger: Russel Snowberger - A Historical Journey into 'Snowy's' Five Decades of Racing; assorted RROC reprints of Rolls-Royce and other titles. (Qty)
\$200 - 300

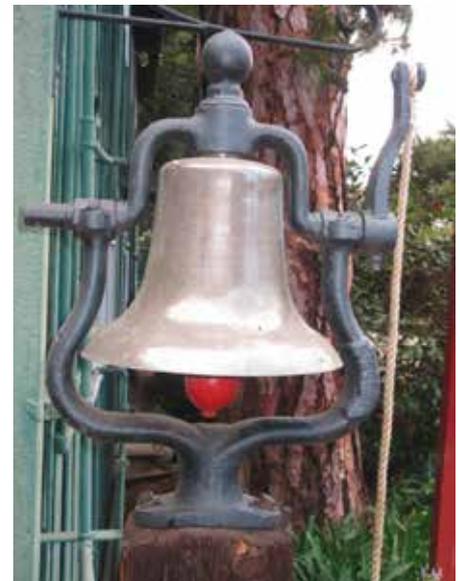
171
ASSORTED MOTORING BOOKS,
 including E. Eves: Rolls-Royce; G. N. Georgano: A History of Sports Cars; M. D. Hendry: Cadillac Standard of the World and other motoring titles. (Qty)
\$200 - 300

172
ASSORTED BOOKS,
 including Civil War encyclopedia, two Snap-On Tools advertising wall clocks, two aero models and other items.
 (Qty)
\$100 - 200

173
A HORSELESS CARRIAGE CLUB GAZETTE, NO.1 VOLUME 1, NOVEMBER 29 1938,
 framed and glazed, together with a collection of Hotel luggage labels mounted in two frames. (3)
\$250 - 350

174
ASSORTED BLACK AND WHITE MOTORING IMAGES,
 some photographs the remainder photprints, depicting veteran and vintage racing scenes, framed and glazed. (Qty)
\$250 - 350

175
A COLLECTION OF PRINTS, PICTURES AND EPHEMERA RELATING TO MOVIES FEATURING CARS FROM THE BOTHWELL COLLECTION,
 including Titanic, Chaplin, Seabiscuit, Little Princess, Tall Tale and others, all mounted framed and glazed. (Qty)
\$250 - 350



156

176
ASSORTED MOTORING PRINTS,
 including copies of work after Peter Helck and Frederick Gordon Crosby, large black and white photo-prints, advertising prints, a Coca-Cola replica mirror and other framed and glazed items (one glass cracked). (Qty)
\$250 - 350

177
ASSORTED FRAMED MOTORING PRINTS AND EPHEMERA,
 comprising "In My Mercer Racing Car" sheet music decorative cover, framed and glazed, two reprints of american racing scenes comprising Corona Speedway 1913 and Indianapolis 300 mile International Sweepstakes race 1916, assorted Vintage Ford magazine covers. (Qty)
\$300 - 400



178

178
A "BROWN'S IN TOWN" POSTER, CIRCA 1902,

by the Seer Print Company of New York, subtitled "A Little Hot Air", full color lithograph on paper, 37 1/2 x 27 1/2 inches (some staining), matted, framed and glazed.
\$800 - 1,200

179
HAROLD CLEWORTH: "1913 PEUGEOT RACING CAR",

signed and dated '01, acrylic on canvas, depicting Dario Resta's 1913 Indianapolis 500 winning Peugeot, 21 1/2 x 33 1/2 inches, framed.
\$400 - 500

180
WM. A. MOTTA: 'RACE TO THE FINISH',
 signed, watercolor on paper depicting a Pope-Hartford chasing a Buick at a Hill climb event, 14 x 25 inches, matted and framed.
\$400 - 500

William Bill A. Motta has won many awards and prizes over the years, and more than 900 of his paintings hang in private and corporate collections, including Alfa Romeo, Audi, Mercedes-Benz, Porsche and Subaru. He has portrayed the cover and poster art for many prestigious Concours d'Elegance around the world, including Pebble Beach in California, Amelia Island in Florida, Meadow Brook Hall in Michigan, Newport Coast in California, and Villa d'Este on Lake Como in Italy.

Bill retired from Road & Track after more than 40 years as the Art Director and more recently, Art Editor. He continues to contribute artwork and is an independent consultant for the magazine. As a founding member of the Automotive Fine Arts Society, he continues to work with artists around the world to elevate the quality of automotive art and further promote its appreciation.

Bill is a native of California and a graduate of the Art Center College of Design. He resides in Southern California.



177

181
CHARLES H OWENS, (AMERICAN, 1881-1958): ASCOT PARK SPEEDWAY,

signed pencil drawing on two sheets of paper, with red pencil highlights, depicting a scene with cars racing and other waiting to start and the gas station with Richfield and Gilmore gas trucks, 15 1/2 x 10 1/2 inches, framed and glazed.
\$300 - 400

Charles H Owens, born San Francisco 1881, began his career as an office boy at the San Francisco Examiner, learning from illustrators Harrison Fisher, Homer Davenport and Jimmy Swinnerton. After 1906, he moved from his home town and started working for the Los Angeles Times and painted in his spare time. He died in Los Angeles in 1958.

182
FIVE HARDWARE SHOP PRODUCT DISPLAY BOARDS,

including US Expansion Bolt co (USE) Expansion Shields, Anchors, Rawldrills masonry bits, Diamond Expansion bolts and accessories and other items. (5)
\$200 - 300

183
ASSORTED TOOLS,
 including grease guns, hub pullers, pulleys, clamps and other tools. (Qty)
\$200 - 300

184
A SIOUX TOOLS VALVE GRINDER,
 with transfer printed metal casing, together with a model 80 floor standing rivet punch. (2)
\$200 - 300



180

185

ASSORTED TOOLS,

including Whitworth spanner, Rolls-Royce tools, clamps, pry bars, spanners, wheel spanners, wrenches and other tools. (Qty)

\$200 - 300

186

ASSORTED HARDWARE DRAWERS AND RACKS,

a large lot to including Curtis brand fittings boxes, with contents of size sorted nuts, bolts, washers, points, cap screws, brass screws, electrical parts, brass fittings, lag screws, anchor bolts, and other hardware items.

The purchaser of this lot will be responsible for its dismantling and removal from the premises. (Qty)

\$800 - 1,200

187

THE CONTENTS OF A WORKSHOP RACKING, TOOLS AND EQUIPMENT,

eight miscellaneous racking systems and contents including large Crescent wrenches, come-along winches, scales, plumbing fittings and taps, heater, blower, tubing, pipe rack, electrical cords, sprayer, irrigation piping, red and white enamel numbers, stencils, and other items. (a large lot viewing advised).

The purchaser of this lot will be responsible for its dismantling and removal from the premises. (Qty)

\$500 - 1,000

188

A WALL MOUNTED DRILL PRESS BY THE SILVER MFG CO, SALEM, OREGON,

hand cranked.

\$100 - 200

189

A SEARS CRAFTSMAN 24 DRAWER TOOL CHEST ON WHEELS,

full of used tools, the majority in good working order.

\$1,000 - 1,500

190

ASSORTED POWER TOOLS,

including Atlas drill press and a quantity of assorted bits, Craftsman bench grinder, Craftsman motor fitted with wire brush, a Lightning paint shaker by Warner with Craftsman motor, a floor standing drill press by Craftsman and a floor standing dual grinder by Delta. (Qty)

\$250 - 350

191

ASSORTED HAND TOOLS,

including pry bars, mallets, hammers, squares, levels, adjustable wrenches, saws, rulers, files and other items. (Qty)

\$250 - 350

192

A COLLECTION OF ASSORTED BOXED TOOLS,

including taps, dies, augers, drill bits, punches and other tools. (Qty)

\$200 - 300

193

A BACK YARD BUDDY 7000LB FOUR POST CAR LIFT,

modern, metal frame on wheels, complete with electric motor and control, lightly used, but working order.

The purchaser of this lot will be responsible for its dismantling and removal from the premises. **\$800 - 1,200**

194

ASSORTED JACKS,

including three pillar jacks by Barratt and two pillar jacks by Duff, three bottle jacks and two axle stands. (Qty)

\$250 - 350



181

195

TWO LARGE TROLLEY JACKS,

each painted black. (2)

\$150 - 200

196

A CHAMPION ELECTRICAL COMPRESSOR,

mounted on a shared base comprising power unit with belt drive to flywheel and single cylinder compressor.

\$150 - 250

197

A MIG WELDER BY KNOCKOUT,

on wheeled trolley together with a oxyacetylene torch on hand cart with gas cylinders, stick welding equipment, sparking flints, welding masks and a pair of gauntlets. (Qty)

\$200 - 300

198

ASSORTED TOOLS,

including Dunlop wheel spanners, Renault wrenches, Rolls-Royce tools, and other items including a wall mounted Drill Press by Canedy-Otto Mfg Co. (Qty)

\$500 - 700

199

A COLLECTION OF GARAGE EQUIPMENT AND TOOLS,

including wheeled jacks, wrenches, hand pumps, some Rolls-Royce spanners, a valve cap tool and other speciality tools, majority painted red. (Qty)

\$500 - 700



207 (part)



208



210

200
A LARGE COLLECTION OF GASKETS AND CORK MATERIAL IN MULTI DRAWER CABINET, together with Craftsman work bench, with top detached, two inspection seats and a mechanic's skate. (Qty)
\$200 - 300

201
TWO TOOL CABINETS ON WHEELS, comprising a two section cabinet by Prototools of LA fitted to an older lower tool box, with assorted metalworking hammers and other tools, and a Waterloo cabinet fitted to another tool box. (Qty)
\$200 - 300

202
A LARGE WALL MOUNTED CHAMPION BLOWER & FORGE CO DRILL PRESS, MADE IN LANCASTER PA, hand-cranked or belt driven, together a Yale 1 ton chain pulley winch. (2)
\$200 - 300

203
A RINCONADA TOOL CHEST,, hand painted pine box, 43 x 21 x 22 inches.
\$250 - 350

204
ASSORTED WOODWORKING HAND TOOLS,, including clamps, planes and other tools (Qty)
\$100 - 200

205
ASSORTED WOODWORKING SAWS, including bow saws, two handed saws, hand saws and an unusual 'fiddle' saw and other older saws. (Qty)
\$300 - 400

206
BLACKSMITH'S FORGE EQUIPMENT,, comprising anvil, brick lined brazing table by Buffalo Forge Co with attached 14" Buffalo 200 Silent hand-cranked blower, a floor standing Champion blower, a tripod frame with small hanging cauldron, large quenching bucket, large shallow bowl with racking, basin stove with chimney piping, and hand tools, together with a wooden wheel barrow and a farmer's seed drill (left handle broken, all weathered). (Qty)
\$150 - 250

207
ASSORTED MOBIL OIL 'PEGASUS' ADVERTISING ITEMS, comprising large enamel cut-out single sided flying horse (some over-painted areas), a small Mobil gas enamel sign, a Mobil gas photograph of Ralph De Palma at speed, and a large collection of Mobil racing flags, one framed and glazed, some on wooden poles, remainder folded, together with other racing flags and a Sports Car Club of America San Francisco Region flag. (Qty)
\$600 - 800

208
A UNION OIL COMPANY 'UNION GASOLINE' ENAMEL SIGN, in red and blue on white, 33 inches high, (some chips and loss).
\$500 - 700

209
ASSORTED ADVERTISING SIGNS, including enamel Mobiloil, printed tin Exide and Champion examples and assorted replica signs including Mobilgas and Roar with Gilmore. (Qty)
\$500 - 700

210
A MOBIL OIL ENAMEL ADVERTISING SIGN, double sided, enamelled in red, white and blue, in forecourt stand, cast Property of Socony Oil Vacuum Co, 65 inches high overall.
\$400 - 500

211
A CALIFORNIA BEER BREWING CO OVAL ADVERTISING SIGN, SAN FRANCISCO, oval glazed front, back printed with gilded lettering.
\$150 - 250

212
TWO EMBOSSED METAL EXIDE BATTERIES ADVERTISING SIGNS, each 48 inches wide. (2)
\$100 - 200

213
AN ILLUMINATED PEUGEOT SIGN, metal frame with plastic blue and yellow lens, 24 inches high, wired for illumination.
\$150 - 200

214
ASSORTED FUEL CANS, including G.P. Corp, a set of three colored cans in a running board mounting rack and other items. (Qty)
\$100 - 200

215
A HAND CRANKED GAS PUMP, painted red with polished brass cylinder, 66 inches high overall, together with a hand cranked garage forecourt oil dispenser, 59 inches high, assorted tins and cans including Goodrich Clincher Soapstone with lid, a running board tool box, and other equipment. (Qty)
\$800 - 1,200



216

**216
A LARGE CLOCKFACE ELECTRIC GAS PUMP BY TOKHEIM OF FORT WAYNE INDIANA,**

serial number 390089, 20 gallon dial, the body painted red with interior fittings, mounted with replica Mobilgas globe, with hose and nozzle, approximately 100 inches high overall, weathered, with framed and glazed black and white photograph of the pump. (2)
\$1,500 - 2,000

**217
TWO EARLY CALIFORNIA LICENSE PLATES, BELIEVED PRE-1913,**

undated, comprising 83058 with raised black painted tin letters on silver painted back plate, and a printed number 164 on embossed metal plate, the larger 13 ins wide. (2)
\$250 - 350

**218
TWO EARLY CALIFORNIAN LICENCE PLATES, PRE-1913**

each leather edged with cream cloth background and black metal letters and numbers, comprising numbers 1781, 13 3/4 inches wide and 6787, 12 1/2 inches wide, (both weathered)
(2)
\$400 - 600



217

**219
A PAIR OF CALIFORNIA LICENCE PLATES, 1914**

number 49131, porcelain enamel, lettered in white on red, 16 ins wide (2)
\$250 - 350

**220
A PAIR OF CALIFORNIA LICENCE PLATES, 1915,**

number 8888, porcelain enamel, lettered in black on yellow, 16 ins wide (2)
\$250 - 350

**221
THREE CALIFORNIA LICENCE PLATES,**

porcelain enamel, comprising 1914 in white on red number 5948, 1915 in black on yellow number 130761 and a later blue on white 123258, (lacking tag). (3)
\$250 - 350

**222
THREE CALIFORNIA LICENCE PLATES,**

each porcelain enamel lettered in blue on white, 13 1/4 cm wide, comprising 123258 with 1917 floral tag, 745012 with 1918 bell tag and 51568 with 1919 star tag. (3)
\$300 - 400

**223
A PAIR OF CALIFORNIA LICENCE PLATES, WITH 1919 STAR SHAPED TAGS,**

numbered 63322, porcelain enamel lettered in blue on white, 13 inches wide. (2)
\$250 - 350

**224
A COLLECTION OF CALIFORNIA LICENCE PLATES,**

17 embossed and printed tin including a run of dates from 1921-1934, a 1956 Horseless Carriage plate, a later blue, black and yellow plate (lacking date tags) and a 1977 Yukon plate. (17)
\$350 - 450



218

**225
TWO DASHBOARD INSTRUMENTS,**

comprising Stewart speedometer with milometer and trip, nickelled dial with with rotating drum scale 0-60mph scale, 3 1/4 ins diameter lens; and a Stewart speedometer with milometer and trip, black painted dial with with rotating drum scale 0-75mph scale, 2 3/4ins diameter lens. (2) (2)
\$250 - 350

**226
A SPRINGFIELD ROLLS-ROYCE DASHBOARD INSTRUMENT BY WALTHAM,**

speedometer with milometer and trip, black dial with rotating drum scale, 3 1/4 inch diameter lens, in black painted case with mounting bracket.
\$250 - 350

**227
TWO DASHBOARD INSTRUMENTS,**

comprising Johns-Manville 'Star' model speedometer with milometer and trip, black dial with 0-60mph scale, 3 ins diameter lens, (flaked chip to lens); and a Sun Tachometer Model D-1. (2)
\$250 - 350

**228
A SPRINGFIELD ROLLS-ROYCE DASHBOARD INSTRUMENT BY STEWART-WARNER,**

speedometer with milometer and trip, black dial with rotating drum scale, 0-100 mph, 3 1/4 inch bevelled edge diameter lens, in black painted case.
\$250 - 350

**229
TWO DASHBOARD INSTRUMENTS,**

comprising Warner Auto-Meter speedometer with milometer and trip, nickelled dial with with rotating drum scale 0-100mph scale, 3 1/2 ins diameter lens ; and a Warner speedometer with milometer and trip, painted dial with with rotating drum scale 0-60mph scale, 3 1/2 ins diameter lens. (2)
\$250 - 350



219



220

230

TWO DASHBOARD INSTRUMENTS, comprising Waltham speedometer with milometer and trip, black dial with rotating 0-80mph drum scale, 3 1/4 inch diameter lens, in black painted case with mounting bracket; and an AC speedometer with mileage and trip, rotating drum 0-90mph scale, black dial in polished metal surround with 2 1/2 inch diameter lens. (2)
\$250 - 350

231

A CADILLAC DASHBOARD INSTRUMENT BY THE STANDARD THERMOMETER CO, BOSTON, PATENTED 1909, speedometer with milometer and trip, nickel dial with 5-60mph scale, 3 3/4 inch diameter lens, in nickel plated case.
\$400 - 500

232

A GOOD COLLECTION OF ASSORTED AUTOMOBILIA, including spark plugs, acetylene burners, radiator scripts for Autocar, AC and REO, hub caps, packaging, a Rolls-Royce chassis plate numbered S 302 PL, badges, wheel locks and other items. (Qty)
\$400 - 600

233

A GOOD COLLECTION OF ASSORTED AUTOMOBILIA, including electrical switch boxes, a steering wheel, expanding running board luggage holder, a Diamond Repair Kit tin, cased tools, bulbs, a foot warmer, a New haven Clock Co car clock and other items. (Qty)
\$400 - 600



222

234

A BRASS COILED HORN, with oval trumpet, mounting bracket, extended tube, with reed and rubber bulb, (some wear and taped repairs), 55 inches long overall
\$250 - 350

235

A COILED BODY HORN BY RUBRES, FRENCH, brass body with oval trumpet, built in mounting bracket and rubber bulb (loose and perished)
\$250 - 350

236

A COILED BODY HORN BY RUBRES, FRENCH, brass with oval trumpet, built in mounting bracket.
\$250 - 350

237

A WIDE TRUMPET RUNNING BOARD MOUNTED HORN, 8 inch diameter trumpet with fly mesh and coiled body, 60 inches long overall.
\$250 - 350

238

AN S-SHAPED HORN, long brass body with conical trumpet, 3 1/2 inches diameter, with flymesh and cast mounting bracket.
\$250 - 350

239

A FLOOR MOUNTED FOOT OPERATED WARNING BELL, with iron bracket, cast bell with 5 inch diameter domes and foot operated plunger striker.
\$250 - 350



223



231

226

228

240

A REPLICA BOA CONSTRICTOR SNAKE'S HEAD HORN, cast brass head with painted mouth, and coiled body, 70 inches long overall.
\$300 - 400

241

A REPLICA BOA CONSTRICTOR SNAKE'S HEAD HORN, cast brass head with painted mouth, and extra long coiled body, 140 inches long overall, the head mounted on a painted wooden block for display.
\$300 - 400

242

A REPLICA BOA CONSTRICTOR SNAKE'S HEAD HORN, cast brass head with painted mouth, and coiled body, 70 inches long overall, the head mounted on painted wooden base for display.
\$300 - 400

243

A SMALL AEROMORE FOUR TONE EXHAUST WHISTLE, PATENTED 1912, brass tubes with maker's mark on end of each tube, with metal fittings, 15 1/4 inches long overall
\$400 - 500

244

A COILED BODY HORN BY NONPARIEL, FRENCH, brass body with pierced ball outlet, built in mounting bracket and rubber bulb (loose and perished)
\$400 - 500



235



244



241



243

245
A COILED BODY HORN,
 brass with 'wide-mouthed' trumpet, adjustable mounting bracket, mouth 10 ins wide.
\$400 - 500

246
A LARGE THREE TONE EXHAUST WHISTLE,
 three 2 inch diameter brass tubes with cast brass manifold tubing and metal fittings, 39 inches long overall
\$500 - 700

247
A RARE COMBINATION HORN AND SIREN BY STENOR SIRENE, PARIS,
 brass body with cable driven siren to base, and bulb horn to rear with trumpet appearing in centre of siren's trumpet, with mounting bracket, 15 inches high overall, (lacking rubber bulb)
\$800 - 1,200

248
TWO LAMPS AND A HORN,
 comprising a nickle plated Gray & Davis model 817 oil lamp with side flange mount and 3 1/2 inch lens, an E & J square bodied oil lamp, brass with side flange mount, and a Desmo coiled brass trumpet horn with fly-mesh and rubber bulb (perished). (3)
\$300 - 400

249
A CYLINDRICAL ACETYLENE GENERATOR,
 brass body with, four point running board mounting base, 14 inches high overall
\$250 - 350

250
A RUSHMORE DYNAMO WORKS ACETYLENE GENERATOR,
 cylindrical brass body with maker's plaque, side mounting brackets, 12 inches high overall.
\$250 - 350

251
A RUSHMORE DYNAMO WORKS ACETYLENE GENERATOR,
 square brass body with maker's plaque, Retailled by R H S Abbott of Paris, side mounting brackets, 14 inches high overall.
\$250 - 350

252
A 'ROYAL DE LUXE' ACETYLENE GENERATOR BY POST & LESTER CO, CIRCA 1909,
 rectangular brass body with heavy cast top-plate, with E & J water stopper, side mounting brackets, 11 inches high overall.
\$250 - 350

253
A SOLAR ACETYLENE GENERATOR BY BADGER BRASS MFG CO,
 model number 613, patents for 1899 and 1903, conical brass body with copper maker's plaque to top, 16 inches high overall.
\$300 - 400

254
A PAIR OF CAV ELECTRIC MODEL 'F S' SIDELAMPS, BRITISH, 1910S,
 each bell shaped brass casing with side flange mount, copper maker's plaque and 4 3/4 inch bevelled glass lens (2)
\$300 - 400

255
A PAIR OF OIL ILLUMINATED SIDELIGHTS,
 marked Orient, each brass case with side flange mount, three tiered chimney, loop handle and 5 1/2 inch diameter lens (2)
\$300 - 500

256
A VESTA ACCUMULATOR CO ELECTRIC SPOTLAMP,
 brass body with stirrup mount and bracket, handle to rear of case, (lacking reflector) with 7 inch diameter lens.
\$300 - 400

257
THREE BRASS OIL LAMPS,
 comprising Deitz Orient, E & J and one unmarked lamp, various conditions. (3)
\$250 - 350

258
A PAIR OF ATWOOD 'STAY-LIT' OIL ILLUMINATED LAMPS BY ATWOOD MFG CO OF AMESBURY MASS, CIRCA 1908,
 Model no. 53, brass body with loop handle, three tiered chimney, polished reflector and clear bevelled glass lens, (lacking burners) (2)
\$200 - 300

259
AN ATWOOD LENS MIRROR MODEL 67 DRUM-TYPE ACETYLENE 'SEARCHLIGHT', CIRCA 1904,
 brass body with simple flat chimney applied with maker's plate, clear glass lens, together with a polished brass lamp shell on steel bracket, lacking internals and lens, and a Powell and Hanmer acetylene generator. (3)
\$200 - 400



246

259A

A LARGE ACETYLENE SEARCHLIGHT, CIRCA 1910,

brass body with slatted glass lens, mirror reflector and stirrup mounting bracket.
\$250 - 350



247

260

A PAIR OF PHARES CONTINENTAL ACETYLENE HEADLAMPS, CIRCA 1903,

brass pear-shaped bodies, with flat shield-shaped chimney plates applied with makers plate, fork mounts, clear glass lens.

(2)

\$500 - 700



245

261

A RARE 'LE SUM' OIL ILLUMINATED CENTER LAMP BY A. CARRIERE OF TOULOUSE, FRENCH, CIRCA 1900,

brass body with rear flange mount, tiered fan light chimney, loop handle, oil reservoir, polished reflector and 5 inch diameter lens.

\$300 - 400

262

AN OLD SOL ELECTRIC SPOTLAMP BY HAWTHORNE MFG CO, PATENTED 1914,

black painted metal casing, fitted with rear view mirror, control button to rear of case, 4 1/2 inch lens with polished reflector, the case mounted to adjustable fitting clamp, with remains of electrical cable.

\$250 - 350

263

FOUR BRASS LAMPS,

comprising three oil lamps including Solar Model 624, Deitz Orient and an unmarked tail lamp, together with an unknown acetylene headlamp, various conditions. (4)

\$300 - 400



249



250



251



253



252



265

264

AN ELECTRIC SPOTLAMP FROM A FIRE CHIEF'S CAR,

brass case with 8 ins diameter red lens, complete with stirrup mounting bracket.

\$300 - 400

This lot is tagged with a hand-written label "1907 Mitchell Fire Chief Car".

265

A RARE 'THE NEVEROUT PATENT SAFETY GAS PRODUCER' ACETYLENE GENERATOR BY ROSE MFG CO,

model 29 M, sheet brass 'cube' generator with heavy cast brackets and fittings, 11 inches high overall.

\$400 - 500

266

A PAIR OF GREY & DAVIS MODEL 96 ACETYLENE HEADLAMPS, PATENTED 1907,

each brass body with stirrup mounts, simple flat chimney, polished reflector and 7 1/2 inch diameter lens. (2)

\$400 - 600

267

A RUSHMORE ACETYLENE SEARCHLIGHT,

copper and brass body, stirrup mounted with bracket, turned handle to rear of case, mirror reflector and 8 inch diameter lens (cracked)
\$500 - 700



266



268

A PAIR OF SOLAR OIL ILLUMINATED SIDE LAMPS,

each brass body with stirrup mounts, three tiered chimney, loop handle, oil reservoir, polished reflector and 6 inch diameter ribbed lens (2)
\$500 - 700

269

A PHARES DUCELLIER SELF GENERATING ACETYLENE HEADLAMP, FRENCH CIRCA 1900,

brass body with stirrup mounts, simple flat chimney with maker's plaque, loop handle, polished reflector and 5 1/4 inch diameter lens
\$600 - 800



269



270

270

A FINE PAIR OF GREY & DAVIS OIL ILLUMINATED COACH LAMPS,

each squared brass body with side flange mount, two bevelled glass lenses and hinged door mounted with ruby tell-tale lens, the base with tapered spring loaded reservoir, 21 1/2 inches high overall. (2)
\$800 - 1,200

271

A PAIR OF SOLAR ACETYLENE HEADLAMPS BY BADGER BRASS MFG CO,

each brass case with stirrup mounts, simple flat chimney, polished reflector and 7 inch diameter lens. (2)
\$800 - 1,200

275

A PAIR OF SOLAR OIL ILLUMINATED LAMPS, PATENTED JUNE 8 1909,

later converted to electricity, each with side flange mount, three tiered chimney, loop handle, oil reservoir, bevelled glass side lens and 6 inch diameter main lens, polished reflector with Ruby tell-tale lens to rear (2)
\$1,500 - 2,000

278

A FINE AND RARE PAIR OF SOLARCLIPSE MODEL 1150 ACETYLENE HEADLAMPS BY BADGE BRASS MFG CO, CIRCA 1910,

each brass body with stirrup mounts, pieced domed chimney, with maker's plaque, mirror reflector and 10 1/2 inch diameter magnifying lens (2)
\$2,000 - 3,000

272

A RARE PAIR OF EDMUNDS & JONES MODEL 376 ACETYLENE HEADLAMPS,

each brass body with stirrup mounts, simple flat chimney, polished reflector and 7 1/2 inch diameter lens (one cracked). (2)
\$800 - 1,200

276

A SUPERB PAIR OF SOLAR DE-LUXE PROJECTOR ACETYLENE HEADLAMPS BY BADGER BRASS MFG CO, KENOSHA, WISCONSIN, CIRCA 1905,

Model 796, each brass body with simple flat chimney applied with copper maker's plate, handle, polished reflector, large clear main lens in front of magnifying bulls-eye lens. (2)
\$1,500 - 2,500

279

A RARE BRC LARGE CENTRAL ACETYLENE SPOTLIGHT, FRENCH, CIRCA 1905,

brass body with stirrup mounts, chimney with copper maker's plaque, 13 inch diameter lens in front of centrally mounted Fresnel "bull's-eye" lens and polished reflector.
\$2,000 - 3,000

273

A PAIR OF DEITZ VICTOR SIZE 8 ACETYLENE HEADLAMPS,

each polished brass body with stirrup mounting brackets, mirror reflector and 9 inch diameter lens, (some denting) (2)
\$1,200 - 1,600

277

A PHARE DUCELLIER SELF GENERATING ACETYLENE HEADLAMP, FRENCH CIRCA 1900,

brass body with stirrup mounts, ornate flat chimney with maker's plaque, curved reflector and large oval lens 11 1/4 x 7 inches
\$1,500 - 2,500

280

TWO RAYFIELD CARBURETORS, PATENTED FEB 26 1911,

cast bronze body, one stamped G3 with cast lid, the other G3P with stamped metal lid, each with some internals, (weathered).
\$250 - 350

274

A LARGE PAIR OF ACETYLENE HEADLAMPS,

maker unknown, each with stirrup mounts, flat chimney, loop handle, polished reflectors and 9 inch diameter lens.
\$1,500 - 2,500

281

A STROMBERG MODEL G NO 3 CARBURETOR, PATENTED 1907,

cast bronze body stamped 247490 with glazed float chamber and some internals, (weathered).
\$250 - 350



272



275



274



276

282
A SCHEBLER CARBURETOR,
 mounted with valve patented Oct 14 1902,
 together with two other Schebler carburetors,
 each cast bronze body and some linkages and
 internals, (weathered).
 (3)
\$400 - 500

283
**TWO SCHEBLER 'MODEL S 1 1/4 VERT'
 CARBURETORS,**
 cast bronze with some linkages and internals,
 together with a manifold. (3)
\$200 - 300

These items all have a hand-written labels that
 state '1924 Chandler Race Car'.

284
**A STROMBERG MODEL H NO 3
 CARBURETOR, PATENTED 1907,**
 cast bronze body with glazed float chamber
 and some internals, (weathered).
\$250 - 350

285
**TWO CARTER MODEL BBR2
 CARBURETORS,**
 cast alloy bodies with cast iron manifold links.
 (2)
\$150 - 250

286
THREE CARBURETORS,
 comprising Schebler type with long manifold,
 another cast bronze type and a cast alloy type
 with fuel pipe and manifold, (weathered). (3)
\$400 - 600

287
**A MILLER MASTER TYPE CARBURETOR
 BY THE MILLER CARBURETOR CO,
 CALIFORNIA,**
 bronze frame with cast alloy drum-body,
 marked on float chamber lid.
\$800 - 1,000

288
**A ROLLS-ROYCE CARBURETOR, LATE
 SILVER GHOST TYPE, CIRCA 1924,**
 cast bronze with linkages and internals, cast
 alloy inlet manifold, (weathered).
\$800 - 1,200

289
**A RARE MEA 4 CYLINDER MAGNETO,
 MODEL BH4,**
 number 22966, in bronze cradle bracket, with
 ceramic insulator, and composite electric lead
 holder, 8 1/2 inches long.
\$300 - 400

290
TWO MAGNETOS BY SPLITDORF,
 one with lead insulator plate, (both used
 condition) (2)
\$250 - 350

291
A BOSCH D6 MAGNETO, PATENTED 1908,
 number 384402, painted black with six
 composite top mounted lead carriers, 11 inches
 long.
\$250 - 350

292
**TWO CASED ROBERT BOSCH ZR6
 MAGNETO REPAIR KITS,**
 each with Rexine covers and felt lined interiors,
 housing assorted spares (some items missing,
 cases worn, one lid partially detached). (2)
\$350 - 450

293
A BOSCH 6 VOLT SWITCH BOX,
 number 64141, with key, 4 inches diameter.
\$400 - 500

294
AN OIL DRIP LUBRICATOR, PRE-1914,
 maker unknown, with 8 outlet pipes, the main
 body 11 ins wide.
\$300 - 400

295
A MCCORD MFG CO LUBRICATOR,
 rectangular box body with maker's plate, two
 sight lenses, side level glass and 9 oil drip
 feeders, the main casing 12 ins wide.
\$500 - 700



278



287



277



279



288

296
A MCCORD MFG CO LUBRICATOR,
 rectangular box body with maker's plate, two
 sight lenses, (side level glass missing) and 10 oil
 drip feeders, the main casing 13 1/2 ins wide.
\$500 - 800

297
**A FOUR DRIP OILER BY THE
 LUNKENHEIMER CO,**
 cylindrical tube with reservoir sight glasses at
 either end, four drip feeds with adjustable taps
 on top, 17 1/4 ins wide
\$600 - 800

298
**ASSORTED NEW/OLD STOCK BOXED
 PARTS,**
 including bearings, oil seals, Timkin bearings,
 Caterpillar parts and other items. (Qty)
\$100 - 150

299
**ASSORTED SPARE TRANSMISSION AND
 GEARBOX PARTS,**
 together with a crankshaft, two 'pot-type'
 cylinder heads, two Ford Radiator surrounds,
 a pair of occasional seats, two pairs of stirrup
 lamp brackets and other items. (Qty)
\$200 - 300

300
ASSORTED MODEL T FORD SPARES,
 together with a Model A Ford exhaust manifold
 cover, assorted lamp brackets and a spare-
 wheel mounted rearview mirror. (Qty)
\$200 - 300

301
ASSORTED MECHANICAL SPARES,
 including a steering column with wheel, electric
 Klaxon horn, a small 4 drip Lunkenheimer
 oiler, another lubricator, a Warner Auto-Meter
 (lacking case and lens) and other items, various
 conditions. (Qty)
\$400 - 500

302
ASSORTED MECHANICAL SPARES,
 including 1914 Cadillac pistons, two steering
 wheels, various steering columns, drive shafts,
 a crank shaft, flywheels, lever springs and other
 items. (Qty)
\$600 - 800

303
**ENGINE PARTS FOR A FOUR CYLINDER
 SIDE-VALVE ENGINE,**
 comprising crank case fitted with crankshaft,
 and two cylinder blocks. (3)
\$100 - 200

304
ASSORTED ENGINE PARTS,
 comprising cast alloy crank case, a box of
 assorted pistons, a cylinder head and block,
 unidentified crankshaft, a rear axle differential
 and other mechanical spare parts. (Qty)
\$100 - 200

305
A FORD 4 CYLINDER ENGINE,
 comprising sump and crankcase with block,
 with flywheel housing, bell housing and pedals.
\$200 - 300

306
**A WISCONSIN FOUR CYLINDER SIDE
 VALVE ENGINE BY WISCONSIN MOTOR
 MFG CO, MILWAUKEE,**
 with plaque marked A 4 3/4 x 5 1/2, No 13424,
 with flywheel, Stromberg carburettor and Bosch
 Magneto.
\$400 - 600

LOTS 307-321. IMPORTANT NOTICE:
 Bonhams is unable to determine the condition,
 integrity and lifespan of previously used wheels
 and tires. We recommend the Buyer carries out
 the usual safety and compliance checks with a
 professional service before road use.

307
SIXTEEN ASSORTED WHEELS,
 comprising artillery and wire spoked wheels,
 used as a wall mounted display in the garages.
 (16)
\$100 - 200

308
ASSORTED WIRE SPOKED WHEELS,
 a good selection of types and sizes, various
 conditions, with some rim bands. (Qty)
\$100 - 200

309
**ASSORTED ARTILLERY WHEELS AND
 STEEL WHEEL RIMS,**
 various sizes and conditions. (Qty)
\$100 - 200



289



297



324

310
TWO 20 INCH WIRE SPOKED WHEELS,
painted red with 6.0 x 20 Firestone tires. (2)
\$100 - 200

311
TWO LARGE WIRE SPOKED WHEELS,
fitted with remains of 36 x 6 tires. (2)
\$100 - 200

312
TWO 21 INCH WIRE SPOKED WHEELS,
painted white, fitted with Garfield 5.25 x 21
tires. (2)
\$100 - 150

313
NINE ASSORTED TIRES,
various sizes and types, including Lincoln,
Allstate and Non-Skid brands. (9)
\$100 - 150

314
TWO LESTER TIRE CORP 32 X 4 1/2 TIRES.
(2)
\$100 - 150

315
**ASSORTED WOODEN SPOKED ARTILLERY
WHEELS,**
a good selection of types and sizes, various
conditions, majority with steel rims. (Qty)
\$150 - 250

316
**SIX 17 INCH WIRESPOKED WHEELS
FITTED WITH TIRES,**
including size 5.25 x 5.9 17, and a wire spoked
wheel lacking tire, various conditions (7)
\$150 - 250

317
THREE BOLT ON SPARE WHEEL RIMS,
fitted with tires and four other tires, various sizes
and conditions. (7)
\$150 - 250

318
THREE NON-SKID 32 X 4 TIRES.
(3)
\$150 - 250

319
FOUR 18 INCH WIRE SPOKED WHEELS,
painted red, fitted with 7.5 x 18 Firestone tires.
(4)
\$200 - 300

320
FOUR 21 INCH WIRE SPOKED WHEELS,
painted red, one with a Ford hub cap, fitted with
Allstate 5.25 x 21 four ply tires. (4)
\$200 - 300

321
FOUR SILVERTOWN 32 X 4 1/2 TIRES.
(4)
\$200 - 300

322
**A FRAMED DISPLAY OF INDIANAPOLIS
PINS,**
41 metal pins in a green baize display, together
with a 1949 Indianapolis 500 display of tickets
and passes and a modern licence plate plaque,
all framed and glazed.
\$350 - 450

323
THREE MASCOTS,
comprising a swallow on a ball, 4 1/2 inches
long on a wooden display base; a replica
Hispano-Suiza stork after F Bazin, 8 inches long
and replica Spirit of Ecstasy after C Sykes on
marble base. (3)
\$300 - 400

324
**A GOOD 'WIGGLER' ROTATING MASCOT,
AMERICAN, 1920S,**
four cup rotating 'jewelled' spinner on die-cast
mount with integral radiator cap.
\$300 - 400

325
SIX FIRE ENGINE MODELS,
together with two fire hose nozzles, a model of
an Offenhauser engine, two Cadillac hubcaps,
two Ford hubcaps and a Peerless cast plaque.
(Qty)
\$100 - 150

326
**FIVE SCHUCO CLOCKWORK TOY CARS,
GERMAN,**
tinplate bodies with rubber tyres comprising
1070 Grand Prix racer x2, 4002 Tacho-
Examico, 2002 Akustico and 1225 Mercer Type
35J 1913, together with a battery powered
tinplate toy car.
(6)
\$300 - 400

327

A ROY COX THIMBLEDROME CHAMPION TETHERED RACING CAR,

yellow and blue, cast metal with rubber tires, 9 3/4 inches long (lacking engine), together with a Wilber Shaw Indianapolis Motor Speedway cast metal racing car, (lettering scratched into paintwork), 8 1/2 inches long.

(2)

\$250 - 350



337



328

A LARGE COLLECTION OF MODERN REPLICA CAST IRON TOYS, MAJORITY MADE IN CHINA,

hand painted, including trains, cars, horse drawn vehicles, fire ladder, carriages, delivery trucks and various penny banks including Magician, Jonah and the Whale, Baseball, Football and others.

(Qty)

\$500 - 700



338



329

A COLLECTION OF JOHN DEERE TOYS AND MODELS,

including cast iron tractors, tinplate farm equipment, two metal banks, and other vehicles, together with a pocket knife and a 1837-1987 150th Anniversary John Deere plaque mounted with 5 cast metal models.

(Qty)

\$300 - 400

330

No lot

331

A COLLECTION FRANKLIN MINT 1:24 AND 1:16 SCALE MODELS,

together with other assorted collector's models (all unboxed).

The display cabinet depicted in the on-line catalogue photograph is not sold as part of the lot.

\$400 - 600

333

A COLLECTION OF MODEL TRACTORS AND INDUSTRIAL VEHICLES,

including a Heiliner tinplate tractor pulled grader by Charles Wm Doepke Mfg Co Model Toys, 30 inches long, and others by Franklin Mint, Ertl and NZG Modelle, together with a cast metal model of a horse drawn ore cart on a wooden base

(Qty)

\$250 - 350

336

A 1:8 SCALE 1886 BENZ PATENT MOTORWAGEN BY FRANKLIN MINT,

(unboxed), together with two other Franklin Mint models of veteran vehicles, 1:6 scale 1896 Ford Quadricycle and 1:8 1885 Daimler (all unboxed), and three scratch-built models, (one with detached wheel).

(6)

\$300 - 400

332

ASSORTED METAL AND WOODEN MODEL CARS,

including a tinplate sedan, painted black, an early cast iron single seater, a later cast iron toy, brass models, spark-plug models, a Zebrawood 1936 touring Packard signed by Bill Chase the maker and other wooden vehicles.

(Qty)

\$300 - 400

334

ASSORTED MODEL TRUCKS AND PICK-UP TRUCKS,

majority 1:24 scale including Franklin Mint, Solido and other makers (all un-boxed), together with a tinplate U-Haul Ford pick up, with box trailer and open trailer by NY-Lint Toys, and a large colorful truck ice box.

(Qty)

\$250 - 350

337

TWO SCALE MODELS,,

comprising a hand-operated paddle wheel (a form of water moving irrigation device) in wood and metal, and a metal agricultural implement with geared drive off the wheel hubs to power a central rotating drum.

(2)

\$300 - 500

335

ASSORTED 1:72 AND SMALLER SCALE MODEL CARS, TRUCKS AND OTHERS,

including Corgi Classics, ERTL, Days Gone and Franklin Mint, all unboxed.

(Qty)

\$250 - 350

338

TWO SCALE MODELS,,

comprising a metal model of a farming machine with spiked wheels, 15 1/2 inches long and a working wood and metal model of a hand cranked chain driven goods elevator 10 3/4 wide.

(2)

\$300 - 500



341



342



339
A MIXED LOT OF ASSORTED 20TH CENTURY DECORATIVE GOODS, ,
 including pewter model "Holdup", assorted metal vehicle banks, wooden trains, ship model, Christmas decorations, enamel ware, decorative wooden panels, prints, a replica Ford mirror, small barometer and other items. (Table, chairs and shelves in on-line illustrations not included in lot).
 (Qty)
\$100 - 150

340
A RICHFIELD DECORATIVE BOX,
 patinated bronze effect composite material with lid and spare lid, 9 1/2 inches long (3)
\$350 - 450

341
AN ORNATE ALARM BELL AND DISTRICT INDICATOR BY THE GAMEWELL FIRE ALARM TELEGRAPH CO NEW YORK, PATENTED FEB 27 1883,
 American Oak case with swan bonnet and half moon finial, large bell mounted on base, below glazed telegraph receiver panel which operates geared fittings and three rotating numerical drums, 52 inches high overall, (lacking winding keys)
\$800 - 1,200

342
A PAIR OF MOTORING THEMED DECORATIVE HANGING LAMPS, EARLY 20TH CENTURY,
 each, hanging by four chains from ceiling mount, square decorative gold painted moulded plaster panel with relief of motor car, above ornate foliage final housing four bulb sockets within painted tin 'leaf' decoration, approximately 42 inches high overall when hanging, (some chips and loss to plaster work).
 (2)
\$1,500 - 2,000

343
TWO RINGLING BROS AND BARNUM & BAILEY CIRCUS POSTERS,
 one depicting tiger and lion, the other tiger and horse, 26 x 19, framed and glazed.
 (2)
\$250 - 350

344
A 'WESTERN' LOT,
 comprising a wrought iron cattle brand and a plaster Remington cast of a Bronco Buster, (some wear and loss).
 (2)
\$50 - 100

345
A BOAT OUTBOARD ENGINE,
 made in USA, with rudder on stand.
\$250 - 350

346
A COLLECTION OF FRUIT PACKING LABELS AND EQUIPMENT,
 seven framed and glazed including Monticito Valley, Morning Sun, Cycle Brand, others pasted onto fruit packing crates and a wooden panel including Titan, Ringleader and Good Cheer, together with a crate lifting hand barrow, decorative Sunkist packing boxes and a large framed display of prize winning ribbons from San Fernando valley Fair, 1940s-50s mounted with a Rey Brand Sunkist label, with five enamel signs for Sunkist Grower and Sunkist Grove.
 (Qty)
\$300 - 500

347
A FRUIT ORCHARD FLAT-BED WAGON,
 black painted steel wheels with wooden axle bars and frame, plank decking painted green, 144 x 70 inches (weathered).
\$100 - 200



354 (part)



356



346 (part)



355

348
A FRUIT ORCHARD FLAT-BED WAGGON,
 black painted steel wheels with wooden axle bars and frame, plank decking painted green and white, 126 x 70 inches (weathered).
\$100 - 200

349
A FRUIT ORCHARD FLAT-BED WAGGON,
 steel wheels with pneumatic tires, black painted steel drum axles, wooden frame and plank decking painted green and white, 126 x 58 inches (weathered).
\$150 - 250

350
A FRUIT ORCHARD CRATE WAGGON,
 black painted steel wheels with wooden axle bars and frame, 3 bar stacking gate, plank decking painted green and white, 118 x 38 inches (weathered).
\$100 - 200

351
A FRUIT ORCHARD CRATE WAGGON,
 black painted steel wheels with wooden axle bars and frame, 3 bar stacking gate, plank decking, painted green and white, 118 x 38 inches (weathered).
\$100 - 200

352
A SOIL GRADER,
 four wheeled iron chassis and frame, with blade adjustment side wheels and steering mechanism to front wheels, tractor or horse drawn.
\$200 - 300

353
A TRAILER MOUNTED FERTILIZER SPREADER,
 yellow and black, with simple rotating plate mechanism, the trailer with two wheels with pneumatic tires, 150 inches long.
\$60 - 100

354
A FORD MODEL 800 TRACTOR,
 finished in red and white with hydraulic arms to front 'bucket', (has not run for at least 10 years), offered for sale with additional disc harrow, box trailer soil grader, lawn mower and heavy roller.
 (Qty)
\$200 - 300

355
A WATER WAGGON,
 painted green and lettered Rancho Rinconada, steel rimmed wooden artillery wheels with wood and iron chassis, 188 inches long overall.
\$400 - 600

356
A HORSEDRAWN MOBILGAS FUEL TANKER,
 decorated in Mobilgas livery of red and white, steel rimmed wooden artillery wheels, wood and iron chassis, large painted tank, rear box, side racks fitted with assorted fuel cans, central hane with yoke and chain to harness and tack for two horses, supported on two metal tack stands. The tack lettered GP or General Petroleum.
\$1,200 - 1,600

C.19TH-CENTURY WATEROUS ENGINE WORKS COMPANY HOSE REEL, TOGETHER WITH A HAND-DRAWN CHEMICAL CART



The Waterous Engine Works Company was founded in Brantford, Ontario, Canada by Charles H. Waterous in 1844, and began producing sawmill equipment, pumps, and fire engines. Over the years, the company gained a reputation for its high-quality farm and road-building equipment as well. Waterous' twin sons later moved to Winnipeg, where they established a manufacturing plant, and in 1886 moved its fire-engine manufacturing operations to St. Paul, Minnesota, which also produced cast-iron fire hydrants. The St. Paul branch is still in business. In 1898, the Waterous Engine Works Company introduced the first gasoline-engine-driven fire pump. The company built its last piece of fire apparatus in 1929, deciding to concentrate on manufacturing pumps and hydrants. Waterous has become a global concern; in 1965, it was purchased by American Hoist and Derrick, and in 1989 by Cast Iron Pipe Company.

This Waterous Hose Reel was used to bring lengths of hose – which was quite heavy in those days - to fire-fighting scenes, where the hose would be fitted to hydrants and whatever fire engine pumps were being used at the moment. Normally, a number of these hose reels were kept at each firehouse, and would be pulled by teams of firemen. Their relatively light weight and large wheels made them easy to roll and maneuver into position.

Accompanying the Waterous, is a second piece of fire apparatus, a hand-drawn, single tank chemical cart.

\$700 - 1,000
Without Reserve

END OF AUTOMOBILIA

STREETCARS & TRAINS

LOTS 358 - 364

Further images of each lot can be found on:
www.bonhams.com/bothwell/trains



As evidenced throughout this catalog, Lindley Bothwell's collecting tastes were broad, he was as passionate about brass cars as race cars, accessories and parts, but one of his true loves was railways. In an article about the collection by Wayne Tomms 'Motorcade Visits', Bothwell was noted as holding a lifelong ambition to run his own private railroad, something that he was well on his way to achieving. By then, track had been laid around the property where the auction takes place today, and a series of horse drawn street cars were already installed, the next step was the acquisition of his narrow gauge train...

Like the fine automobiles, these rail bound vehicles gave Bothwell immense pleasure and added considerable old world charm to the ranch. This fascinating grouping represents the remainder of the collection that was accrued and active on the property, each of which were also sequestered for movie work also, including Hello Dolly, The Shootist and Newsies.

358

**C.1885 "ARLINGTON AND MAGNOLIA AVE"
STREETCAR BUILT BY THE ST. LOUIS CAR CO.**



Configured as part open, part enclosed vehicle, designed to be pulled by two horses. This car is believed to have been run on the Riverside & Arlington Railway Company Line and is liveried for Arlington and Magnolia Avenues.

\$30,000 - 40,000
Without Reserve

359

**C.1885 A CENTRAL RAILWAY COMPANY'
NINTH, TEMPLE BLOCK, DOWNEY AVENUE
AND LINCOLN HEIGHTS OPEN STREETCAR**



Configured as an open sided vehicle, designed to be pulled by two horses. This streetcar is liveried for the Los Angeles based Central Railway Company, and for destinations of Ninth, Temple Block, Downey Avenue and Lincoln Heights.

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



360

**C.1895 "MARKET STREET RAILWAY CO"
STREETCAR BUILT BY LEWIS & FOWLER**



Configured as a fully enclosed vehicle, designed to be pulled by two horses. The streetcar is liveried for the Market Street Railway Co. and destinations of Van Ness Avenue and Bay Ferries.

\$20,000 - 25,000
Without Reserve

361

C.1873 ENCLOSED "PEARL AND 6TH ST" STREETCAR



Configured as fully enclosed vehicle, designed to be pulled by one horse. The streetcars is liveried for the Los Angeles based Spring and 6th Street Railway Co. and for the destinations of Pearl & 6th Street. - 4th St. - Temple Block & Plaza.

\$20,000 - 30,000
Without Reserve



362

**C.1886 "SAN DIEGO STREET CORONADO FERRY
AND HARRISON" STREETCAR**



Configured as a fully enclosed vehicle, designed to be pulled by one horse. The streetcar is liveried for the San Diego Street Car Co. and for the destinations of Coronado Ferry and Harrison.

\$20,000 - 30,000
Without Reserve

363

C.1897 BALDWIN 0-4-2 LOCOMOTIVE



According to notes from the Bothwell files, this narrow gauge locomotive was built by the Baldwin Locomotive Works in 1879 for the Hawaiian Islands, where it served on Maui in the sugar cane plantations. Originally named Kalakaua, it is suggested was the first Baldwin to run on the old Kahului Railroad, then later ran for the Hawaiian Railroad Co. when it was renamed Leslie. An Extra Order Plate on the side of the boiler suggests that this was renewed with a Baldwin factory replacement in January 1927. The locomotive was reportedly rescued from Hawaii by Orin Thorkildsen of the Sterling Transit Co. here in Los Angeles, and passed into the Bothwell Collection in 1964. A permanent fixture of the collection for more than half a century, it accomplished Lindley Bothwell's dream of running his own private railroad! The Locomotive was referred to by Bothwell as 'Little Toot'. Together with two Railway Carriages, a Handcar, and three other trailers.

Matthias W. Baldwin's career, with humble beginnings in the production of bookbinding tools and cylinders for printing on calico, took a major turn when he built a small stationary engine to aid his business. Quickly recognized for its efficiency and quality by his peers, this would lead to production of other similar engines. Building a miniature locomotive in 1831 at the behest of the Philadelphia Museum, it was not long before he was building full scale machines, the first of which, christened 'Old Ironsides', took to the railroad in November 1832. Over the course of the next century, Baldwin would grow in stature and size—at its peak it employed more than 18,000 workers and turned out some 3,000 locomotives a year.

\$20,000 - 30,000
Without Reserve



364

**THE 'BOTHWELL RANCH' NARROW GAUGE CABOOSE
MCGUIRE MANUFACTURING CO CHICAGO**



A prominent feature on the Bothwell Ranch for many years, the Caboose has clearly been refurbished and most probably the bodywork post-dates its underpinning rolling stock. It is liveried for the 'L.B. Jr. & A.B. Railway', referring to Lindley Bothwell Jr. and Ann Bothwell.

\$2,000 - 5,000
Without Reserve

MOTORCARS

Lots 400 - 447

at 3pm

Further images of each lot can be found on:
www.bonhams.com/bothwell/cars



400

As seen in the 1995 feature film

Tall Tale: The Unbelievable Adventures of Pecos Bill

1981 HONDA GL1100 GOLD WING CUSTOM

Frame no. 1HFSC020XBA121098



THE MOTORCYCLE OFFERED

Today, Honda's long-running Gold Wing line is synonymous with luxury long-distance touring, even though the model was introduced in 1975 as a standard-style naked bike – factory-installed fairings, saddlebags, radios, GPS systems and safety airbags were to come later. At the time, the big news was the Wing's powerplant, a liquid-cooled opposed-four that was super-smooth, reliable as an anvil and loved to pile on the miles.

The Wing's inception goes back to 1972 and the development of a proof-of-concept prototype code-named M1, which used a liquid-cooled flat-six displacing 1500cc, a Honda CB750 front fork assembly and a BMW shaft-drive rear end. Leading the R&D team was Soichiro Irimajiri, the young engineer responsible for Honda's all-conquering multi-cylinder 1960s Grand Prix racers. The goal was to design the 'King of Motorcycles,' a machine that would set new benchmarks for overall performance, smoothness and build quality. At the 1975 debut the M1 had lost two cylinders and 500cc to become the GL1000 Gold Wing, the first Honda motorcycle to employ liquid cooling and shaft final drive. Forty-plus years and some 700,000 units later, the Wing is one of Honda's most successful models, and remains the standard for luxury-touring bikes. Interestingly enough, the current production Gold Wing now has six cylinders, just like that long-ago prototype.

It's fair to say that the machine on offer here has to be one of the most unique Gold Wings ever. It runs the enlarged 1100cc four introduced in 1980, but thanks to Hollywood prop masters not much remains recognizable from the bike's stock configuration. Looking more like a cross between an antique steam boiler and a Roman chariot, this Wing-powered rig is a minor movie star, having had a bit part in the 1995 fantasy western *Tall Tale: The Unbelievable Adventures of Pecos Bill*, starring among others Patrick Swayze and Scott Glenn. In the film Glenn plays greedy land developer J.P. Stiles, apparently an early adaptor of mechanized transportation, whose company logo is embossed on the front and rear of the sidecar.

Following its star turn, the retired Wing eventually made its way into the Bothwell collection, where it was sometimes pressed into service giving rides around the orange groves, delighting all within earshot, we're told, with the sound emanating from its single high-rise exhaust pipe. In static storage for the past few years, the bike will require the usual safety checks and a recommissioning before once more making noise.

\$5,000 - 8,000
Without Reserve

Sold on a bill of sale

401

1916 EXCELSIOR AUTO-CYCLE V-TWIN MOTORCYCLE COMBINATION

Engine no. 75558



THE MOTORCYCLE OFFERED

Like many early American motorcycle companies, Excelsior was founded in another business before transitioning to motorized two-wheelers. Starting in 1876 the Excelsior Supply Company made sewing machine parts, of all things, then as bicycles became more popular the company produced frames and components, even dabbling in automotive parts as the 'horseless carriage' increasingly became a fixture on American streets.

Motorcycles arrived later, the genesis coming in 1905 when a young German immigrant, Walter Heckscher, cobbled together a motorcycle in Chicago. Heckscher designed several machines but settled on a DeDion-type single-cylinder engine in a diamond-style frame. The bike proved very reliable, well up to the rigors of period roads. He was able to build and sell perhaps 60 of these machines through 1906, all the while attracting attention to his efforts. The next year the Excelsior Auto-Cycle was born, based upon Heckscher's rugged hand-built motorcycles.

With the fledgling company doing well, production was stepped up for 1908-09 with promising sales across America and in several foreign countries. The next landmark year in Excelsior's history was 1911 when the firm was acquired by bicycle magnate Ignaz Schwinn and also introduced its first V-twin model. In 1912 an Excelsior 61ci (1000cc) V-twin became the first motorcycle officially timed at 100mph. In 1913 the twin was offered with all-chain drive, and in 1914 came a two-speed planetary transmission and leaf-spring front fork. Like rivals Harley-Davidson and Indian, Excelsior offered a three-speed gearbox for

1915, at the same time introducing a new frame with curved top tube and smoothly rounded fuel tank edges, a first for Excelsior. A jaunty, valanced front mudguard added another dash of style.

The Bothwell collection's Excelsior 61ci V-twin is attached to a period sidecar, suspended for comfort and equipped with a step and hinged door so that m'lady need not hike up her skirt and petticoats to gain access to the overstuffed leather 'chair,' itself looking very much like it was pilfered from some Edwardian parlor. As Hollywood was nearby, Mr. Bothwell sometimes provided vehicles to be used as set dressing on movie shoots, and notes indicate that this Excelsior combination, treated to a quick olive-green paint job, was prepped for a scene in the 1997 blockbuster *Titanic* but for whatever reason never made it onto the silver screen. In its later active years before being salted away in the storage barn, the outfit was used to give the occasional ride around the ranch's gravel roads. Certainly the modern Mikuni carburetor fitted in place of the original Schlebler talks to the desire for easier starting, more reliable idle and a cleaner powerband. Other than the carb and a missing tin primary cover, the Excelsior appears to be largely complete. Like the other Bothwell motorcycles, the V-twin's extended hibernation will necessitate the customary check-over and recommissioning before use.

\$20,000 - 25,000
Without Reserve

Sold on a bill of sale

C.1900 CLÉMENT-PANHARD 4½HP TYPE VCP VOITURE LÉGÈRE VIS-A-VIS

Chassis no. 313

Engine no. 313



The Clément Panhard as featured in Concours d'Elegance by Joseph



CLÉMENT-PANHARD

Already a successful maker of bicycles and pneumatic tires – he owned the Dunlop patents in France - Adolphe Clément diversified into automobile manufacture in 1899, taking an interest in the existing Gladiator concern. Rear-engined tricycles and quadricycles were made at the Gladiator works in Levallois-sur-Seine before Clément began building a conventional front-engined light car around 1901. Clément's early vehicles were powered by Aster, Panhard and De Dion engines, all three makes being at the forefront of automobile development.

The Clément-Panhard was designed by Commandant Arthur Constantine Krebs, who had succeeded Emile Levassor as technical and production manager of Panhard & Levassor. It was assembled by Ateliers Clément at Levallois - Adolphe Clément was a P & L board member. Krebs was a first-class engineer who had built a successful airship in 1884 and subsequently designed an excellent automatic carburetor, but the whole concept of his Clément-Panhard was so eccentric that, in the early days of the London-Brighton Veteran Car Run, these 1900-02 cars were thought to date from the early 1890s. Among the peculiarities of the Clément-Panhard were centre-pivot steering, a totally exposed gear transmission and a rear-mounted, not-quite-vertical, single-cylinder engine. To the true 'Veteran' enthusiast it represents the sort of challenge that makes completing the Brighton Run so satisfying.

THE MOTORCAR OFFERED

Like many of these cars it was always considered to be a Nineteenth century automobile, but comparing its identification numbers with other surviving cars some of which have had their date quantified officially as 1900, suggests that it is from just after the turn of the century. The model was usurped quickly by products of Clément - Panhard manufacture as separate entities, and so by definition it would be comfortably within the dating period of earlier than 1905, required by events such as the world-renowned London to Brighton Veteran Car Run in the UK.

These cars were equipped with a variety of body styles, this car taking a more unusual form of vis-à-vis, with opposed seats and a small front seat perched over the transverse front axle. According to the family archives, Lindley Bothwell Jr. acquired the Clément - Panhard in the early days, most probably in the 1940s, it is certainly pictured in group photos of the collection. Very few examples of this model are recorded as having been delivered to the U.S. so it may safely be assumed that it was originally delivered within the country of its build and migrated across the Atlantic later on its life.

Viewed today, it would seem that it has been a considerable time since it was last used, however this hasn't been to its detriment particularly and it retains many of its original features as well as the original manufacturers plate on the car and engine, and down to the use of the solid rubber tires with which it would no doubt have left the factory.



The Clément-Panhard appears to have been well prized within the collection, taking pride of place in the main study area, where the Peugeot, Benz and Mercedes were exhibited/stored. It was equally recognized by the publication *Concours d'Elegance*, by Joseph Wherry, in 1969 where it was one of only a handful of cars to receive a full-page color illustration. The car has clearly been refurbished cosmetically since those days to a single primrose color scheme.

\$40,000 - 50,000
Without Reserve



1926 ROLLS-ROYCE 40/50HP SILVER GHOST PICK-UP

Coachwork converted from Tilbury Sedan,
originally by Willoughby & Co.

Chassis no. S248PK

Engine no. 21214

**THE SPRINGFIELD SILVER GHOST**

When World War I ended, there was great pent-up demand for new cars, and the Rolls-Royce factory could not keep up with demand for the first couple of years after the Armistice. The Managing Director of Rolls-Royce, Claude Goodman Johnson, had visited the USA as part of R-R's war effort, and he was most impressed with what he saw. The USA auto market was much larger than the rest of the world combined, and it was not a market that Rolls-Royce was penetrating very effectively. Johnson knew just how to attack the US market – Rolls-Royce needed a factory in the USA. After the war, he set about establishing a manufacturing operation on Yankee soil, having looked at a plant site in New Jersey but finally choosing Springfield, Massachusetts, because there was suitable real estate available, a large pool of skilled workers and a history of good labor relations. A factory property was acquired in 1920 and work began. Fifty-one foremen sailed over from Britain and set about hiring the rest of the staff locally. Production began in 1921, and a few cars were produced that year.

The first 100 cars were almost identical to British models. But soon Springfield realized that changes would be required, for some of the British components could not be easily serviced in America so US components were substituted. Gradually the cars became quite different from their British brethren. The biggest change came in 1925 when right-drive steering and four-speed gearboxes gave way to left-drive and three-speed transmissions. Production of The Silver Ghost remained in Springfield until 1926.

THE MOTORCAR OFFERED

The counterpart to the British built 1912 Silver Ghost in the Bothwell Collection, this example perfectly displays the transition that the marque and model underwent between its inception in 1907 and the final deliveries nearly 20 years later, as well as the difference from the home market variant to the American built product. Where the 1912 received coachbuilt tailor-made bodywork the taste of its original owner, by the 1920s, Springfield had quickly learned that a more formulaic catalogued design was required to appeal the American market. A series of designs were illustrated in their luxurious brochures all designated by names invariably referencing famed horse racing ovals, or British towns. It proved a popular concept.

A California car from new, the Schoellkopf cards, lodged with the Rolls-Royce Owners Club, for S248PK record this late post-war Springfield Silver Ghost as having been purchased new by E.L. Butler Inc, for J.F. Dillon. It appears that the deal was not consummated and when returned Rolls-Royce were able to resell it to Mrs. Lillian McClurg of Miramar Apartments in Santa Monica. Mrs. McClurg was no doubt chauffeur driven in the Tilbury Sedan which she took delivery of on May 27, 1926.



This car was another early arrival in the Bothwell Collection and is known to have been there since the 1940s. At that time, it still wore its original Tilbury coachwork, but it wasn't long before Lindley, as many before him, elected to repurpose the reliable running gear with a more practical bodystyle. In doing so, the front of the sedan bodywork was kept and then closed off to provide a front cab compartment, the rear being leveled for a flat deck.

Contemporary images of the Silver Ghost show Lindley 'hamming it up' pictured all smiles from underneath this car, with Rolls, including the 1912 offered today in the background. It no doubt proved to be something that got regular use on the Ranch perhaps hauling orange crates around or towing other vehicles.

An absence of use in the last few years, has clearly seen it lose the shine from some of its cosmetics and there is evidence of some small creatures taking sanction in the cab compartment! The conversion of majestic 'Roller' to humble commercial vehicle can sometimes be something that looks odd, but this car was so well done and has been this way for the majority of its life that it would no doubt prove fun to keep it as it is, and to continue to provide service on another similar ranch or estate.

\$50,000 - 70,000
Without Reserve

404

1929 FORD MODEL AA POLICE TRUCK

Engine no. AA874782



THE MOTORCAR OFFERED

This all-business AA is outfitted as a Police Truck, or more colloquially as a 'Paddy Wagon'. The offered example was acquired by Lindley Bothwell in 1964 from Harold Taylor. At the time of purchase, a dump truck body was fitted. The current bodywork was crafted atop the old dump truck body with all new metal extending up from the dump truck bed. New rear fenders were also fitted and the whole vehicle was painted the purposeful black color it shows today.

Featured a handful of times in film, this Police Truck was used in the 1996 film *Entertaining Angles: The Dorothy Day Story* as well as two 1998 commercials—one for *Nature Made* and another for Disney.

Looking quite purposeful today, the truck has plenty of presence. Stored but not used in sometime, the simplicity of design and vast availability of parts will make it easy to hit the road again. While currently outfitted to hold those accused of recent maleficence, one shouldn't feel limited to carrying just criminals in the amply proportioned—and of course locking—rear compartment.

\$10,000 - 15,000
Without Reserve

405

1923 FORD MODEL TT STAKE BED TRUCK

Engine no. 7492003



THE MOTORCAR OFFERED

This TT features a classic stakebed truck body with an open-sided cab. Serving as the commercial truck version of the Model T, the TT came with a longer 125" wheelbase and a beefier frame and rear axle. Shorter gearing made for more hauling capabilities but at the expense of speed. With a top end of under 20mph, most were fitted with two-speed rear differentials to bring the pace above crawling.

That is the case in this example. A well-equipped truck, it is fitted with all the goodies including a Ruckstell two-speed rear end, a Warford 3-speed auxiliary transmission (for a total of 12 forward speeds), an electric starter, a Boyce MotoMeter radiator cap, and of course that pale green stakebed back end that could be quickly changed from fully to partially enclosed or even to a straight flatbed if desired.

Little is known about the history of this truck although it has had a long film history spanning from the acclaimed 1978 TV miniseries *Roots* to the 2003 Leonardo DiCaprio blockbuster *The Aviator*. In between all of that, the truck was also featured in commercials for The *Beverly Hillbillies* reunion, anachronistically in the James Cameron film *Titanic* as well as in what must have been a time traveling segment of the 1993 film *Star Trek*.

Long since stored, this TT has seen little use in some time. Featuring livery for Rancho Rinconada—a resort in Cupertino, California, a bit of fettling and serving will be required before active use hauling goods to market, but given the ease of obtaining Model T spares, it will no doubt be a simple project. Once complete, there is little question that you'll be the biggest hit at your local car show, farmer's market, or event with this lovely and rare survivor of one of Ford's earliest commercial vehicle successes.

\$10,000 - 15,000
Without Reserve

406

1925 FORD MODEL T SPEEDSTER

Engine no. 12233544



THE MOTORCAR OFFERED

This racy little number is an excellent example of what one can do with a Model T when it is stripped bare with the intent of wringing as much speed as possible out of the four banger under the hood. Understood to have come to the Bothwell's garage from the collection Genova and Sam Perricone in March of 1989, it was originally purchased for 'parts only'. Stripped of what was likely a standard Touring body, only what was absolutely needed was put back on the frame—namely a pair of seats, a fuel tank and a small box for tools, spares and essentials. A spare tire was affixed jauntily off of the back end.

Complete with a few nice accessories such as electric coach lights and a two-speed rear end for double the number of available gear ratios, the major bodywork on this car is believed to have been completed about 17 years ago. Complete with a few minor roles in various cinematic productions, it will no doubt provide the new owner plenty of reason to smile as he or she motors along in this bare-bones speed machine.

\$3,000 - 4,000
Without Reserve

407

1924 FORD MODEL T COUPE

Engine no. 9936669



THE MOTORCAR OFFERED

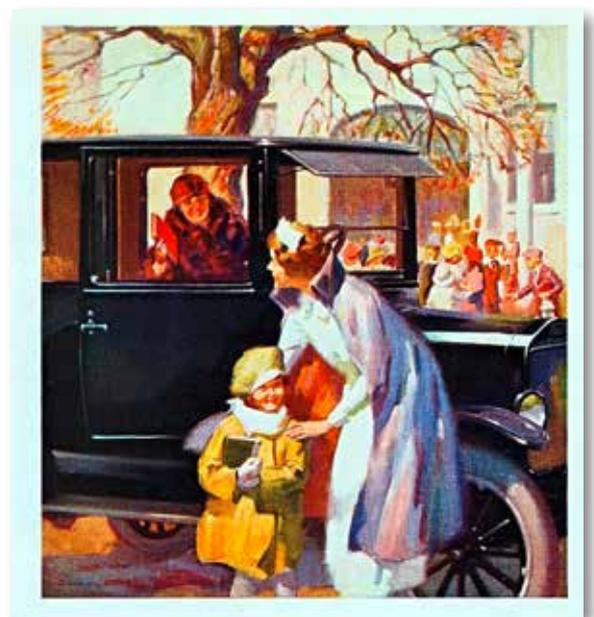
While the most common body style seen on the Model T today is the three-door Touring, a number of opened and closed, two- and four-door passenger bodies were offered. Among the most sporting and practical of them was the two-door, two seat Coupe. A close coupled body that drew its inspiration from the open Roadster body, the Coupe offered the intimate experience of Roadster with the all-weather practicality of a real roof and glass windows all around.

This example from the latter part of the production is painted in the most popular—and only available—color, black. Sporting a pair of after-market accessory Hassler shock absorber coil-springs, it is unknown exactly when this T entered the Bothwell Collection.

As with many of the cars from the collection, it was featured in a number of films including the 1980 movie *Portrait of a Rebel: The Remarkable Mrs. Sanger*, the 1996 indie film *Entertaining Angles: The Dorothy Day Story* and more.

Today it remains as a well rare surviving example of the Model T's most handsome two-door body style.

\$4,000 - 5,000
Without Reserve



1924 Ford Advertisement

408

The ex-Indianapolis, Ralph Mulford, Arthur H. Klein

1914 PEUGEOT L45 GRAND PRIX TWO SEATER

Chassis no. 1

Engine no. 1

- 4,491cc 112hp Inline 4-Cylinder engine with Gear-Driven Dual Overhead Camshafts and 4 Valves Per Cylinder
- Single Miller Barrel Throttle Updraft Carburetor (original Peugeot unit included) 112bhp at 2,800rpm
- 4-Wheel mechanical drum brakes
- Semi-Elliptical Leaf Spring Suspension, Live Axles





THE BOTHWELL PEUGEOT

In a dual overhead camshaft engine, the cams operate on inclined valve stems directly or through interposed cam followers. The intake and exhaust valves are disposed through an intermediate angle that minimizes intake and exhaust flow restrictions. Combustion chamber shape can be tailored to fuel quality, spark plug position and combustion propagation. It is the accepted standard for extracting performance and economy in internal combustion engines. Today virtually every racing engine uses dual overhead camshafts. At the other end of the internal combustion engine spectrum, high efficiency road engines, even hybrids, use them to maximize recovery of the innate energy of hydrocarbon fuels.

All dual overhead camshaft engines trace their origins back to a few Peugeots built a hundred years ago by a trio of racers, Jules Goux, Georges Boillot and Paolo Zuccarelli, and their engineer collaborator Ernest Henry for Peugeot. The race cars they built had several variations to comply with changing regulations, but today only two examples of these pioneering cars exist. This is one of them, while the other has a secure position in a Florida collection.

The Lindley Bothwell Peugeot L45 has a clear, unambiguous history of owners, from Peugeot through owners Lutch Brown and Frank Book, and drivers Ralph Mulford and Arthur H. Klein to Lindley Bothwell. It is the original 4½-liter chassis, numbered "1", and the original engine, also numbered "1". In other words, it is the real deal, the genuine article, with no gaps in its hundred-year history. It has never fallen into disrepair nor been ignored.

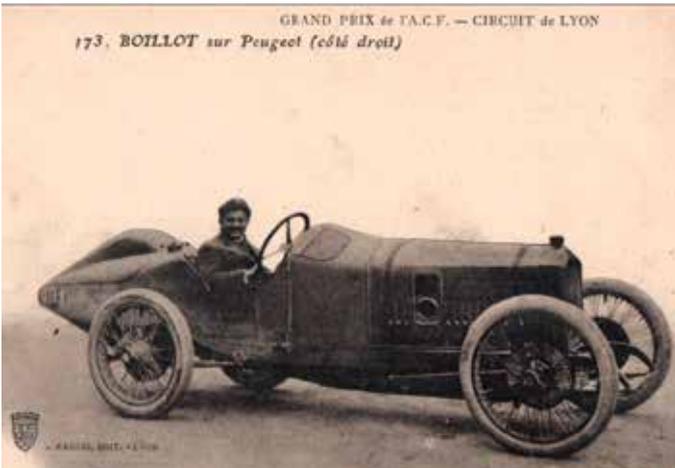
RACING IN FRANCE

The center of the automobile industry in the early 20th century was France. It had more serious automobile manufacturers than the rest of the world combined. Its technology was the most advanced, its engineers the most educated, its factories the best equipped, its road network the finest in the world, and the first automobile races, held on city-to-city routes over open roads, were held in France.

In 1906, The Automobile Club de France (ACF) succeeded the Gordon Bennett Trophy with the first Grand Prix. Held on a triangular circuit near Le Mans, it was won by Ferenc Szisz on a 13 liter 90hp Renault AK. 1907 was dominated by Felice Nazzaro driving another monster, a 16.3 liter 130hp FIAT. Engine size restrictions were introduced by general agreement in 1908, and now it was Christian Lautenschlager on a 13.5 liter 135hp Mercedes who won the ACF Grand Prix on a new triangular circuit based in Dieppe.

After a two year hiatus, the ACF GP was renewed for 1911 on the Dieppe course where Louis Wagner's 14.1 liter FIAT was outclassed in the two-day event by a newcomer barely half its size. Georges Boillot drove a revolutionary 7.6 liter Peugeot, the first of the "Charlatans" dual overhead camshaft revelations.

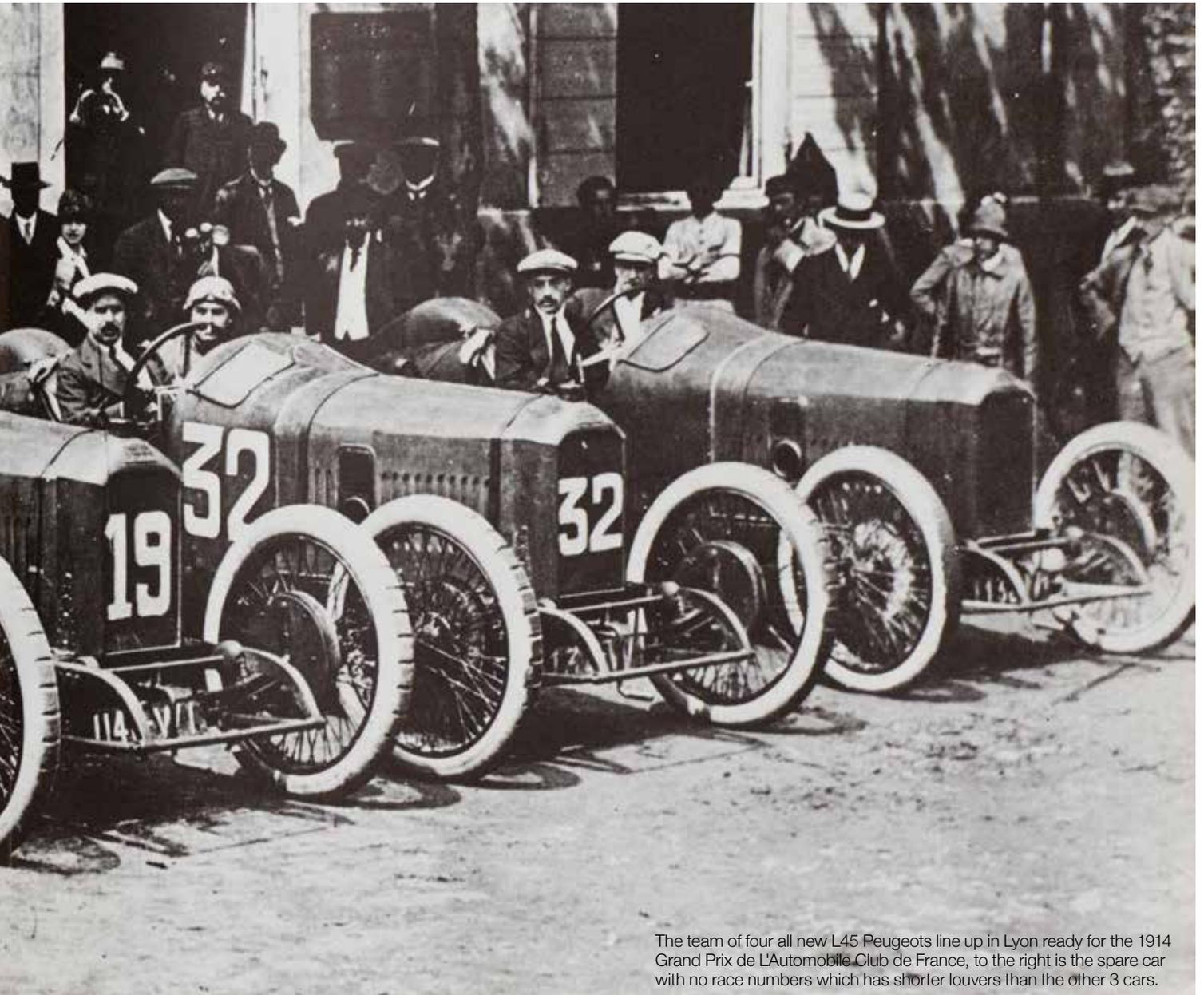
It was a turning point in automobile history, especially as teammates Jules Goux won the Grand Prix de France and Paolo Zuccarelli was victorious in the Sarthe Cup.



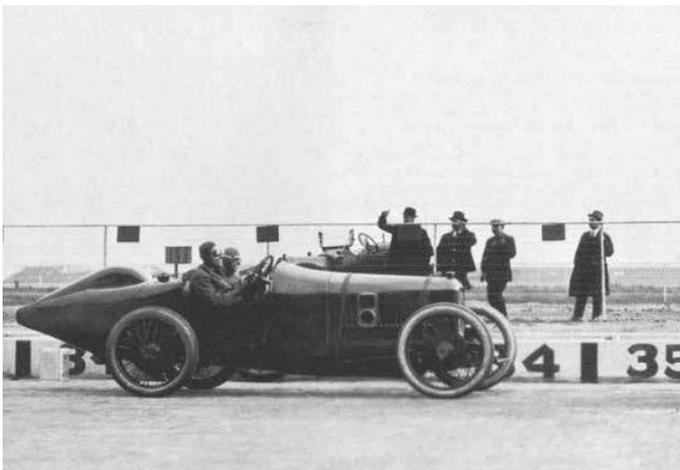
A postcard from the practice trials, showing Boillot in the short louver car



Victor Rigal in the short louver car in practice, in the race he drove number 32



The team of four all new L45 Peugeots line up in Lyon ready for the 1914 Grand Prix de L'Automobile Club de France, to the right is the spare car with no race numbers which has shorter louvers than the other 3 cars.



Ralph Mulford in Lucher Brown's newly acquired Peugeot, Sheepshead Bay, October 1915



Lt. Art Klein on the boards in California, 1919



"THE CHARLATANS" PEUGEOT

The origins of the L76 Peugeot have been shrouded by the passage of time. Some attribute the design to Swiss engineer Ernest Henry. Others believe it was Paolo Zuccarelli, who had worked with Mark Birkigt at Hispano-Suiza. No matter: it was a collaboration among Boillot, Goux, Zuccarelli and Henry that achieved a historic breakthrough.

In *The Classic Twin-Cam Engine*, historian Griffith Borgeson speculated on the early history as the collaborators convinced Robert Peugeot to fund the development of their radical design in a separate workshop apart from Peugeot's engineering and design office, recently reunited with its cousins at Lion Peugeot. The Peugeot establishment scoffed at the group working by themselves at Suresnes and referred to them derogatorily as "The Charlatans".

The L76 Peugeot four set the automobile world on its ear, a car that Lawrence Pomeroy called "of startling technical novelty". A conventional but lightweight chassis had shaft drive, a 4-speed gearbox and the L76 engine. A four-cylinder, it had a single piece cast iron cylinder block with integral cylinder head bolted to a horizontally split alloy crankcase and an aluminum wet sump. The crankshaft was supported by five plain main bearings and was offset from the centerline of the cylinders, an arrangement thought at the time to reduce side loads on the pistons. The offset crank is characterized by clearance channels cast into the cylinder block on the intake side.

It was the valve gear that caused the world to take note. The dual overhead camshafts were contained in separate aluminum sleeves, supported off the head by the timing gear cover and pairs of pylons. The main valve springs were placed between the cam sleeves and the head, their exposed location aiding cooling and minimizing oil seepage from the pressure lubricated camshafts to the cylinder head valve guides. There were four valves per cylinder each with its own stirrup-type cam follower that both opened and closed the valve, effectively a spring-augmented desmodromic system. Camshaft drive was by a vertical shaft and bevel gears.

The valve stems were angled to create a pent-roof combustion chamber and minimize changes in direction of the intake and exhaust gasses with two intake ports each serving a pair of cylinders and four large rectangular exhaust ports. Later Peugeots would benefit from experience with the L76 and continuously improve in both specific output and reliability.

A smaller L56 Peugeot was built in response to the ACF's fuel consumption limitation in 1913 and it was even more advanced than the L76. The L56 did away with plain main bearings, in fact it did away with two of the five bearings and went to ball bearings, single row at the front and the center positions and double row at the rear of the counterbalanced 2-piece crankshaft.



The crankcase was a single piece alloy barrel with the center ball bearing supported in its full circumference by a bronze web that was inserted into a heated crankcase which then contracted to an interference fit. Lubrication was now – and probably its first appearance ever – by a dry sump system. The camshafts now were driven by a chain of spur gears in a compact housing at the front of the engine. The stirrup cam followers of the L76 were replaced by L-shaped followers between the cam and the valve stem. Highly unusually for the times the intake valves were larger than the exhausts, another prescient development that continues to the present day. This became the definitive form of The "Charlatans" four-cylinder engine.

The 1914 ACF Grand Prix was held on a new circuit near Lyons, 20 laps of a 37.6km circuit on July 4, a few weeks before the start of the First World War. The ACF had again changed the rules, limiting displacement to 4.5 liters. Peugeot's entry was, accordingly, a team of three L45 cars with a spare. The engines were essentially the same as the L56 with reduced displacement, but there were improvements to the chassis including four-wheel brakes and new Rudge centerlock wheels with winged securing nuts. The latter are thought to have been a Georges Boillot innovation, that could be removed and attached more quickly with a hammer. The Peugeots' bodies were modified with long, tapered tails carrying two spare wheels and tires vertically under a hump. The team was led by Georges Boillot backed up by Jules Goux and Victor Rigal replacing Paolo Zuccarelli who had died in a practice crash a year before.

The four-wheel brakes were effective and the quick change wheel nuts proved to be of immense value as Peugeot's tires were not up to the sustained high speed running and cornering.

Their competition was a five-car team of Mercedes with single overhead camshaft four-cylinder engines, a team of experienced, dedicated drivers and the kind of organization for which Mercedes was justly famous. Nearly every marque in the Grand Prix now had overhead camshaft engines, some single but others double in the Peugeot pattern.

An epic battle ensued as Mercedes' driver Max Sailer drove ferociously in an attempt to wear out the determined Boillot dogging his heels. When Sailer's thrashing of the Mercedes sent a connecting rod sailing, Boillot moved into the lead, pursued by a horde of Mercedes and the Delage (an artful reimagining of The Charlatans' Peugeot) of Leon Duray.

Boillot led the middle half of the race, despite changing tires at twice the rate of the Mercedes of Christian Lautenschlager who was steadily eating into Boillot's lead. He eventually passed Boillot on the penultimate lap and the Peugeot star succumbed to a dropped valve (or a broken rear axle, depending upon the source) before reaching the finish. Mercedes finished 1-2-3 with Jules Goux fourth and Rigal seventh in the remaining Peugeots.

The 1914 ACF Grand Prix at Lyon is generally considered to be the most exciting race of its era and Georges Boillot's performance an epic of skill and determination. Shortly after, war broke out, effectively ending racing in Europe "for the duration." The Peugeot L45s, though, had further glory in their futures.



Art Klein with Number 29 Peugeot with Bonnet Open, at Beverley Hills Speedway, 1920 - Revs Institute



Ralph Mulford, Car 10, at Indianapolis 1916 where he placed 3rd

PEUGEOTS AT INDIANAPOLIS

In 1913, Peugeot sent a two-car team to Indianapolis for the 500 mile Sweepstakes, at the time far and away the richest race in the world with a guaranteed purse of \$50,000 and \$20,000 for the winner. The L76-based Peugeot Indy cars were reduced in bore and stroke to 449 cubic inches to meet the Speedway's 450 cubic inch displacement limit.

Paolo Zuccarelli dropped out after only 18 laps when a main bearing failed, but Jules Goux, relying on advice and coaching from American veteran Johnny Aitken and six splits of champagne provided by fans from the Alliance Française, drove a perfectly calculated race. He took home not only the first-place money but also the trophies for leading at 200, 300 and 400 miles. It was a clean sweep, and the American racing community noticed.

The Peugeots returned in 1914 with a pair of L56s for Boillot and Goux. Arthur Duray brought a privately owned L3, the revised 3-liter Coupe de l'Auto competitor.

Boillot set the fastest time in pre-race qualifying, turning in a 10-lap average of 99.85mph. Goux was only a few ticks of the watch behind with the second fastest average, 98.13mph while Duray averaged 90mph. The European racing community had sniffed the aroma of money from middle America and attended in force: Delage, Sunbeam, Isotta-Fraschini, Bugatti and Excelsior.

At the finish, the top four places were taken by French entries with Rene Thomas in a Delage taking home the big prize followed by Arthur Duray's 3-liter Peugeot, Albert Guyot's Delage and Goux's Peugeot L56. Boillot's Peugeot crashed on lap 141 while running third and threatening for the lead.

AND A DIVERSION

In January 1915 Bob Burman destroyed the engine of his Peugeot L56 in a race at Point Loma (San Diego), California. Peugeot declined on account of the war to provide a replacement. Burman turned to Harry Miller in Los Angeles, then the ranking genius in racing engine carburetion, not only to repair the bits and pieces of his shattered Peugeot but to configure it to the new 300 cubic inch limitation.

In the process of doing the almost-impossible – delivering a competitive 300 cubic inch engine to Burman in time for Indianapolis – Miller and Fred Offenhauser succeeded also in examining the innermost workings of the Peugeot L56. A 50-year history of Miller, Offenhauser and Meyer-Drake dual overhead camshaft engines followed.



Art Klein in 29 - Revs Institute

THE MOTORCAR OFFERED

The onset of hostilities in Europe also presented a problem for Carl Fisher and the Indianapolis management, some of it their own doing with the reduced 300 cubic inch displacement limit. The race, however, proved to be compelling. Ralph DePalma in a Mercedes and Dario Resta in a Peugeot waged an exciting seesaw battle from the 80th lap until, with 165 miles to go, Resta encountered a steering problem and backed off to preserve second place. DePalma continued only to launch a connecting rod through the crankcase with three laps to go. Far in the lead, DePalma slowed, finishing the race three and a half minutes ahead of Resta while running on three cylinders and no oil.

Continuing war in Europe and escalating war production opportunities in the U.S. drastically reduced the potential entry for the 1916 Indianapolis 500. Promoter Carl Fisher rose to the challenge by canvassing Europe for available competitive cars, but could come up only with two Peugeot L45s.

Desperate for more entries, Fisher engaged the Premier Motor Car Company, only recently reorganized from bankruptcy, to build three Peugeot duplicates.

The 1916 Indianapolis Sweepstakes reduced the race distance to 300 miles. Three Peugeot L45s were entered. One, ostensibly entered by the "Peugeot Auto Racing Co.," was driven by star Dario Resta. Another was entered by the "Indianapolis Speedway Team Co." for Johnny Aitken, Jules Goux's 1913 Indianapolis coach, along with the Premier replicas racing as Peugeots. A third was privately entered by driver Ralph Mulford.

Mulford's car is understood to have been owned by Lutcher Brown, a timber baron, who on September 11, 1915 is recorded in 'The St. Louis Lumberman', as leaving for New York 'to prepare his new Peugeot racing car for entry in the Sheepshead Bay races on October 2nd.', for which he had paid the considerable sum of \$10,000. Mulford was slated to drive then, with Jimmie Stakes as mechanic.

Which car was which? The 1914 Peugeot Lyon Grand Prix spare is visually distinguished from its three counterparts by one subtle detail: hood side louvers that are shorter than the other three cars. A photo of Mulford's car a Sheepshead Bay and perusal of the official Indianapolis race entry photos shows that his 1916 Indianapolis Peugeot L45 has the same short hood side louvers and was almost certainly the 1914 Lyon Grand Prix Peugeot spare team car. Mulford brought it home third overall behind Resta's Peugeot and Wilbur D'Alene's Duesenberg.



The Peugeot retires after losing a wheel, Beverly Hills Speedway 1920





In March 1917, Ralph DePalma stated in that year at Indianapolis he would campaign the Peugeot which he had just bought from Lutcher Brown. There was to be no race that year after all, but this seems to be the point at which it passed from Brown to DePalma's backer Frank P. Book, one of a trio of brothers who were wealthy Detroit Property entrepreneurs and are today immortalised by the Book Tower and Buildings in that city. Book had previously funded De Palma's purchase of the 1914 Grand Prix de Lyon Mercedes, which had won at Indy in '15.

Racing at the Speedway ceased upon the United States' entry into the war but was resumed quickly in 1919. Georges Boillot had been killed in a dogfight over Europe, and Johnny Aitken had died in the 1918 influenza epidemic but Carl Fisher invited Jules Goux to return to the Speedway in 1919 to take charge of preparing the Speedway's Peugeots and their clones, the Premiers, and to drive one of the Speedway's Peugeots. Goux personally entered another Peugeot of 2½ liters for Georges Boillot's younger brother, André. Goux lost the engine in his Peugeot in practice on the final day of qualifying and rushed to fit one of the Premier-built Peugeot clone engines, taking to the track in the final minutes of the last session and posting a 95mph lap to qualify 22nd after only a single warmup lap. The quick engine change shows how accurately Premier had replicated The Charlatans L45 in nearly every detail.

Contemporary press reports confirm that for 1919 Frank Book was keen on a serviceman driving his car, and handed the drive to Art Klein, an Indy veteran and now Lieutenant who was fresh from Issoudun in France, where he had charge of the largest group of Liberty engine planes in foreign service. Klein would sport the blue and maize colors of the Detroit Automobile Club, and the Peugeot would also wear a DAC badge on its radiator grill. Book had hedged his bets with a second entry, a 'Detroit Special', built by the DePalma Manufacturing company which he also funded.

In the race – held on Saturday May 31 to avoid conflict with the first Decoration Day commemoration following the carnage in Europe – the early pace was set by Ralph DePalma in his Packard V12, followed respectfully by Earl Cooper's Stutz, Howdy Wilcox in one of the Speedway's Peugeots and René Thomas's Ballot.

DePalma pitted for repairs on lap 103 and was replaced as leader by Wilcox in the Peugeot, a position he would hold until the finish where he was followed by Eddie Hearn's Stutz and Jules Goux in the Peugeot/Premier, adding further laurels to the Peugeot Lyon GP cars' successful record. Sadly, Art Klein in this Peugeot had to retire in 19th place after breaking an oil line on lap 72.





Klein raced the Peugeot again during 1919 in the Elgin, Illinois Road Race August 23, in Uniontown, New Jersey on September 1, at the September Sheepshead Bay board track (finishing 4th), on the Cincinnati 2-mile board track October 12 (finishing second to Joe Boyer's Frontenac), ending the Championship season in 11th place.

It is believed that after Indy, Book sent a team of three cars west and that the Peugeot was once again seen in action at Beverly Hills in 1920 on the 1¼ mile Beverly Hills board track. After this the Klein would pilot a Frontenac.

Both international and Indianapolis regulations changed for 1920, again reducing displacement to 3-liters. The Charlatans leader Georges Boillot and Paolo Zuccarelli had died. Ernest Henry was with Rene Thomas at Ballot where he designed a brilliant dual overhead camshaft straight eight. Only Jules Goux remained loyally at Peugeot where his family had been employed for generations. Peugeot came up with an even more wild idea, a 3-camshaft, 5-valve per cylinder 3-liter four. It was a disappointment.

For a while the L45 was mothballed only to reemerge in 1923 the hands of another Detroit tycoon, Joe Boyer, in the AAA dirt championship. There in a select series of four races over the summer months, at Toledo, Ohio, Danville, Quincy, and Chicago, Illinois, the Peugeot contested against the 'usual suspects' - two Frontenacs, with shared drives by Resta, Chevrolet and Wilcox, DePalma's Double Overhead Cam 183, and Leon Duray's Miller 183. Ralph DePalma took the laurels, with Boyer second in that championship, the Peugeot still wearing race no. 29.

It is thought that throughout this period Frank Book remained the owner of the car, and some time Boyer's death later that year, Klein took over ownership of the Peugeot. Sources differ on this aspect, but Klein was certainly known to have been very close to and well liked by the Book family, and it is thought that he had assumed ownership by the mid-1920s.

Art Klein kept the Peugeot for years and eventually became head of transportation for Warner Brothers Studios in Burbank. Slowly, as so often happens with race cars, the other Peugeots – and there was no small assortment of them in the U.S. – disappeared until Art Klein's became the sole survivor of the 4½-liter L45.

Lindley Bothwell's collection, already one of the best in the country, had marvelous cars, but there in the San Fernando Valley just a few miles from the Bothwell Ranch resided in nearly pristine originality the absolute paragon of early race car design. Because, after all, what is to be done with a thirty year-old race car? Lindley Bothwell knew, as he would soon show.

It is believed that he repeatedly asked Art Klein to let him add the 1916 Indianapolis 500 Peugeot to the growing Bothwell Collection. Art repeatedly demurred.



In the late 40s, a fire at the Bothwell Ranch consumed many of the carefully collected, preserved and maintained cars in the Bothwell Collection, and this event is believed to have softened Art Klein's resolve. He eventually agreed to sell his Peugeot to Bothwell for \$2,500 on February 11th, 1949, an important step forward to start rebuilding the collection.

Although it has been known since then as the Dario Resta 1916 Indianapolis winner, it is in fact – as shown by the photographic evidence – the 1914 ACF Lyon GP spare driven to third place by Ralph Mulford at Indy in 1916 and raced by Klein at Indy in 1919.

Its survival in original and largely untouched condition, with its original chassis, engine and body, is nearly miraculous. Examining it is to be transported back in time with construction and bodywork details completed at Peugeot in Suresnes in 1914. The tapered tail has two covers, a smooth one used at most U.S. races and the original Lyon GP tail with the hump for two vertically stored spare wheels and tires, found in a loft of the Bothwell Ranch buildings by Lindley Bothwell's grandnephew John Bothwell and reunited with the car.

It is one of only two surviving Charlatans Peugeots, and the only one with Grand Prix history.

After receiving it in early 1949, Lindley Bothwell registered it with the AAA Competition Board, prepared it and took it to Indianapolis where he put it on the track and lapped the Brickyard at 103.24 mph, decisively quicker than the experienced Johnny Aitken's 96.7 mph fastest qualifying speed in another Peugeot in 1916.

The engine was rebuilt since 2000 and demonstrated its performance in the Goodwood Festival of Speed hillclimb twice, in 2003 and again in 2011. It was an unjudged special exhibit at Pebble Beach in 2014.

It is still capable of over 100 mph performance, but more than that, it is a singular example of the pioneering vision of The Charlatans: Georges Boillot, Jules Goux, Paolo Zuccarelli and their gifted collaborator Ernest Henry who conceived the dual overhead camshaft engine. Henry Ford's Model T put the world on wheels but twenty years after its introduction none of its technical characteristics were reflected in the popular automobiles of the day. The Model T was by 1927 an anachronism.

Not so the Peugeot/Mulford/Klein/Bothwell Peugeot L45, which based a lineage that still exists today in everything from Formula 1 to economy hybrids.

\$3,000,000 - 5,000,000

C.1913 FIAT MODEL 56 50HP 7-PASSENGER TOURING

Chassis no. S1601

**THE FIAT MODEL 56**

It is not widely known that FIAT, like Rolls-Royce, opened a factory in the United States in the early years of the 20th Century. When FIAT decided to produce automobiles in Poughkeepsie, New York, the decision was certainly prompted by the idea of greater profits, since there was a stiff tariff on imported cars. The new U.S. company held the rights to FIAT's manufacturing designs, and the parent firm received a royalty on every car built in the U.S. The New York plant opened in 1910. Its first products were a couple of four-cylinder designs. In 1912, a new six-cylinder, 45-horsepower, 8.6-liter engine of mono-block construction with integral water-jacketed intake and exhaust manifolds was introduced on the Model 56. This big under-square six utilized a cooling fan mounted to its flywheel, and belly pans below the engine and transmission ensured proper airflow.

This was a large, expensive prestige automobile built exclusively for American customers. Initially, it was available only as a seven-passenger Touring car on a 135-inch wheelbase. For the next three years, a much broader selection of body styles, both open and closed, was available. 1916 would be the final year for the Model 56, with the choice of body styles reduced to five. In 1917, FIAT reduced its production in Poughkeepsie to only four-cylinder cars, and the American factory closed in 1918.

THE MOTORCAR OFFERED

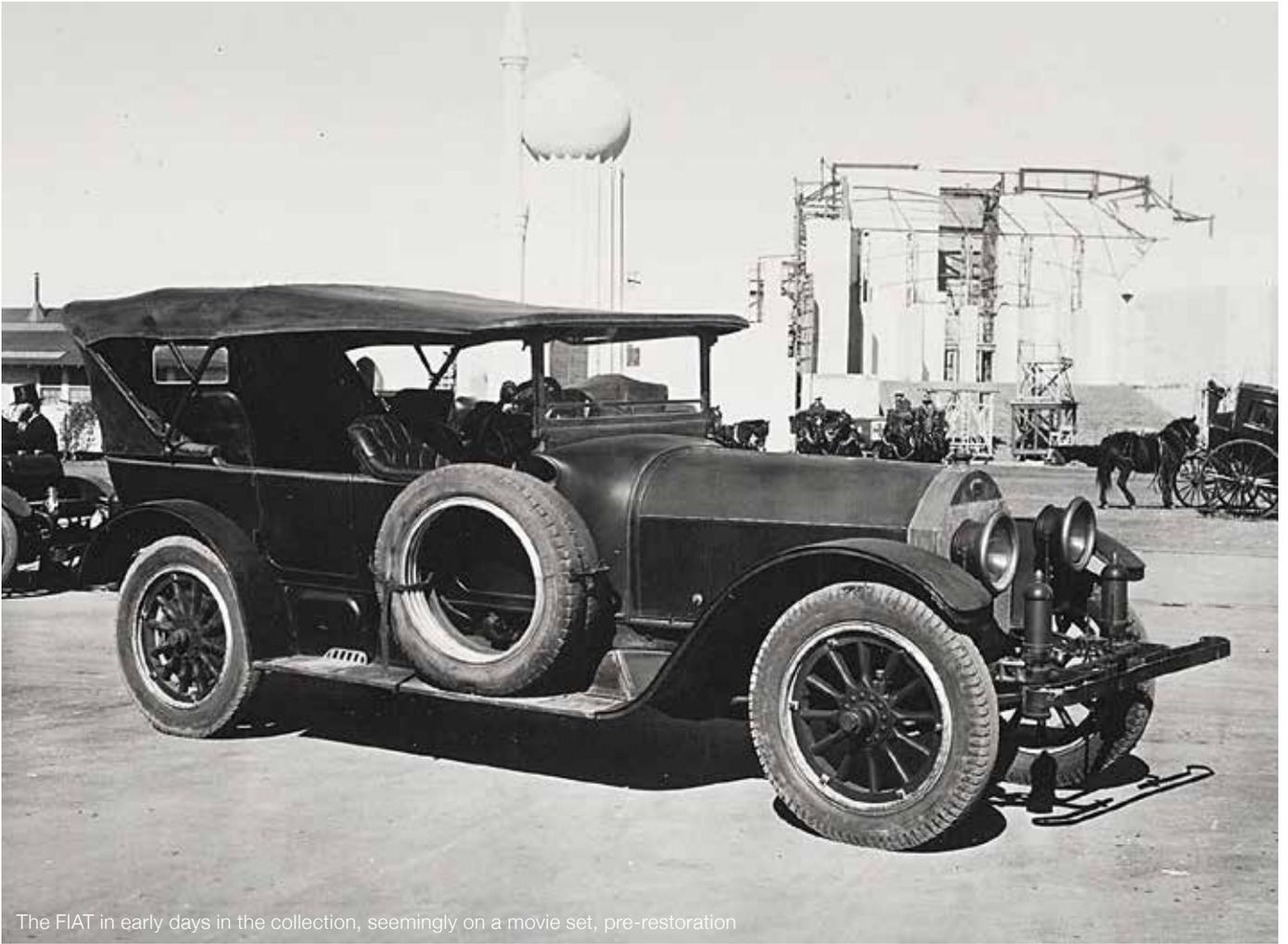
Family archive notes list the FIAT as having been acquired from Auguste Lawrence Pouleur, a noted Chemist from Montreal, Canada, was educated in Connecticut and by the time he died in 1947, resided in Los Angeles. It is conceivable that the FIAT traveled with Mr. Pouleur through his life and that his passing in this local area and Mr. Bothwell's known inclination towards early cars caused it to be offered to him. The correlation of his passing and its arrival in the collection are almost simultaneous.

The FIAT is a textbook example of the Poughkeepsie product. Its bodywork adheres to the published catalog photographs for the model and throughout it appears to retain original features from its engine compartment castings emblazoned with FIAT, through to the FIAT coachwork plate and in the cabin an original FIAT clock and even odometer. As with a number of cars from this era, it has been updated with Westinghouse pillar shock absorbers fitted to the chassis front and rear.

It is not certain when the car would last have been used, but as with a number of the cars in the collection it certainly enjoyed participation in a handful of TV and movie cameos, including *Captains and Kings*, *East of Eden* and *Thornbirds*.

A majestic, big engined Brass era motorcar from an era when FIAT was synonymous with both racing and luxury cars.

\$70,000 - 90,000
Without Reserve



The FIAT in early days in the collection, seemingly on a movie set, pre-restoration



410

1915 NATIONAL SIX SERIES AA COUPE

Chassis no. 10250

Engine no. 6076



THE NATIONAL

Although little known today, the National Motor Vehicle Co. of Indianapolis built some great cars in its time. After starting out with an electric runabout in 1900, the firm was building increasingly large and expensive gasoline-powered cars by 1906. In 1909, Nationals raced, and placed well, on the dirt at the new Indianapolis Motor Speedway. National fielded three cars for the inaugural 500-mile race at the newly brick-paved Indy track in 1911, one of them finishing seventh. In 1912, a National piloted by Joe Dawson won the second annual Indy 500, averaging 78.22mph during the race.

In 1913 and 1914, National cataloged both a Speedway Roadster and a Semi-Racing Roadster in their 128-inch wheelbase, 4-cylinder Series V line. National then went on to offer a large V-12 powered car from 1916 to 1919. The last Nationals were built in late 1923. The Semi-Racer was built as a direct competitor to the Stutz Bearcat and the Mercer Raceabout. Fierce competitors on the track, National wanted to go head to head in the showroom. While never gaining quite the mythic reputation of its famous siblings, their performance was certainly on par. Maybe not quite as nimble and flexible as the Mercer, the National, with 90 extra cubic inches, was a solid performer.

In 1915 National made the bold move of introducing the twelve-cylinder Highway Twelve, a technically advanced but surprisingly low-priced motorcar compared to the competition. The dependable and popular AA Six introduced in 1914 proved the solid sales leader for the brand during this era. Powered by a modern L-head monoblock design that produced excellent power with minimal vibration and noise.



THE MOTORCAR OFFERED

This delightful Nationals' history can be traced back to Art Austria's Collection in the 1950s. Austria sold the National to Orin Thorkildsen from whom it was acquired from in 1972. High quality closed cars of the pre-WWI period are rare survivors today and display a level of quality and features a step above the lesser priced open cars. This richly appointed coupe is a great example of the fascinating bodies on offer in this period.

Unlike a conventional coupe body, this was a true four passenger model. The staggered main bench seat would comfortably hold three, and a folding seat at the dash board would accommodate one more. The passengers in this voluminous coach benefited from full visibility through large windows and elegantly curved d-glass pillars. The appearance of this car is much more refined and formal than the typical National.

The National coupe was fully restored many decades ago but has survived nicely. The paint work displays good glass, and the difficult glass work is free of any obvious defects. The interior was painstakingly restored some time ago and looks quite good save for some staining of the broadcloth covered seats. All the correct instruments appear to be present along with other hardware peculiar to this body type.

Under the hood the National Six engine is fully intact and proper looking. The original starter-generator unit is present as well as the Bosch magneto. Likely not run in many years, it shows no major issues from the outside and was regularly used in the past. Its film credits include; *Captains and Kings* (1976), *Mae West* (1982) and *Digital Domain* (2002).

This captivating machine is of a type scarcely seen today and a fine representation of the quality and styling of an up market closed car in this era.

**\$30,000 - 40,000
Without Reserve**

411

1915 STUDEBAKER MODEL SD4 HEARSE

Engine no. 4c-44459



THE STUDEBAKER

The Studebaker Brothers Manufacturing Company founded in 1852 and at one time the largest vehicle producer in the world. In addition to a plethora of wagons and carriages formal hearses were an important product. Nearly every town had at least one funeral parlor and many needed a formal hearse. The hearses could vary from a conservative simple brake to the most elaborately carved and adorned coach. These formal hearses demonstrated some of the finest design and skilled carvings of any vehicles of their time.

Though initially slow to transition to motorized hearses, funeral parlors began in earnest around WWI. By this time Studebaker had successfully entered the motorcar business while not completely abandoning its roots in horse drawn apparatus. Studebaker, aware they had many loyal horse-drawn hearse clients, produced modern motorcar based hearses that embodied much of the elegance and refinement they were famous for.

Seldom seen today the early Studebaker motor hearses are a wonderful fusion of centuries of carriage tradition and refinement with the modern motor car.

THE MOTOR HEARSE OFFERED

This rare survivor of a highly original early Studebaker hearse is a wonderful example of the skill and styling of this product. Highly ornate carvings decorate the sides with a motif of drapes and tassels flanked by Corinthian columns. The untouched interior displays all the original rollers and posts for serving its solemn task.

The chassis is a standard SD-4 type powered by a 30 horsepower side-valve four. This reliable drive train was more than adequate for the more dignified speed requirements of the vehicle.

Per family records it was acquired directly from a Los Angeles funeral parlor though no date is indicated it is safe to assume it was before the 1950s. The car is largely untouched today and has appeared in several Hollywood productions over the years including; *Mae West* (1982), *Man with a Thousand Chains* (1987), and *Tall Tale 2* (1993).

\$8,000 - 12,000
Without Reserve

412

1922 FORD MODEL TT FIRE TRUCK

Engine no. 6085079



THE MOTORCAR OFFERED

T's were used for just about everything. From sporty roadsters to snowmobiles and everything in between, a Model T was the basis. This commercial chassis Model TT Fire Truck is an example of breadth of what was capable.

Used by the Los Angeles Fire Department, this TT likely served as a hose truck. In service for over two decades, it operated in mountain patrol for the San Fernando Valley. Hardy, reliable, and easy to repair, it was no doubt a useful tool of the department as long as response time wasn't imperative given the limited speed of such a vehicle.

Offering the responding firefighters the pleasure of open air motoring—as most fire trucks did for the better part of the 20th century, this example features a tall, wooden rear deck with plenty of space for folded hoses and supplies. Further storage was found aft of the rear axle while ladders could be hung from the racks atop of the side slats of the bed. Outfitted with two gas lamps, an electric Klaxton horn, a growler siren and an ample water pressure tank, it would no doubt have been of much reassurance to see this turn up to your fire emergency in the day.

Perfect for parades, shows, or local events, this fire truck is sure to continue to bring delight where ever it goes. While it is unlikely to be putting out many fires today, it is sure to help ignite the flame for many a young enthusiast.

\$14,000 - 16,000
Without Reserve



1925 LOCOMOBILE MODEL 48 SERIES 7 TOWN CAR

Coachwork by C.P. Kimball & Co.

Chassis no. 18009

**THE MODEL 48**

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

The Model 48 was designed by Andrew Riker and introduced in 1911. It would remain in production almost until the end of the marque's existence, yet today very few survive. Of undoubted quality and construction, some maintain that the Model 48's low survival rate was due to the quality materials lavished upon it. Old Locomobile 48s were simply too valuable as scrap to be preserved as old automobiles.

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

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

THE MOTORCAR OFFERED

The stately Locomobile arrived in the Bothwell Collection in August 1950, nearly seventy years ago, and was purchased from a Walter O. Lindley of Altadena, nearby in California.

A car with an undeniable presence its high-quality Riker running gear is matched by the formality of its coachwork, which eschews the de Causse offerings and is credited to C.P. Kimball of Chicago, one of the few mid-Western companies to transition from the 19th Century genre of construction of carriages into the 20th century of motorcars.

Its original application would no doubt have been for town, with a chauffeur seated in the front compartment, and his master in the most commodious and well-appointed rear section of the bodywork. There in the back, perhaps to the opera, jump seats could be folded up for additional passengers, while luxuries such as vanity compartments with mirrors, a lamp and Waltham clock were there for the passengers' use.

A snapshot of an era, this regal vehicle is today of course accepted as a Full Classic™ by the Classic Car Club of America, and once returned to the road revived it would no doubt make quite an impression at any tour or lawn event.

\$50,000 - 70,000
Without Reserve



414

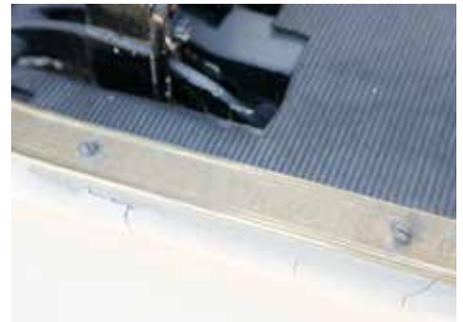
Ex-LA County Museum

1910 WINTON 48-HP MODEL 17A SEVEN-PASSENGER TOURING

Chassis no. 9464

Engine no. 9464

Body no. 461



THE WINTON 17

Winton is widely acknowledged as the first to set up a formal manufacturing operation for automobiles in America as well as the first to build, assemble and ship them in series. In 1897 he and his foreman, William A. Hatcher, had driven a two-cylinder Winton from Cleveland to New York. In 1898 his company, the Winton Motor Carriage Company in Cleveland, sold 22 automobiles. In 1899 the number grew to an even 100.

While Winton's speed record cars attracted attention, the journey of H. Nelson Jackson and Sewall K. Crocker was the single event that shone the spotlight of national publicity on the company and its products. The pair traveled from San Francisco to New York City in a two-cylinder 20hp Winton Runabout in the late spring and summer of 1903. The trip took 64 days, of which 44 were actually spent on the road. Jackson and Crocker were among the first to appreciate the unique pleasures of cross-country sightseeing. In retrospect, their journey amounts to something nearly unimaginable. There were literally no roads for much of the trip, no bridges across rivers, streams or gullies, no maps, no water and most significantly no gasoline, oil or tires except for what could be stockpiled along their route by their own planning and foresight.

Their little Winton Runabout, piled high with supplies, tires and camping equipment, must have been quite a sight to the settlers and indigenous residents they encountered along the way.

Jackson donated his cross-country Winton Runabout to the Smithsonian Institution in 1944 where it was displayed with Winton's 1902 "Bullet No.

1" and 1903 "Bullet No. 2" race cars, the latter being the first 8-cylinder engine powered automobile built in America. The cross-country Winton is still on permanent display at the National Museum of American History in Washington, DC.

The unique feature of Winton's early engines was the actuation system for the intake valves which used compressed air to control the intake valves' lift. The carburetors had no throttle control, but Winton's system of controlling intake valve lift regulated the amount of air-fuel mixture admitted to the cylinders and therefore the speed of the engine. Engine speed also was adjusted by the driver's control of ignition timing.

Winton, always looking forward, began producing four-cylinder cars in 1904 and was building sixes exclusively by 1908. Winton was not one to follow the rules, and his six did not resemble much else of the time, equipped with a split crank case to allow removal of the crankshaft while the engine was in the car. Winton even continued with his unique, but puzzling to many, intake system until it was finally superseded by a conventional carburetor in 1907.

The large six was designed to compete with the finest offerings by Pierce, Packard, Thomas and Lozier. These were high quality machines and equipped for high speed driving. The cars had tremendously high gears and four-speed transmissions that allowed them to barrel down the road with little strain. Winton used aluminum extensively in the car and weight was kept to a minimum despite the car's large size.



THE MOTORCAR OFFERED

Without question one of the finest engineered American motor cars of its era, this Winton also has looks to complement its mechanics. Equipped with its original factory tourer body with distinctive cowl that so perfectly complements the long rakish hood. The lines finish at the distinctive Winton Radiator that gives these cars an unmistakable look.

Acquired by Lindley Bothwell from the famed LA County Museums Automotive collection in around 1950, this Winton was without question a finely preserved example that has seen a typical 1950s type cosmetic restoration. Despite the passage of nearly 70 years, the restoration still presents well, and the car is as imposing as ever.

The car is still equipped with a factory air starting system and seems to have all its major original components save the carburetor and magneto. The proprietary Winton carburetor has been replaced with a trouble-free Stromberg. Besides these minor pieces, the car is a wonderfully complete and authentic example that would be a fine candidate for proper restoration.

Like many of the Bothwell motor cars, this Winton is a bit of a celebrity having appeared in numerous Hollywood movies and television shows; *The Great Race*, *Roots*, *Fantasy Island* and *East of Eden* to name just a few.

This monumental machine is certainly one of the great cars from a great time-period in American automotive history. This imposing machine will run with best of them and tower over most cars on any brass tour. With its wonderful history and incredible authenticity, it is a fine addition to any collection of important cars.

\$125,000 - 150,000

415

1911 MITCHELL MODEL R "FIRE CHIEF'S" TWO SEATER RUNABOUT

Chassis no. R18474

Engine no. T7094



The Mitchell, early days in the collection

THE MOTORCAR OFFERED

This Mitchell is brilliantly turned out in the livery of a Los Angeles Fire Department's Chief's fast response vehicle. With all the sun in LA and a need for the Fire Chief to get to the scene of the blaze quickly, what better vehicle on which to accomplish the task than a lithe, two-seat runabout?

Of course, it is nigh impossible to determine if this Mitchell was originally delivered to the LAFD and used by one of their chiefs, but one could easily believe it to be true thanks to the red paint, gold "LAFD" on the hood, extra-large red-tinted spotlight and hand-cranked growler ahead of the driver (likely for operation with one's third hand while driving). It was in fact not unheard of for fire departments to employ swift response vehicles such as this to aid in rapid arrival to fire emergencies around town.

This particular car is noted as being the second vehicle in the Bothwell Collection. Early notes indicate that Lindley Bothwell acquired the Mitchell from "someone" in Hollywood for the princely sum of \$5—which inflation adjusted to today's dollars would equate to the enormous sum of about \$70. Likely restored to the current condition several decades ago, it has since appeared in two Hollywood productions—the 1981 miniseries *East of Eden* and the 1982 TV movie *The Mae West Story*.

Mitchells are rarely seen today, and the opportunity acquire one fresh from 80-or-so-years of ownership is sure to be unique. The perfect accompaniment to lot 412, the Ford Model TT Fire Truck, this Mitchell Fire Chief's Two-Seat Runabout will certainly delight and provide plenty of fun around town, on tours, and at shows.

\$15,000 - 20,000
Without Reserve

416

Featured in the 1997 blockbuster *Titanic*

C.1915 FORD MODEL TT OPEN SIDED VAN

Engine no. 8572187



THE MOTORCAR OFFERED

This TT is a rare survivor. While cars may have been babied by careful owners, trucks were tools and typically treated as such. Rare was the example that lasted much past its useful life.

While the bodywork is indicative of an earlier, mid-teens example—although production of the TT did not begin until 1917, the engine number indicates this car was built in October of 1923. Fitted with a covered pickup bed that has been outfitted for service as a rolling produce store, the bodywork is crafted entirely of timber. As with many commercial vehicles, this is not likely to be the original coachwork—especially given this examples long history as a film star.

An active participant in numerous Hollywood productions, it appeared in the 1992 film *Chaplin* and 1995 film *A Little Princess* as a black Police Patrol truck. More prominently, it was featured in the beginning of the hit 1997 movie *Titanic* with its current bodywork. In *Titanic*, this TT acted as a supply truck laden with sacks for the ill-fated trans-Atlantic journey. The lettering on the sides of the truck, 'Francis LTD Southampton' are indicative of the point of origin of the Titanic, the Port Southampton in southern England. The lettering is in reverse because the part of film in which this truck is featured is supposed to take place in the in the UK, so the lettering was reversed and the car was featured in the film as a mirror image so that it would appear to be right-hand drive! Leaving aside the anachronisms of using a vehicle not built in 1912, it was a creative solution to a problem.

An honest and complete vehicle, as with most film cars it looks better on screen than in person. Unused in recent years, the simplicity of the TT will make it an easy thing to get going. With a bit of cosmetic work—largely sanding and re-varnishing and repainting of the bodywork—this lovely truck will be ready to bring joy where ever it goes.

\$10,000 - 15,000
Without Reserve

The only surviving Two-Cylinder Packard in existence

**C.1902 PACKARD MODEL G 24HP
FOUR-PASSENGER SURREY**



THE MODEL G

"A True Leviathan" declared *Automobile* and *Motor Review* in their article about the massive new Packard Model G owned by Harlan Whipple. Never-before had its editors witnessed a motor car of such gigantic scale and stature. Sporting what was described as an eight passenger tonneau body and being propelled by a motor with dimension were more akin to a small passenger ship.

It was Packard's most ambitious motorcar to date and one that pushed the boundaries of the Packard design model to the limit. The engine was basically two of the potent Packard singles in an opposed boxer configuration. The cylinders measured 6" bore by 6 ½" stroke and were fed by two independent carburetors. Ignition was modern jump spark and was regulated by a governor system a dry cell battery compartment was fitted at the front of the car. Two water tanks under the front seats each holding four gallons supplied the twenty-four tube finned radiator. Two fuel tanks one front and rear fed the thirsty engine. Packard differed from the standard American type by specifying three speed sliding gear transmission in favor of the dominant planetary type.

The huge motor was then fitted into a pressed channel chassis seven inches longer than the Model F. Fenders were aluminum and the mostly wood body work featured deep tufted leather upholstery. Mounted on wheels two inches taller than its predecessor, with suitably upright coachwork and tipping the scales at 4000 pounds the new Packard was a sight to behold.

The new Packard Model quickly proved its worth in prominent endurance contests. Harlan Whipple entered his brand New G in the New York to Boston contest in 1902. This demanding course subjected the 75 entered motorcars to some demanding terrain. 500 treacherous miles later the Model G had scored the best and was awarded the Gold Medal and Presidents Cup. Whipple noted the cars ability to scale the most difficult gradients in high gear and on the level could create great distance on its rivals.

Surviving records indicate that only four Packard Model Gs were built but no indication of the selling price. It would be safe to speculate that it was at least twice the \$2500 price of the Model F, no doubt contributing to its slow sales figures. It is recorded that the first of the four Model Gs was delivered to William Rockefeller.



Factory photograph of the first Model G built, June 1902 prior to delivery to William Rockefeller - from the Rod Blood Collection, Larz



Factory photograph of the Model G - from the Rod Blood Collection, Larz Anderson Auto Museum



Harlan Whipple in a Model G at the New York to Boston Endurance Contest, October 1902 - from the Rod Blood Collection, Larz Anderson Auto Museum



THE MOTORCAR OFFERED

The sole surviving example of a Packard's twin-cylinder motorcar is offered from over 70 years of ownership in the Bothwell collection. As imposing today as it was 115 years ago when it was first seen, this is without question one of the most important and impressive American motorcars of the pre-1905 period.

Acquired by Lindley Bothwell in the early 1940s from David Grey. Contemporary photos show the car to be a fine original specimen. A tragic fire in 1949 burned one of the car buildings at the ranch, and this Packard's bodywork was badly damaged. After the fire a painstaking rebuild of the car back to its original specification was undertaken by Otto Timm with fine accuracy. While the car was being fully restored it was fitted with a convenient electric starter.

Though many decades have passed since the restoration the Packard has held up well and still presents handsomely and imposingly. The attractive coach work is complimented by the full surrey roof and windscreen. It has not been run in some time but was kept in running order over the years.

A massively important early American car and undoubtedly one of the most capable, the big single-cylinder Packards are noted for their excellent performance and this twin should be on another level all together.

\$250,000 - 350,000



418

1912 CADILLAC MODEL 30 SPEEDSTER

Engine no. 65002



THE 1912 CADILLAC

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

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

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

THE MOTORCAR OFFERED

Built on a 1912 Cadillac chassis this racer is good looking and bound to be great fun to drive. Cadillac never produced anything quite like this in period so it would be assumed it was a well-executed conversion. The Cadillac four motor makes good power and weight has been kept to a bare minimum in the typical racer style of the day. A long-time part of the Bothwell collection no acquisition date is on file to know exactly when it was acquired.

Today the Cadillac sports fresh looking cosmetics with a great racer look. Known to have been used regularly in recent years this car should be easy to get back in road condition. Despite its racer look it still has all the gear necessary for road use and touring including the original electric headlights.

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

\$20,000 - 30,000
Without Reserve

419

1930 FORD MODEL AA FLATBED TRUCK

Engine no. A3185843



THE MOTORCAR OFFERED

This Apple Green over black upholstery flatbed is an example of what was no doubt a common sighting in period but relative unobtainium today. Tools of the trade, trucks like these often saw active service for decades until they were so worn out that continued use was neither safe nor prudent. Survivors are rarely seen.

Acquired by Lindley Bothwell, Jr. in the late 1980s/early 1990s from the collection of T. McHenry, the truck is outfitted with the heavy duty front wheels and dualie rear wheels for heavier loads. With power coming from the same motor that drove the smaller sedans and roadsters, a pace of leisure is to be expected when underway.

As with many vehicles from the Bothwell Collection, on screen time was seen in the 1996 film *Entertaining Angles: The Dorothy Day Story*, a 1995 Adidas commercial, and in the 1996 television show *Living Single*. The engine was also recorded for use by Disney in 1992.

With an open flatbed, the number of available uses are nearly endless. A stellar machine for personal or business use, one can all but be assured they are unlikely to encounter another similar example.

\$8,000 - 10,000
Without Reserve



420

The ex-Barney Oldfield, Eddie Maier

**C.1908 BENZ 75/105HP PRINZ-HEINRICH
RACEABOUT**

Engine no. 5691

- 7,272cc, Pushrod-Operated Overhead Valve, 4 Valve Per Cylinder, 4-Cylinder Inline Engine
- 75/105hp dual ignition
- 4-speed transmission, shaft drive.
- Transmission and rear wheel mechanical brakes
- Semi-Elliptical Leaf Spring Live Axle Suspension.





BENZ

Hans Nibel and Georg Diehl at Benz in Germany conceived the idea of a sports car a little before the idea for the T-head Mercer Raceabout came into the fertile mind of Finlay Robertson Porter and the Roebing family in New Jersey.

Its impetus was the Prince Heinrich Tour, a multi-day reliability trial through Germany, Hungary and Austria first staged by Hubert von Herkomer in 1907. Crown Prince Heinrich himself participated in the first Herkomer Tour in a Benz and in 1908 contributed its winning trophy (a 13.5kg silver automobile) and his name to the event.

Racing was in decline in Europe with the Gordon Bennett Cup retired by the French, and the stamina and resources of automobile manufacturers were strained by the expense of building racing specials, retaining drivers and funding teams of cars, mechanics and spares to contest only two or three events a year.

The idea of a reliability trial that demonstrated the automobile's reliability and practicality, along with a few timed events to highlight performance was attractive. Nibel and Diehl addressed its challenge with ingenuity.

BARNEY OLDFIELD

Before delving into the design and history of the Prinz-Heinrich Benz another act bearing on the legend deserves mention: The Blitzen Benz and its redoubtable chauffeur Barney Oldfield.

Berna Eli "Barney" Oldfield was "The Speed King of the World" through much of the last century's first decades. A successful bicycle racer, he quickly transitioned to automobile racing. With his trademark cigar between clenched teeth, he took command of Henry Ford's "999" racer, the Winton "Bullet" and the Peerless "Green Dragon".

A showman of consummate flamboyance, he nevertheless was also a driver of skill, daring and calculated strategy. Backed by his manager Bill Pickens, Oldfield barnstormed across America drawing crowds for whom any automobile was exotic, let alone one clocked at over 100mph, a speed that many thought would result in the expiration of the human spirit – except for a superhuman like Barney Oldfield.

In 1909 Benz created a 21.5-liter monster for record-setting. It had pushrod operated inline overhead valves and made 200 horsepower, nearly unimaginable for the times.



After a series of European record-setting performances in 1909, the Blitzen Benz came to the States where Oldfield and his backers bought it and set off to wow the public. At first they called it the "Lightning Benz". They capped it in late 1909 with new bodywork with a "bird beak" over the radiator and a tapered tail that instantly differentiated it from any competitors.

On March 16, 1910 Oldfield and the "Lightning Benz" arrived on Daytona Beach with a few competitors to challenge Fred Marriott's long-standing record of 127.7 mph in the "Rocket" Stanley steam car. Oldfield's 131.7 mph succeeded, earning Oldfield headlines across the country and even a congratulatory cable from Germany's Kaiser.

The record and a subsequent U.S. tour with the renamed "Blitzen Benz" (Bill Pickens thought it had a better ring to it, and he was right) also earned Oldfield everlasting fame – which he proved to be deft at prolonging, remaining a popular figure even after retiring from active racing after 1918. Barney Oldfield never retired from self-promotion; association with his name brought instant stature and recognition to sponsors who helped keep Barney Oldfield "Speed King of the World" in the public eye until his death in 1946.

Famously, the 1908 105hp Prinz-Heinrich Benz was closely associated with the "Speed King."



THE PRINZ-HEINRICH MODEL

The car that Hans Nibel and Georg Diehl conceived for the Prinz-Heinrich-Fahrt was remarkable for its advanced design. Its chassis used a live rear axle suspended with semi-elliptical leaf springs. It had torque tube shaft drive instead of the double chain drive then common on heavy, high horsepower automobiles. It had comfortable 4-passenger coachwork as required by the tour regulations, suitable for the demands of events like the 1,944 km of the 1910 Prinz-Heinrich tour. These were touring cars in the finest sense, intended for the titled and wealthy who valued both luxury and speed.

But it was the Prinz-Heinrich Benz's engine that was extraordinary. A dual ignition four-cylinder with bore and stroke of 115 x 175mm, 7,272cc displacement, at a time when a side valve T-head engine was modern and a single overhead camshaft with inline valves, as Ferdinand Porsche employed in the 5.7 liter Austro-Daimler he designed, was revolutionary. The Prinz-Henry Benz had four overhead valves per cylinder, inclined with an included angle of 45-degrees to form a tidy pent roof combustion chamber. The valves were actuated through short pushrods and rocker arms by separate camshafts located at crankshaft level on each side of the engine.

Brake horsepower output for the biggest 7.3-litre Prinz-Heinrich was 105 horsepower (it was also built in two smaller versions of 35hp and 80hp), a tremendous number for the day in a road-going automobile.





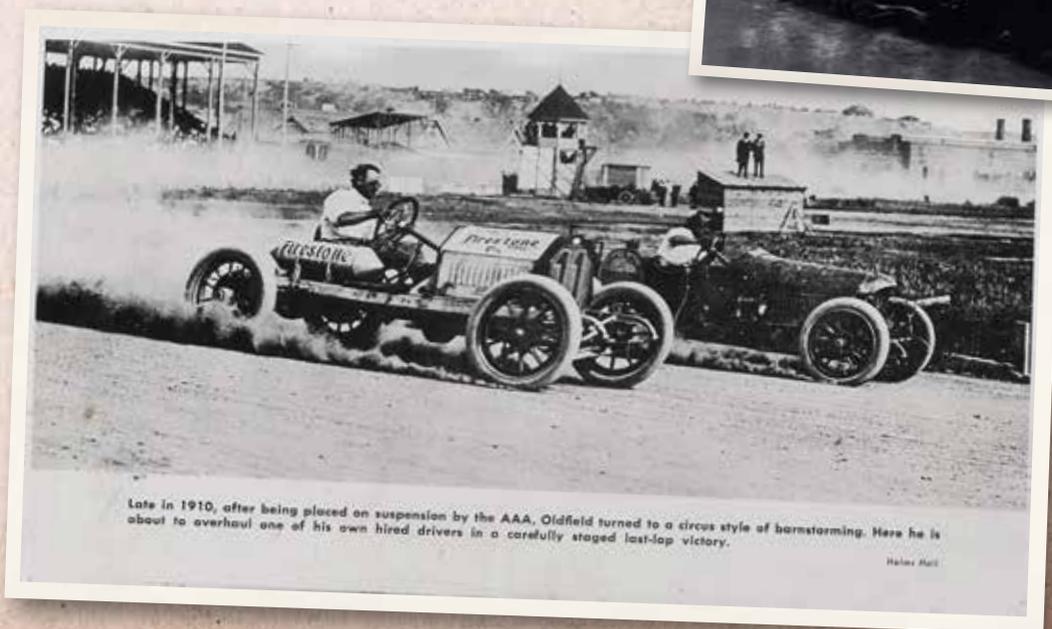
CERTIFICATE OF REGISTRATION
STATE OF CALIFORNIA
1921 **AUTOMOBILE**

NAME Ed. B. Maier Code 19-1
 ADDRESS 2421 S Figueroa St.
Los Angeles, Calif.

LICENSE No. 202-695 ENGINE No. 5691
 MAKE Benz No. of Cyls. 4
 TYPE (Tour-Road) Road Horse 4 1-2
 MODEL 07 Reg. H.P. 32
 DATE ISSUED 1-18-21 H.P. Fee \$12.80 PEN 15

SIGNATURE OF REGISTERED OWNER _____
 NAME OF LEGAL OWNER _____
 ADDRESS _____

NOTICE—IMPORTANT. The above certificate must be signed by registered owner. **OVER**



Late in 1910, after being placed on suspension by the AAA, Oldfield turned to a circus style of barnstorming. Here he is about to overhaul one of his own hired drivers in a carefully staged last-lap victory.

Halcyon Hall



THE MOTORCAR OFFERED

Its inclined overhead valves clearly showed the trend of high performance engine design and may have influenced the fertile imaginations of "The Charlatans", as well as being a tangible demonstration of the possibilities of the dual overhead camshaft engine in their presentation to Robert Peugeot.

Their moment in the American racing sun appears to be when a team of three such shaft drive Prinz-Heinrich cars was campaigned at the 1910 Vanderbilt Cup. Each wore distinctive American style bodywork configured to have two seats ahead of barrel tank gas reservoirs, mirroring their American contemporaries and being quite different from streamlined high sided European deliveries. Piloted by Eddie Hearne, Franz Heim and David Bruce-Brown, Hearne and Bruce-Brown finished in 8th and 12th places respectively. It seems likely that those self-same cars account for surviving examples of this model which survived much of their lives in America.

It must have been incredibly expensive to build and remained available for only a few years, passing from Benz records after 1912 and never showing any influence upon subsequent Benz road cars.

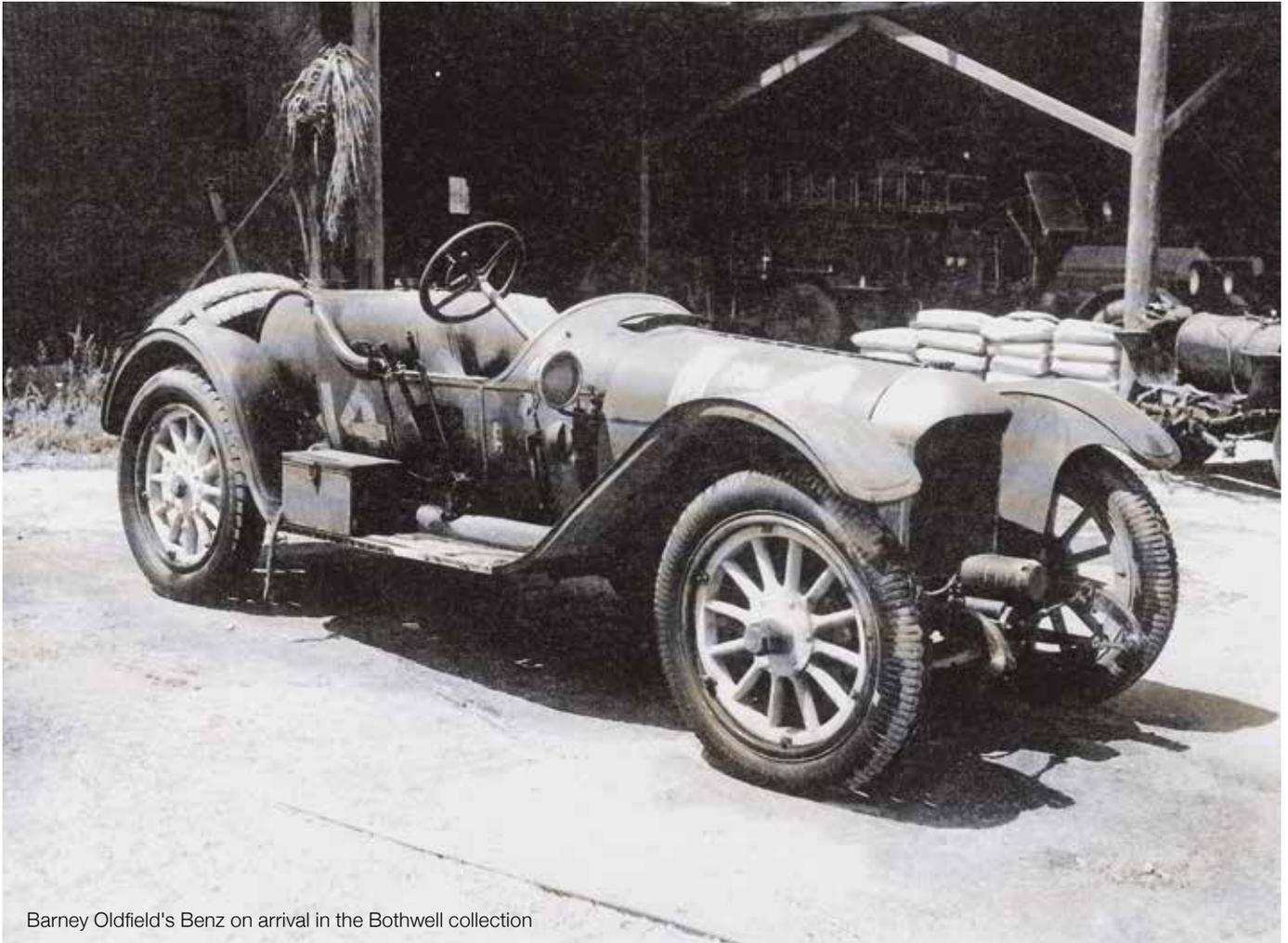
It was, however, in both performance and appearance, an ideal mount for Barney Oldfield whose recognition owed so much to the "Blitzen Benz".

Lindley Bothwell acquired this Prinz-Heinrich Benz from Eddie Maier, one of the owners of Maier Brewing Company in Los Angeles, at the time the largest brewery on the West Coast, and one of Barney Oldfield's sponsors.

The car was widely used by Oldfield in his barnstorming appearances after parting with the "Blitzen Benz" and this car's distinctive visage was highlighted by a "bird's beak" over the radiator is seemingly a nod to his association with the 200hp car - Benz certainly recognized the value of visual identity.

Oldfield would drive it between events, and it was fully equipped with road equipment including fenders and lighting which were removed before the hippodromes. It is pictured in several period photos on track and in promotional appearances with sponsors.

A newspaper article of the day announced that it was, in 1915, the first car to have one of Harry Miller's carburetors installed (today it has a similar Juhasz barrel throttle, multi-jet carburetor.) It was widely used in Oldfield's appearances on behalf of Firestone tires, which it is suggested may well be one of the first uses of marketing on a car. It also is believed to have a cameo appearance in an early silent film, *Race for Life*, in which it carries Oldfield – in the nick of time of course – to save a damsel from the path of a locomotive.



Barney Oldfield's Benz on arrival in the Bothwell collection

How it came from Oldfield to Maier is unknown, but the existence of a promotional relationship between the two is well established. Both history and pictorial evidence supports the conclusion that it was owned and regularly used by the "Speed King of the World".

When acquired by Lindley Bothwell in the 1930s, it was highly original and road-equipped as it had been in Barney Oldfield's ownership. It stayed that way for many years before being modified to Lindley Bothwell's preference as a bucket seat, open cockpit runabout in which guise, it appears in a number of photos from the 1950s. Sadly, that period coachwork was lost at the Ranch when a fire damaged one of the barns in which the discarded bodywork was stored. In the two seater guise it was regularly exercised by Lindley Bothwell and his friends at the Vanderbilt reenactments.

In 2005 it was invited to the Goodwood Festival. Ann Bothwell made the decision to restore it to its most characteristic "Blitzen Benz" appearance that is so closely identified with Barney Oldfield and liveried with its famous Firestone Tires script. The restoration was undertaken by Rick Rawlins, who had accompanied the Bothwell Peugeot L45 to Goodwood two years before.

While it could not be completed in time for the 2005 Revival, Goodwood renewed the invitation for 2006 where, in Ann Bothwell's words, "The car ran beautifully, to its everlasting credit. It would idle without heating!!"

The quality of the restoration and faithful attention to detail is apparent, the inclined overhead valve engine sparkles. It has proved its performance on the hill at Goodwood.

That it became part of Lindley Bothwell's outstanding collection alongside the dual overhead camshaft 4-valve per cylinder Peugeot L45 is remarkable. They are two important milestones in the development of the modern high speed internal combustion engine. The confluence that brought both of them to the Bothwell Ranch is both serendipitous and an example of Lindley Bothwell's instinct for the acquisition and preservation of fine, historic automobiles.

Automobile historians may enthuse over the technology, but the rest of the world will respond to the legend of its early owner, Barney Oldfield, the "Speed King of the World", whose recognition is still strong seventy years after he died.

That is a hard combination to beat.

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

Featured in movies including Chaplin and Titanic

C. 1912 AUSTRO DAIMLER/AUSTRIAN DAIMLER TOURING VICTORIA

Engine no. 230



AUSTRIAN DAIMLER

Daimler Motoren Gesellschaft had been in business for nine years when it licensed production in Austria to Eduard Fischer's engineering company, Bierenz Fischer. Paul Daimler, son of the German company's founder, Gottlieb Daimler, became technical director of Austro-Daimler in 1901 and was succeeded by Ferdinand Porsche in 1905. The Austrian company became financially independent of its German parent soon after and from then onwards its products began to take on a character all of their own. One of the first in-house Austro-Daimler designs was inspired by Austrian businessman Emil Jellinek, who had commissioned the first Mercedes model from the German Daimler company in 1900. This was the Maja named, like the Mercedes, after one of Jellinek's daughters. Powered by a 4.5-liter, four-cylinder, 'T-head' side-valve engine, the Maja was marketed as an Austro-Daimler from 1909 and continued in production until 1914. Its success in the 1909 Prince Henry Trial prompted Ferdinand Porsche to design a more competition-orientated model for the next year's event. A four-cylinder like the Maja, this was nevertheless a much more adventurous design, boasting a single overhead camshaft operating inclined valves and producing 95bhp from 5.7 liters, making it the most powerful Austro-Daimler though by no means the largest.

Clad in aerodynamic coachwork designed by Ernst Neumann-Neander, five were entered in the 1910 Prince Henry Trial finishing 1st, 2nd and 3rd while the remaining two came home in the top ten. Porsche had demonstrated convincingly that a relatively small yet efficient engine with a high specific power output could defeat larger and (inevitably) heavier designs: the sports car had arrived. This lesson was put to good use in the following 2.2-liter 9/30hp and 3.5-liter 14/32hp models, which dominated the Alpine Trial in 1911 and 1912.



Charlie, 1992, from the film *Chaplin*



THE MOTORCAR OFFERED

In 1913 contemporary British motoring publications included advertisements for an Austrian Daimler, which to all intents and purposes appears to have been a further extension of the Austrian license into the U.K. It would appear that this car is one of very few, or perhaps the only survivor of that venture.

The car wears a bold brass radiator with Austrian Daimler on it, albeit this is the sole marking with that name, and there is no manufacturer's chassis plate to support that.

At first glance, it might be assumed that the powerplant were one of the stock Daimler T-Heads of this era, but closer inspection reveals it to be a rare Wisconsin M-Series behemoth. These famed 5 3/4 by 7 inch, 11.9 liter engines are much coveted, and it is imagined that even with a car of this presence that it would propel it at a considerable pace! That power plant is known to have been in the car when it was purchased for the collection and its configuration and consistent condition with the rest of its surroundings suggests that it may have been present from its early days.

As the radiator alludes to British origins, so too does its high sided bodywork which appears to be entirely consistent with teen era coachwork from companies such as Barker, Mulliner and the like, and while no coachbuilder plaques are present, its floorboards are clearly numbered with the number 5639, suggesting construction by a well-established house. The presence of English CAV headlamps and switchgear for them also seems to tie this into origins from Great Britain.

According to notes in the Bothwell archives, the car was acquired by Lindley Bothwell in the 1960s and was part of an exchange which involved a Rambler car with Ken Manley. Another car that was on occasion used for motion picture decoration, this is in a scene in the 1992 movie *Chaplin* (a DVD copy of which is included with the lot).

A striking and impressive Brass Era Touring car, its condition is somewhat aged, but certainly deserving of refurbishment, and it would surely make a statement on any concours lawn or tour in due course.

\$120,000 - 140,000

1907 MITCHELL MODEL F TOURING

Engine no. 1550



The Mitchell in the early days of the collection

**THE MITCHELL**

The Mitchell automobile was built in Racine, Wisconsin in what was initially known as the Wisconsin Wheel Works, a bicycle manufacturer. They soon developed a reputation for high quality, mid-priced cars which were good looking and often incorporated innovative features.

First, a 1¼ horsepower motorcycle appeared in 1901, then a number of experimental automobiles followed with production beginning in 1903. With its new product, the company's name was changed to the Mitchell Motor Car Company in 1904, and its first cars were two-cylinder, chain-drive runabouts. They were an early adopter of sliding gear transmissions introducing them in all models in 1904. After experimenting with air-cooling and two-stroke engine designs, Mitchell began production of four-cylinder, shaft-drive and water-cooled cars by 1907. The fours had cast-in-pair cylinders with an unusual F-head type valve arrangement with overhead exhaust valves opposite the side valve intake.

THE MOTORCAR OFFERED

This handsome Mitchell is an example of one of their four cylinder autos and is a largely original machine. Badged with an early California registration it is likely a California car from new. These Mitchell cars with their distinctive F-head valve arrangement produce strong power for their size and the light weight car is easily propelled.

Today, the car remains in very tidy shape indeed. The state of preservation is quite remarkable. Most notable is the exquisite upholstery that has survived in great condition and shows a surprising level of intricacy. Complementing the original upholstery are the original floors with tacked linoleum coverings. Its original Splitdorf coil box is mounted on the dash and its finish is beautifully aged. Equipped with a fine set of brass lights and distinctive flared front fenders that set it off from its mid-sized brethren.

There is little information in the files to when this car was added to the collection, but it has every indication of being there from at least the 1950s. A charming and interesting touring car that is rarely seen. With its great looks and wonderful preservation, it is a very appealing early motorcar.

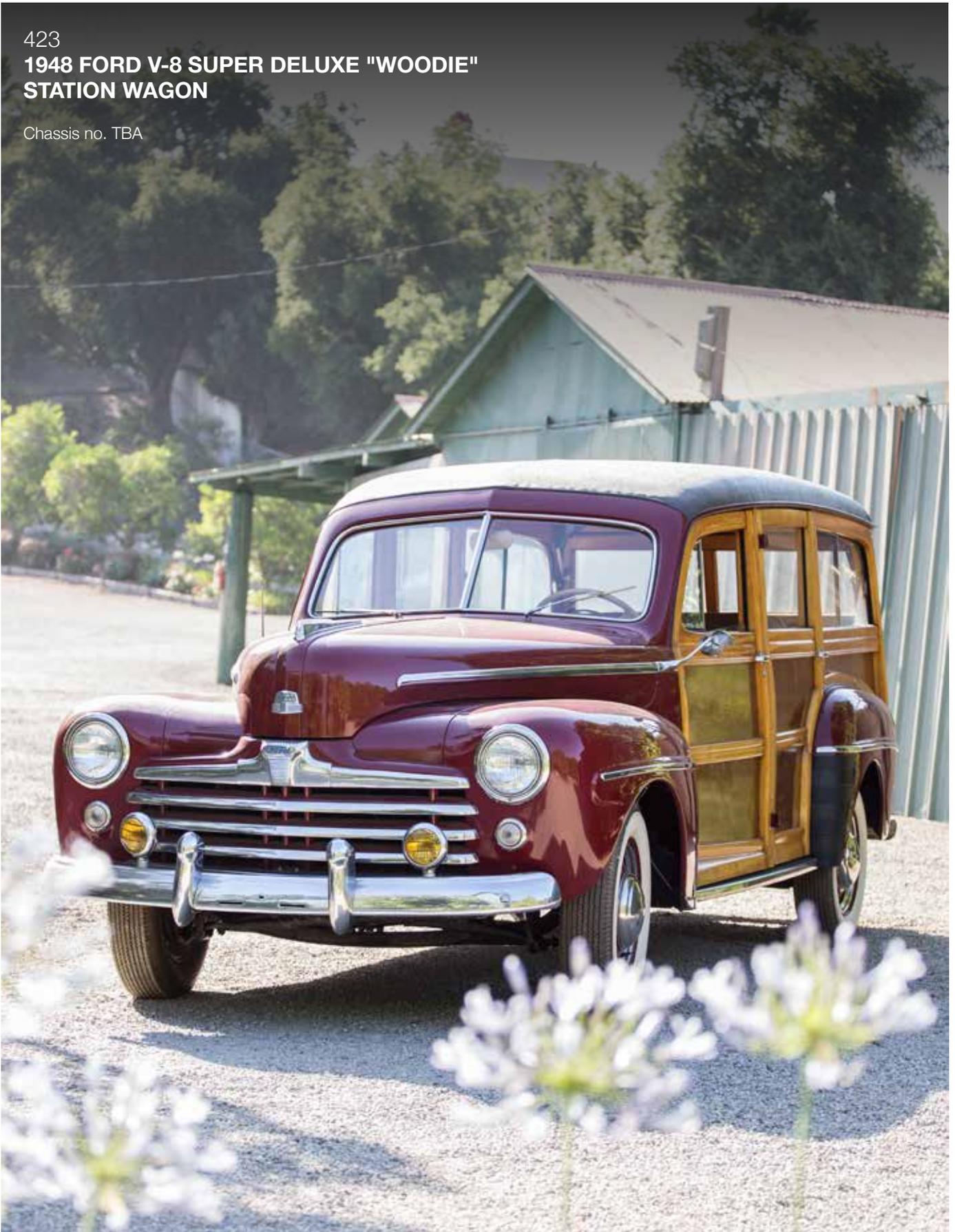
\$35,000 - 50,000
Without Reserve



423

**1948 FORD V-8 SUPER DELUXE "WOODIE"
STATION WAGON**

Chassis no. TBA





THE FORD WOODY

Ford introduced their last pre-war model in 1941, with a design by Bob Gregorie. The 1942 Fords were the last produced before civilian production was shut down in favor of supporting the war effort. For the return to civilian production in 1946, the design was refreshed, with the final 1947 refresh lasting until the 1949 model year. While the styling was long-lived, it still inspired others – the Swedish Volvo 444 being one such vehicle apparently influenced by Ford's styling.

For the woodies built at the Iron Mountain plant, Ford sourced their wood from their own forests in northern Michigan. They also milled the wood, and built the bodies. Apparently, they let easy access to timber go to their heads, because it appears everywhere in the car – exterior panels, interior door panels, even the interior roof was finished with wood slats. Curiously, the dash had a painted-on simulated wood finish.

The 1948 Ford was a car of lasts: the last to have a full wooden body, the last built during Henry Ford's lifetime, the last US iteration of the flathead and the last with a crank option to start (one end of the lug wrench could be inserted through the grill to crank the engine over if your battery died). In spite of all the historic milestones, they were very capable drivers. According to period reviews, these were among the best cruising cars, and can comfortably manage freeway speeds allowing them to be usable still today. They were also recognized for having excellent brakes in their time. However, the station wagons were no doubt most comfortable in small town settings; running to the depot, hauling equipment, or going to the market.

THE MOTORCAR OFFERED

This elegant Woody Wagon is from the last year Station Wagon production where the wood was still structural. Trimmed in Pheasant Red over Saddle artificial leather upholstery, it was acquired by Linley Bothwell, Jr. in the late 1980s.

Little information was available at the time of cataloging, but the Wagon appears to be the subject of an old restoration dating from prior to the Bothwell's acquisition of the car. The wood trim shows well though, and appears to be thoroughly original Iron Mountain timber that has been well cared for. Some age to the varnish is apparent in the wood door panel sections, but the framing all shows beautifully and appears devoid of sun and water damage. Paint and chrome are similarly well kept but showing age.

Inside, the hand painted woodgrain of the dash appears to be in fine shape and interior features its correct and original knobs, switches, and AM radio. The steam bent wood slats that support the top are as beautiful in their engineering as they are in their appearance.

Powered by Ford's formidable and capable flathead V-8, this Woody Wagon is the ultimate ferry for family and friends. Whether traveling en masse to the beach or into town, one would be hard pressed to find a more stylish way to arrive. While listening to Duane Eddy or The Ventures is optional, smiling widely while at the wheel is both mandatory and easily achieved!

\$30,000 - 50,000
Without Reserve

424

2005 CADILLAC DEVILLE DTS

VIN. 1G6KD54Y45U122342



THE CADILLAC DEVILLE

Introduced in late-1999 as a model year 2000, the eighth and final generation of the Cadillac DeVille would see the famous model go out at the top of its game. A more curved and lithe looking version of the boxy model it was replacing, the new DeVille was powered by an improved example of Cadillac's trusty aluminum block, 4.6-liter, twin-cam Northstar V8 pumping out 275bhp and 300 pound-foot of torque on regular pump gas. The transverse mounted engine delivered power to the front wheels via a four-speed Hydramatic transmission. While known for their effortlessly comfy ride, the handling of the eighth-gen DeVille was reported to be surprisingly good thanks to fully independent suspension. Inside, all the expected luxury features were present including power-everything, leather seats, wood trim, and plenty more. With an overall length of 207 inches, comfort was easily found both up front and in the ample rear seats. A slightly longer and heavily armored version of this final iteration of the DeVille would even be used by the Presidential motorcade as the primary limousine for George W. Bush's first term in office.

The DeVille offered here is from the final year of production. Finished in Light Cashmere over Shale and Nuance leather trim, the Bothwell's bought this Cadillac new from Casa de Cadillac in Sherman Oaks, California in September of 2004. A comfortably optioned example, it could easily soak up highway mile after highway mile—or at least make Los Angeles commuting a bit more bearable given the quiet cabin and the stereo from which to broadcast the tunes.

Sparingly used since being purchased new, this Caddy has traveled only about 2,300 miles a year and presently shows less than 30,000 original miles. Costing over \$50,000 when the Bothwell's bought it, it now offers resplendent comfort and luxury for a small fraction of that original figure. Plus, it gives the new owner the bragging rights of buying both the fastest car in the Bothwell Collection and the one with the best climate control system.

\$5,000 - 7,000
Without reserve

425

C.1913 FORD MODEL T C-CAB DELIVERY

Engine no. TBA



THE MOTORCAR OFFERED

The Model T certainly wasn't the only car available for the first quarter of the 20th Century, but it's ubiquitousness would lead one to believe that to be the case. Offered in just about every body style one can imagine—be it from Ford or the aftermarket—Model T's came to serve in virtually every commercial capacity. One common usage was of course as a delivery *van* and the C-Cab Delivery Van offered here—so named for it's crescent like B-pillar—is certainly among the prettiest commercial vehicles offered at the time.

A simple but practical machine, the C-Cab Delivery features an artfully crafted wooden box over the rear portion of the chassis. While not hugely expensive, care was taken in designing the Delivery and the result is an elegant and handsome machine that would be equally suited delivering milk to one's house as it would be delivering flowers to one's wedding.

This C-Cab Delivery is finished in white with a wide oval window in the rear box to show off the floral goods within. Roses adorn the outside edge of the box's side windows while Rosey's Rinconada Roses identify from whom the delivery must have originated. The livery likely stems from the van's use in the production of the 1982 TV movie *The Mae West Story* and an unnamed 1985 Broadway production of which the name is unfortunately not recorded.

A brilliant vehicle for promoting a business or for personal enjoyment, this special T is sure to bring delight both owners and onlookers alike!

\$8,000 - 12,000
Without reserve

426

1914 PACKARD 1-38 "DOMINANT SIX" RUNABOUT

Chassis no. 39054

Engine no. 39188

Body no. 40248





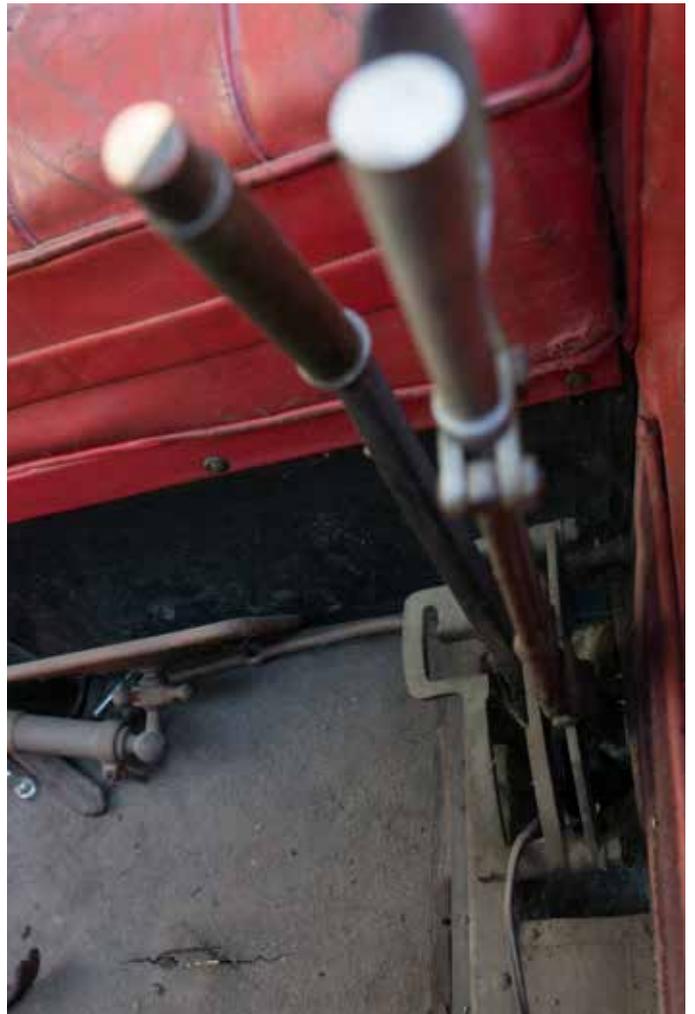
PACKARD

Founded in 1899, Packard was by 1915 well established as one of America's greatest marques, with adherents around the globe. One of "the three P's" of American motordom (Pierce-Arrow and Peerless being the others), Packard famously advised would-be purchasers to, "Ask the Man Who Owns One."

In late 1911, Packard introduced its mighty Model 48 "Dominant Six", a large car powered by a new and massive six-cylinder engine. Only slightly smaller in size, the Model 38 Six added in 1913 brought a Delo electric starter/generator system, and left-hand steering, to the prestigious marque. An unusual and advanced feature of the new 38 was its driver "control center." Credited to then Packard President Henry B. Joy, this innovation placed most of the car's operating controls into a convenient unit mounted atop the steering column.

Packard's sixes were redesigned for 1914, although displacement of the 2-38 series engine remained 415 cubic inches. Horsepower was increased from 60 to 65 for the 1915 3-38, which, with its 3-speed sliding-gear transmission, could cruise at more than 60 mph. The 3-38 line's 140-inch wheelbase, which was only four inches shorter than that of the Model 48's, was unchanged from 1914.

During 1915, Henry B. Joy began to transition day-to-day management of Packard to Alvan McCauley. Together, they introduced the first Packard Twelve in mid-1915, as a 1916 model. The new Packard 1-35 Twelve (later renamed the Twin Six) spanned a 135-inch wheelbase—a five inch reduction from that of the preceding 3-38 Sixes.





THE MOTORCAR OFFERED

This Runabout is built on an ultra-short 115.5" chassis unique to this model, and it carries the body work like the Model 30 roadster it replaced. Not to be confused with the long-wheelbase Phaeton Roadster offered simultaneously this was a special model in the tradition of the legendary Model 30 Gentlemen's Roadster. This makes the runabout the only true speedster roadster configuration of the six-cylinder Packard line. The nimble chassis combined with the smooth and powerful six is an appealing and scarce combination.

Acquired by Lindley Bothwell from Fred Dusenberry of Chantham New Jersey sometime in the 1940s. The Runabout still wears an early New Jersey plate no 24023, and it is believed Mr. Dusenberry may have acquired the Packard new. Somewhere along the way the original engine was switched with one of the same series and similar number. The original is believed to exist in a car in California. It appears that the car received a quick cosmetic refreshing in the 1950s. The white paint and red upholstery was done then. Aside from this not to accurately color change the Packard is quite a proper old car. Save the lighting that was probably replaced during restoration to give the car a more "antique" look the car is very complete and correct. The original floorboards with their factory coverings survive, the engine has its original carburetor, it has clearly not been messed with much since the 1950s.

Without question the most desirable and sporting of the beloved six cylinder range, this Packard represents a scarce opportunity to acquire a highly complete and largely untouched example. A superb basis for a restoration for which the car is fully deserving, this should prove a straightforward and highly enjoyable car to bring back to its full glory.

\$80,000 - 120,000
Without Reserve

427

**C.1908 MERCEDES-SIMPLEX 65HP
TWO SEATER RACEABOUT**

Engine no. 9367

- 9,439cc Side-Valve T-head, Inline 4-Cylinder Engine
- 65hp at 1200 rpm, dual ignition,
- 4-speed transmission with double chain drive
- Rear and Intermediate Shaft Brakes
- Semi-Elliptical Leaf Spring Suspension, Live Axles





Lindley Bothwell, c.1955

THE MERCEDES

In the first decade of the last century, arguably the best automobiles in the world came from Daimler Motoren Gesellschaft in Cannstatt, Germany.

Derived from the earliest automobiles designed and built by Gottlieb Daimler, by 1900 design was in the hands of the redoubtable Wilhelm Maybach. The name Mercedes (originally Mercédès) came from Emil Jellinek in Nice, France. His order for 30 vehicles of modern design was unprecedented in its size and also upon its conditions. The cars had to meet his specifications for light weight and low profile, and all of them had to bear the name of his daughter, Mercédès.

The new Mercedes automobiles were far more advanced than earlier Daimlers, with big four-cylinder engines, efficient honeycomb radiators, strong frames and standardized controls that resulted in Daimler's decision to add the term "Simplex" to their names.

First introduced with 35hp in 1901 the new Mercedes automobiles nearly swept the multiple competitions at "Nice Week" in March. Its dominance was so complete the secretary general of the ACF stated, "We have entered the Mercedes era."

Competition throughout Europe and in the United States spurred Mercedes to develop ever larger, faster and more reliable automobiles. They won races and set speed records regularly, enhancing both the experience of the firm and its designers and the brand's recognition on both sides of the Atlantic in the hands of legends like William K. Vanderbilt, Camille Jenatzy, Christian Lautenschlager and Ralph dePalma

The Mercedes-Simplex was built in a bewildering array of models, from 1760cc 11hp to 9¼ liter 65hp giants, the latter 45-55-65hp models sharing a common piston stroke and varying only in the bore of the cylinder blocks from 120 to 150mm. Their cost was breathtaking, but so was their performance, reliability and simplicity.



THE MOTORCAR OFFERED

Daimler-Benz records reflect that the car with this engine number was delivered in September 1908 to the Paris agent and a month later transferred to the Mercedes Direct Agency in New York as a 40/45hp with unknown coachwork. Today, evidence of component numbers listed on those same records, of 760 and 718 can still be found in numerous places on the car, including rear sprockets, braking components, the starter handle surround and hood, which is clearly original. While its J.M. Quinby & Company coachbuilders plaque (#2790) indicates it was probably bodied in the U.S. prior to delivery to its first owner.

The car has always been attributed with a connection to the Vanderbilt family, numerous members of which were both racers and owners of the early Daimler product. Although, no documentary evidence supports this claim, and its early history is not known. However by the time it was acquired by Lindley Bothwell in the 1930s or 1940s it wore the two-seat Raceabout body it has borne ever since. The debossed three-pointed star radiator it so proudly bears today also was a later addition, that style having been first used by Mercedes in 1909, a year after the chassis was first delivered.

It now has a displacement of 576 cubic inches (9,439cc), as documented on the AAA Competition Car plaque from 1952 on its footboard. Mercedes 65hp engines were 564 cubic inches (9,236cc) indicating a small overbore during the many rebuilds it must have had during its active life, particularly during Lindley Bothwell's ownership.

The Bothwell Collection vehicles were famously used not only around the family ranch but also in events and shows, some of which were produced entirely by Lindley Bothwell with cars from his collection making up all or a large part of the field driven by fortunate friends.

In those early days the Mercedes sported a white paintwork scheme. It is documented as being used during the famed "First Annual Avalon to Isthmus Road Race" on Santa Catalina Island August 4-5, 1951. Sanctioned by the AAA Contest Board, the Santa Catalina race was run over tight, twisting dirt and gravel roads as a two-day event, the first day from Avalon to Santa Catalina's Isthmus, returning the next day taking the winner (not surprisingly, Lindley Bothwell in a 1910 Pope-Hartford) a combined time of 1:32.51.

At Santa Catalina the Mercedes-Simplex was driven by Jesus Sanchez, described as a well-known Mexican driver, and did not finish. It was probably also a participant in the Santa Monica Road Race revival put on by Bothwell, his friends and his unparalleled stable of antique race cars on July 16, 1950 over the original street circuit in Santa Monica.

The care and preservation of the Bothwell Collection is renowned and this 1908 Mercedes-Simplex 65hp Raceabout is no exception. Continuously maintained and frequently exercised, it exhibits a standard of preservation with active use that is immensely pleasing and satisfying.



There is no doubt that it has been used, but also no doubt that neglect, at least over the past seventy years, has never been its fate. Believed to have been in the Bothwell Collection since the late 1930s or early 1940s, it has a delightful patina of care and use. A plaque on the firewall identifies it as a 1998 participant in the Mooney Grove Park Independence Day Motorsports Festival in Visalia, California, testament to the continuing use of the Bothwell Collection.

It is equipped with bell-shaped acetylene headlights, cycle fenders, detachable rim wood spoke wheels and a pair of spare wheels and tires at the rear behind a cylindrical bolster fuel tank and useful trunk for luggage or tools and spares. Careful analysis of the structure of the bodywork, shows that the underpinnings of wood rails and supports of its original body probably still remain intact, albeit they were leveled to enable a more sporting guise.

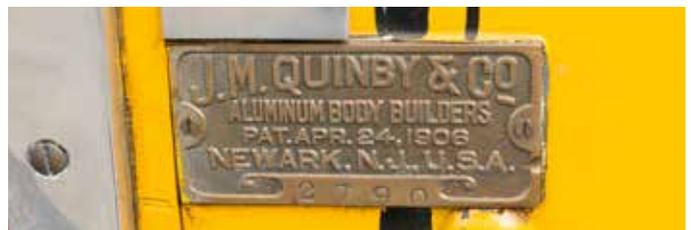
The original clutch system has long since been replaced with a more modern set up and is no longer with the car. An updraft Zenith carburetor feeds the gigantic cylinders with a pair of outside exhaust headpipes feeding an expansion chamber to an essentially straight-through exhaust that exits just below the left ear of a fortunate, but soon monaural, passenger.

With the prudent attention deserved by any automobile, let alone an automobile capable of freeway speeds, that is 109 years old the Bothwell Collection's 1908 Mercedes-Simplex should soon be back on the road for years of enjoyment, it's "Simplex" design lending itself to simple, straightforward preparation and maintenance.

It is a proud giant among automobiles of the first decade of the last century, the product of Emil Jellinek's vision and Wilhelm Maybach's engineering. Its performance will be outstanding, the big T-head four pounding out miles with glorious sound and relaxed effort.

And, perhaps best of all, its new owner will walk in the respected footprints of Lindley Bothwell, whose connoisseurship and stewardship of fine antique racing machinery is legend.

\$900,000 - 1,200,000



428

1921 FORD MODEL T SCORPION WITH FRONTENEC HEAD

Engine no. 4907449



THE MOTORCAR OFFERED

When it comes to racing, not much changed as far as how to take a stock vehicle and make it a competent racer—just add power and reduce weight. The plentiful supply of Model Ts made them cheap, easy to build racers and this example is one such car.

Devoid of all but the absolutely essential bits of the body, all that is left in terms of coachwork is a firewall, some footwell gunnels, a pair of bucket seats, and a gas can behind the those seats. Fenders, doors, windscreen, and a top—those have all long since disappeared in the pursuit of speed. Under the hood—or at least what is left of it—is the familiar Model T engine, but with a very rare and desirable Frontenec head sitting atop the four-banger. Bumping up the compression ratio and squeezing 50-70% more power out of the engine, this combined with a bigger carburetor make for one mean setup. Topping it off is a Ruckstell two-speed rear end for double the ratios.

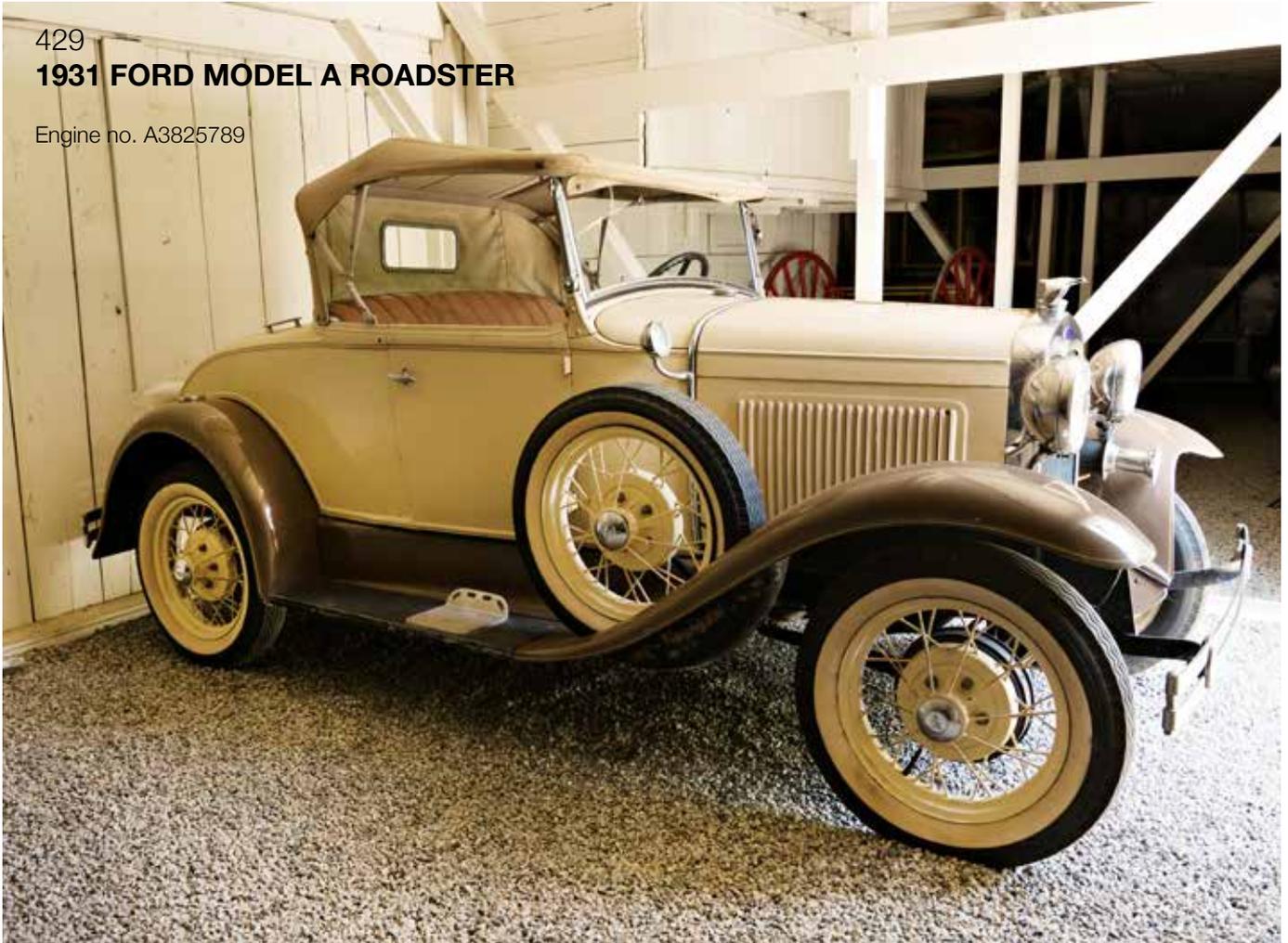
Purported to have raced at Ascot, this speedy T offers barrels of fun for pennies on the dollar. Throw throttle lever to the top and let 'er rip, the sense of speed and driving enjoyment garnered from a T like this is hard to beat.

\$10,000 - 15,000
Without Reserve

429

1931 FORD MODEL A ROADSTER

Engine no. A3825789



THE MODEL A

As popular as the Ford Model A was and still is, it was the car that lost Ford its dominant position in the American automobile market place. Until 1927, Ford practically owned that market with its indomitable Model T that had ruled America's roadways since it first rolled into driveways in 1908. But when old Henry Ford was finally convinced that the 'Tin Lizzie's' day was done, production was literally shut down for the change over from 'T' to 'A'.

The similarities between the 'A' and the 'T' were great. Both were four-cylinder, water-cooled vehicles with solid axles front and rear, leaf-spring suspension and mechanical drum brakes on all four corners. They were both rugged and inexpensive to run. However, there were at least 1,800 differences between the new cars. A simple matter of arithmetic, the 'T' had 5,000 different parts and the 'A' had 6,800.

One of the biggest differences is that the Model T's flat head four displaced 176.7 cubic inches and produced 20 horsepower. The 'A' on the other hand, used a 200.5cid engine to generate double the output to go through a new three-speed transmission to the rear wheels.

THE MOTORCAR OFFERED

This handsome Cigarette Cream and Manilla Brown over Saddle Model A Roadster is an honest old example of how Ford continued its dominance after phasing out the Model T in 1927. A thoroughly modern car for the time, an A Roadster such as this was as handsome and dependable a car then as it is now. The muted, period correct color scheme is well suited to the sporty bodywork and appears to be the work of an older restoration.

Inside, the seats appear dry and cracking in places while the door panels appears to be in good shape and easily serviceable. An auxiliary horn is mounted under the left headlight to make doubly sure slower move out of your way while under throttle.

The early history of the car is not known, but has certainly been a long-time resident of the Bothwell Collection for well over three decades. With a bit of fettling and restoration it will no doubt make for a wonderful warm-weather ride.

\$5,000 - 10,000
Without Reserve

430

C.1926 CHANDLER SIX TWO-MAN RACING CAR

- *288 Ci Straight-six side-valve engine*
- *90 HP (estimated)*
- *Three Winfield Updraft carburetors*
- *3-Speed constant mesh transmission*





In the 1920s a passenger car could serve as a basis for a competitive racing car. Stout engines powering better production cars could be tuned to produce good power and good reliability. Indianapolis even instituted a change to the rules to allow "Junk Formula" racing cars to compete. By removing the restrictive capacity limits that had mirrored the Grand Prix formulas modified passenger car engines could be competitive with the more exotic machinery. The 122ci and 91ci formulas had made racing prohibitively expensive, and Indianapolis began a battle ground for Miller and Duesenberg primarily. The "Junk Formula" brought in an eclectic and colorful group of cars that varied from crude amateurish machines to finely built racers with heavily modified passenger car engines.

This Chandler is a good example of the type of capable racecar a skilled builder could construct getting most of his parts from the wrecking yard. The Chandler engine sports some racing specific goodies like the triple up draft Winfield carburetors and finely made intake and exhaust manifolds. The chassis has been reworked to take the track standard Franklin steering box and is most likely shortened a fair. The drivers compartment is authentic and typical of a racer of the era with modified pedals and riding mechanic foot rests.

No specific history for the Chandler is in the Bothwell records, but it is no doubt a genuine racing car of the 1920s and 30s. It is likely that it competed at local circuits like Legion Ascot where this was a typical racing car. Today this is an interesting and very usable car. As it is a two man machine, it can be readily set up for road use, and as it features an electric starter, it should be an easy machine to live with.

\$20,000 - 30,000
Without Reserve

431

C.1920 HUDSON SUPER SIX TWO-MAN RACING CAR

Engine no. 94807

- 289 CI Six Cylinder side valve engine
- 76hp@2450 rpm
- 3-Speed transmission
- 2-Wheel mechanical brakes





The American Hudson Motor Car Company took its name from Joseph L. Hudson, who provided the finances that enabled a group of experienced ex-Olds Motor Works employees to embark on a new automobile manufacturing venture. Incorporated in February 1909, Hudson built its first car in July of that same year and 12 months later had sold 4,000 units, the industry's best first-year sales record to date.

During 1915 Hudson sold a little under 12,900 cars - some 1,000-or-so less than Chevrolet, by way of comparison - yet in 1916 no fewer than 25,772 Hudsons found customers, an increase of 100%. The reason was the introduction in January that year of the 'Super Six', which had been launched on the back of a series of high-speed demonstration runs made on Long Island in December 1915. With 76bhp on tap, the sidevalve-engined Super Six possessed a performance demonstrably superior to that of many six-cylinder rivals costing far more.

One of the truly outstanding American cars of its day, the Hudson Super Six remained in production until 1926 when it was replaced by an 'F-head' (inlet over exhaust) design. The latter lasted until the 1930 season when Hudson jumped aboard the multi-cylinder bandwagon by introducing an inline 'Great Eight', though stylistically the newcomer looked much the same as the outgoing six. Displacing 213.8ci Hudson's only straight-eight engine would remain in production up to 1952. For its debut year of 1930 the Great Eight was offered in two wheelbase lengths - 119" (Model T) and 126" (Model U) - there being a total of 11 different body styles to choose from. Although less powerful than the six it replaced, the Great Eight was a lighter and faster car. 1931 saw minor changes, with little modified mechanically and most of the focus directed at cosmetic differences.

THE MOTORCAR OFFERED

Purchased from 20th Century Fox in 1961 this Hudson racer was most likely built for film use. The general appearance and configuration is typical of a "Junk Formula" racer of the day. Cars built to the "Junk Formula" were two man racers powered by modified passenger car engines fitted to either repurposed standard chassis or scratch built units. This Hudson appears to be on a shortened standard Hudson frame. The engine looks like a stock six-cylinder Hudson unit and its only noticeable speed part is the finely crafted exhaust header. The car rides on a nice set of Rudge Whitworth type racing wheels with lock ring rimas and track tires. A cast aluminum Miller style nose gives the car a great racer look.

Finished in an eye-catching Gilmore Red Lion livery the Hudson is certainly a head turner. It is visible along with the other racers at the beginning of the film Seabiscuit. This Hudson would prove great fun to get back on the road or track and with its simple drivetrain and chassis this should be an easy task.

\$20,000 - 30,000
Without Reserve

432

1912 BUICK MODEL 43 TWO SEATER RACER

Engine no. 1299

- 318ci Four-cylinder overhead valve engine
- 48 brake hp
- 3-Speed sliding gear transmission
- 2-Wheel mechanical brakes
- Semi-Elliptic Leaf Spring Suspension





THE EARLY BUICK

Buick owes two things to its founder, David Dunbar Buick, in addition to its existence. The marque's name is most apparent. Less obvious, but of much greater importance, is its continuous history of "valve in head" engines. Buick was the first automobile company to come under the spirited, gifted and inspired – if fatally flawed – leadership of William Crapo Durant. It formed the underpinnings of Durant's General Motors Corporation and for the early years of the last century it was Buick's sales and cash flow which fed Durant's acquisitive urges.

As Buick matured in 1908 it offered six models with four different engines, an inline two-cylinder which had been Buick's mainstay since the beginning in 1904, a T-head four offered since 1907, a bigger T-head four new in 1908 and a brand new valve-in-head four, the new Model 10. At \$850 the Buick Model 10 was priced to compete with the Ford Model T, and it was the best selling Buick model, with over 8,000 sold in 1909 and even more, almost 11,000, in 1910. It was offered in "Buick White" and was promoted as "The White Streak" in recognition of the competition successes which it had achieved. Buick advertising called it the car for "men with real red blood who don't like to eat dust."

Buick produced 19,051 units in the calendar year 1912, making it one of the industry's major producers. The 1912 Buick line condensed production from previous years, eliminating 2-cylinder models, and focusing on a spread of larger automobiles with 4-cylinder engines. The Model 43 represented the top-priced 4-cylinder offering. Its cast-iron engine block was of 318 cubic inch displacement ($4\frac{1}{2} \times 5$ " bore and stroke) and developed 48bhp. The healthy sized engine in the relatively light chassis displayed very good power and performance for its size. It featured mechanical valve lifters and a single Stromberg carburetor. There was shaft drive from the 3-speed transmission and a multi-disc clutch to the rear axle. Steering was by worm and nut. A top and windshield were optional. Today Model 43 Buicks are prized for their strong performance and sound engineering.



The Buick as featured in the 2003 film Seabiscuit



Lindley Bothwell driving the Buick, Riverside Raceway



Mauri Rose driving the Buick, Riverside Raceway



Mauri Rose driving the Buick, Riverside Raceway



THE MOTORCAR OFFERED

This brazen Buick racer has been part of the Bothwell Collection for decades. While its intrinsic specification/components suggest a humble road going heritage, its beginnings have long since been forgotten and replaced with more than half a century of Bothwell family souvenirs in its present guise. It is built on Buick's most powerful chassis of 1912 with its overhead valve four that rated at nearly 50 hp. This engine drove through a smooth shifting three speed transmission and final drive was by prop shaft.

As depicted in numerous photos of the races organized by Bothwell with his friends in the early 1950s, the Buick was usually present, it was even campaigned at the Pebble Beach races in 1955 alongside the Pope-Hartford from this same stable. Years after the fun of its racing career, it was still a car that would be hired out for movie work, which as evidenced on these pages included being part of the car racing gathering in the popular motion *Seabiscuit* (a DVD copy of which is included with the lot).

Unused for many years, it might safely be assumed that the car was 'breathed' upon with some enhanced performance and that its Spartan bodywork ensures that it has a relatively good power to weight ratio!

It is sometimes imagined that all cars of the teen era were raceabouts, the reality being that very few were, and those that survive are incredibly rare. Well crafted rebodies such as this give the opportunity to sample such an experience, and if it was good enough for Lindley Bothwell and his friends, you can imagine that its certainly going to be a lot of fun.

\$20,000 - 30,000
Without Reserve



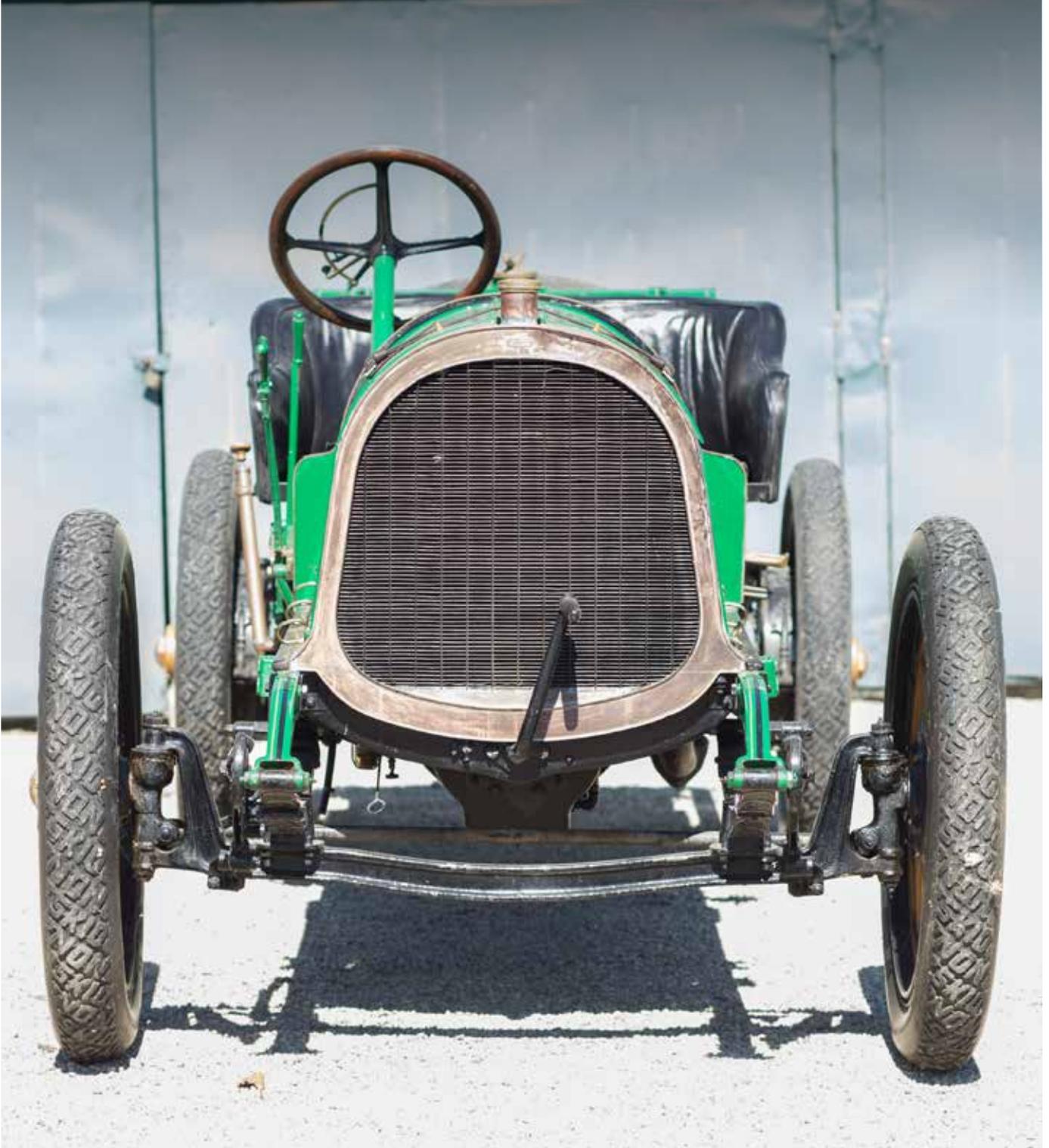
Lindley Bothwell driving the Buick, Riverside Raceway

433

1910 POPE-HARTFORD MODEL W 50HP "RACER"

Chassis no. 8098
Engine no. 8098

- 389ci OHV In-line 4-Cylinder Engine
- Single Pope Hartford Carburetor
- Bosch "Twin Spark" Magneto
- 50bhp
- 3-Speed Sliding-Gear Transmission
- 2-Wheel mechanical Brakes (see text)





Lindley Bothwell, 6th annual Pebble Beach Races, Getty Images

THE POPE-HARTFORD

Col. Albert Pope was one of the celebrated industrialists of the post civil war era, having created a highly successful bicycle empire that benefitted from the enormous bike craze of the late 1800s. By the end of the decade, Pope had consolidated over 40 bicycle manufacturers into his American Bicycle Company. The skill set and manufacturing capability of these companies gave Pope a strong basis to enter automobile manufacturing. Having seen that the bicycle craze would be supplanted by Automobiles, Pope began in the 1890s with the Columbia automobile. Primarily an electric car, it gave Pope a foothold in the new market. The Pope automobile empire would eventually include numerous brands including Pope-Tribune, Pope-Toledo, Pope-Robinson, Pope-Waverley and the most enduring, Pope-Hartford. The Pope-Hartford would be the only Pope brand built in the city of the company's headquarters in Hartford, Ct. Begun in 1904 with a single cylinder car, the brand built its first four in 1906 and the fours would be the engine that ultimately built the brand's reputation.

Pope-Hartford gained a reputation for being a reliable, well made and soundly engineered automobile. With the exception of the unusual-for-the-time overhead valve engine, the cars were conservatively designed and that was no doubt a key to their reputation for durability. Pope-Hartford did participate in racing and most famously won the San Francisco "free for all" in 1909 with a 40hp model. The event celebrated the 300th anniversary of Don Gaspar de Portola's discovery of the bay. The success at this event gave name to the body style Pope is most famous for the "Portola Roadster".

Today few brass car brands enjoy the status Pope-Hartford does, coveted by brass car enthusiasts for their wonderful touring abilities. They are reliable, powerful, good-looking, and not too big. The late cars have the benefit of a four-speed transmissions and electric starting. Pope-Hartford is one of the only brass era marques that enjoys its own exclusive tour – the Pope Tour.



Riverside Raceway



Happy Lindley behind the wheel with Ralph DePalma



THE MOTORCAR OFFERED

A well-known, long time member of the Bothwell Collection and clearly one of the favorite cars, this Pope is pictured over and over in early car magazines. A favorite of contemporary racing drivers who all wanted a chance to drive this potent machine. More than likely a converted road car – though Popes like this one were raced with good success in California, it has been in this configuration since well before WWII.

Mechanically the car is quite proper and unmolested. The impossibly rare Pope Carburetor is present as is the highly desirable twin-spark Bosch magneto. The original carburetor chimney system also seems to be present, and the radiator sports its distinctive original core. Wearing what is likely a 1960s paint job and earlier upholstery the Pope has a pleasing amount of age that give the car a real feel of authenticity.

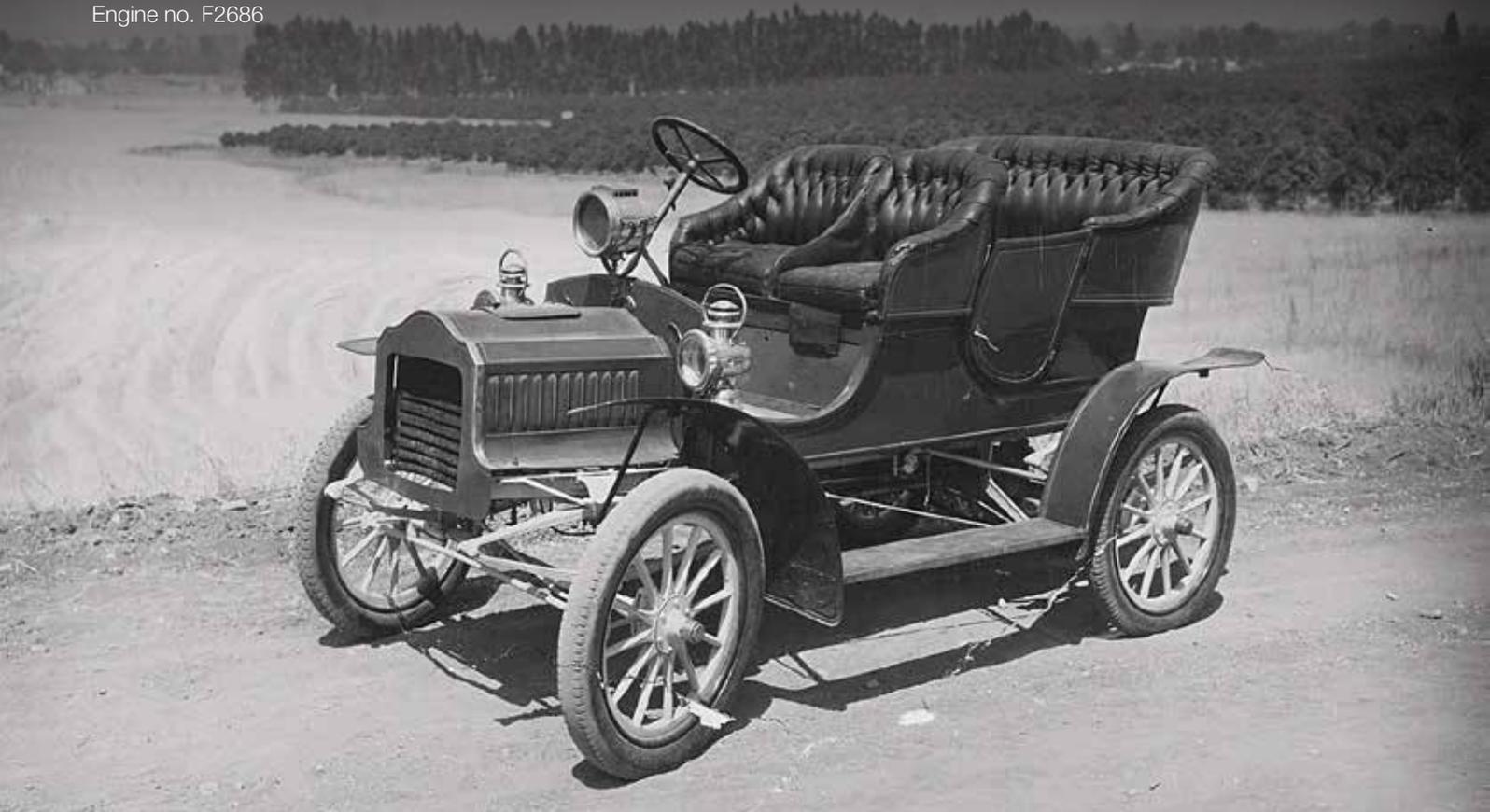
Whether this Pope started life this way there is no disputing the cars good looks and sporting character. The phrase it looks fast standing still applies in this case. Certainly, one of the stars of the Bothwell racer collection seldom do you find a car of this configuration with such a potent engine from a pedigree brand. It would certainly prove a tremendously exciting machine to tear down a country road with the boom of that big four echoing off the road.

\$80,000 - 100,000
Without Reserve



1905 FORD MODEL F 16HP TWIN CYLINDER TONNEAU

Engine no. F2686



THE EARLY FORD

Having cut his teeth on a succession of prototypes and race-cars during the 1890s, Henry Ford buckled down to the somewhat less glamorous, yet considerably more profitable, business of mass production. His first volume-produced car - the 8hp Ford Model A runabout - was introduced in July 1903, and by the time of its replacement towards the end of 1904 a total of 670 had been made. The Model A's immediate successor - the Model C - was likewise twin-cylinder powered, while the Model B, another 1904 introduction, was Ford's first four-cylinder automobile and represented a move up market. Production of Models A and C overlapped for a while, and the former could be ordered with the latter's more powerful (10hp) engine fitted, in which form it was known as the 'AC'. Although he had a four-cylinder car in the range, Ford was not done yet with the twin-cylinder engine, and introduced a final derivative - the Model F - in 1905. Larger and more luxurious than its predecessors, the Model F was powered by a 16hp engine and carried four-seater phaeton coachwork as standard. A total of approximately 1,000 had been made when production ceased in 1906.

THE MOTORCAR OFFERED

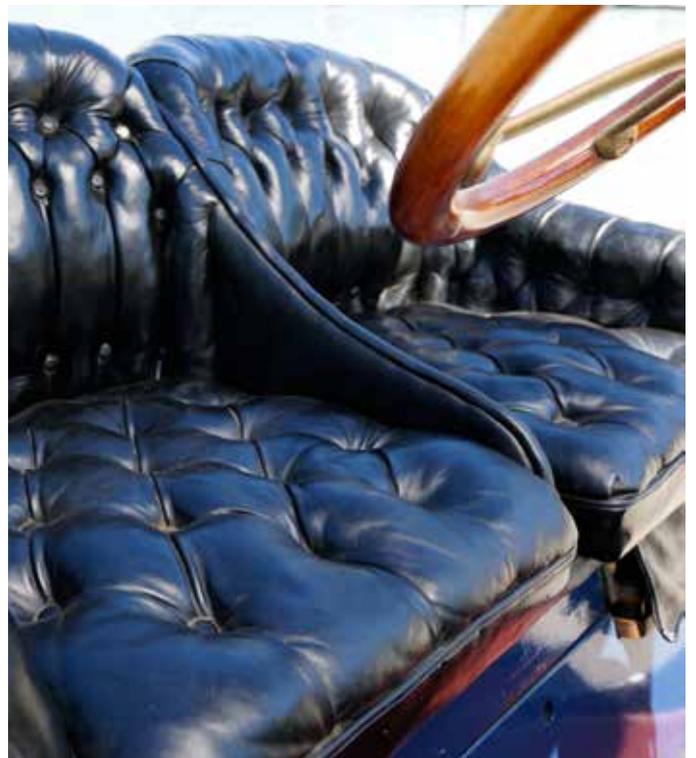
The data for this era of Ford motorcar thankfully survives and is extensively recorded in the book *Pate's Early Ford Automobile Encyclopaedia* - by Carlton O. Pate III. According to this definitive reference work, the Ford Model F with engine number 2686, was delivered new here in California to Holle Auto & Manufacturing Co. an agent for the San Francisco Region. It was supplied to them on April 8, 1905.

It can reasonably be assumed that the Ford has remained in California for its whole life. Lindley Bothwell always had a fondness for Ford products as evidenced by the number and variety of them that survived in his collection to this day, but this was by far the earliest.

Viewed today the car appears to conform well to its model specification, it has the detachable rear section of the bodywork, comfortable bucket seats and side entrance tonneau with running boards as would be expected. A much older refurbishment has stood the test of time well and its button back upholstery remains in good tidy order.

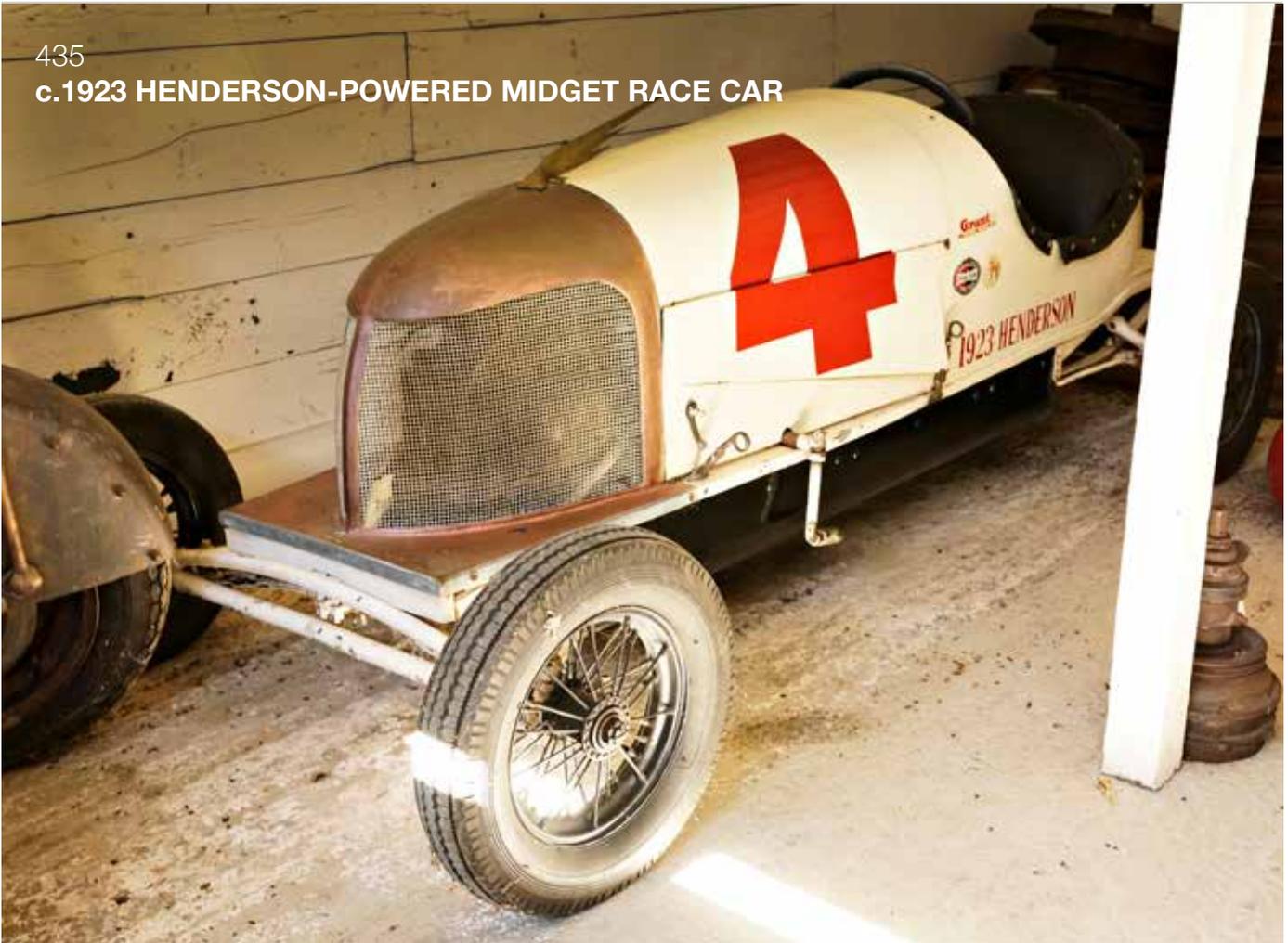
These cars make excellent tour cars and when recommissioned this will no doubt be welcomed back into events organized by the Horseless Carriage Club of America and other clubs.

\$25,000 - 35,000
Without Reserve



435

c.1923 HENDERSON-POWERED MIDGET RACE CAR



MIDGET RACECAR

Midget racing cars emerged in the 1920s initially as novelty or warm up act for the big car races. These tiny racers were noted for their speed and maneuverability and highly competitive racing. The first midgets were typically built with motorcycle engines and light weigh chassis parts salvages from other vehicles.

The midget racing became increasingly popular in the early 1930s as inexpensive but highly competitive racing cars that attracted huge crowds to the Chicago Amphitheatre, Soldier Field and the Chicago Armory. After WWII the resumption of racing led to a "golden era" of the midgets that lasted a brief few years but produced a generation of Indianapolis competitors including Emil Andres, Tony Bettenhausen, Duke Nalon and the like.

THE MOTORCAR OFFERED

This 1923 Henderson powered midget is an interesting example of the very earliest type of midget racing car. The light weight four-cylinder air-cooled Henderson engine made good power and was fitted in a small scratch built chassis. The tubular axles appear to be from an early American steamer like a Locomobile and are a logical choice as they allow for direct chain drive. These axles are fitted to pair of length wise leaf springs in the rear and a transverse up front.

The streamlined nose is fully vented to allow cooling of the air-cooled Henderson engine and is topped with a super slick stream lined ornament. The engines kick start has been replaced with a hand starting crank out the side of the car. This midget rides on small wire spoked wheels typical of the early midgets before trailer wheels became the norm.

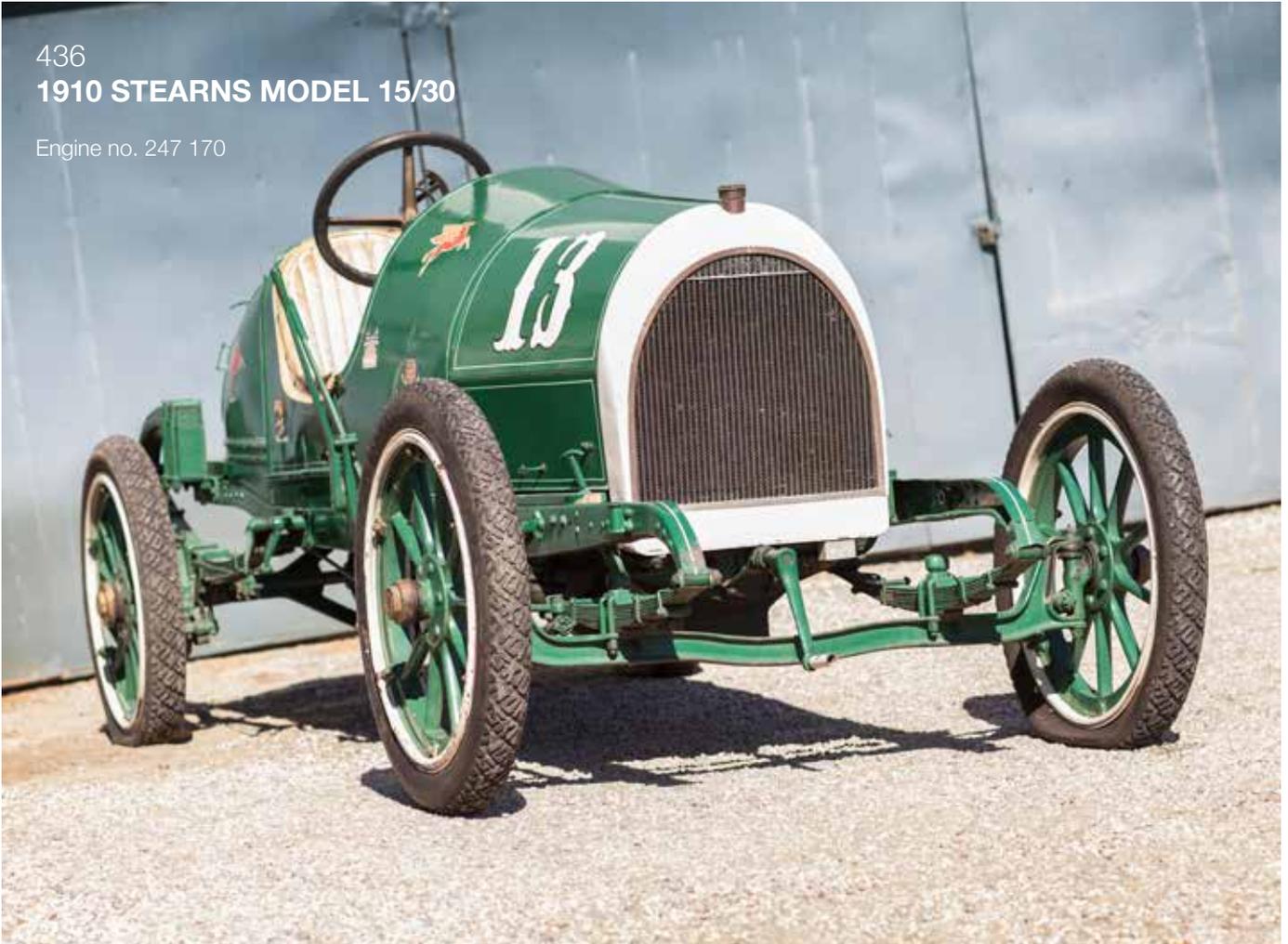
This is an interesting and rare survivor of the earliest days of midget racing. With its Henderson power and novel construction, it is a charismatic and desirable example of this true American motorsport.

\$15,000 - 25,000
Without Reserve

436

1910 STEARNS MODEL 15/30

Engine no. 247 170



THE MOTORCAR OFFERED

'The Best of the World' - this is how Frank Stearns proudly marketed his automobiles in the era. This was not an optimistic claim, it was his sincere goal, one that he strived towards from the earliest days of manufacturing automobiles, and to him it meant the finest product in every respect from the build materials, design, performance and looks.

Stearns' desire for innovation and excellence lead him to develop radical new engine designs. Over time, a range of fours, sixes and eights were developed featuring the silent, valve-less running-gear whose basic design also found its way into other prominent cars of the era. Bodywork on many of the Stearns cars were made of cast aluminum, assisting their power to weight, particularly when stripped for competition.

This curious Stearns 15/30 is most likely a true a period built speedster. Using the high-quality Stearns chassis as its underpinnings it was adorned with a rakish FIAT style radiator and a beautifully constructed and complex speedster body. In the early-teens the FIAT style horseshoe radiator was a popular design for streamlined torpedotype speedsters and racers. Doing away with the typical hard facets of the hood allowed for a much more rounded profile to the car.

On this Stearns the smooth hood shape is matched to a great looking bob-tailed racer type body. Incorporating high quality large fuel filler and slick storage compartments built into the side paneling, this is by no means the work of an amateur. The body construction and design of this car is to a particularly high standard.

Aside from the above-mentioned body and radiator, the rest appears to be stock Stearns. The four-cylinder Monobloc engine is stock and complete save the non-standard but period carburetor. Though the smallest model, it offered a degree of quality the brand was famous for and its smaller stature should give it an excellent power to weight ratio.

No acquisition date is listed in the Bothwell files, but it has known to have been known in the collection for many decades. Like many of the Bothwell cars it has had Hollywood film history and can clearly recognize this Stearns at the beginning of the film *Seabiscuit*. A charismatic and authentic speedster that would be a true delight to get back on the road.

\$20,000 - 30,000
Without Reserve

437

**1912 ROLLS-ROYCE 40/50HP OPEN
DRIVE LANDAULETTE**

Coachwork by Muhlbacher et Fils, Paris

Chassis no. 2169

Engine no. 71C

- 7,428cc L-Head Inline 6-Cylinder Engine
- 50 bhp at 1,500 rpm
- 3-Speed Manual Transmission
- 4-Wheel Leaf Spring Suspension
- Rear Drum Brakes





THE ROLLS-ROYCE 40/50HP SILVER GHOST

For anyone not familiar with the model, the Silver Ghost towers above many of its contemporaries in that it was entirely over-engineered and built to last forever, but also it was well-marketed and so was very successful causing it to last in production for nearly 20 years.

Henry Royce's fastidious attention to detail ensured that where a certain level of build quality was necessary for a car to work, he would make it far beyond this requirement, one only need gaze at the engine or rear axle, each held together with so great a number of bolts that it seems possible that they were intended never to come apart, indeed on a few surviving examples they never have! Where one ignition system was enough for some cars, naturally the Rolls had magneto and coil, throughout the car a 'belt and braces' approach was taken.

Better still as with all the best machinery, the most important element – the motor – is a work of art in itself, the blend of aluminum crankcase, copper and brass piping, brass and aluminum castings and intricate control tubes being such a work of beauty, that even when some cars were scrapped this aspect was preserved and restored. Some adorn collections today in this form.

A well rebuilt motor will often start simply on the firing of the spark from the coil to one of the liter capacity cylinders, without the engine having ever been turned over, it is little wonder that they were so appreciated by their chauffeurs! Similarly they were coveted by their owners, who frequently named them as one might a yacht. The silence of the company's silver painted trails car earned the 40/50hp model its 'Ghost' title.

Where other manufacturers with products of similar quality faltered, thanks to the marketing genius of Claude Johnson the model sold well, and the reputation that it earned meant that they have always been prized from day one.

The Rolls-Royce brand was undeniably founded on the quality, refinement and resilience of the Silver Ghost. Sales were certainly brisk thanks to the marketing genius of Claude Johnson and successes from the early days of the 1907 Scottish Trial to the Alpine Trials just before the outbreak of war.

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



Rolls-Royce Pickup and 2169, second from right



1964, from the film *My Fair Lady*



THE MOTORCAR OFFERED

Historians count the number of Silver Ghosts to survive still wearing their original bodies to be very modest, Lindley Bothwell's 1912 is one of those ultra rare survivors.

The original build records for chassis 2169 quite clearly denote that the car would be supplied to Automobiles Rolls-Royce (France) Ltd. By November 8, 1912 it was on test and once readied, it is listed as being sent on the 'M.R. Goods Grande Vitesse' train, as a temporary entry in the first days of 1913. It is noted that it should be bodied by local Parisien carrossier Muhlbacher et Fils with Landaulette Limousine Coachwork. A nickel finish chassis, as was becoming the norm in this period, it was supplied with CAV Dynamo to provide for electric lighting. No other information on the coachwork is recorded, but from other photographs of contemporary coachwork by this house, it must appear today precisely as it would have been delivered new.

According to John Fasal's excellent reference work, *The Edwardian Rolls-Royce*, the completed chassis 2169, replete with its Muhlbacher body was delivered new to Mrs. Henry Smith. Born Annie Armstrong of Baltimore, Mrs. Smith first married Rhinelander Stewart, only to divorce him and marry James Henry 'Silent' Smith in 1906. Smith was incredibly wealthy, inheriting some \$50,000,000 from his uncle George Smith, a pioneering banker in Chicago and the Northwest. Once married, they proceeded to tour the world for a year during which Mr. Smith succumbed to illness in Japan and died leaving his colossal fortune to Annie.

After Mr. Smith's death, she became enamored with Jean de St. Cyr, a curious character who it appears was from a very different social strata to Smith. Born John Edward Thompson in Waco, Texas to a poor family, Thompson migrated to New York and developed a great friendship with a Robert Swemm. The two were clearly quite some operators, and within a year or two the name of Thompson had morphed to Jean de St. Cyr, while Swemm was now von Swemm! Through society events, Mrs. Smith and Jean de St. Cyr were introduced.

A single additional card in the Rolls archives notes the name Mrs. J. de St. Cyr, Ritz Carlton, New York, where they are known to have lived as well as on an estate in San Mateo. By late 1930 or early 1931, the car is listed on the Rolls-Royce of America Territorial lists for the San Francisco region, showing it to be still owned by St. Cyr and sharing a stable with no fewer than three other Rolls-Royce cars! Mrs de St. Cyr, nee Armstrong had died in 1925, leaving Jean as widower to enjoy their El Cerrito Estate. Ultimately, his next marriage provided to be his undoing and his third wife ended buying their home and selling the entire contents with famed West Coast auctioneers Butterfield and Butterfield (acquired by Bonhams in 2000).





After 1931, the trail of the car goes cold. It picks up in the 1950s when the car came into the Bothwell Collection. Notes on file state that the car came to them via Vladivostok and that it was bought from or through Richard Teague. It is assumed that this is none other than the legendary Packard and AMC designer, himself also a noted car collector.

An old engraved plaque spells out 'Роллс Ройс' being Rolls-Royce in Russian, tying in with the tale passed down to Bothwell, which was that Teague had acquired the car from Russia and that it had been Tsar Nicholas II's personal car. Throughout its custody in the Bothwell collection it has been referred to as the 'Tsar Rolls', frequently in magazine articles. The 'Tsar tale' is clearly contradicted by the Rolls Territorial lists which appear to show no break in ownership from 1912 to the 1930s, the apparent anomaly is unexplained.

Another interesting provenance detail is that the driver compartment wears an 'Official Headlight Certificate' from the California DMV, seemingly dated from 1923 and listing the Owner as being 'J. St. Cyr' of San Mateo, which also suggests that the car had simply migrated with St. Cyr, to New York as the build sheet states and later to the West Coast.

As with many cars within the collection, it would be used for movie work and although brief, among its history is a cameo in one of the more prominent films for any of the cars, being part of the Ascot horse race scene in the award winning *My Fair Lady* of 1964 (a DVD copy of which is included with the lot).

In the Bothwell ownership, the car has clearly been refurbished on more than one occasion, presumably to fit the requirements of movie roles. It was formerly painted black, and later to the current scheme. Under the skin it would seem that beyond a couple of repaints and a reupholstered rear compartment, that the car has never undergone an intrusive restoration. Because of this, the car is clearly a highly authentic example of its breed, which appears largely unaltered through its century of existence, it still retains details such as its CAV lighting specified on its original order, coachbuilder plaques, correct Rolls-Royce ignition coil, all housed within an exquisite formal body penned by its coachbuilder. Mechanically, the car has been used as recently as this summer for a family event, proving it to be operational.

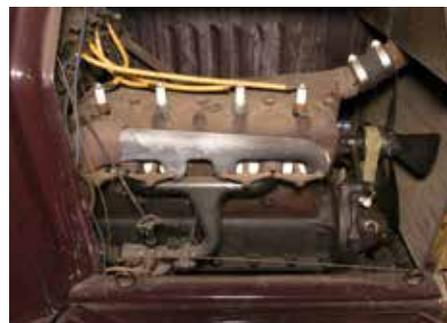
As one of few that exist from this era still to perpetuate wearing their original coachwork, married to its lengthy history within the Bothwell Collection, this is undeniably an exceptionally rare and important Rolls-Royce.

\$450,000 - 600,000

438

1914 FORD MODEL T TOURING

Engine no. 614017



THE MOTORCAR OFFERED

This Model T comes from the first year of Ford's "any color as long as it black" policy. While the factory may have made the color choice for the customer, nothing stopped the customer from making a change, as was no doubt the case with this now maroon, 3-door touring. While the engine dates from the later part of 1914, the body work is reflective of the 1915 model year with its curving cowl treatment around the firewall. A brass California registration plaque from 1915 bearing the registration number 130761 bears testament to this, along with the fact the car was delivered new to the Golden State.

Likely a late production example, it remains largely original including the tufted leather, horse hair stuffed seats, wood framework and metal. The top and paint appear to be the work of an older restoration. Mechanically the car appears stock save for the addition of a high sought-after two-speed rear axle.

Acquired by the Bothwell Collection in 1946 from Frances Dolbear of Long Beach, California, this T has had a diverse film career from *Roots* in 1979 to Disney promos in 2000. Today it remains in fine shape, a lasting example of a Brass Era Model T.

\$15,000 - 20,000
Without Reserve

439

1912 FORD MODEL T ROADSTER

Engine no. 122153



THE MOTORCAR OFFERED

For years the Model T Ford has been the backbone of car collecting. The perennial popularity of the T since its conception has bred a vast number of collectors who have 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.

This sporty Model T is the oldest Model T in the Bothwell's extensive collection of Ts. Built in the first half of 1912, it was likely rebodied at some point with the current, 1915 Roadster body. Given the wide availability of Model Ts and the easy interchangeability of their bodywork, it was common practice to swap bodies from one example to the next and is a practice that is indeed still carried out today to some extent.

Fitted with wire wheels painted fire engine red to match the striping on the car, the body and interior appear to be largely original down to the well-preserved horse hair filled tufted leather seats. A two-speed rear axle with a selection lever mounted to the left of the neutral/handbrake lever is a welcome add on.

Coming to the Bothwell Collection in January of 1960s, records indicate the car came from the Mobile Oil Company. A star of several film projects, including an advertisement for Ford, it is a lovely Brass T that is ready to be brought back onto the road and enjoyed.

\$15,000 - 20,000
Without Reserve

1917 SMITH FLYER



THE SMITH FLYER

The Smith Flyer was an American automobile manufactured by the A.O. Smith Company in Milwaukee from 1915 until about 1919 when the manufacturing rights were sold to Briggs & Stratton, and it was renamed the Briggs & Stratton Flyer. The Smith Flyer is a small, simple, lightweight, two-seat vehicle with a wooden frame that doubles as the body and as the suspension. A small gasoline engine is mounted on a fifth wheel, or motor wheel, to drive the Flyer. The wheelbase was 62 inches (1575 mm), the wheels were 20 inches (508 mm) in diameter, and the width was 30 inches (762 mm). Since the 5th wheel was directly driven by the engine, the engine was started with the driving wheel lifted slightly in the air, and then when the engine was running smoothly, the driver lowered the engine (by means of a lever) gently to start the forward motion.

The direct drive motor wheel was developed by Arthur William Wall of Birmingham, England, around 1910 to power a bicycle. The concept of attaching the motor directly to the wheel was not new; Ferdinand Porsche developed one around 1900, but his motor wheel was electric. The A.O. Smith Corporation of Milwaukee, Wisconsin, acquired the U.S. manufacturing rights to the Wall motorwheel in 1914 and first produced the motor wheel for use on bicycles, but later added the wooden-framed buckboard car that they called the "Smith Motorwheel". In 1919 the manufacturing rights were purchased by the Briggs & Stratton Company, who produced the Motor Wheel and Flyers. They made several improvements in the engine, increasing the bore size, along with a new, all steel connecting rod and flywheel magneto. These improvements

increased the power output to 2 horsepower (1.5 kW). Briggs & Stratton marketed the Flyer nationwide, and even started a publication entitled Motor Wheel Age. In 1925, when they sold the rights to the Flyer to Automotive Electric Services Corporation. The Automotive Electric Services continued to produce the Flyer until the supply of engines ran out, then they substituted an electric motor driven by a battery.

Briggs & Stratton kept the motor that had been the heart of the Motor Wheel and adapted it to other applications such as lawn mowers and running small equipment. The Motor Wheel motor was the progenitor of all Briggs & Stratton motors to follow.

Lindley Bothwell acquired this Flyer from L. Glen Royston in Ocean Park California. No date of acquisition is on file, but one would assume it was 1950s or earlier. A highly complete example it looks to have been a fine original example when acquired. It looks like with a little effort the Smith could be back on the road and enjoyed.

\$8,000 - 12,000
Without Reserve

441

1906 REO 8HP MODEL B TWO/FOUR SEATER RUNABOUT

Engine no. 4564



THE MOTORCAR OFFERED

Costing \$650 when new, the offered Model B Runabout has been in the Bothwell Collection since 1929. Acquired from L.E. Kailey of Los Angeles in November of '29, one can likely surmise the date of sale may have had something to do with sudden change in the economy from the preceding month.

Restored at some point—likely in the 1950s or '60s—the Runabout's original bodywork has been well preserved while the upholstery and paint were certainly renewed during the restoration. The rear seats are a wonderfully special bit of stylish practicality, allowing for a pair of additional passengers when needed but also easily concealed in the sloping rear deck with the half-moon sides acting both as arm rests and style elements. The maroon body work, black fenders and black accents are nicely juxtaposed against the bright red tufted leather seats and yellow spoke wooden artillery wheels. Brass, acetylene fired coach lamps illuminate the roads ahead.

Featured in the *East of Eden* TV series in 1981 as well as the seminal and highly regarded 1977/78 mini-series *Roots*. Today, the car shows nicely and well preserved despite many years without use. Popular on Creepy Crawly tours as well as Horseless Carriage events, this REO will no doubt be a lovely tour car after a bit of fettling for active use.

\$20,000 - 25,000
Without Reserve

442

1911 SEARS MODEL P FOUR-PASSENGER WAGON

Engine no. 3936



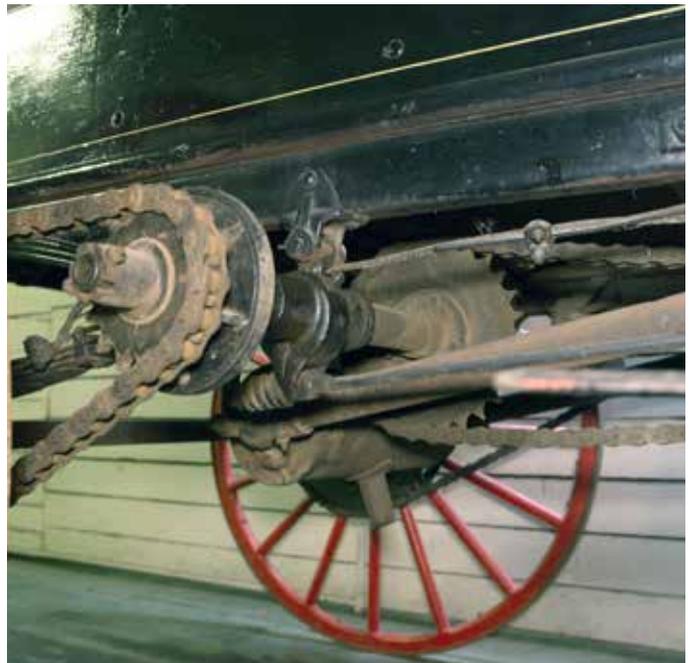
THE MOTORCAR OFFERED

One of about 800 Sears Motor Buggies produced in the penultimate year of production, this two-seat, four-passenger Model P Wagon is well equipped with the optional leather seats, twin brass coachlamps, and fringed surrey top.

This particular example has been in the Bothwell Collection for nearly 90 years. Acquired in 1930 from one C. Knebel, it was likely the recipient of a restoration sometime in the 1950s or 1960s. Popular in rural areas and seen as a dependable and rugged alternative to a horse drawn buggy, but with the same capable (if jarring ride quality) performance afforded by the tall, narrow carriage wheels belted with metal bands, this Motor Buggy was undoubtedly well suited to plodding around the Bothwell's orange groves.

Today these Motor Buggies are great for early Horseless Carriage tours with other high wheelers of the day. While quickly outpaced in period by more conventional motorcars that strayed from the look and design of carriages, high wheelers such as this are rare glimpses into the time when the world was still transitioning from the world of horse-powered to horsepower.

\$20,000 - 30,000
Without Reserve



443

1911 MAXWELL 14HP MODEL AB TWIN CYLINDER RUNABOUT

Engine no. AB14058



THE MOTORCAR OFFERED

Benjamin Briscoe established his fortune as a sheet metal manufacturer in Detroit and part of that fortune he invested in David Dunbar Buick's infant motor company. Anxious about that investment, he hired Jonathan D. Maxwell, who had already had experience with both Oldsmobile and Northern, to set up his own motor car manufacturing plant. With the financial backing of J.P. Morgan he established the Maxwell-Briscoe Motor Company in Tarrytown, New York.

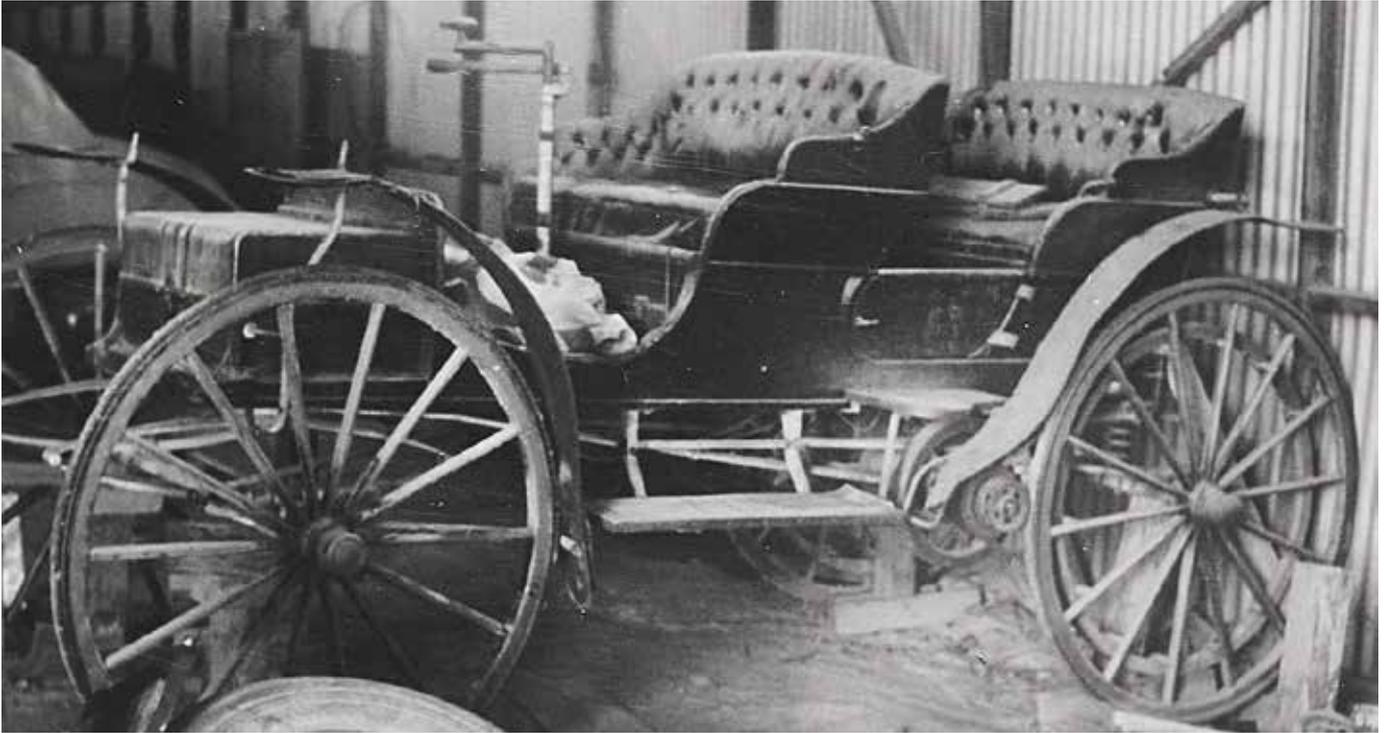
Sound engineering was complemented by a series of headline-grabbing publicity stunts that helped boost sales, none more successful than a transcontinental trip from New York to San Francisco undertaken by a team of four lady drivers in 1909. The following year the firm sold over 20,000 cars, a total exceeded only by Ford and Buick. In 1911 Maxwell offered five production models; at their base was the latest twin cylinder, the Model AB.

The Bothwell Maxwell Runabout has resided in this remarkable collection for some 74 years, arriving in the peak buying spell of acquisitions. Like others in the group, the source was the Whitney Collection of San Francisco, and this too was purchased in August 1943.

Viewed today, it is a pretty brass era machine with lightweight bodywork and comfortably appointed button back seats. Its restoration or refurbishment will have been some considerable time ago, but the upholstery is well creased but intact. By definition it would be eligible for Horseless Carriage Club tours and also for events devoted to single and twin cylinder cars. Presenting such a car at those events with this illustrious provenance will probably be something to enjoy for many years to come.

\$20,000 - 30,000
Without Reserve



C.1905 HOLSMAN 10HP TWO CYLINDER SURREY**HOLSMAN**

Although it lasted only from 1903 to 1910, Chicago-based Holsman was an influential make as its success in building 'high wheeler' runabouts (or buggies) encouraged numerous other Midwest firms to enter the market. These light vehicles with their large diameter wheels and high ground clearance were, ideally suited to the rough and rutted dirt roads of the North American prairies and proved immensely popular. The Holsman was powered by a twin-cylinder horizontally opposed air-cooled engine that grew in output from 5 to 12 horsepower over the years, and there was also a four-cylinder 26hp model available by 1909. A Surrey model on a longer wheelbase was added to the range for 1905.

Architect Henry K Holsman's first automobile was a crude device even by the standards of the day; final drive was by Manila rope initially, later by chain, while the hand operated brakes acted directly on the solid rubber tyres. The chassis was a wooden steel-braced affair and there was elliptical springing at both ends, while control was by means of a single vertical tiller operating the transmission and brakes. While rival manufacturers added standard models fitted with pneumatic tyres to their ranges, the obstinate Holsman stuck with his original conception, precipitating the company's demise. Nevertheless, the Holsman Automobile Company is estimated to have produced more than 6,000 of these runabouts, making it one of the USA's first volume producers of automobiles.

THE MOTORCAR OFFERED

The Bothwell Collection Holsman is an archetypal example of the model with its spidery, spindle-y presence. Visually these cars have an appearance which might suggest that they were built much earlier than they were. While some were indeed built from 1903, this appears to date from around 1905.

Notes on file suggest that this was one of a number of cars that Lindley Bothwell is stated to have purchased from the Whitney Collection in San Francisco. It would seem that all were bought together and that the Whitney they refer to would have been George Whitney Sr., the proprietor of Playland Amusement park in the Richmond District of San Francisco.

Today, after many years of storage the car is a little tired and would benefit from refurbishment particularly aesthetically. These high wheelers have a popular following and when completed it will no doubt be welcomed at events for the Horseless Carriage Club and other clubs.

\$35,000 - 50,000
Without Reserve



445

C.1901 CRESTMOBILE MODEL B 3½HP RUNABOUT

Engine no. 129



Early days in the collection

THE MOTORCAR OFFERED

Based at Cambridge, Massachusetts, the Crest Manufacturing Company first produced gasoline engines before venturing into car production. Crest first demonstrated its capability to do so in 1900, offering a three-wheeler initially, but by 1901 had settled for a four-wheeled, front-engined design to become known as the 'Crestmobile'. The first Crestmobiles were single-cylinder, chain-driven two-seaters - Models A, B and C - all of which had air-cooled engines although of varying power outputs. Shaft drive had been adopted by 1903 and a new 8½hp single-cylinder model introduced in 1904, but Crest was slow to adapt.

This appears to be an example of the early Crestmobile, the engine is a Crest 3½hp, a unit very similar to the contemporary De Dion, which can be pull-started from within the car by means of a leather belt. Lindley Bothwell acquired the Crestmobile quite early on in his collecting period, and according to family notes, its purchase can be specifically dated to 1943 when it was bought from the "Whitney Collection" in San Francisco. Pre-dating most car collections this to George Whitney's Playland Amusement park. It is frequently depicted in photographs of Mr. Bothwell's stable and appears to have been one of which he was particularly fond.

The Crestmobile when compared to contemporary publications and marketing for the make appears to be a benchmark example of its kind, right down to the rather charming detail basic weather protection in the form of a parasol.

\$30,000 - 40,000
Without Reserve

446

C.1910 AC DELIVERY VEHICLE

Engine no. 1519



THE MOTORCAR OFFERED

Having abandoned plans to produce a 20hp touring car, John Weller turned his not inconsiderable design talents to something more mundane - a three-wheeled commercial delivery vehicle that would suit the needs of his businessman backer, John Portwine. Called the 'Auto-Carrier' this wood-framed device was powered by a single-cylinder, 636cc, air-cooled (by fans) engine mounted beneath the driver's seat and driving the rear wheel, via a two-speed epicyclic gearbox, by chain. Steering was by means of a tiller, with goods carried in a box between the front wheels. Introduced in 1904, the Auto-Carrier was an immediate success. Exported widely throughout the British Empire and beyond, the Sociable was for many people their first experience of powered transport.

The Bothwell files provide only the barest information regarding this car. However, to judge from an early article on the collection by a South American publication reproduced online in the late 2000s, the car was already depicted as part of the Lindley's stable by the mid 1950s. A photo in that feature shows the AC to seemingly be in an aged and unrestored order by that time.

As with many of the cars in the collection, it would have been re-liveried on occasions for movie roles. Its most recent scheme necessitated the car to be brightened with light green bodywork, straw colored wheels and an appropriate, but seemingly fictitious commercial livery for a product more associated with its halcyon days - the 'London Pipe Shop'. In this guise it is reported to have had a few guest appearances as cameos in movies including Tall Tale and Titanic.

\$15,000 - 25,000
Without Reserve



The AC as featured in the HCCA Gazette review of a tour of Bothwell's stable in 1947

447

C.1906 AUTOCAR TYPE 10 RUNABOUT

Chassis no. 7445

Engine no. 7540



Service of the Type 10, Getty Images



THE MOTORCAR OFFERED

Established in 1897, the Autocar Company of Pennsylvania produced robust little cars powered by opposed two-cylinder engines. Autocars eschewed chain drive in favor of more durable shaft drive, adopting the Système Panhardin 1902 with the introduction of the Type 6. Autocar's product line expanded in 1905 with a four-cylinder model and later, a line of heavy duty trucks. The light two-cylinder Autocars were last cataloged in 1908 and by 1913, the company turned its full attention to trucks, establishing a reputation for rugged, durable haulers that excelled in urban industrial and delivery applications. The Type 10 was the most successful Autocar, introduced in 1904 and continuing through 1906; well over 1,000 were built. Offered only with lightweight Runabout coachwork, they were reliable, practical and surprisingly advanced automobiles.

The Autocar's presence in the collection extends right back to its earliest days, family notes record the acquisition as being around 1928, giving it just shy of a remarkable 90 years in this stable. The car is known to have been purchased from E.F. O'Hara of Menlo Park, near to Palo Alto.

Over the course of those nine decades, the pretty Autocar was clearly a favorite among the collection, frequently being the focus of media articles that visited the ranch. It has clearly been refurbished a number of times, albeit that work appears to have been largely superficial and the car still appears to be authentic to its original build in detail.

A usable brass era automobile with an incredible duration within this famed collection.

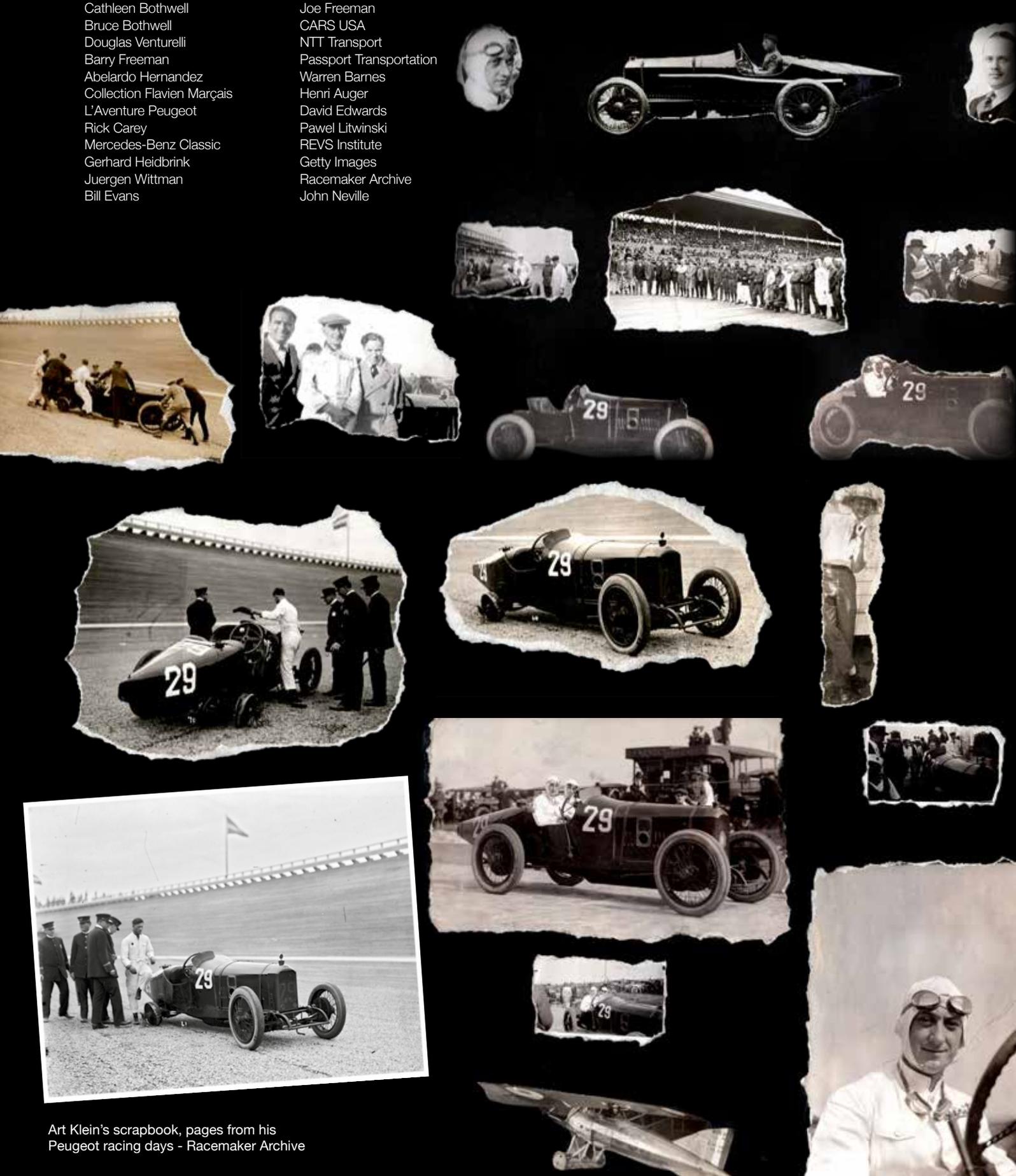
\$20,000 - 30,000
Without Reserve

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Art Klein's scrapbook, pages from his Peugeot racing days - Racemaker Archive

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CONDITIONS OF SALE - MOTOR VEHICLES, AUTOMOBILIA, RAILWAYANA & EPHEMERA

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.
- 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 Bothwell Ranch in Woodland Hills, California, on Saturday, November 11, 2017.
- 1.11 'Seller' means the person who offers the Lot for sale.

2. BONHAMS AS AGENT

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

3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams' sales. The rates quoted for conversion of other currencies to U.S. dollars (or the currency in which the relevant sale is conducted) are indications only and should not be relied upon

by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter.

4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

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

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

- 5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.
- 5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

6. BIDDER REGISTRATION

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

7. THE BUYER

- 7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.
- 7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent

is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

8. BUYER'S PREMIUM

- 8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to TEN PERCENT (10%) of the Hammer Price of such Lot, together with any applicable sales or use tax and any fees or duty due on the Lot.
- 8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia, railwayana, ephemera, or other non-motor vehicle property, the Buyer shall pay Bonhams a premium of TWENTY-FIVE PERCENT (25%) on the first One Hundred and Fifty Thousand Dollars (\$150,000.00) of the Hammer Price of such lot, TWENTY PERCENT (20%) on the amount of the Hammer Price above One Hundred and Fifty Thousand Dollars (\$150,000.00) up to and including Three Million Dollars (\$3,000,000.00), and TWELVE PERCENT (12%) on any amount by which such Hammer Price exceeds Three Million Dollars (\$3,000,000.00), together with any fees or duty due on the Lot, and, unless the purchaser is exempt by law from the payment thereof, any Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New Jersey, New York, Pennsylvania, Texas, Virginia, Washington, D.C., Washington state, or other applicable state or local sales tax (or compensating use tax).

9. CONTRACT OF SALE

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

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer or debit card transaction made in person with a PIN, in United States currency, no later than 12:00 noon Pacific Time on Tuesday, November 14, 2017. Additionally, for purchases of automobilia and other non-motor vehicle property only, the Buyer may make payment to Bonhams by Visa, MasterCard, American Express or Discover credit or charge card for such purchases. Upon prior arrangement with Bonhams, the

CONDITIONS OF SALE – MOTOR VEHICLES

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;
- (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. Jurisdiction and venue for all dispute resolution shall be in San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

Mediation and Arbitration Procedures

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

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

CONDITIONS OF SALE - MOTOR VEHICLES (CONTINUED)

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 Commercial Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

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

(i) the arbitration shall occur within 60 days following the selection of the arbitrator;

(ii) the arbitration shall be conducted in the city of Los Angeles, California; and

(iii) discovery and the procedure for the arbitration shall be as follows:

(A) All arbitration proceedings shall be confidential;

(B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;

(C) Discovery, if any, shall be limited as follows:

(i) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor;

(ii) No more than three (3) 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 sixteen (16) 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 such other bonds as required by its licenses and permits.

18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled 'Buyer Information', any Important Notices, and

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

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

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

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

18.7 Time is of the essence of this agreement.

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

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS,

DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

If live online bidding is made available for this Sale, additional terms and conditions will apply to bidders participating in the Sale via Bonhams' live online bidding system, which supplemental online terms and conditions shall be deemed a part of these Conditions of Sale. Please see www.bonhams.com/WebTerms for more information.

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

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

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

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

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

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

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

Bonhams Client Services Department
7601 W Sunset Blvd
Los Angeles, California 90046
Tel +1 (323) 850 7500
Fax +1 (323) 850 6090

Bonhams

Sale title: The Bothwell Collection	Sale date: November 11, 2017
Sale no. 24733	Sale venue: The Bothwell Ranch Woodland Hills, California, CA
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s	
\$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 12pm Nov 14 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

Please note that all telephone calls are recorded.

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

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

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

By signing this form you agree that you have read and understand our conditions of sale and shall be legally bound by them, and you agree to pay the buyer's premium, any applicable taxes, and any other charges mentioned in the buyer's INFORMATION or conditions of sale. This affects your legal rights.	
Your signature: _____	Date: _____

SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

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

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

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

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Bothwell Collection on November 11, 2017.

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

Sincerely,

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

SAMPLE BANK LETTER OF REFERENCE

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' Bothwell Collection on November 11, 2017.

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

Sincerely,

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

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1957 MERCEDES-BENZ 300SL ROADSTER
€750.000 - 950.000

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Bonhams are pleased to announce their inaugural sale of important collector's cars at the "Auto e Moto D'Epoca" show in Padua, Italy's largest classic car fair, which can be easily reached via Venice airport.

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*The ex-Tony McAlpine, Jack Ehret,
Australian Land Speed Record Breaking, 4 owners from new*

1951 VINCENT 998CC BLACK LIGHTNING

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



**1928 MERCEDES-BENZ TYP S 26/120/180
SUPERCHARGED SPORTS TOURER**
Coachwork by Erdmann & Rossi
Sold for \$4,812,500



Matching numbers
Highly original and preserved
One owner for the past 28 years
1964 PORSCHE 904 GTS
Sold for \$2,310,000



Originally delivered new to Gustav Eisenmann, ex-Grant White
**1931 ALFA ROMEO 6C 1750 5TH SERIES SUPERCHARGED
GRAN SPORT SPIDER**
Coachwork by ZAGATO
Sold for \$2,805,000

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SCOTTSDALE

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Ex Bob Jane - 1963 Australian GT Championship Winning
1963 JAGUAR E-TYPE LIGHTWEIGHT COMPETITION
Sold for \$7,370,000

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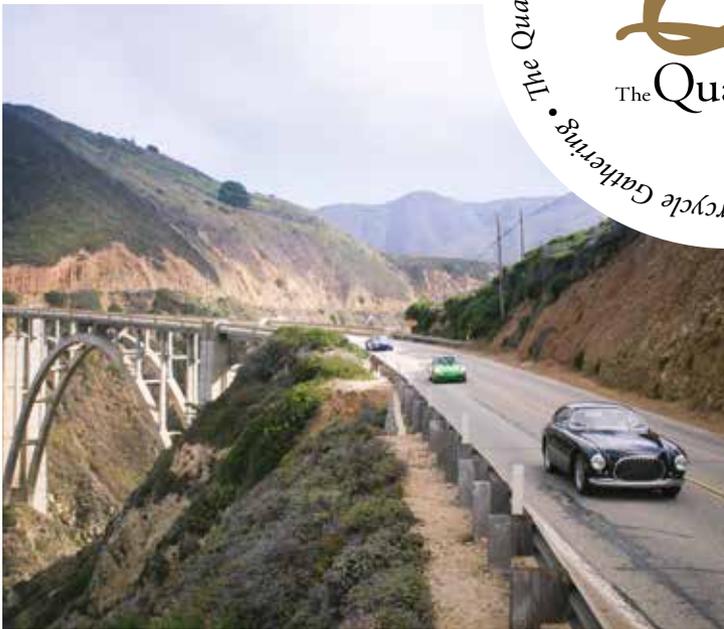
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Delivered new to New York
1937 BUGATTI TYPE 57SC SPORTS TOURER
Coachwork by Vanden Plas
Sold for \$9,735,000

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THE PENINSULA HOTELS 2018 SIGNATURE MOTORING EVENTS

The Quail Motorcycle Gathering

Saturday, May 5, 2018 • Quail Lodge & Golf Club, Carmel CA

The 10th Annual *The Quail Motorcycle Gathering* will feature more than 350 of the world's finest and rarest collections of vintage and modern motorcycles on display from the following classes: Antique, American, British, Italian, Other European, Japanese, Competition On/Off Road, Custom/Modified, Extraordinary Bicycles and Scooters, and Café Racers. Advance tickets are just \$75 per person inclusive of a mouthwatering barbecue lunch, parking, live entertainment, and gear valet service. Entrant Packages start at \$150 inclusive of two tickets to *The Quail Motorcycle Gathering*, one event gift bag, and a t-shirt. Sponsorship and advertising opportunities are also available.

Learn more at signatureevents.peninsula.com

The Quail, A Motorsports Gathering

Friday, August 24, 2018 • Quail Lodge & Golf Club, Carmel CA

The 16th Annual *The Quail, A Motorsports Gathering* invites you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your private collection! *The Quail's* Traditional Classes include: Pre-War Sports and Racing, Post-War Racing, Post-War Sports 1945-1960, Post-War Sports 1961-1975, The Great Ferraris, Supercars, Custom Coachwork, and Sports and Racing Motorcycles. Bypass the 2018 lottery and guarantee a ticket now to the sold-out event by purchasing *The Quail* Charitable Patron Tickets for just \$2,500 apiece, of which 50% of the proceeds will directly benefit a preferred local charity.

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