

Collectors' Motor Cars
and Motorcycles
Saturday 23 June, 2018
Hillegom
The Netherlands

THE DEN HARTOGH COLLECTION



Bonhams







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Collectors' Motor Cars and Motorcycles
Saturday 23 June, 2018
Hillegom
The Netherlands

VIEWING

Thursday 21 June 14:00 – 18:00
Friday 22 June 09:30 – 20:00
Saturday 23 June from 09:00

SALE TIME

Saturday 23 June
Motorcycles - 9.30am
Motor Cars - 11am

SALE NUMBER

25077

CATALOGUE

€40.00 + p&p

BIDS

+44 (0) 20 7447 7447
+44 (0) 20 7447 7401 fax
bids@bonhams.com

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

Live online bidding is available for this sale

Please email bids@bonhams.com
with "Live bidding" in the subject
line 48 hours before the auction
to register for this service.

Please note that bids should
be submitted no later than 17:00
on Friday 22 June 2018.
All bids should be sent
directly to the Bonhams office,
+44 (0) 20 7447 7401 fax or
Email: bids@bonhams.com

ENQUIRIES IN ADVANCE

Motor Cars
Europe +44 (0)20 7468 5801
USA +1 (917) 340 9652
ukcars@bonhams.com

Motorcycles
Europe +44 (0) 20 8963 2817
motorcycles@bonhams.com

ENQUIRIES ON VIEW AND SALE DAYS

+44 (0) 8700 270 090
+44 (0) 8700 270 089 fax
ukcars@bonhams.com

IMPORTANT INFORMATION

**The United States Government
has banned the import of ivory
into the USA. Lots containing
ivory are indicated by the
symbol Φ printed beside the
lot number in this catalogue.**

CUSTOMER SERVICES

Monday to Friday 08:30 - 18:00
+44 (0) 20 7447 7447

Please see page 209 and 210 for
bidder information including after-sale
collection and shipment

Please see back of catalogue for our Conditions of Sale

PLEASE NOTE

Admission to the sale by catalogue
only (admits two)

KIJKDAGEN

Donderdag 21 Juni 14.00 – 18.00
Vrijdag 22 Juni 09.30 – 20.00
Zaterdag 23 juni vanaf 9.00 uur

VEILING

Zaterdag 23 juni
Motorfietsen - 9.30am
Automobielen - 11am

VEILING NUMMER

25077

CATALOGUS

€40.00 + verzendkosten

BIEDINGEN

Bids Department Londen
+44 20 7447 7447
+44 20 7447 7401 (fax)
bids@bonhams.com

Om te bieden via internet
bezoek www.bonhams.com

Live online bieden is mogelijk voor deze veiling

Stuur, minimaal 48 uur voor
de veiling, een email naar
bids@bonhams.com met als
onderwerp "Live bidding", om u
te registreren voor deze service.

We maken u erop attent dat
biedingen op Vrijdag 22 Juni
2018 voor 17.00 uur bij ons binnen
moeten zijn. Alle biedingen moeten
direct aan het Bids Office van
Bonhams worden toegestuurd
bids@bonhams.com. (of eventueel
per fax +44 (0) 20 7447 7401)

INFORMATIE VOORAF

Automobielen
Europe +44 20 7468 5801
USA +1 917 340 9652
ukcars@bonhams.com

Motorfietsen
Europe + 44 20 8963 2817
motorcycles@bonhams.com

Algemeen
Nederland +31 (0)20 6709701
amsterdam@bonhams.com

INFORMATIE GEDURENDE KIJKDAGEN EN VEILINGDAG

+44 (0) 8700 270 090
+44 (0) 8700 270 089 fax
ukcars@bonhams.com

BELANGRIJKE INFORMATIE

**De Amerikaanse regering heeft
de import van ivoor in de USA
verboden. Objecten welke ivoor
bevatten zijn in de catalogus
aangemerkt met het symbool Φ .**

CUSTOMER SERVICE / KLANTENSERVICE

Maandag t/m vrijdag 08.30 - 18.00
+44 (0) 20 7447 7447

Zie ook pagina 209 and 210 voor
nadere informatie voor bidders,
ophaaltijden en transport.

De Conditions of Sale / Veilingvoorwaarden zijn te vinden achterin de catalogus

HOUDT U ER REKENING MEE

Toegang tot de kijkdagen en veiling
enkel op vertoon van catalogus
(geeft toegang voor 2 personen)

Bonhams 1793 Limited

via the Bonhams Netherlands Branch
De Lairessestraat 154
1075 HL Amsterdam
Dutch VAT No. NL 81.90.55.402.B.01

Bonhams International Board

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Patrick Meade Group Vice Chairman,
Jon Baddeley, Rupert Banner, Geoffrey Davies,
Jonathan Fairhurst, Asaph Hyman, James Knight,
Caroline Oliphant, Shahin Virani,
Edward Wilkinson, Leslie Wright.



PIET DEN HARTOGH (1926 - 2010)

Collection Introduction

Welcome to the Den Hartogh Collection Auction.

The incredible single-owner collection comprises more than 200 Ford and Lincoln motor cars and commercial vehicles, and more than 50 motorcycles.

The museum was founded and curated by Piet den Hartogh, who bought his first Ford in 1956. Piet fell in love with the marque at a young age, inspired by the Ford trucks used by his father for his transport company after he graduated from barges and horse-drawn carriages to more modern modes of transport.

Piet's collection grew rapidly, as he sought to amass an example of every single Ford model, ranging from the 1903 Model A to more modern camper vans and even a Canadian police-issue snowmobile. It was Piet's wife who suggested turning the vast collection into a museum in the 1990s and sharing the results of a life's diligent collecting with Ford enthusiasts across the world.

For more than two decades, the collection has been a must-see for all lovers of motor cars. Such a large and unique collection, however, requires an enormous amount of passion and dedication. Piet's daughter, Greske, ran the museum for many years, but the family has now decided that the time has come to share their remarkable collection with the legions of Ford fans who will ensure that each piece gets the attention it deserves.

Bonhams is honoured to have been entrusted with this sale and wish you spirited bidding for the wide variety of souvenirs and unique opportunities it represents.

Welkom bij de veiling van de Den Hartogh Collectie

Deze ongelooflijke collectie, van één verzamelaar, bestaat uit meer dan 200 Ford en Lincoln automobielen en vrachtwagens en meer dan 50 motorfietsen.

De collectie is samengesteld en opgebouwd door Piet den Hartogh, die zijn eerste Ford al kocht in 1956. Piet's liefde voor het merk Ford was al op zeer jonge leeftijd ontstaan. In de tijd dat het transportbedrijf van zijn vader overging van het gebruik van schepen en paard en wagen, naar moderne transportmiddelen waren dit vrachtwagens van het merk Ford. Deze trucks lieten een onvergetelijke indruk achter op Piet.

De collectie van Piet den Hartogh groeide in snel tempo. Piet zocht naar exemplaren van alle bestaande Fordmodellen, variërend van een model A uit 1903, modellen Tuit de jaren '20, tot aan moderne campers en zelfs een Ford sneeuwscooter van de Canadese politie.

Piet's echtgenote inspireerde hem in 1990 om de collectie om te vormen tot een echt museum, zodat zijn liefde en passie voor Fords gedeeld kon worden met liefhebbers over de hele wereld. Gedurende ruim 20 jaar was de collectie een 'must-see' voor elke autoliefhebber. Een dergelijke bijzondere collectie behoeft ook een enorme toewijding. Piet's dochter Greske was jarenlang verantwoordelijk voor het museum, maar de familie heeft nu besloten de bijzondere collectie te delen met de vele Ford liefhebbers over de gehele wereld. Op deze manier zullen alle auto's weer de volle aandacht en liefde krijgen die ze verdienen.

Bonhams is er trots op dat we deze veiling voor de familie mogen organiseren. We wensen u veel succes toe bij het bieden, deze veiling met het gevarieerde en brede aanbod is een unieke mogelijkheid om een stuk Ford historie in handen te krijgen en de passie voort te laten leven.

General Information

Admission

Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

Absentee Bids

Bonhams will execute bids when instructed. Lots will be bought as cheaply as is allowed by other bids and Reserves.

References

Intending Buyers should supply bankers' references. The references should be supplied to Bonhams in time to allow them to be taken up before the Sale. Unless arrangements are made with Bonhams for payment in advance of the Sale all Lots will be removed to storage immediately after the Sale at the Buyers' cost. In any event, the Purchase Price should be paid to Bonhams not later than 12 noon on the day after the Sale.

Bidder Registration

To recognise 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.

Estimates

Estimates provided by Bonhams are for information purposes only and must in no way be considered an auction guarantee. Estimates do not include auction costs payable by the buyer, or additional taxes.

Premium

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium on the Hammer Price of each Lot purchased and is subject to BTW. Some lots may also be subject to BTW on the Hammer Price and these lots will be clearly marked with a symbol (†, Ω, *) printed beside the lot number in the catalogue.

The Buyer's Premium for this sale will be 15% of the Hammer Price of each Lot.

Buyers' attention is drawn to Condition 7 of the Notice to Bidders. BTW at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

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.

Methods of Payment

It is important you are aware of the following regarding registration and payment:

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued.

Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

We are unable to accept any third party payments. Should a third party payment be made this will result in a delay in your payment being processed and your ability to collect your purchase.

Purchases can only be released when full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds. Before bidding, you should ensure that you have the necessary funds available and be able to pay according to one of the methods set out below. All cheques should be made payable to Bonhams 1793 Limited.

Bonhams' preferred payment method is by bank transfer. You may electronically transfer funds to our Trust Account. If you do so, please quote your paddle number and invoice number as the reference. Our Trust Account details are as follows:

- **Bank Transfer:** You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.
Bank: **National Westminster Bank Plc**
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Sort Code: 56-00-27
Account Name: Bonhams 1793 Limited
Account Number: 550/02/28613430
IBAN Number: GB13NWBK60721128613430
SWIFT code: NWBKGB2L

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to euros must not be less than the sterling amount payable, as set out on the invoice.

Payment may also be made by one of the following methods:

- **Cash:** You may pay for Lots purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all Lots purchased by you at the Sale does not exceed €5,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for Lots exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

- **Cheque:** You may pay by euro cheque but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take up to 10 working days to clear.

BTW (VAT)

The following symbols are used to denote that BTW is due on the hammer price and buyer's premium:
† BTW at 21% on hammer price and buyer's premium
Ω BTW on imported items at 21% on hammer price and buyer's premium.

* BTW on imported items at 6% on hammer price and buyer's premium.

- Zero rated for BTW, no BTW will be added to the hammer price or the buyer's premium.

In all other instances no BTW will be charged on the hammer price, but BTW at the prevailing rate (currently 21%) will be added to the buyer's premium which will be invoiced on a BTW inclusive basis.

The Veteran Car Club of Great Britain Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this Catalogue, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

Algemene Informatie

Toegang

Bonhams heeft het recht om zonder opgaaf van reden personen de toegang te weigeren tot de veilinglocatie en/of om aan de veiling(en) deel te nemen.

Schriftelijke Biedingen

Bonhams kan biedingen uitvoeren wanneer zij daarvoor opdracht heeft gekregen. Lots zullen worden aangekocht tegen het laagst mogelijke bod, rekening houdend met andere biedingen en eventuele limieten.

Referenties

Bieders die van plan zijn te bieden kunnen door Bonhams gevraagd worden een bankreferentie af te geven. Bankreferenties dienen op tijd te worden afgegeven voorafgaand aan de veiling.

Tenzij anders overeengekomen met Bonhams, zullen onbetaalde aangekochte lots, direct na de veiling worden getransporteerd naar de opslag op kosten van de koper. In ieder geval dient de aankoopprijs, te worden betaald niet later dan 12 uur op de dag na de veiling.

Bieder Registratie

Om bieders te kunnen herkennen tijdens de veiling, moet eenieder die van plan is te gaan bieden zich registreren. Hiervoor moet het registratie- en biedformulier volledig worden ingevuld en moet u de benodigde identificatie en referenties verstrekken voorafgaand aan de veiling. U krijgt vervolgens uw persoonlijke biednummer toegewezen.

Taxaties/Estimates

Taxaties die door Bonhams worden verstrekt zijn enkel ter informatie en mogen en kunnen geenszins gezien worden als een veiling garantie. Taxaties zijn exclusief veilingkosten of bijkomende kosten welke door de koper betaald moeten worden.

Veilingkosten/Premium

Net zoals andere veilinghuizen berekent Bonhams veilingkosten (buyers premium) over de hamerprijs van elk aangekocht lot. Over deze veilingkosten (buyers premium) wordt tevens Btw berekend. Soms moet er ook Btw betaald worden over de hamerprijs en veilingkosten, deze lots zullen duidelijk gemarkeerd zijn met een symbool (†, Ω, *) afgedrukt naast het lotnummer in de catalogus.

De veilingkosten (buyers premium) voor deze veiling bedragen 15% over de hamerprijs van elk lot.

Bieders worden gewezen op artikel 7 van de Notice to Bidders. De geldende BTW dient door alle kopers betaald te worden over de veilingkosten (buyers premium), tenzij anders aangegeven.

Schade

Elke bezoeker die schade toebrengt aan een lot wordt verantwoordelijk en aansprakelijk gehouden voor de geleden schade en dient Bonhams of haar vertegenwoordigers schadeloos te stellen voor de kosten.

Betalingsmogelijkheden

Het is van groot belang dat u op de hoogte bent van het onderstaande met betrekking tot registratie en betalingen:

De naam en adres waarmee u zich registreert zijn hetzelfde als de naam en adres op uw factuur. We kunnen en mogen deze gegevens niet meer wijzigen nadat de factuur is uitgegeven.

Tevens moet bij betaling, de bankrekening waarvan u de betaling doet, volledig corresponderen met de gegevens van de koper zoals deze op het registratieformulier en de uitgegeven factuur zijn vermeld.

Bonhams kan en mag geen betalingen van derden accepteren. Wanneer de betaling niet correct wordt uitgevoerd leidt dit tot vertraging en kan het object nog niet worden afgehaald.

Aankopen kunnen alleen worden vrijgegeven wanneer volledige betaling (inclusief alle kosten) van alle facturen door de koper heeft plaatsgevonden, en de bedragen zijn bijgeschreven op de rekening van Bonhams. Vergewis u ervan dat u, voordat u gaat bieden, de benodigde geldmiddelen ter beschikking heeft om de betalingen te kunnen voldoen. Betalingen kunnen plaatsvinden op de diverse manieren zoals hieronder beschreven.

Bonhams geeft de voorkeur aan betalingen per bank. U kunt uw betaling per internetbankieren (international bank transfer) overmaken op onze derdengeld rekening (trust account). Vermeld bij uw betaling uw biednummer en factuurnummer als omschrijving/betalingskenmerk. De bankgegevens van onze derdengeld rekening zijn:

- **Bank overschrijving:** U kunt uw betaling per internetbankieren overmaken op onze rekening. Vermeld uw biednummer en factuurnummer als omschrijving/betalingskenmerk.

Bank: **National Westminsterbank Plc**

Adres: PO Box 4RY

250 Regent Street

London W1A 4RY

Sort code: 56-00-27

Naam rekeninghouder: Bonhams 1793 Limited

Rekeningnummer: 550/02/28613430

IBAN: GB13NWBK60721128613430

SWIFT-code: NWBKGB2L

Wanneer u per bankoverschrijving betaalt houdt u rekening met het feit dat het door Bonhams te ontvangen bedrag gelijk is aan het factuurbedrag, en niet minder is door eventuele bank- en conversiekosten.

Alternatieve betalingsmethoden zijn:

- **Contant:** U mag contact betalen voor Lots aangekocht in deze veiling met bankbiljetten of munten in de valuta waarin de veiling wordt gehouden (niet in een andere valuta). Met de restrictie dat het totaal te betalen bedrag van alle door u aangekochte Lots, niet meer bedraagt dan €5000. Wanneer het te betalen bedrag van de door u aangekochte lots meer bedraagt dan dit bedrag moet u het restant op een andere wijze betalen. Deze beperking geldt voor zowel contante betaling op de veilinglocatie als eventuele directe contante stortingen op onze bankrekening.

- **Cheque:** U mag betalingen doen met cheques in euro's. Alle betalingen per cheque dienen volledig bijgeschreven te zijn voordat we lots kunnen vrijgeven en opgehaald kunnen worden. Houdt rekening met het feit dat betaling per cheque een verwerkingstijd hebben bij de bank van circa 10 werkdagen.

BTW (VAT)

De volgende symbolen worden gebruikt om aan te geven dat Btw betaald moet worden over zowel hamerprijs als veilingkosten (buyers premium).

† BTW van 21% over hamerprijs en veilingkosten

Ω BTW op geïmporteerde items van 21% over de hamerprijs en veilingkosten

* BTW op geïmporteerde items van 6% over de hamerprijs en veilingkosten

- Nul-tarief, er wordt geen BTW berekend over hamerprijs en/of veilingkosten

In alle andere gevallen wordt er geen BTW berekend over de hamerprijs, de BTW wordt enkel berekend over de veilingkosten (buyers premium). De BTW (huidige tarief 21%) wordt berekend over de veilingkosten (buyers premium) en deze zullen als een BTW inclusief bedrag op de factuur worden vermeld.

De Veteran Car Club of Great Britain Dating Plates en Certificaten

In sommige gevallen wordt melding gemaakt van een VCC-dating plate of VCC daterings certificaat. We maken u erop attent dat de VCC-GB, de diensten van de Veteran Car Company Ltd gebruikt, en zij van tijd tot tijd reviews doen van eerder gedateerde voertuigen. Het kan voorkomen dat nieuwe informatie en inzichten kan leiden tot het aanpassen van een datering. Ondanks de zorgvuldigheid van de VCC kunnen de dateringen op de VVC plates en certificaten niet gezien worden als een garantie en adviseren wij potentiële kopers zichzelf te overtuigen van de datering en leeftijd van de automobiel.

Guide for Buyers

How does an auction sale work?

An auction is a public and fair way of selling items, and bidding at auction is fun and exciting. The items are called Lots and the Lots in the Den Hartogh auction will comprise Ford and Lincoln motor cars and commercial/trade vehicles, and a collection of motorcycles.

All the Lots in the Den Hartogh sale are offered without reserve and this means all Lots will definitely sell and sell for the highest bid received. Every Lot has an estimate of value. This is our opinion of a Lot's value but Lots can sell for values higher and lower than the estimate. You, the Bidder, will ultimately establish the selling price of each Lot. The auctioneer will start the bidding usually below the low estimate and receive bids. The bidding will push the price higher and the last bid will determine the Hammer Price, which is the price at which the auctioneer drops the hammer (actually called a gavel).

Like most auction sales, the Hammer Price is subject to a Buyer's Premium. This sale has a 15% Buyer's Premium and that Premium is subject to BTW, Dutch VAT. The Hammer Price, plus Buyer's Premium and BTW thereon, will become your invoice total, the total amount payable.

If you are successful, you can pay and collect your Lot and any associated items such as keys, history files, documents etc.

Do I need to bring my catalogue to the sale?

Yes. Please ensure that you bring your catalogue to the sale as entry is by catalogue only. The catalogue will cost €40 on the door and each catalogue allows two people entry on the viewing and sale days. Further copies of the catalogue can be purchased on-site at the sale venue.

How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form, and provide photographic proof of identification, (passport or driving licence) and proof of address (utility bill/bank statement). In addition for a company registration please provide a copy of the Certificate of Incorporation plus relevant proof of address.

We strongly advise you register to bid in advance, please complete the bidder registration form and submit to Bonhams. This will save you a lot of time and, by pre-registering, you can collect your bidding paddle at the registration desk.

Once you have your bidding paddle that shows your own unique number, you are ready to go to the saleroom and bid for the Lot of your choice. When bidding, please use the paddle as it is easier for the auctioneer to notice.

The auctioneer will normally raise the bidding increments by about 10% each time. For example, normal bidding increments are as follows:

€1,000 – 2,000 by 100s
€2,000 to 5,000 by 200 / 500 / 800
€5,000 to 10,000 by 500s
€10,000 to 20,000 by 1,000s
€20,000 to 50,000 by 2,000 / 5,000 / 8,000
€50,000 to 100,000 by €5,000s
€100,000 to 200,000 by 10,000s
Over €200,000 at auctioneer's discretion

The auctioneer has the discretion to change these increments depending on the strength of bidding.

Should you be unable to attend the sale but still wish to bid, you can:

- a) Telephone bid. We will contact you just before the Lot is offered for sale. We can relay your bidding instructions to the auctioneer. You can leave a holding bid if you wish in case we cannot reach you by telephone
- b) Absentee bid. The auctioneer will try to buy the Lot for you as cheaply as possible.
- c) Online bidding: Once registered, you can bid remotely via your computer. You must be pre-registered to bid online no later than two days prior to the sale date.

Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. For any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional). A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on. Please note that we do not operate telephone bids for lots with a low estimate below €5,000.

Absentee/Commission bidding

As with telephone bidding, you will need to complete a form with your name, address and the lot(s) number(s) you wish to bid on. You will also need to enter the amount you are willing to bid up to for that lot (excluding premium & VAT). Bonhams will execute the bid as cheaply as possible on your behalf.

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day.

If you are a first time bidder you must also provide proof of identity. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed, contain credit/debit card details and fax/post to us no later than the morning of the sale day.

Online bidding

As with the other methods, you will need to be fully registered with Bonhams. Please note that we cannot process an online bidding facility within 48 hours of the date of sale. Once you have your online login details you can follow the sale on your computer/tablet/smartphone and bid remotely.

What currency will be used for the auction sale?

As the sale is being held in The Netherlands, the currency in which the sale is conducted is Euro.

Can I park at the Sale?

Yes, there is free parking available on-site and offered on a first come, first served basis. There will be an overflow car park available as well.

Can I bring my trailer?

Yes, there will also be space for trailers and small trucks.

Will refreshments be available?

Yes, the museum café will be operational and will offer food and both alcoholic and non-alcoholic beverages.

Disabled access and lavatories

The museum has good disabled access and sufficient lavatories are available.

Will a professional transportation company and shipping agent be available?

Yes, representatives of the respected Dutch transport and shipping company GPS Global will be on-site and happy to offer advice and take bookings to deliver your purchased Lots. GPS Global's details are listed on the 'Collection of Vehicles' page in the catalogue. Should you require assistance and/or a quote, we recommend you contact them in advance of the Sale.

How fast will the auctioneer go?

The auctioneer will aim to sell circa 28 vehicles per hour.

Are there any warranties offered with the vehicles?

No. All vehicles are offered on an 'as seen' basis. Please note these motor vehicles have been museum displayed for many years. They will all require re-commissioning to a larger or lesser extent before road use. It is up to you to inspect the vehicle and make your own decision as to the completeness, condition and originality of the vehicle. If you do not feel qualified to make a judgement, please feel free to bring a mechanic or engineer. Neither the Seller, nor Bonhams will be responsible for any faults or defects, known or otherwise.

The illustrated catalogue will describe the vehicles to the best of our ability on information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix what is known as a Sale Room Notice (SRN) to the vehicle. A list of all SRNs will be available by the time the vehicles are presented for view. They will also appear online. We are happy to offer our opinion as to the integrity of the vehicle at the sale, however you should accept this is an opinion only and cannot not be relied upon.

In short, you should satisfy yourself as to the completeness, condition and integrity of any Lot prior to bidding. It is also important to note that some illustrations may historical and show the vehicle in a better condition than now offered.

Can I change my mind after I have purchased a lot?

No. Lots are not sold as an option and there is no 'cooling off' period. Once the auctioneer drops the hammer a contract is made and you are obligated to proceed with said contract.

Can I view the vehicle files that accompany the vehicles?

Yes, we should have every vehicle file available for inspection during the view. Some vehicles are Dutch registered and those documents can also be viewed. Go to the 'Vehicle Document desk' to view the files.

Keys and Documents

Vehicles are offered with, and some without, keys and documents. It is the buyer's responsibility to inspect the Lot at the sale to satisfy oneself as to the completeness, integrity and presence of keys, spares and documentation. The catalogue will not necessarily list these items.

How can I pay?

It is important you are aware of the following regarding registration and payment:

If you are successful, the name and address in which you registered will be the name and address on your invoice. We cannot amend the details on your invoice once it is issued.

Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

As part of money laundering regulations, we are unable to accept any third party payments. Should a third party payment be made this will result in a delay in your payment being processed and your ability to collect your purchase.

We are happy to accept cash (in the currency in which the sale is conducted, in this case Euros) but not to exceed €5,000. Any amount over €5,000 must be paid otherwise than in coins or notes. We accept the following methods of payment.

Bank transfer

Our bank details can be found on the general information page. Please quote your client number and invoice number as the reference. If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to Euros, must not be less than the Euro amount payable on the invoice

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium on the Hammer Price of each Lot purchased and is subject to BTW (VAT). Some lots may also be subject to BTW on the Hammer Price and these lots will be clearly marked with a symbol (†, Ω, *) printed beside the lot number in the catalogue.

For this sale the Buyer's Premium will be 15% on the Hammer Price of each Lot.

Buyers' attention is drawn to Condition 7 of the Notice to Bidders. BTW at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

When can I collect my vehicle?

Once full payment has been received, purchases can be cleared (where possible) during the auction and a few days immediately after the auction. Please see the Collection and Removal page for further information.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However, representatives from transport and shipping carriers will be present. Contact details are listed in the sale catalogue.

Motorcycle Frame and Engine Numbers

It is not uncommon in the life of a motorcycle for either the frame or the engine to be changed and as a consequence, the frame and engine numbers to be altered. Buyers must check by personal inspection that frame and engine numbers recorded in the catalogue description or on the registration documents correspond with those on the machine. Buyers must also satisfy themselves whether the physical number stampings on a machine are consistent with original factory stamps for that lot.

Leidraad voor Kopers

Hoe werkt een veiling?

Een veiling is een openbare en transparante manier van verkopen en het bieden op een veiling is leuk en spannend. De aangeboden items worden Lots genoemd. De Lots in de Den Hartogh sale bestaan uit automobielen en vrachtwagens/commerciële voertuigen van de merken Ford en Lincoln en een collectie motorfietsen.

Alle Lots in de Den Hartogh veiling worden aangeboden zonder limiet. Dit houdt in dat alle Lots verkocht zullen worden tegen het hoogst uitgebrachte bod (er is dus geen minimumprijs dat een lot moet opbrengen). Elk lot staat in de catalogus omschreven met een veilingtaxatie, dit is onze mening van de waarde van het lot. Maar Lots kunnen verkocht worden voor bedragen boven of onder onze schatting. U, de bidder, zal uiteindelijk bepalen wat de verkoopprijs is van elk lot. De veilingmeester zal doorgaans starten met een openingsbod dat lager ligt dan de lage veilingsschatting en dan biedingen van kopers ontvangen. De veiling gaat per opbod, en de biedingen zullen het hoogste bod bepalen, de hamerprijs. De hamerprijs is het finale en hoogste bod dat door de veilingmeester wordt afgeslagen met zijn veilinghamer.

Net zoals bij andere veilinghuizen berekent Bonhams veilingkosten over de hamerprijs. Voor deze veiling geldt een percentage van 15% veilingkosten. Over deze veilingkosten wordt tevens de Nederlandse Btw berekend (21%).

De hamerprijs, plus veilingkosten en de btw over de veilingkosten vormen samen het totaal te betalen factuurbedrag.

Wanneer u de gelukkige koper bent, kunt u na volledige betaling het Lot ophalen, samen met bijbehorende items, zoals sleutels en documenten.

Moet ik mijn catalogus meenemen naar de veiling?

Ja. Neem uw catalogus mee naar de veiling, want toegang is enkel op vertoon van de gedrukte catalogus. De catalogus kost €40 en geeft toegang aan twee personen voor de kijkdagen en veilingdag. Catalogi zijn ook te koop op de veilinglocatie, Het Den Hartogh Museum in Hillegom.

Hoe kan ik meebieden tijdens de veiling?

Om mee te kunnen bieden op de veiling dient u zich, bij voorkeur vooraf, als bidder te registreren. U dient het registratie- en biedformulier volledig in te vullen en we vereisen tevens fotografisch bewijs van identiteit en bewijs van woonadres. Bidders dienen kopieën mee te sturen van een paspoort, rijbewijs of identiteitskaart en van bijvoorbeeld een energierekening, bank- en of creditcardafschrift, of enig ander document met daarop uw recente adresgegevens. Zakelijke cliënten dienen tevens een kopie KvK mee te sturen.

We raden u met klem aan om u reeds voorafgaand aan de veiling te registreren. We verwachten veel nieuwe bidders en registratie vooraf voorkomt wachttijd en verzekert u ervan dat u mee kunt bieden. Als u zich vooraf heeft geregistreerd kunt u uw 'paddle' met biednummer (uw persoonlijke biednummer) veel sneller afhalen bij de registratiebalie op de veilinglocatie.

Wanneer u uw persoonlijke biednummer hebt opgehaald, bent u klaar om te bieden op het lot van uw gading in de veilingzaal. Wanneer u biedt, gebruikt u dan bij voorkeur uw paddle, dit is duidelijk en makkelijk herkenbaar voor de veilingmeester.

De veilingmeester verhoogt de biedingen normaal gesproken met zo'n 10% per biedstap. Hieronder de algemene verhogingen per bod:

€1000 - 2000 met 100s
€2000 - 5000 met 200/500/800s
€5000 - 10.000 met 500s
€10.000 - 20.000 met 1.000s
€20.000 - 50.000 met 2.000/5.000/8.000
€50.000 - 100.000 met 5.000
€100.000 - 200.000 met 10.000s
Boven €200.000 naar keuze van de veilingmeester

De veilingmeester heeft het recht om van bovenstaande stappen af te wijken, afhankelijk van het biedverloop en dynamiek van de veiling.

Mocht u onverhoopt niet in staat zijn om persoonlijk aanwezig te zijn bij de veiling, maar u wilt wel bieden, dan zijn er de onderstaande mogelijkheden:

- Telefonisch meebieden: U wordt door ons gebeld kort voordat het lot ter veiling wordt aangeboden. We kunnen dan live gedurende de veiling uw bod doorgeven aan de veilingmeester. U kunt desgewenst ook een 'emergency' bod achterlaten mochten we u telefonisch niet kunnen bereiken.
- Schriftelijk meebieden: (commissie bieding) U laat een bod bij ons achter en de veilingmeester probeert het Lot voor de laagst mogelijke prijs voor u aan te kopen.
- Online Live meebieden: Als u hiervoor bent geregistreerd, kunt u op afstand vanachter uw computer Live meebieden. U moet zich voor deze service vooraf registreren, en niet later dan twee dagen voor de veiling.

Telefonisch bieden

Telefonisch meebieden geeft u de gelegenheid live per telefoon mee te bieden tijdens de veiling. Hiervoor dient u uw registratie- en biedformulier volledig in te vullen, en aan te geven dat u telefonisch wilt bieden (telephone bid). Geef ook duidelijk aan op welke telefoonnummer(s) u te bereiken bent en welk nummer het hoofdnummer is (wij adviseren u een extra telefoonnummer door te geven, bijvoorbeeld uw mobiel, in geval we u op het vaste nummer niet kunnen bereiken). Op het biedformulier dient u ook duidelijk de lotnummers te vermelden waarop u wilt meebieden. Ook kunt u (optioneel) een hoogste bod opgeven, mochten we u onverhoopt niet kunnen bereiken. Een medewerker van Bonhams belt u enkele lotnummers van tevoren en bespreekt vervolgens het bieden met u en geeft u nadere instructies. Helaas accepteren we geen telefonische biedingen voor lots met een veilingsschatting onder €5.000.

Schriftelijk bieden/Commissie bieding

Net zoals bij de telefonische bieding dient u uw registratie- en biedformulier volledig in te vullen. U geeft duidelijk aan op het biedformulier op welke lotnummers u wilt bieden. Daarnaast dient u op het formulier uw maximum bod (exclusief veilingkosten en Btw) te noteren. Bonhams / de veilingmeester biedt

dan voor u en we zullen proberen het lot voor de laagst mogelijke prijs voor u aan te kopen.

Verzeker u ervan dat het registratie- biedformulier compleet is ingevuld en ondertekend. (de vakjes klantnummer en paddle nummer zijn voor intern gebruik en hoeven niet te worden ingevuld).

Wanneer u uw formulier volledig heeft ingevuld en ondertekend kan het samen met de benodigde documenten (ID, bewijs van adres) aan Bonhams Bids Department worden toegestuurd. Dit kan, bij voorkeur per email naar bids@bonhams.com, of per fax of post. Mocht u het formulier per post toesturen, houdt dan rekening met bezorgtijd en stuur het op ruim voor de veiling.

Wanneer u zich registreert vereisen wij tevens fotografisch bewijs van identiteit en bewijs van woonadres. Bidders dienen kopieën mee te sturen van een paspoort, rijbewijs of identiteitskaart en van bijvoorbeeld een energierekening, bank- en of creditcardafschrift, of enig ander document met daarop uw recente adresgegevens. Zakelijke cliënten dienen tevens een kopie KvK mee te sturen.

Om te zorgen dat uw schriftelijke bieding geaccepteerd wordt dient uw volledig ingevulde en ondertekende biedformulier op tijd bij ons binnen te zijn, bij voorkeur voor 22 Juni 17.00 uur, maar niet later dan de ochtend van de veiling zelf.

Online live bieden

Hiervoor geldt ook dat u volledig geregistreerd moet zijn als bidder bij Bonhams. U dient uw registratie- en biedformulier volledig in te vullen en ons te voorzien van de gevraagde documentatie (ID en bewijs van adres). Een online-account moet, in verband met de verwerking en aanmaken van persoonlijke login, minimaal 48 uur voorafgaand aan de veiling worden aangevraagd. Wanneer u uw online login gegevens hebt ontvangen kunt u de veiling volgen op uw computer/tablet/smartphone en live online meebieden.

In welke valuta wordt de veiling gehouden?

De veiling wordt in Nederland gehouden, en zal plaatsvinden in Euro.

Kan ik parkeren op de veilinglocatie?

Ja, er is vrij parkeren op het terrein van het Den Hartogh Fordmuseum, parkeren op basis van 'wie het eerst komt, wie het eerst maalt'. Er is ook beperkte extra parkeermogelijkheid nabij de veilinglocatie. U dient de instructies van de parkeerhulpen te volgen.

Kan ik mijn aanhanger meenemen?

Ja, er zal ook ruimte vrijgehouden worden voor auto's met trailer en kleine trucks.

Zijn er consumpties en versnaperingen verkrijgbaar?

Ja, het museum café zal gedurende de kijkdagen en veiling geopend zijn en verkoopt diverse snacks en dranken.

Toegang voor mindervaliden en toiletvoorzieningen

Het museum is goed toegankelijk voor mindervaliden en heeft voldoende toilet faciliteiten.

Is er een professionele autotransporteur en transport adviseur aanwezig?

Ja, vertegenwoordigers van de gerespecteerde Nederlandse transporteur GPS Global zijn op de locatie aanwezig. Zij adviseren u graag over de mogelijkheden en kosten voor het organiseren van transport van uw aangekochte lot(s). Zij kunnen direct transporten inboeken en voor u organiseren. De details van GPS Global staan vermeld op de 'Ophalen van Voertuigen/Collection of Vehicles' pagina in de catalogus. Wanneer u vragen, advies of een offerte van GPS Global nodig heeft adviseren we u om alvast vooraf contact met hen op te nemen.

Hoe snel gaat de veiling?

De veilingmeester zal proberen om ongeveer 28 Lots per uur te veilen.

Is er enige garantie op de aangeboden voertuigen en motorfietsen?

Nee. Alle aangeboden automobielen, commerciële voertuigen/vrachtwagens en motorfietsen worden aangeboden op basis van 'as seen'. Dit houdt in dat de auto's in de staat waarin ze zich bevinden worden aangeboden. We maken u erop attent dat de voertuigen jarenlang in een museum opstelling hebben gestaan. De voertuigen zullen allen onderhoud en inspectie nodig hebben voor zij weer de weg op kunnen. De ene auto in meer, de ander in mindere mate. Wij maken u dan ook attent op het feit dat u uzelf moet overtuigen van de compleetheid, conditie en originaliteit van het betreffende voertuig. Indien u zich niet kundig genoeg acht dit te kunnen doen, staat het u vrij om een monteur of technicus mee te nemen. Noch de verkoper, noch Bonhams zijn aansprakelijk en/of verantwoordelijk voor enige ondeugdelijkheden of defecten, gekend of anderszins.

In de catalogus, voorzien van foto's, worden alle aangeboden Lots zo zorgvuldig mogelijk, naar beste eer en geweten en naar ons beste kunnen omschreven, op basis van de ons beschikbare informatie. Mocht er specifieke informatie beschikbaar komen over een voertuig na publicatie van de catalogus, zal dit via een toelichting, een zgn. 'Saleroom Notice' (SRN), aan u kenbaar worden gemaakt. Een lijst van SRN's is beschikbaar tijdens de kijkdagen en veiling. Ook zullen deze online bij de Lots worden aangegeven. Vanzelfsprekend geven we graag onze mening over de echtheid en toestand van het voertuig in de veiling, maar u moet dit beschouwen als een mening en niet als feit, er kunnen geen rechten aan ontleend worden.

In het kort, u dient zichzelf goed te overtuigen van de compleetheid, echtheid, conditie en originaliteit van het betreffende Lot voordat u gaat bieden. Het is daarnaast ook belangrijk te vermelden dat sommige gebruikte foto's historisch zijn, en het voertuig in een betere conditie weergeven dan het nu wordt aangeboden.

Kan ik van gedachten veranderen nadat ik een lot heb aangekocht?

Nee. De Lots worden niet aangeboden als een kooprecht en er is geen bedenktijd. Wanneer de hamer van de veilingmeester valt wordt er een bindende koopovereenkomst gesloten. U bent vanaf dat moment gebonden aan deze koopovereenkomst. De veiling zal gehouden worden ten overstaan van een Nederlandse notaris.

Kan ik de beschikbare documenten en gegevens van de voertuigen inzien?

Ja, we hebben alle beschikbare gegevens van het betreffende Lot/voertuig ter inzage gedurende de kijkdagen. Sommige voertuigen hebben Nederlandse kentekenbewijzen, ook deze zijn te bekijken. De documenten liggen ter inzage bij de 'Vehicle Documentation Desk'.

Sleutels en documenten

Er zijn voertuigen welke worden aangeboden met, en andere die worden aangeboden zonder sleutels en documenten. Het is de verantwoordelijkheid van de koper zelf om het Lot goed te inspecteren gedurende de kijkdagen. De koper dient zichzelf ervan te overtuigen van de compleetheid, echtheid, conditie en originaliteit, alsmede van de aanwezigheid van sleutels, reserveonderdelen en documentatie van het betreffende Lot. Dit wordt niet noodzakelijkerwijs in de catalogus vermeld.

Hoe kan ik betalen?

Het is van groot belang dat u op de hoogte bent van het onderstaande met betrekking tot registratie en betalingen:

De naam en adres waarmee u zich registreert zijn hetzelfde als de naam en adres op uw factuur. We kunnen en mogen deze gegevens niet meer wijzigen nadat de factuur is uitgegeven.

Tevens moet bij betaling, de bankrekening waarvan u de betaling doet, volledig corresponderen met de gegevens van de koper zoals deze op het registratieformulier en de uitgegeven factuur zijn vermeld.

Vanwege wetgeving met betrekking tot witwassen, kan en mag Bonhams geen betalingen van derden accepteren. Wanneer de betaling niet correct wordt uitgevoerd leidt dit tot vertraging en kan het object nog niet worden afgehaald.

U mag contact betalen (in de valuta waarin de veiling wordt gehouden, Euro). Met de restrictie dat het totaal te betalen bedrag van alle door u aangekochte Lots, niet meer bedraagt dan €5.000. Wanneer het te betalen bedrag meer bedraagt dan €5.000 moet het restant op een andere wijze worden betaald.

Overmaken per bank

Onze bankgegevens staan vermeld bij de algemene informatie, betalingsmogelijkheden. Bonhams geeft de voorkeur aan betalingen per bank. U kunt uw betaling per internetbankieren overmaken op onze rekening. Vermeld uw biednummer en factuurnummer als omschrijving/betalingskenmerk. Wanneer u per bankoverschrijving betaalt houdt u rekening met het feit dat het door Bonhams te ontvangen bedrag gelijk is aan het factuurbedrag, en niet minder is door eventuele bank- en conversiekosten.

Zijn er verdere bijkomende kosten?

Net zoals andere veilinghuizen berekent Bonhams veilingkosten (buyers premium) over de hamerprijs van elk aangekocht lot. Over deze veilingkosten (buyers premium) wordt tevens Btw berekend.

Soms moet er ook Btw betaald worden over de hamerprijs en veilingkosten, deze lots zullen duidelijk gemarkeerd zijn met een symbool [†, Ω, *] afgedrukt naast het lotnummer in de catalogus. De veilingkosten (buyers premium) voor deze veiling bedragen 15% over de hamerprijs van elk lot.

Bieders worden gewezen op artikel 7 van de Notice to Bidders. De geldende BTW dient door alle kopers betaald te worden over de veilingkosten (buyers premium), tenzij anders aangegeven.

Wanneer kan ik mijn voertuig ophalen?

Wanneer uw factuur volledig betaald is en op de rekening van Bonhams is bijgeschreven, kunnen aankopen worden opgehaald gedurende de veilingdag (indien logistiek mogelijk) en gedurende enkele dagen na de veiling. Zie hiervoor de pagina Ophalen en Overplaatsing van Voertuigen / Collection and Removal voor nadere informatie, data en tijdstippen.

Kan iemand mijn aankopen transporteren en bezorgen?

Bonhams transporteert aankopen niet zelf. Vertegenwoordigers van een gerenommeerd transportbedrijf zijn aanwezig en kunnen u informeren over mogelijkheden en kosten. Contact gegevens staan afgedrukt in de catalogus.

Motorfietsen Frame- en Motornummers

Binnen het leven van een motorfiets, is het niet ongewoon dat of het frame of de motor(engine) veranderd of vervangen zijn, met als gevolg dat de frame- en motornummers veranderd of aangepast zijn. Kopers dienen zichzelf ervan te overtuigen, door middel van een persoonlijke inspectie, dat de betreffende frame en motornummers zoals deze zijn opgenomen in de catalogus of vermeld staan op de registratiedocumenten corresponderen met de nummers op de motorfiets. Kopers dienen zich bovendien te overtuigen van het feit of de aanwezige nummers op de motorfiets consistent zijn met de originele fabrieksnummers zoals deze gebruikt worden voor het betreffende lot.

Collection and Removal of Vehicles

Ophalen en Overplaatsing van Voertuigen

Vehicles can be collected on the following dates:

From 24 to 27 June

Bonhams staff will be on-site between 9am to 5pm to facilitate payment, hand over history files and assist with clearing vehicles.

Free storage is offered if you collect your vehicle within the above dates.

From 28 June to 18 July

Handling and storage charges commence from 28 June and you will only be able to collect your vehicle on these selected dates:

Tuesday 3, 10am to 4pm
Wednesday 4, 10am to 4pm
Thursday 5, 10am to 4pm
Tuesday 10, 10am to 4pm
Wednesday 11, 10am to 4pm
Tuesday 17, 10am to 4pm
Wednesday 18, 10am to 4pm

Charges as follows:

Handling: €100 + BTW per invoice
Storage: €50 + BTW per Lot, per day

From Monday 23 July

Any Lot not collected by this time will be removed to third party storage. All accrued handling and storage charges will apply in addition to uplift and storage costs as follows:

Motorcycles

Uplift €100 + BTW per Lot
Storage €30 + BTW per Lot, per day

Motor Cars

Uplift €200 + BTW per Lot
Storage €60 + BTW per Lot, per day

Commercial/trade vehicles:

Uplift €500 + BTW per Lot
Storage €100 + BTW per Lot, per day

Buyers should satisfy themselves that they have collected all relevant log books, documents, parts, accessories and keys relating to their Lot(s) at time of collection.

Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

Transport and Shipping

Representatives of GPS Global will be at the Sale and can arrange national and international transportation as agent for the Buyer. GPS Global will also be pleased to offer advice and delivery quotes and we recommend you contact them in advance of the Sale.

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Photography

Simon Clay
Tom Wood

Voertuigen kunnen worden opgehaald op de onderstaande dagen:

Van 24 tot en met 27 Juni

Personeel van Bonhams is aanwezig op de veilinglocatie tussen 9.00 en 17.00 uur om te ondersteunen bij betalingen, het ter hand stellen van de files en documentatie en het personeel kan helpen en adviseren met betrekking tot eventuele overschrijvingen.

Gedurende deze periode worden er geen opslagkosten berekend.

Van 28 Juni tot en met 18 Juli

Vanaf deze periode worden en handling en opslagkosten berekend. U kunt gedurende deze periode enkel op onderstaande dagen de voertuigen ophalen:

Dinsdag 3 juli, 10.00-16.00 uur
Woensdag 4 juli, 10.00-16.00 uur
Donderdag 5 juli, 10.00-16.00 uur
Dinsdag 10 juli, 10.00-16.00 uur
Woensdag 11 juli, 10.00-16.00 uur
Dinsdag 17 juli, 10.00-16.00 uur
Woensdag 18 juli, 10.00-16.00 uur

Opslagkosten gedurende deze periode:
Handling: €100 + BTW per factuur
Opslagkosten: €50 + BTW per Lot, per dag

Vanaf maandag 23 Juli

Lots die op deze datum nog niet zijn opgehaald zullen worden overgeplaatst naar een externe opslagruimte. De reeds opgebouwde handling- en opslagkosten zullen vermeerderd worden met de onderstaane handling- en transport (uplift) kosten:

Motorfietsen

Uplift €100 + BTW per lot
Opslagkosten: €30 per lot, per dag

Automobielen

Uplift €200 + BTW per lot
Opslagkosten €60 per lot, per dag

Commerciële voertuigen / Vrachtwagens

Uplift €500 + BTW per lot
Storage €100 + BTW per lot, per dag

Kopers dienen zichzelf ervan te overtuigen dat zij alle relevante documentatie, onderdelen, accessoires en sleutels van hun aangekochte Lot(s) hebben ontvangen op het moment van ophalen en afgifte.

Lots vallen vanaf het moment van toeslag (het vallen van de hamer) onder verantwoordelijkheid en aansprakelijkheid van de koper. We adviseren kopers (met name buitenlandse kopers) om bij voorkeur al voorafgaand aan de veiling afspraken te maken over het ophalen en transport van aangekochte Lots.

Transport en Shipping

Vertegenwoordigers van GPS Global zijn aanwezig gedurende de veiling en kunnen zorgdragen voor nationaal en internationaal transport van de aangekochte Lots. Zij zullen dan optreden als een gemachtigde van de koper. GPS Global geeft u graag advies en kan offertes voor u opstellen. We adviseren u reeds voorafgaand aan de veiling contact op te nemen met GPS Global indien u overweegt van hun services gebruik te maken.

GPS Global
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2153 PD Nieuw-Vennep
Nederland

Tel: +31(0)252 625691
Email: rudolf@gpsglobal.eu
www.gpsglobal.eu

Fotografie

Simon Clay
Tom Wood

Directions to Hillegom

Routebeschrijving naar Hillegom

Hillegom is a town and municipality in the western Netherlands, in the province of South Holland. The museum is on the N208 situated between Hillegom and Bennebroek. The nearest resort area is the seaside town of Zandvoort.

By road

Hillegom is circa 35kms southwest of Amsterdam, 20kms west of Schiphol Airport, and 60kms north of Rotterdam.

Venue address

Haarlemmerstraat 36
2181 HC Hillegom
The Netherlands

See map for further details.

By air

Schiphol is the closest international airport, some 20kms from the Venue. Driving time from the airport is approximately 30 minutes.

Hillegom is een plaats en gemeente in de Bollenstreek in de provincie Zuid-Holland. Het Museum is gelegen aan de N208 tussen Hillegom en Bennebroek.

Per auto

Hillegom ligt circa 35 kilometer van Amsterdam, 20 kilometer van Schiphol en 60 km vanaf Rotterdam. Reistijd vanaf Schiphol, ongeveer 30 minuten.

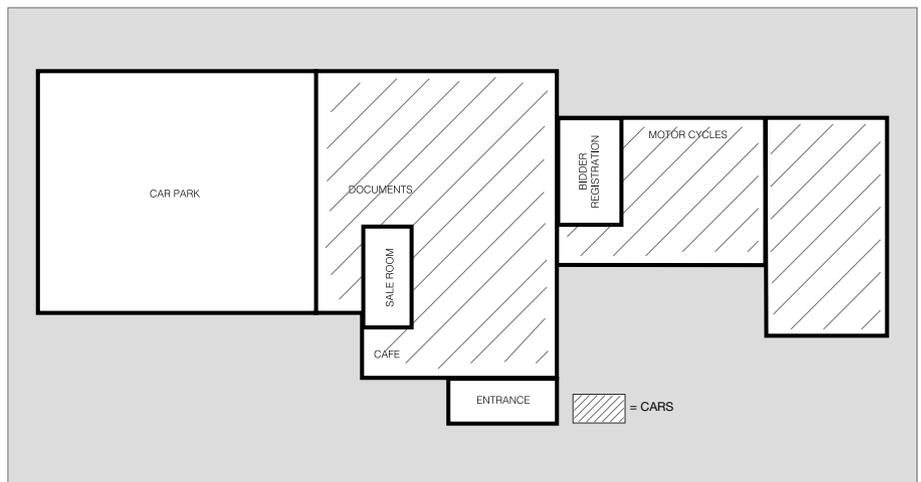
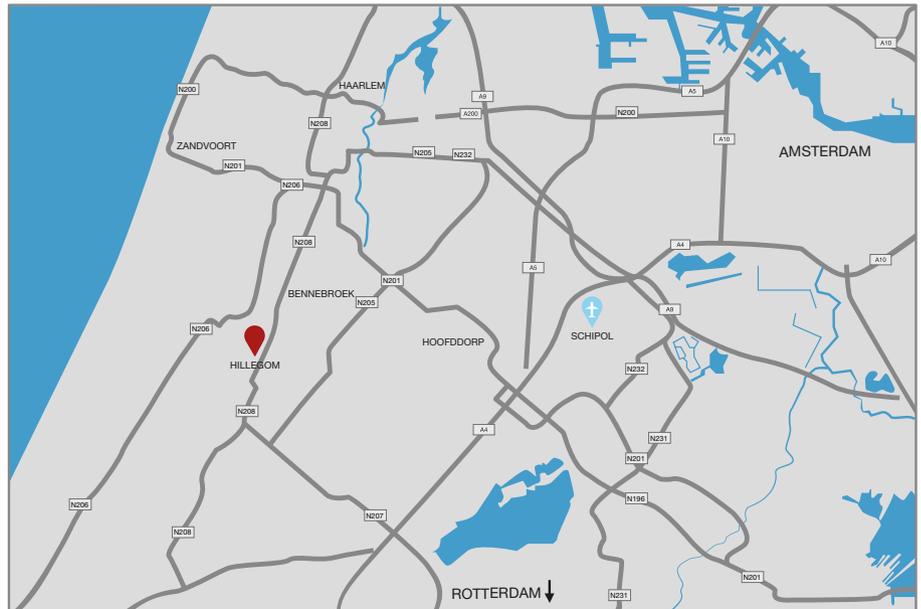
Locatie

Den Hartogh Ford Museum
Haarlemmerstraat 36
2181 HC Hillegom
Nederland

Zie kaart voor nadere details.

Per vliegtuig

Schiphol is het dichtstbijzijnde internationale vliegveld. Op ongeveer 20 kilometer afstand van de veilinglocatie. Reistijd per auto vanaf schiphol bedraagt circa 30 minuten.



Your contacts for this Sale

Uw contacten voor deze veiling

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Motorcycles

Saturday 23 June, 9:30am





1. C.1943 HARLEY-DAVIDSON 750CC WLA

Registration no. MB-61-KH (status unknown)
Frame no. W45263T
Engine no. 499

This WLA remains in military trim and colour with ID numbers present, and is an older restoration which still presents well. With ammunition box and convoy lights, the engine turns over and the speedometer displays 11,665 miles on the odometer. It has NL registration documentation (status unknown), and no key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.
€9,000 - 12,000 WITHOUT RESERVE

2. 1942 HARLEY-DAVIDSON 750CC WLC

Registration no. ZM-66-22 (status unknown)
Frame no. 42WLC16439
Engine no. 42WLC15489

This machine appears to be a 'civilianised' WLC model which would originally have been supplied to the Canadian army, and is an older restoration. With a foot clutch and hand-shift three speed gearbox, the engine turns over and the speedometer displays 1,214 miles on the odometer. It has NL registration documentation (status unknown), and one key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.
€9,000 - 12,000 WITHOUT RESERVE



3. C.1947 MOTO GUZZI 498CC SUPERALCE MILITARY

Frame no. AV*33200*
Engine no. AV*107108

Believed to be an ex-military example, still in military trim and paint, with military ID numbers present. Some light corrosion to some parts and some dents are present in the petrol tank and front mudguard. There are no documents or keys. The engine turns over. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.
€2,500 - 3,200 WITHOUT RESERVE



4.

1928 BMW 482CC R52

Frame no. 28848
Engine no. 50672

An older restoration which has deteriorated since, the frame and engine numbers of this machine appear to be within the range for the year. It has inverted levers and hand gearchange, plus a transmission brake. There is heavy aluminium oxide to the left side footboard. No speedometer is fitted. There are no documents or keys. The engine turns over. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the age, condition and completeness, or otherwise, of this lot.

€11,000 - 16,000 WITHOUT RESERVE



5.

C.1965 BMW 590CC R69S

Registration no. ZU 97-47 (status unknown)
Frame no. 660107
Engine no. 639905

Possibly with some original paint or older repainting, this machine still presents well. It is believed to be fitted with a replacement engine. The engine turns over, and the speedometer displays 81,194 kms on the odometer. It has NL registration documentation (status unknown), and one key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€8,000 - 12,000 WITHOUT RESERVE



6.

1958 BMW 490CC R50/STEIB COMBINATION

Registration no. TL-20-87 (status unknown)
Frame no. 558737
Engine no. 558737

An older restoration which still presents well. It is fitted with an unbraked Steib single-seat sidecar attached to the right of the machine. The engine turns over, and the speedometer displays 39,711 kms on the odometer. It has NL registration documentation (status unknown), and one key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€5,600 - 7,800 WITHOUT RESERVE





7. C.1941 BMW 596CC R61

Frame no. 607020
Engine no. 607020

An older restoration, still presenting well. Featuring rear suspension and telescopic forks, gear selection is by hand change on the right side. Rear carrier and lights are fitted. There are no documents. One key is present and the speedometer displays 43,915 kms on the odometer. The engine turns over. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.
€5,500 - 7,800 WITHOUT RESERVE

8. 1958 BMW 490CC R50

Registration no. TL-27-85 (status unknown)
Frame no. 559462
Engine no. 559462

Possibly an older restoration, this machine is fitted with cylinder crash bars, and appears to have a replacement dual seat. The engine turns over and the speedometer displays 65,437 kms on the odometer. It has NL registration documentation (status unknown), and one key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.
€4,500 - 6,700 WITHOUT RESERVE



9. EMW R35 / BMW 398CC SPECIAL

Frame no. 267916 (See text)
Engine no. 80304 (See text)

The frame of this machine appears to be from a c.1954/55 EMW R35, of pressed steel-type construction, and featuring rear suspension. The machine's engine number indicates a c.1932 BMW R4 model. The speedometer displays 25,961 kms on the odometer. There are no documents or keys. The engine turns over. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the age, condition and compatibility of the component parts of this lot.
€2,000 - 3,000 WITHOUT RESERVE



10.

1959 BMW 245CC R26

Registration no. ZE-55-63 (status unknown)

Frame no. 359306

Engine no. 359306

Possibly with some original paint, this machine is an older restoration which has some small dents to top of the petrol tank. The engine turns over, and the speedometer displays 87,866kms on the odometer. It has NL registration documentation (status unknown), and no key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€2,500 - 3,500 WITHOUT RESERVE



11.

1972 BMW 590CC R60/5

Registration no. VR-77-06 (status unknown)

Frame no. 2939998

Engine no. 2939998

Possibly with some original paint, or older repainting, the machine is fitted with a tank-top bag. The engine turns over, but the kickstarter is inoperative. The speedometer displays 59,004 kms on the odometer. It has NL registration documentation (status unknown), and one key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€2,400 - 3,600 WITHOUT RESERVE



12.

1957 BMW 245CC R26 PROJECT

Registration no. XL-47-87 (status unknown)

Frame no. 355094

Engine no. 355094

Single-cylinder BMW which has been restored previously. Having matching engine and frame, it is fitted with alloy rims, the engine turns over and the speedometer displays 9,058 kms on the odometer. It has NL registration documentation (status unknown), and a key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€2,200 - 2,900 WITHOUT RESERVE



13.

1936 ARIEL 600CC SQUARE FOUR 4F/6

Registration no. AF-19-36 (status unknown)

Frame no. Y11196

Engine no. XB328

An overhead-camshaft Square Four which is an older restoration, with matching engine and frame numbers. Two tool boxes are fitted on the right side. The engine turns over, the speedometer displays 7,821 miles on the odometer, there are no documents, and no key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€13,500 - 18,000 WITHOUT RESERVE



14.

1931 ARIEL 557CC SB31 SLOPER

Registration no. RE-64-58 (status unknown)

Frame no. S2174

Engine no. S1519

This 'matching numbers' Ariel Sloper is an older restoration, still presenting well. It features a side valve engine, dual exhaust system, tank-top instrument panel and Burman gearbox. The engine turns over and the speedometer displays 7,257 kms on the odometer. There are no documents, and no key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€10,000 - 13,500 WITHOUT RESERVE



15.

1930 BSA 493CC S30 SLOPER

Registration no. ZM 33-88 (status unknown)

Frame no. XH 9010

Engine no. XS 2758

This BSA is an older restoration but still presenting well. With its side-valve engine and three speed gearbox, it has magdyno-powered electrics, and a toolbox on the right side. The engine turns, there is no speedometer fitted, and no key. It has NL registration documentation (status unknown). Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€3,900 - 5,000 WITHOUT RESERVE



16.

C.1964 BSA 646CC A65 ROCKET

Registration no. ZM-66-21 (status unknown)

Frame no. A50B1766 (see text)

Engine no. A65D1086

This machine has a second non-factory frame number stamping visible (in the wrong location) reading A65D1086. The correct factory number (A50B1766) is stamped in the correct location. The engine turns over. The speedometer displays 5,642 miles on the odometer. It has NL registration documentation (status unknown) listing the incorrect (non-factory) frame number, and one key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the age and compatibility of the components of this lot.

€3,300 - 4,500 WITHOUT RESERVE



17.

C.1960 BSA 500CC SPECIAL

Registration no. UU-02-35 (status unknown)

Frame no. GA10 1273

Engine no. CA7ss 9146

Fitted with a 500cc engine, together with a Gold Star-type front hub and petrol tank. The frame number relates to a Rocket Gold Star, but the frame is not of RGS construction. The engine turns, and the speedometer displays 27,796 miles on the odometer. It has NL registration documentation (status unknown), and no key. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€3,600 - 4,700 WITHOUT RESERVE



18.

C.1955/60 BSA 500CC GOLD STAR REPLICIA

Registration no. ZL 87-80 (see text)

Frame no. CB (see text)

Engine no. DBD34GS S 4889

This Gold Star replica incorporates a B31/33-type frame, converted to similar to Gold Star-type with only the 'CB' prefix now present. Presented in touring trim with a Concentric carburettor, the engine turns over and the speedometer displays 2,847 miles on the odometer. There are no documents, and no key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the age, condition, registration and compatibility of the component parts of this lot.

€7,500 - 10,000 WITHOUT RESERVE



19.

1949 MATCHLESS 347CC G3L

Registration no. VL-23-98 (status unknown)

Frame no. 38438

Engine no. 49/G3L 10687 B

An older restoration still presenting well, with rigid frame and telescopic forks. The engine turns over and the speedometer displays 1509 kms on the odometer. It has NL registration documentation (status unknown), and no key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€3,100 - 3,900 WITHOUT RESERVE



20.

C.1960 NORTON 348CC MODEL 50

Frame no. 13 86214

Engine no. 86214 13

A 'matching numbers' example of the Featherbed-framed Model 50 which is an older restoration. The engine turns over, the speedometer displays 7,321 kms on the odometer, there are no documents, and one key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€3,000 - 4,000 WITHOUT RESERVE



21.

C.1955 ARIEL 347CC NH RED HUNTER

Registration no. SH-28-74 (status unknown)

Frame no. DU1830

Engine no. LB1002

This exhibit is an older restoration, now deteriorating. The rocker boxes are loose, and no rocker oil feeds are fitted. The engine turns over and the speedometer displays 23,725 kms on the odometer. There are no documents, and no key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€2,400 - 3,600 WITHOUT RESERVE



22.

1957 ARIEL 350CC NH RED HUNTER

Registration no. XU-17-06 (status unknown)

Frame no. APR7143

Engine no. MA994

This Ariel is missing the rear lens, speedometer, dynamo and toolbox, and is fitted with a reverse-cone megaphone silencer. The engine turns, but the kickstart does not operate. No key is present. It has NL registration documentation (status unknown). Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€1,900 - 2,500 WITHOUT RESERVE



23.

C.1954 ROYAL ENFIELD 250CC CLIPPER

Registration no. PR-89-99 (status unknown)

Frame no. S2336

Engine no. S2336

An older restoration still presenting well, equipped with magdyno electrics. The engine turns over and the speedometer displays 342 kms on the odometer. It has NL registration documentation (status unknown), and one key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€2,000 - 2,800 WITHOUT RESERVE



24.

C.1950 SAROLEA 350CC AS

Frame no. 61236

Engine no. AS61417

This Sarolea is an older restoration of uncertain capacity. It has a side valve engine, and steel panniers fitted with leather tops. Ignition and charging are from a combined Magneto/dynamo unit. The engine turns over and no speedometer is fitted. There are no documents, and one key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€3,900 - 5,000 WITHOUT RESERVE



25.

C.1950 SAROLEA 400CC A4

Frame no. 65326

Engine no. A4 65326



Believed to be an ex-military example, still in military trim. In apparently solid condition, fitted with crash bars, it has been overpainted at some stage. The speedometer displays 18,229 kms on the odometer. There are no documents or keys. The engine turns over. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot. **€3,500 - 4,500 WITHOUT RESERVE**

26.

C.1953 GILLET-HERSTAL 98CC AUTOCYCLE

Frame no. 92884

Engine no. 92884

A Museum exhibit for some time, this autocycle appears to be an older restoration which has deteriorated, with marks to the front mudguard and petrol tank. The rear lamp cover is missing, as are the lower enclosure panels. The engine turns. There are no documents or keys present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the completeness, or otherwise, of this lot.

€450 - 650 WITHOUT RESERVE



27.

1938 DKW 97CC RT100 PROJECT

Registration no. VR-99-598 (status unknown)

Frame no. 419953

Engine no. 823555/50



On display in the museum for some time, this DKW appears to be an older restoration which has subsequently deteriorated somewhat. The engine turns. It has NL registration documentation (status unknown), but no keys are present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€700 - 1,100 WITHOUT RESERVE

28.

DKW VILLIERS SPECIAL

Frame no. 51803V
Engine no. 941/1 1078D

This DKW machine, fitted with a Villiers engine, has been a Museum exhibit for some time, and is in need of complete restoration. Wheel rims and most surfaces have some corrosion. The engine turns. The gear lever, magneto cover, rear light, and rear chainguard are missing. There are no documents or keys present. Offered strictly as viewed for restoration, prospective bidders should satisfy themselves as to the completeness, or otherwise, of this lot.

€350 - 550 WITHOUT RESERVE



29.

C.1949 RENE-GILLET 124CC

Frame no. V30151
Engine no. V30151



Possibly retaining some original paintwork, this machine is an excellent prospect for restoration. Fitted with a three-speed gearbox and lights, this twin exhaust port two-stroke has a speedometer drive gear to the front wheel, but no speedometer affixed. The engine turns. There are no documents or keys present. Offered strictly as viewed, for restoration, prospective bidders should satisfy themselves as to the completeness, or otherwise, of this lot.

€700 - 1,100 WITHOUT RESERVE

30.

1955 NSU 198CC 201 LUX

Registration no. RR-47-48 (status unknown)
Frame no. 1769423
Engine no. 3015977

A Museum exhibit with the appearance of an older restoration, this machine is missing the petrol tank kneegrips, and has a torn seat cover. The engine turns, and it presents as a good project. There are no documents or keys, and the speedometer displays 54,471kms on the odometer. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€2,500 - 3,400 WITHOUT RESERVE



31.

C.1946 NSU 125CC ZDB

Frame no. 1221173

Engine no. 653088



An older restoration, now showing the time since the work, this machine has lights fitted, and features a cantilever-sprung saddle. The speedometer built into headlamp displays 35,089kms on the odometer. The twin exhaust port engine turns over. The magneto cover and rear light cover are missing and it has no documents or keys. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot. **€1,800 - 2,300 WITHOUT RESERVE**

32.

1955 ADLER MB250

Registration no. VE-21-82 (status unknown)

Frame no. 307727

Engine no. 307727

This two-stroke twin is an older restoration, which has deteriorated since, but forms a good project. The speedometer displays 77,234kms on the odometer, and the engine appears seized. It has NL registration documentation (status unknown), and one key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€2,800 - 3,400 WITHOUT RESERVE



33.

1956 PUCH 248CC SG

Registration no. SE-98-68 (status unknown)

Frame no. 1917881

Engine no. 1918939



A Puch split-single two stroke which is an older restoration, since deteriorated. Despite a poor repair to the front mudguard, the engine turns, and it forms a good project. The speedometer displays 71,465kms on the odometer. It has NL registration documentation (status unknown), and one key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€2,800 - 3,500 WITHOUT RESERVE

34.

C.1963 PUCH 248CC SGS PROJECT

Frame no. 1718352

Engine no. 1718352

An example of Puch's famous split-single two-stroke. With some possibly original paint, it forms a good prospect for restoration. A section of the rear mudguard and part of the air cleaner hose are missing. There are no documents or keys. The speedometer displays 67,491kms on the odometer, and the engine appears seized. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€1,300 - 2,000 WITHOUT RESERVE



35.

C.1957 NSU 146CC PRIMA

Registration no. TE-34-00 (status unknown)

Frame no. 2063977

Engine no. 3353699

This NSU is an older restoration, and equipped with a spare wheel, rear rack, and cantilever-sprung saddles. The engine turns over and the speedometer displays 43,125 kms on the odometer. There are no documents, and an ignition key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€2,000 - 2,800 WITHOUT RESERVE

36.

1957 NSU 123CC OSB SUPERFOX

Registration no. SZ-91-42 (status unknown)

Frame no. 2108448

Engine no. 3120753

Possibly having some original paint, and with Indicators fitted, this machine still presents well. The engine turns over and the speedometer displays 22,093 kms on the odometer. It has NL registration documentation (status unknown), and a key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€2,000 - 2,800 WITHOUT RESERVE





37. DKW 98CC

Frame no. 416396
Engine no. 457362/50

This museum exhibit is an older restoration now showing the time since. With a two-stroke engine and three speed gearbox. The engine turns over and there is no speedometer fitted. There are no documents, and no key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.
€1,100 - 1,600 WITHOUT RESERVE

38. C.1988 TULA TMZ 200CC

Frame no. 057213
Engine no. 62589

An example of this rarely-seen Russian-made machine, which is believed to be unused, displaying only 6 kms 'push' distance on the odometer. It is believed to be designed for snow and/or off-road conditions. The engine turns over, there are no documents, and a key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.
€2,000 - 4,000 WITHOUT RESERVE



39. 1955 SPARTA SL250

Registration no. RR-03-47 (status unknown)
Frame no. N50198
Engine no. AS26/590N

Netherlands-manufactured machine powered by a Victoria two-stroke single engine, and possibly with some original paint. Dealer tag to rear. The engine turns over and the speedometer displays 84,177 kms on the odometer. It has NL registration documentation (status unknown), and one key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.
€1,300 - 2,000 WITHOUT RESERVE



40.

C.1951 CZ 175CC

Registration no. MD-80-NT (status unknown)

Frame no. 330830

Engine no. 330830

This twin exhaust port two-stroke single is an older restoration. It features a cantilever saddle, and is fitted with front crash bars. There are no documents or keys. The speedometer displays 24,962 kms on the odometer. The engine turns over. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot. **€900 - 1,300 WITHOUT RESERVE**



41.

1952 CZ 175CC

Registration no. RR-23-32 (status unknown)

Frame no. 336660

Engine no. 336660

This CZ is an older restoration showing some deterioration since. The kickstart arm and gear change lever are missing, and we are therefore unable to check whether the engine turns over. The speedometer displays 14,774kms on the odometer. It has NL registration documentation (status unknown), and no key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot. **€700 - 1,100 WITHOUT RESERVE**



42.

C.1956 PUCH 248CC TYPE S4

Frame no. 133186

Engine no. 133186

An older restoration of Puch's split single, now showing the time since restoration. Interlinked hand and foot gearchange. The engine turns over, the speedometer displays 10,048 kms on the odometer, there are no documents, and one key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot. **€3,100 - 4,200 WITHOUT RESERVE**





43.

1957 JAWA 248CC TYPE 353

Frame no. 111468

Engine no. 353-111468

Part of the Museum reserve stock, this Jawa is an older restoration which has since deteriorated significantly. We were unable to check whether the engine turns. The speedometer displays 32,015 kms on the odometer, there are no documents, and one key is present. Offered strictly as viewed, for restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€200 - 400 WITHOUT RESERVE

44.

1950 JAWA 248CC TYPE 11

Registration no. RR-97-44

Frame no. 11-60730

Engine no. 11-60730

From the Museum's reserve stock, this machine is in poor condition needing complete restoration, with corrosion to most surfaces. A single cylinder two-stroke, twin exhaust port model. The engine is seized, the speedometer displays 77,572 kms on the odometer, there are no documents, and one key is present. Offered strictly as viewed, for restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€200 - 400 WITHOUT RESERVE



45.

IZH COSSACK JUPITER 3 / SUZUKI SPECIAL

Registration no. VZ-56-89 (status unknown)

Frame no. 88815

Engine no. T500-57266 (see text)

This machine is an older restoration which has since deteriorated, having some degree of corrosion to most surfaces. The original engine has been replaced with a Suzuki T500 engine. The engine turns, the speedometer displays 29,318 kms on the odometer, there are no documents, and no key is present. Offered strictly as viewed, for restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€200 - 400 WITHOUT RESERVE



46.

C.1971 KAWASAKI MACH III H1A

Registration no. VR-58-35 (status unknown)

Frame no. KAF-42349

Engine no. KAE 53285

This example of the iconic Mach III has been repainted in the past. It is missing the speedometer, and is fitted with an after-market exhaust system. The engine turns over, it has NL registration documentation (status unknown), and a key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.
€2,500 - 3,500 WITHOUT RESERVE



47.

1973 HONDA CB500F

Registration no. VU-92-69

Frame no. CB500-2036607

Engine no. CB500E-210633

An example of the popular CB500F model, fitted with Rickman dolphin-type full fairing and after-market exhaust system. The engine turns over, the speedometer displays 24,539 kms on the odometer, it has NL registration documentation (status unknown), and a key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€1,800 - 2,200 WITHOUT RESERVE



48.

1974 SUZUKI T500

Registration no. VZ-95-60 (status unknown)

Frame no. T500-69366

Engine no. T500-69366

This 'matching numbers' example of the long-running T500 is fitted with an after-market exhaust system, and forms an excellent basis for improvement. The engine turns over, the speedometer displays 38,158 kms on the odometer, it has NL registration documentation (status unknown), and a key is present. Offered strictly as viewed, for re-commissioning or restoration, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.
€1,000 - 1,500 WITHOUT RESERVE



49.

C.1970 YAMAHA 246CC YDS6

Registration no. XR-54-14 (status unknown)

Frame no. DS6-01282

Engine no. DS6-01282

A 'matching numbers' example of Yamaha's iconic 250 machine, fitted with Ace bars, and presenting as an excellent prospect for re-commissioning or light restoration. The engine turns over, the speedometer displays 19,453 kms on the odometer, it has NL registration documentation (status unknown), and a key is present. Offered strictly as viewed, prospective bidders should satisfy themselves as to the condition and completeness, or otherwise, of this lot.

€800 - 1,200 WITHOUT RESERVE





FORD

1910-1915
1916-1920
1921-1925
1926-1930
1931-1935
1936-1940
1941-1945
1946-1950
1951-1955
1956-1960
1961-1965
1966-1970
1971-1975
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2066-2070
2071-2075
2076-2080
2081-2085
2086-2090
2091-2095
2096-2100

MICHELIN

Gulf

EWT REF

ZZ-0740

NL



Motor Cars

Saturday 23 June, 11am

Ford

Shelves of books have been written about Ford history:

The cars. The company. The individuals, both family and associates. The “Fordism” system and philosophy. The industrial colossus. Ford cars’ effect upon society.

And they are about Henry Ford himself, a simple man with talent, vision and perhaps most of all persistence.

Henry Ford believed in himself and in his ideas.

He had the persistence to cast aside repeated failure, to find collaborators like C.H. Wills, Charles Sorensen, William Knudsen, the Dodge brothers, James Couzens and even his overlooked son Edsel to build a singularly powerful and influential industrial empire eventually consolidated solely into his and his family’s hands that held its own in an era of publicly-owned corporate monoliths.

Consider this simple fact: today no Chrysler, no Durant, no duPont, no Chevrolet, no Kettering, not even a descendant of Alfred P. Sloan, Ford’s most visionary and intractable adversary, remains associated with a major American automobile company in any significant role.

But William Clay Ford, Jr., Henry Ford’s great-grandson, is the Executive Chairman of the Ford Motor Company.

IT WASN’T EASY

The mechanically gifted eldest son of a successful Dearborn farmer, Henry was born in 1863. He discovered the fascinations of mechanical devices early and by the time he was a teenager was known for his ability to repair, adjust and even build watches. He impressed this future wife Clara Bryant during their courtship with a watch he built that displayed both “railroad” (standard) and sidereal (local) time.

Despite being the eldest and in line to inherit his family’s farm he professed not only no interest in farming but an active dislike of the work required.

He read the mechanical and engineering literature of the age insatiably, was fascinated by the steam-powered road engines of the day, left Dearborn for Detroit in 1879 after seventh grade to begin a series of apprenticeships where his innate mechanical

sensibilities saw him rise rapidly through the ranks of the city’s machine shops, shipyards and the Edison Illuminating Company.

But it was the invention of the internal combustion engine that captivated his imagination, giving him the idea for a gasoline powered automobile which he built in his family garage and demonstrated in 1896, the “Quadricycle”.

Detroit was then a center of industry, thriving on transportation and a lucrative trade in hardwood timber from Michigan’s primeval forests. Detroit’s upper crust were mostly self-made men who had succeeded by taking risks and they relished new risks with potentially huge rewards.

Ford, whose reputation for mechanical insight and innovation was well-known, abandoned a successful career with plentiful prospects at Edison and resigned in 1899. He enlisted the support of a timber merchant, William Murphy, to bankroll his first company, the Detroit Automobile Company. It foundered in a few months when the vision of Henry, the engineer, clashed with the profit motive of Murphy, the businessman.

Ford turned to racing to build his reputation and recognition, building a racer with which he challenged, and beat, Alexander Winton in 1901. That led to another automobile company, the Henry Ford Company, also backed by Murphy. When production languished Murphy brought in Detroit’s “Master of Precision”, Henry Leland, to impart modern manufacturing methods.

Henry Ford left in a huff, taking only a pittance in separation, the design of his most recent racing car and his name. The Henry Ford Company became the Cadillac Automobile Company.

Ford completed his “999” racer and once again challenged Alexander Winton, but now with a fearless bicycle racer named Berna Eli “Barney” Oldfield as the driver, in 1902. They soundly defeated Winton’s “Bullet”.

Shortly thereafter Ford parlayed his success into a new company, the Ford Motor Company, backed by Alexander Malcomson, a Detroit coat merchant, to realize Ford’s dream of a low-cost, reliable, easily maintained and repaired gasoline-powered automobile. Malcomson had staying power that Ford’s earlier backers did not, and Ford had refined his designs and concepts as well as his appreciation for assembly techniques.

THE PATH TO THE MODEL T

Introduced in 1903 the Ford Model A was, by the standards of the day, a conventional evolution of a buggy with its 2-cylinder opposed engine and 2-speed with reverse epicyclic transmission and chain drive.

Malcomson had seconded his accountant, James Couzens, to enforce some financial discipline at Ford. Couzens managed carefully but even with his parsimony the first deposits on the Model A came only days before the nascent Ford Motor Company ran out of cash.

In 1904 Ford relented in his quest for economical transport with the Model B, a large four-cylinder. Further 2-cylinder variants followed. In 1905-06 a curious anomaly appeared, the 405 cubic inch six-cylinder Model K, a Ford positioned to challenge the luxury behemoths of the period. More important was the Ford Model N, with a 149 cubic inch front-mounted four-cylinder engine and chain drive.

Henry Ford's quest for his ideal was taking shape.

Alexander Malcomson and his wealthy counterparts wanted cars like the Model K that would hold their own with Packards, Peerlesses and Pierce-Arrows. Henry Ford regarded them as distractions from his vision of a simple affordable automobile for the masses.

Working away in a secluded experimental room of Ford's Piquette Avenue plant with a handful of trusted colleagues, C.H. Wills, C.J. Smith, Joe Galamb and Charley Sorenson significantly among them, Ford developed a new Ford automobile. Secrecy was paramount not only to keep the new Ford from competitors' attention but also out of sight of Malcomson and other investors.

The Ford Model T emerged from hiding in October 1908. It revolutionized not only travel but also society. It made Henry Ford the richest man in America and spawned an industrial empire that eventually encompassed nearly the entire material and manufacturing chain from iron ore and wood to tyres.

The Model T spread out across America bringing demands for more and better roads. Fleets of Fords consumed barrels of gasoline and oil, supporting a new industry refining and distributing them.

It was never static, evolving steadily over its nearly two decades in production in both style and content while remaining steadfast in its basic concept: 177 cubic inch L-head four-cylinder engine, epicyclic transmission with two forward and one reverse speeds, shaft drive, transverse leaf spring suspension. Its chrome vanadium steel frame was lightweight and rugged, adaptable to a range of uses from passenger cars to light trucks.

It conclusively proved the logic of mass production, churning out over a million Model Ts a year from 1922, letting Ford reduce the price from \$825 for runabout to just \$260 in 1925 while raising his workers' wages to an unprecedented \$5/day in 1914 and reducing their work week to five 8-hour days in 1926. The Model T's success allowed Ford to fight and eventually defeat the Selden patent trust. Its minute unit profits on top of vast quantities put millions in Henry Ford's pockets.

But by the mid-Twenties others were building more modern automobiles and selling them at prices that were competitive with the sparsely equipped Ford. In May of 1927 the Ford assembly line stopped.

THE MODEL A

Signaling the radical differences of Ford's new model was designated the Ford Model A, at the beginning of the alphabet, when it was introduced in December 1927.

More stylishly designed with input from Edsel Ford, it was still an L-head four-cylinder but now with 201 cubic inches and 40 horsepower, effectively double that of the Model T. The gearbox was a sliding gear three-speed with reverse. There were mechanical brakes on all four wheels. The engine was cooled by forced water rather than the Model T's optimistic Thermosyphon system.

The Model A put Ford back at the head of the production race, with 1.5 million Model A's built in the first full year of production. Ford introduced annual model changes but even with these advances competition caught up to and passed the Model A swiftly. A new Ford was introduced in 1932.

THE FORD V-8

Once again working in secrecy, Henry Ford embarked upon a revolutionary development, an engine with eight cylinders in a low-priced car. It was a daring step to separate Ford from its four- and six-cylinder competitors. It also would forever establish Henry Ford's ingenuity and farsightedness. He wouldn't abandon cart springs, but he'd put more cylinders in a low price car than anyone before. After experimenting with odd cylinder layouts Ford settled on a V-8.

V-8 engines weren't new but the materials and foundry techniques of the day meant that they were assembled on a crankcase with separate cylinder blocks. Ford insisted that his V-8 be a single casting. And he had the man to make it work, Charles Sorenson, known both for his pattern-making and foundry skills and for his personality as "Cast Iron Charley".

In retrospect Ford's development and introduction of the V-8 took place with breathtaking speed, and not without a number of missteps along the way. As a stopgap Ford maintained a four-cylinder, the improved Model B, that kept production going while the monobloc V-8's continuous casting line, a triumph of Sorenson's talent, was perfected.

The Ford V-8 had 221 cubic inches, L-head breathing and a downdraft carburetor that gave 65 horsepower at 3500 rpm. It employed an inexpensive cast steel crankshaft that needed only three main bearings in the short, rigid, one-piece engine block.

The V-8 powered Model 18 began to appear at dealerships midway through 1932. They were visually differentiated by redesigned bodies and featured a distinctive rounded radiator shell with a crossbar between the headlights that bore a proud V-8 emblem at its center. Only about 180,000 V-8 Fords were built in 1932, a down payment on the flathead V-8's production history that would last through 1953 the U.S.

Horsepower increased to 75hp in 1933 and 85hp in 1934. In 1935 the redesigned Fords achieved a long-sought goal: outselling Chevrolet.

The 1939 Fords finally got hydraulic brakes when Henry Ford relented on his long-held insistence on mechanically-operated brakes.

Millions of flathead V-8s were built, many of them modified into race cars, speed record setters and the famous street rods of the Thirties, Forties and Fifties. It was Henry Ford's final contribution to his legacy, as important in its own way as the Model T had been in 1908.

IT WASN'T ALL AUTOMOBILES

Henry Ford, scion of a farming family, realized the change which the Model T was having on America's legions of rural farmers, bringing them closer to communities and markets in ways horses and buggies never could. He took another step in 1917, building the Fordson tractor in both the U.S. and the U.K. Production in the U.S. was phased out in 1928, then surprisingly resumed in 1939 with the Ford Model 9N. The 9N employed a novel 3-point implement mounting system developed by Harry Ferguson (initially demonstrated on a modified Model T.)

Aviation claimed some of Ford's interest in the 1920's. After building Liberty aircraft engines during the First World War in 1925 Ford bought the Stout Metal Airplane Company, then designed and built the Ford Trimotor, an all-metal high wing three engined transport.

On a darker note, Ford established a rigid, violent reputation for anti-union activities which often erupted in clashes between union members and the Ford Service Department headed by Harry Bennett. Most infamous was 1937's "Battle of the Overpass". As Henry Ford aged Bennett became a dark presence within the company, nearly ever-present at Henry Ford's side and often countermanding the decisions of company president Edsel Ford. Bennett's presence didn't end until after Henry Ford named his grandson, Henry Ford II, president of the company in 1945. His first official act as president was to fire Harry Bennett.

Henry and Clara Ford's only child, Edsel, had died in 1943 but not without contributing to the company's gradual development. He

was president of Lincoln from its acquisition by Ford in 1922 and instrumental in turning it from a technically superior but stylistically frumpy also-ran in the luxury market into one of its leaders. He initiated development of the Mercury brand to fit the niche between Ford and Lincoln. In 1939 one of Edsel's one-off creations formed the basis for the acclaimed Continental.

In the Model T era trucks were an afterthought and it was not until 1912 that Ford introduced its first catalog Model T truck, a delivery van that was essentially a box body on a standard Model T chassis. It lasted only one year, however the effectiveness and reliability of the Model T commended it for commercial applications and many successful businesses thrived by building truck bodies and mounting them on Model T chassis, probably accounting for much of the demand that saw Ford deliver 13,459 Model T chassis in 1915.

It was a market even Ford found it hard to overlook and in 1917 began production of the TT one-ton truck chassis with production reaching 261,661 in 1923.

The Model A had its own truck chassis, the AA with ton-and-a-half capacity. In 1937 Ford resumed making 1-ton truck chassis adding a 4-speed transmissions to ease starting up with heavy loads.

Mostly produced as cab and chassis combinations or simple "drive-away" chassis devoid of any bodywork at all, Ford's trucks were adaptable to a variety of purposes limited only by the imaginations of their owners and the creativity of vendors.

AND THEN THERE WAS THE JEEP

Developed by American Bantam, a tiny company building tiny cars in Pennsylvania, the 4-wheel drive Quarter-Ton General Purpose Vehicle became the symbol of the American military in World War II. Bantam, however, was nearly broke and had nowhere near the production capacity to meet the government's needs. Willys Overland and Ford did and Willys had a 61hp "Go-Devil" engine that was superior on all counts, resulting in the government's

decision to name the rationalized models GPW, General Purpose Willys. The behemoths swung into action, eventually producing 646,932 of the vehicles affectionately known as the Jeep. Ford accounted for 281,448 of them.

That was only a small portion of Ford's contribution to the war effort. Aircraft engines (57,851 of them), B-24 Liberator bombers produced on a moving assembly line (8,685 of them), M-4 medium tanks (2,178), tank engines of Ford's own design (26,954), high-precision anti-aircraft gun directors (1,202), troop transport gliders (4,291) and more poured from Ford factories despite the anti-war sentiments of its founder Henry Ford.

SUCCESSION

After Edsel Ford's untimely death in 1943 the Ford Motor Company survived on the united wartime effort of the company, its unions, employees and dedicated, determined managers. Henry Ford's grandson, Henry Ford II, became president in 1945 and set about the daunting task of creating a viable organization, not least by giving Harry Bennett his walking papers.

In common with their competition as the war wound down and armament production ended Ford resumed civilian passenger car and truck production with warmed-over 1942 models. Pent up demand ensured their reception in the market and Henry Ford's death in 1947 freed Ford's engineers and designers to modernize with new bodies and chassis while retaining the proven flathead V-8 through 1953.

Tex Thornton and his "Whiz Kids", a group of Army Air Force management scientists, were recruited by Henry Ford II and joined Ford in 1946 helping bring order to a contentious organization.

It would not have happened without Henry Ford's creativity and persistence.

- Rick Carey



101. 1922 FORD MODEL T FIRE TRUCK

Engine no. 12886362 (see text)

This fun Fire Engine was generously donated to the collection by the famed Dutch Brewer Heineken in October 2013 and is one of a handful of Fire Trucks or apparatus in this collection. The bodywork wears a plate for 'A. Bickers & Zoon', of Rotterdam who were known manufacturers of Steam-powered fire apparatus in the late 1800s, and later diving helmets. A surviving period advertisement for the company shows that they were certainly also still producing vehicles such as this in the 1920s and clearly on a Model T chassis.

The vehicle adheres closely to the Bickers and Zoon style, suggesting that it may well be one built by them, and this is further supported by the fact that on the old papers in its file dating back to registration in the Netherlands in 1964, it is already noted as being a fire engine. However, it is not known factually that it was delivered new like this. The old papers show that in those days it carried engine number 15125106, a very late 1928 series engine, which has been replaced by the current unit at some point, and the car has been listed as a 1922 example throughout.

Regardless, today it looks very much the part and ready to carry a small fire-fighting team, being well-equipped with ladder, hoses, and pump. Clearly restored in more recent years, it is sure to provide plenty of entertainment to the owner and those it passes by!

€12,000 - 15,000 WITHOUT RESERVE



102. 1912 FORD MODEL T C-CAB DELIVERY

Engine no. 8374027

Commercial vehicles are, by their nature, designed so that form follows function. Built to do a job and do it well, it was not often that these work horses ended up looking better than the purebred stallions. The famous C-Cab was introduced in 1911 as part of Ford's push into the commercial vehicle market. With its tall, gently arched roof and doorless design, the operator could easily get into and out of the vehicle swiftly to accomplish deliveries, pickups, and whatever else needed doing. For privacy and security, an enclosed Delivery version was offered with a box mounted flush against the cab. The fact it was beautiful was a fortunate side-effect of the whole package.

This C-Cab Delivery shows well, likely the subject of an older restoration. Fitted with a set of acetylene headlights and the accompanying running board mounted tank, an additional set of coachlights are hung just after of the cabin. While the body style is definitively 1911-1912, the engine appears to have come from a later 1923 example. The truck appears to have come from the USA into the Hartogh Collection in the winter of 1995.

As an early, Brass-Era T, these cars really pop when their extensive brass trim and radiator surround are polished to a mirror finish. Add some personal signage on the delivery box and it is truly something not to be missed!

€15,000 - 25,000 WITHOUT RESERVE



103.

1931 FORD MODEL A TOWN CAR DELIVERY

Engine no. A45559451

The rarest of all Ford Model A body styles, the town car delivery holds a particular mystique in collector circles. Style 295-A was intended for urban commercial use as a light delivery vehicle likely for baked goods or floral use. The style is charming and charismatic but clearly did not find favor among buyers in period. Today, it is coveted by collectors.

Meant as a “halo model” for the successful Ford Light Commercial line up, the high cost of this model and somewhat limited practicality likely stifled its sales potential. This Ford is similar in looks to the sedan delivery model but with an open driver’s area and a division behind the driver. The rear door was also distinct to this model. This style was often equipped with elaborate formal coach lamps emphasizing its higher end nature.

Extremely rare in the market place, a Town Car Delivery has consistently been the rarest and most coveted. It is the “Holy Grail” of the Ford Model A collecting world.

€20,000 - 25,000 WITHOUT RESERVE





104. 1921 FORD MODEL T 'DEPOT HACK'

Engine no. 4965320

This vehicle spent some time in the UK prior to arrival in the collection. An old British 'V5' on file notes ownership with a Richard March of Tonbridge, and later to noted trader David Baldock as its last documented owner in 1996. It has clearly been the subject of much restoration work, taking the form of the popular Depot Hack with new wood and paint finishes. **€6,000 - 8,000 WITHOUT RESERVE**

105. 1922 FORD MODEL T DEPOT HACK

Engine no. 365489

With 6 seats, this Depot Hack Model T is sure to provide plenty of utility. Furthering this rugged simplicity is a lack of opening doors. Black paint and plenty of wood make for an attractive combination. The vehicle was first issued Netherlands registration in 1981 and today carries a modern registration card.

€6,000 - 8,000 WITHOUT RESERVE



106. 1923 FORD MODEL T 'DEPOT HACK/BUS'

Engine no. 6989931

Carrying a robust, attractive wooden body and rows of bench seating, this Model T has more than enough space to tour around with many passengers. The remaining body work is finished in traditional black and additional lamps have been placed on either side of the wind screen. The vehicle was first issued Netherland's registration in 1979 and today carries a modern registration card.

€12,000 - 15,000 WITHOUT RESERVE



107.

1926 FORD MODEL TT TRUCK FLAT BED TRUCK

Engine no. 13651492

The truck offered here is based on a 1926 TT platform, and by its engine number would have been built in the spring of 1926, in the twilight years of T/TT production. Today, it is configured with a 'C' Cab front and flat rear deck with stake bed sides. Wearing branding for 'Dickenson Lumber and Hardware' a business based in Al Hambre, California U.S.A, it is thought that it was used for promotional purposes and had previously been used at a saw mill. It has clearly been the subject of some refurbishment as all of the wood appears to have been renewed or built in recent times.

€6,000 - 10,000 WITHOUT RESERVE



108.

C. 1910 FORD MODEL T TRUCK

Engine no. C485548



A well-worn example with plenty of patina, this Model T truck is a perfect candidate for restoration. This early model has received modifications including a later style hood and truck bodywork. As shown by the C prefix in the engine number, this T was constructed in Canada. Registration documents accompanying the car date to 1994.

€1,500 - 2,500 WITHOUT RESERVE

109.

1926 FORD MODEL TT DELIVERY VAN

Engine no. A353663

A vehicle of vast utility, this TT, with its beefed-up frame and rear axle, sports a delivery van body. As such, there is plenty of space out back for hauling whatever goods need to be brought to market. With fenders in black, a body in blue, and a white roof, this is a well styled truck. Additionally, it carries a modern registration card.

€12,000 - 16,000 WITHOUT RESERVE





110.
1928 FORD MODEL AA TYPE 188A
SIDE TIPPER TRUCK

Engine no. A32065

Finished with green paint and plenty of wood, the Model A truck on offer is a fine example of Ford's follow up to the Model T. The single cab features a wood frame construction, and the interior is spartan with only a bench seat, pedals, shifter and a steering wheel. It remains in good condition, however, and there are only minimal signs of wear on the seat and floor boards. Behind the cab, is a large wood frame box. This is sure to be useful for hauling any number of objects and heavy-duty leaf springs in back ensure that the truck can handle the extra weight. The exterior presents in good condition, much like the interior.

€8,000 - 10,000 WITHOUT RESERVE



111.
1929 FORD MODEL A STATION WAGON

Coachwork by Murray
Engine no. AA4028514

This Station Wagon is an interesting machine in that it has a 1929 front end but a 1930 type 150-B body. Crafted by the coachbuilders at Murray, this example was likely a very late 1929 production example that was fitted with the newer body. Made of Ford famous Iron Mountain timber, the richly stained wood is offset nicely by the cream and black paintwork. Likely the subject of an older restoration, the car shows well today. According to its Modern Dutch Registration, this Ford entered the Netherlands in 1975 and joined the Hartogh Collection later. Then as now, they are the perfect vehicle in which to pile in the family for a picnic or ride to the beach. With its open air, windowless sides it offers plenty of ventilation on a hot day.

€12,000 - 16,000 WITHOUT RESERVE





112.

1931 FORD MODEL AA CLOSED CAB 229A SERVICE PICKUP WITH CRANE

Engine no. AA4834317

The 229A Body option was built for Ford by the Briggs Manufacturing Co., being offered as a \$715 option from January 1931 through to February the following year. Unusually this offering seems to have been only a modest success. Ford expected that the take up by garages, repair men and service stations would be into four figures and commissioned 1,000 units from Briggs, but in actuality barely half of that run were shifted, and the designation/option retired once the BB succeeded. This example shows the fully equipped effect, having both the 229A service body and the additional auto crane as well. In keeping with many of the commercial vehicles it has been liveried with Den Hartogh branding.

For a long time this Pickup has been displayed in the Den Hartogh Museum as if in action lifting a Ford Model A Station Wagon up for retrieval/repair. It is clear that this demonstration is something that has been going on in the Netherlands for decades, as according to an old log book on file, the vehicle has been on the Dutch roads since the mid-1950s. Its ownership continues to be listed through later documents and it appears to have arrived in the collection in 2010. A correct and original example of the model, this would make fun paddock or rally support vehicle.

€10,000 - 12,000 WITHOUT RESERVE





113.

1929 FORD MODEL A STAKE BODY

Engine no. RF6064

A truck that provides plentiful utility, this 1929 Model A shows in fine condition. It appears to have been refurbished at some point and presumably has not seen a large amount of use since the work was completed. The body is finished in an understated grey and the fenders are finished in black. The stake bed out back is constructed using wooden planks and will surely haul sizeable items. A lack of complete documentation leads to the story of this truck being not well known. What is present, however, are importation documents dated to 1989. It can be assumed that the vehicle has been in the country since at least that year.

€15,000 - 25,000 WITHOUT RESERVE



114.

C.1929 FORD MODEL A PANEL DELIVERY

Coachwork by Budd
Engine no. A2786927

This Andalusite Blue and Black Panel Delivery joined the Hartogh Collection in 2014. According to its Modern Dutch Registration, it came into the Netherlands in 1975. Well presented, it is fitted with an extra driving light and a Boyce Motometer on a dogbone radiator cap. While the body dates from 1928/29, the engine is from very early 1930. These practical commercial vans can still continue to serve their intended purpose today— with plenty of space on the side to promote a business and room within to transport goods.

€12,000 - 16,000 WITHOUT RESERVE



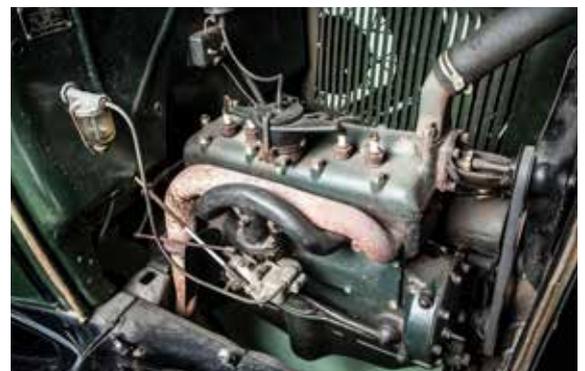


115.

1931 FORD MODEL A 130B CLOSED CAB 'HUCKSTER' DELIVERY

Engine no. A4542842

This Delivery Model A features a standard truck cab and front bodywork. Behind the cab, however, is a specially constructed, extended bed. The structure is completed using wood and the tailgate folds down for easier loading and unloading. This Ford appears to have been restored at one point in the vehicle's life. As such, it presents in good condition with little signs of apparent road use on the exterior. The early history of this utilitarian vehicle remains a mystery to this day. According to documents accompanying the vehicle, this Ford has been in the collection for several decades. This is surely a fine example of a final production year of the venerable Model A. For those looking to fill their Ford collection with the wide variety of body styles constructed, this is one not to pass up.
€10,000 - 12,000 WITHOUT RESERVE





116. 1929 FORD MODEL A MAILTRUCK

Engine no. A3221127

In 1929, Ford Motor Co. was offered a contract to produce vehicles for the US Postal Service. This resulted in the manufacturing of approximately 300 Postal Service vehicles by Ford during 1929 and 1930. The Postal Service had used vehicles before for residential delivery, but had not been satisfied with their reliability. With the introduction of the Model A Ford units, the Postal Service at last had a reliable delivery vehicle.

Because their wood body construction did not weather well, few of the Model A Postal Service trucks have survived the ravages of time. It is estimated that fewer than 20 authentic examples remain today.

This Mailtruck has been nicely restored and finished in its correct dark olive-green paint with black hood and fenders. Documentation on file indicate that the truck came from the USA to the Netherlands in 1989. Exceedingly rare in the USA, let alone abroad, it is very likely that this is the only Mailtruck outside of the country of its birth.

€15,000 - 20,000 WITHOUT RESERVE



117. 1930 FORD MODEL A ICE CREAM TRUCK

Engine no. A4482688

While some As were destined for a life of hardship as tanker trucks or haulers, this A, which likely started life as a pickup or bare chassis before being converted into its current form, has no doubt brought joy and smiles where ever it goes as an ice cream truck. Featuring an extra tall body to allow for the vendor to stand in the back of the truck, this body style could be repurposed to sell just about anything with a simple refit of the interior equipment.

Joining the Hartogh Collection in the summer of 1999—just in time for peak ice cream season—it is nicely finished in pearl white with bright blue wings and striping. Ice cream illustrations on the side of the truck remind you what fun lies within.

Still popular today, these ice cream trucks, which pre-date the famous Good Humor trucks, are excellent fun. Whether used for personal enjoyment—or to continue its original commercial intention and sell ice cream—smiles are all but guaranteed.

€10,000 - 15,000 WITHOUT RESERVE





118.
1931 FORD MODEL A DELUXE DELIVERY

Coachwork by Murray
Engine no. CAU5590

This Deluxe Delivery joined the Hartogh Collection in 1988. A Canadian-built example, it was assembled in Ford's Ontario plant for the export market. Featuring livery from Rockford, Illinois—just west of Chicago—it is nicely finished in two-tone fire engine red and cream with black fenders and gold filigree. Featuring both an auxiliary horn and Boyce Motometer, it is perfect for both personal enjoyment or commercial promotion.

€12,000 - 15,000 WITHOUT RESERVE

119.
1931 FORD MODEL A DROP-FLOOR DELIVERY

Coachwork by Murray
Engine no. A4384765

Even within a sub-category of vehicle, plenty of variety was on offer. Answering calls for a version of the Type 130-B Deluxe Delivery (like to preceding lot) with a lower loading floor, Ford introduced the Type 225-A Drop-Floor Delivery. Developed by Ford's Chicago branch, it featured a two-level cargo floor that dropped 12 inches (30.5cm) behind the rear hub to make it easier to load heavy objects. The low loading floor necessitated longer rear doors and the elimination of the rear bumper, however, which made the truck vulnerable to damage. That, combined with a price of \$560, resulted in relatively few being sold with only 89 examples rolling off the line—77 in 1931 and 12 in 1932.

This Drop-Floor Delivery is nicely finished in bright red with black fenders and striping. Fitted with an auxiliary horn, radiator grill guard, and a fender mounted mirror, it joined the Hartogh Collection in 1984. Coming from an American collection before that, it is reported by the seller to have originally been used to transport prisoners—one can only assume that the drop-floor made loading shackled criminals easier. This is an exceedingly rare opportunity to acquire one of but a small handful of surviving examples of what has always been a rare machine.

€12,000 - 16,000 WITHOUT RESERVE





120.
1931 FORD MODEL AA
ONE-TON DUMP TRUCK

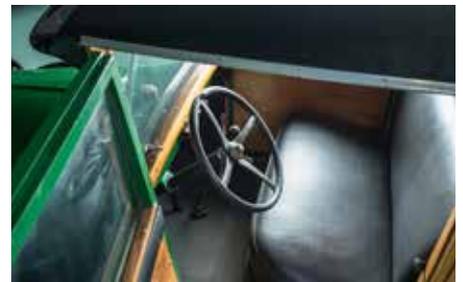
Engine no. AA1274048

This bright red truck with black wings shows well with a beautifully finished, stained wood dumper and a set of cowl-mounted driving lights to class up the package. Joining the Hartogh Collection in 2009, according to its Dutch registration papers, the only thing missing from the package is a giant sandbox in which to play with it.
€12,000 - 15,000 WITHOUT RESERVE

121.
1929 FORD MODEL A 'HUNTING CAR'

Engine no. AF947182

For all of your vintage hunting needs (shotguns not included) look no further. A large, wood constructed rear has plenty of space for seating and retired game. Two-tone green and black paint up front make the vehicle truly stand out. The engine number reveals French manufacture and registration documents accompanying the vehicle date as far back as 1993.
€8,000 - 12,000 WITHOUT RESERVE





122.

1931 FORD MODEL AA CAMPER

Engine no. A4706886

Constructed on the larger scale commercial Model AA series chassis, by engine number this would date its original build to June 1931. At some point later in its life the Ford has been converted to the form in which it is seen today, a commodious Camping style vehicle. Taking the basis of a closed cab AA, the rear deck has been fitted with a sturdy enclosed caravan section. Within the rear cabin, everything has been thought out and carefully designed from a full kitchenette area, to seating that can convert to sleeping and atop the vehicle is an Intercamp extending roof to provide additional ventilation. The condition of the twin wheeled AA is very good and so it seems that the whole vehicle was restored at the time of the conversion.

Paperwork on file with Camper includes old Dutch registration documents which denote it to have been in the Netherlands since the mid 1970s, while it was one of the more recent acquisitions or donations to the museum arriving in the last few years. Even among the extensive collection here, this Ford is unique, and as such it stands out, as it could easily do for its next custodian, be it in a race meeting paddock or perhaps on tour for the summer months ahead.

€15,000 - 25,000 WITHOUT RESERVE

123.

1934 FORD MODEL BB 82 STAKE BED TRUCK

Engine no. AAB510962

With dual rear tyres and a heavy-duty frame, the truck shown here is prepared for heavy duty hauling. Little bright-work is to be found on the exterior as the entire front portion of the body work is covered in an attractive green paint scheme. Having a long history within the Netherlands, this truck was originally registered in 1957 and today carries a modern registration card.

€6,000 - 8,000 WITHOUT RESERVE



124.

1934 FORD MODEL BB 1-TON DUMP TRUCK

Chassis no. 299735



This stylish '34 Model BB transported vegetables every day until 1982. Despite a life of hard work, it has fared well and appears to be in nice shape. Grey and black, it is powered by the venerable 4-cylinder that was in its final year of production in 1934. Coming to the Netherlands from Dallas, Texas, whether used today for fun or for more commercial ventures, it will no doubt be equally up to the task!

€10,000 - 12,000 WITHOUT RESERVE

125.

1936 FORD MODEL 51 PLATFORM TRUCK TYPE 950

Chassis no. TBA

Ready for hauling just about anything, this flatbed truck features a strengthened frame and dual rear tyres on each end of the axle. 8 cylinders under the hood provide a healthy dose of power and bright red paint makes this large vehicle conspicuous. The vehicle appears to have been to have been restored at some point in its long life and today presents well.

€10,000 - 12,000 WITHOUT RESERVE





126.

1933 FORD MODEL BB V-8
1½-TON DROP-SIDE PICKUP

Chassis no. BB5252400

This BB has been restored with a unique, drop side grain truck pickup bed. Fashioned out of well finished timber, the wood then extends to the cab which has an interesting, exposed wood structure around the cowl and windows. The Modern Dutch Registration indicates that this truck entered the Netherlands in 1952 and an old style Dutch logbook dates back to at least the early 1960s, later joining the Den Hartogh Collection.

€12,000 - 16,000 WITHOUT RESERVE



127.

1941 FORD MODEL 11Y
ONE TON CLOSED-CAB FLATBED TRUCK

Chassis no. 2C8393

This closed cab One-Ton truck features a nicely finished wooden Flatbed behind the cab. Likely an export model built in Canada, it slotted neatly between the smaller ¾ and bigger 1½-ton models. As with all of Ford's commercial vehicles, just about every variant under the sun was offered and this example rolled off the line as a Closed-Cab model with a blank canvas behind the driver onto which the flatbed was later installed. Minimal brightwork was typical for these workhorses, but the chrome 'cross' up front added some pizzazz to an otherwise black paintjob. Well presented, it is rare to find any variant of these commercial trucks as they were typically worked hard and driven into the ground.

€6,000 - 10,000 WITHOUT RESERVE





128.

1946 FORD MODEL 80Y
80-69 PANEL DELIVERY

Engine no. TBA

Fit for any delivery duty, this Panel Truck wears an attractive combination of a green body with off-white accenting pieces. Little to no bright-work can be found on the exterior, minus the chrome hubcaps. Potent V8 power provides enough grunt to keep this large vehicle moving through traffic at a more rapid pace. The vehicle is in generally good condition and the paint has maintained its shine. Documents accompanying the truck show that it has been present within the Netherlands borders since at least 1988. Beyond this single piece of paperwork not much else is know about the truck's history.

€10,000 - 12,000 WITHOUT RESERVE



129.

1947 FORD MODEL 81-798 STAKE BED TRUCK

Chassis no. 69911118721

This is one of a handful of this era of trucks in the collection, Mr. Den Hartogh clearly having a fondness for this guise of Ford. We understand it to be fitted with the largest, V8 unit, which developed 100hp and to be the 158 inch wheelbase variant. Its odometer reads in kilometers suggesting that it has always been stationed in European countries, but no details of its original commission are on file.

We do know that for 30 years this truck has graced the Den Hartogh collection, according to paper on file confirming that it was imported and brought directly to Hillegom in July 1988. A practical workhorse with enclosed cab, to the rear it has a flat bed deck with fold down sides. Judging from the general condition of the rear deck, this seems to be quite old and is more than likely its original configuration.

In the collection it has been liveried for J. Den Hartogh and today sits among others of its ilk in the Commercial wing of the Museum.

€12,000 - 15,000 WITHOUT RESERVE





130.
1927 FORD MODEL A TYPE 82
CLOSED CAB PICK-UP

Engine no. A3424754

This hardtop pickup provides both a great amount of utility and protection from the elements. Handsome green paint adorns the greater portion of the bodywork while the fenders sport black paint. This pickup carries a modern Netherlands registration card and presents well. It should make a fine addition to any collection.

€6,000 - 8,000 WITHOUT RESERVE

131.
1928 FORD MODEL A TYPE 78A
ROADSTER PICKUP

Engine no. A640176

A striking red and black paint scheme makes this Ford pickup truly stand out from the crowd. The brown soft top can be dropped behind the cab for open air cruising. Spare wheels can be found on each side with a rear-view mirror mounted on the driver side. This pickup carries a modern Netherlands registration card.

€8,000 - 12,000 WITHOUT RESERVE



132.
1929 FORD MODEL A TYPE 76
ROADSTER PICKUP

Engine no. A2302376

Suitably, this pickup spent a good portion of its life within the United States. According to documents accompanying the vehicle, it was imported into the Netherlands in 1987. Today it is finished in a handsome dark green color scheme and features a convertible soft top for open cruising. This fine example should make a solid addition to any collection.

€8,000 - 12,000 WITHOUT RESERVE



133.

1930 FORD MODEL A CLOSED CAB PICKUP

Engine no. CAV6107

This Canadian built pickup, as evidenced by its engine number prefix and Ontarian paperwork, is an attractive example sporting subdued dark olive paint. Fitted with fender mounted spares and the "Flying Goose" mascot atop the radiator, the Ford is complete with interesting details. This is sure to be a fine addition to any collection.

€8,000 - 12,000 WITHOUT RESERVE



134.

1931 FORD MODEL A TYPE 78B ROADSTER PICKUP

Engine no. A1925657

A truck rich with options, this Model A pickup offers both an open-air motoring experience thanks to its soft top and everyday usability thanks to the bed out back. Conspicuous red paint adorns the bulk of the body while black fenders surround the butter colored wheels. Originally registered in the Netherlands in 1975, this truck also carries a modern registration card.

€10,000 - 12,000 WITHOUT RESERVE



135.

1932 FORD MODEL B 78 PICKUP

Chassis no. B5130805

Quintessentially American, the pickup truck defines many of the ideals of the United States, and this Model B is no different. Featuring handsome green and black paint with picket style rear woodwork flanking the bed, this Ford offers a good deal of utility to boot. Originally registered in the Netherlands in 1975, this truck also carries a modern registration card.

€8,000 - 12,000 WITHOUT RESERVE





136.
1929 FORD MODEL AA FIRE TRUCK

Engine no. AA60758

This fire truck could act as the perfect support vehicle on site. Outfitted to haul extra hoses, including a collection hose for drawing water out of a nearby canal, and a rack for a ladder on top. The custom bodywork from the cowl back offers wind protection on the way to the blaze and plenty of storage compartments in the back. Recorded as having entered the Netherlands in the summer of 1956, it is very possible that it was still being used as a fire fighting apparatus at that time. Later joining the Den Hartogh Collection it is now ready to fight frowns and bring grins to everyone who see it.
€8,000 - 12,000 WITHOUT RESERVE



137.
1933 FORD MODEL 46 PICKUP

Chassis no. 693659

This '33 V-8 powered Model 46 Pickup is a bit rarer than that, however. With a body built by Budd, Ford's coachbuilder of choice for the type-830 pickup, it was a handsome workhorse from the day it left the factory. Today it is finished in black with carmine red striping and wheels. Optional stake bed sides are fitted for a bit of extra flare. Acquired by the Hartogh Collection in 1994 from a respected, Massachusetts collector, it is an elegant machine for hard work.
€15,000 - 20,000 WITHOUT RESERVE





138.
1935 FORD MODEL 50 PICKUP

Chassis no. 1181359443

A fine example of the classic Ford pickup, this 1935 model has been present within the borders of the Netherlands since at least 1975. Evidently, the vehicle received a restoration at one stage in its life, and the exterior presents well as a result. The black paint appears in good condition and the red wheels with white wall tyres complete a classic aesthetic. The interior does show some wear, and this would likely be a good candidate for some additional restorative work.
€20,000 - 25,000 WITHOUT RESERVE

139.
1938 FORD MODEL 82C EXPRESS PICKUP

Chassis no. 8449274

A thoroughly handsome pickup, the 1938 model shown here sports a navy body with accenting stripes following the classic windswept bodywork indicative of the era from which this vehicle was manufactured. The large metal grill up front shines with a good amount of luster and provides the truck a strong road presence. Where this truck started its life is not known at this time, but accompanying documents show that the vehicle was registered in the Netherlands just a few years ago in 2013.
€12,000 - 16,000 WITHOUT RESERVE





140.

1940 FORD MODEL 02C EXPRESS PICKUP

Chassis no. 6549268

Drawing much of its design inspiration from their passenger car line, the pre-WWII pickups were the last to bare significant resemblance to the cars Ford was selling. While the front end of this '40 Ford looks all the world like that of a coupe or sedan, the backend is all business. This Express Pickup is Model 02C fitted with the 60bhp version of the flathead V-8. Finished in Vermillion Red with white pinstriping and black vinyl seating, this step-side pickup is nicely classed-up with a set of horizontal wooden stakes around the bed. Joining the Hartogh Collection from America in 1988, it carries with it plenty of presence and style.

€15,000 - 20,000 WITHOUT RESERVE



141.

1945 FORD CLOSED CAB FLAT BED TRUCK

Chassis no. 5G9331

Not surprisingly given the business background of shipping and logistics, as well as his strong interest in the Ford marque, Piet Den Hartogh amassed a number of the post war commercials and seems to have had a particular leaning towards the robust post war series of vehicles. The truck offered here is a stock closed cab variant with the simple addition of a wooden flat-bed, which appears to have been replaced in recent years. On file are papers including an old registration log book for 1956/57, stating it to be a 1945 model and showing that it has clearly been in Holland for most of its life.

€5,000 - 8,000 WITHOUT RESERVE





142.

C.1946 FORD FIRE TRUCK BY KRONENBURG

Chassis no. tba

The most modern fire engine in the collection is this stylish 1940s Ford, which blends the interests of Mr. Den Hartogh the collector of fire engines and post war commercial Fords in one package. The vehicle is attractively coachbuilt by one of the best known constructors of such machines, Kronenburg of Culemborg, who could trace their history back Mr. Kronenburg's supplying of copper tanks to fire fighters in 1823. As self-propelled fire engines replaced horsedrawn ones, so Kronenburg's business developed, and by the 1940s/50s when this machine was built they were in something of a heyday supplying their products around the world. This vehicle is liveried for the old AaBe Fabriken textile factory in Tilburg, where we presume it was stationed in the case of a calamity. There are no papers on file to confirm its point of transition into the collection.

€6,000 - 8,000 WITHOUT RESERVE



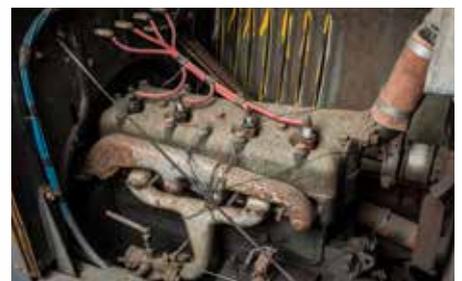
143.

1921 FORD MODEL T TRUCK RED CROSS AMBULANCE

Engine no. 12261550

This vintage ambulance wears a fair bit of patina all around, and its engine block is bored. Nonetheless, its apparent unrestored state adds a nice bit of authenticity to the entire package. The bodywork rear of the cab has been finished in wood while the front sports standard T panels. Records indicate that the vehicle has been in the Netherlands since at least 1990.

€5,000 - 8,000 WITHOUT RESERVE





144.
C.1917 FORD MODEL TT FUEL TANKER TRUCK - LIVERIED FOR SUPERTEST

Engine no. 11860642

If it could be put onto wheels, it could be put onto a Model T. If something beefier was needed, then it could be put on the Model TT, the heavy-duty version of the Model T. While the drivetrain in both was identical, the Model TT had a heavier frame and rear axle the sum of which gave it a rating of 1 short ton. While by no means quick, it was a reliable work horse on which all manner of hefty commercial applications was applied.

This TT is outfitted as Tanker Truck and liveried in bright orange and black with green trim for the no-longer-extant Ontario, Canada based Supertest Petroleum company. Operating from 1923 until 1973, Supertest Petroleum marketed itself as "Canada's All-Canadian Company" before being acquired by British Petroleum Canada in 1971. Hung with 1925 Ontario plates, the tanker unit on this truck has three compartments, 1100 litres up front, 750 litres in the middle, and 400 in the rear. Complete with extra coachlights, and a full complement of petroliana gas cans, it is rare to find any surviving commercial vehicles from this era, let alone one in condition as nice as this. **€25,000 - 35,000 WITHOUT RESERVE**



145.

1931 FORD MODEL AA TYPE 82B CLOSED CAB FUEL TANKER TRUCK - LIVERIED FOR MOBILGAS

Engine no. AA4745216

This closed cab Model AA has been well restored in the current configuration of a petrol supply tanker, and liveried for famed American oil company Mobil, with their Mobilgas branding. Tastefully refurbished in its bright red scheme, the livery is well executed and true to their branding. In addition to the tanker portion of the rear, this is supplemented with a plethora of petrol or oil cans. The full effect is extremely appealing and would certainly be a welcome and fun addition to any motor stable.

The Tanker remained in the US for the majority of its life, only migrating to Europe in the early 1990s according to customs paperwork arriving in Holland on the 1st March 1991. Since that time it has been in pride of place in the Commercial wing of the Museum.

€30,000 - 45,000 WITHOUT RESERVE





146.

1933 FORD MODEL BB CLOSED CAB FUEL TANKER TRUCK - LIVERIED FOR TEXACO

Engine no. BB18502193

Perfect for the collector with a substantial collection of automobiles, the amount of gasoline one can carry within the bed mounted tanks should be enough to supply a great number of cars with fuel. Limited stops at the gas station are not this truck's only selling point however, it sports a conspicuous bright red paint job that will surely draw plenty of attention from the public- a useful feature when one is carrying a volatile substance. Dual tyres out back and a heavy-duty axle ensure that the back end has enough strength to bear the load of the fuel.

While little is known about the truck's history, a Texaco logo on the side might provide a small bit of evidence to this vehicle's original purpose. It could have very well been added on later, however. What can be said without a shred of doubt, is that the truck originates from the great white north of Canada, as shown by documents accompanying the vehicle. The condition can be noted as being good, and the paint and body show little in the way of major wear.

€25,000 - 40,000 WITHOUT RESERVE



147.

1928 FORD MODEL AA STAKE RACKS POLICE AND FIRE TRUCK

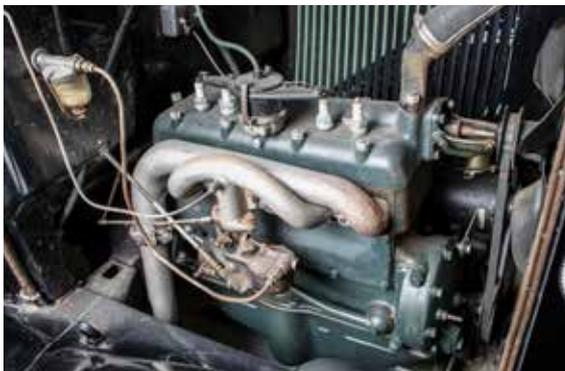
Engine no. AA4034016

This truck is reported by the seller to have been ordered as a 188-A Stake Racks truck, which would have had an enclosed cab and 26 inch (66cm) tall stakes surrounding the bed. This body has been since extensively modified into police and fire hybrid with an open cab, a prisoner transport box rear end, and a hodgepodge of fire and crime fighting equipment.

Fitted with a front mounted red spotlight, bell, and growler siren to move cars out of the way, hoses, ladders and what appears to be a pumper attachment are all present. The bodywork carries signage for the Carpenter's Corp. in Oceanside, California and paperwork tracking it back to Oceanside prior to 1987. In Colorado from 1987 until the Hartogh Collection acquired it in 1996. A unique machine that combines both fighting fires and crime, it is sure to bring delight where ever it goes.

€15,000 - 18,000 WITHOUT RESERVE





148.

1930 FORD MODEL AA PLATFORM TRUCK

Engine no. AA3887269

This Model AA type 187-A Platform Truck sat between the smaller 88-A, which was 68 inches wide and 97½ inches long (172.7cm by 247.7cm), and the bigger 185-B, which clocked in 75 inches wide and 132 inches long (190.5cm by 335.3cm). Measuring 75 inches by 102 inches (190.5cm by 259.1cm), the 187-A had plenty of area for loading whatever one wanted, without being too big.

Finished in black with pale yellow pinstriping and wheels, this example of the dual tire rear axle AA is outfitted to haul barrels—and based on the signage, those would be barrels of illegally imported Canadian whiskey. Branded as operating for ‘Capone Distributing’ in Chicago, Illinois and touting tyre that it was “Serving Chicago’s Finest”, it is a bit anachronistic to imagine the legendary gangster and liquor smuggler Al Capone would have advertised what he was doing on the side of a truck. Nonetheless, it presents as a fun, tongue-in-cheek joke today. Nicely presented, it resided in Colorado from at least 1982 until joining the Hartogh Collection in 1996. Complete with a set of 18 whisky barrels, it could not be confirmed at the time of cataloguing whether the ‘hooch’ was still inside of them!

€15,000 - 25,000 WITHOUT RESERVE



149.

1928 FORD MODEL A 188A STAKE BED TRUCK - POWERED BY WOOD BURNER

Engine no. AA709719

A brilliant example of resourcefulness, this Ford Model AA truck has been converted to use wood gas as its fuel source. This process, which involves burning wood or coal at high temperatures to produce a gas capable of being burned inside of a combustion engine. While little modification is needed to make a motor compatible with wood gas fuel, other larger apparatus have been fitted in order for the system to function. In the bed of the truck sits a stove to burn the biomass. The gas produced from this stove is sent to the forward part of the vehicle via a set of pipes to the two large collector tanks. These tanks feed into a radiator that cools the wood gas which is then sent farther down a set of pipes and filtered before making it into the combustion chamber. While this system adds a large and heavy fuel production process to the running of the vehicle, it became a popular solution to fit onto cars during World War II due to the fuel rationing taking place. Thousands of vehicles were converted to run on the renewable resource of wood, and it proved to be an effective solution to the problems of the day.



This truck is just one example of the many cars converted to this unique source of fuel. It remains in good condition, albeit with some signs of wear. The green paint is fitting for a vehicle with such a bio-conscious mode of operation. The back bed is constructed out of wood and the front features standard Model A truck bodywork. Documents accompanying the vehicle confirm that it has been registered in the Netherlands since at least 2013. This is truly a special vehicle and would be a fantastic addition to any collection.

€15,000 - 25,000 WITHOUT RESERVE



150.
1938 FORD MODEL 81W CAB OVER
ENGINE PLATFORM TRUCK

Chassis no. BB81-4535217

This example is the middle, 134-inch, wheelbase version, the Model 81W fitted with the Type 950 Platform body. It is handsomely finished in bright red over black fenders with a black painted grill and bumpers. The platform has been redone with newer, nicely finished timber that shows well.

Coming to the Netherlands in February of 1955, its Kenteken-Bewiks details its early history.
€20,000 - 30,000 WITHOUT RESERVE

151.
1954 DAF 4-TON FLATBED TRAILER

This twin-axle flatbed trailer is the perfect attachment to the preceding lot, the 1938 Ford COE Platform Truck. Finished in the same red and black colour scheme, it dates from time that '38 COE came to the Netherlands. As with most commercial attachments, most have been lost to time, but this restored unit is seemingly ready for hauling duty—whether it be goods to market to people through a parade.
€800 - 1,200 WITHOUT RESERVE





152.

1946 FORD MODEL 69T 1½-TON TRACTOR TRAILER

Chassis no. 69T-948878

The resumption of civilian production following WWII was effectively a continuation of the models offered just prior to the start of hostilities in 1942. That was by no means a bad thing, Ford's truck lineup had received a fresh look in '42 but civilian production was cut short by the war and all future production was directed toward building materiel.

This example Model 69T is the 1½-ton truck powered by the 100bhp version of the flathead V-8. Fitted with a 5th-wheel semi-tractor trailer body, it is finished in Glade Green with Tucson Tan accents and striping. Inside the cab is a period correct heater abutted by several more modern gauges under the dash, including a pressure gauge for its air-brake system that is a modern retrofit from its original brake system.

According to its Modern Dutch Registration, it was delivered new to Europe (a point reinforced by its metric gauges), entered the Netherlands a decade later in 1956 and was registered to the Den Hartogh Collection in 2014. Displayed in the collection with the 1938 TTA 9½-Ton Flatbed Trailer (offered as the next lot, lot 153), its 5th wheel and modern air brakes can allow it to tow just about anything you'd like.

€8,000 - 12,000 WITHOUT RESERVE

153.

1938 TTA 9½-TON FLATBED TRAILER

Chassis no. 25217

Trailers are nothing new, but it wasn't until the creation of the motor vehicle that the transport of very heavy objects could be accomplished on a mass scale (no pun intended). Even still, primitive hitches could only bear so much weight, so it wasn't until the invention of the 5th wheel hitch in 1915 that it became practical to haul trailers of substantial loads. So named because the hitch was round (and at the time, trucks only had two axles with four wheels—not three axles with six wheels as they commonly have today), the hitch put the load on top of the rear axle, creating both better balance and weight distribution between the truck and trailer. The hitch, which rocked on hinges, could also accommodate use on rough, unpaved roads—something that was especially common up until at least the 1950s.

This 5th wheel flatbed trailer dates from 1938 and is weight rated to 9450kg (20,834lbs), or 9½ (metric) tonnes. Finished in Glade Green to match the 1946 Ford Model 69T 1½-Ton Tractor Trailer (offered as the previous lot, lot 152) to which it has been attached while on display in the Hartogh Collection, it comes complete with a set of long, heavy duty ramps for loading vehicles and a separate bed with drop hinged sides for spare parts and tyres. According to its Modern Dutch Registration, it entered the Netherlands in 2005.

€1,000 - 1,500 WITHOUT RESERVE



154. 1921 FORD MODEL T FIRE TRUCK

Engine no. C147267

Commencing the display line up of Fire Engines in the commercial wing of the museum, is this light fire support vehicle built on a Model T chassis. With its 'C' prefix engine number, this places that unit as having come from the Canadian production line most probably slightly earlier than the given date for the vehicle.

The Model T is well set up for its commercial purpose, being equipped with water storage tank, axes, ladders hose reels and nozzles and naturally to forewarn of your arrival there is a scuttle mounted bell! Close examination of the 'T' suggests that it has been in this form for some considerable time as its age is consistent throughout.

Something that is sure to raise a smile from the young, or young at heart wherever it goes, you're never too old to appreciate the fun side of fire-fighting.
€8,000 - 12,000 WITHOUT RESERVE



155. 1929 FORD MODEL A FIRE TRUCK

Engine no. AA1662427

Presented here is a magnificent fully-fledged fire apparatus, which has at its rear a badge stating it to have been built by The Anderson Coupling & Fire Supply Co. of Kansas City, Missouri, which is also matched by kicker plates for 'Anderson'. That business can trace its history back to the 'teen' era of the 20th Century in America, when motorizing existing fire pumpers became big business. In a 1914 advert for their Motor Fire Apparatus, Anderson proudly proclaim to offer 'Design, Workmanship, Accessibility, Finish, Equipment, Reliability and Efficiency the highest type available'. It seems likely that this is one of their later products on the equally reliable Model AA.

The truck is replete with fire pumping equipment mounted at its front, large storage tank in the center, coiled hose reel storage at the rear and side storage for ladders (no longer fitted). There are seats for the driver and a passenger, as well as helmets for them, and a side is a pillar mounted spot-lamp, which can be extended for added vision. At the back of the vehicle is a storage deck with numerous hoses, nozzles and three additional extinguishers and to the sides are rails.



The machine carries an engine number placing it in the sequence of production for June 1929. Its journey from then to the modern day is not known at the time of cataloguing, but from its file, we do know that the Fire Engine arrived in the Netherlands in March 1991 and is believed to have arrived in the collection shortly after this. Judged today, its condition remains extremely good, and it is expected to have been restored just prior to joining Den Hartogh. With a large siren at its front completing the full effect, this attractive vehicle is sure to grab attention where ever it goes and may even come to your rescue one day!

€12,000 - 15,000 WITHOUT RESERVE



156.

1930 FORD MODEL A TRUCK WITH DENNIS PUMPER TRAILER

Engine no. A2405604

This vehicle more so than any of the other fire fighting vehicles in the collection would seem to have been converted from a standard road-going Model A, its bodywork clearly having been cut down and opened up for easy access for its driver and passenger.

The rear of the bodywork has fire pumping equipment made by the esteemed company Dennis Brothers, who have long been synonymous with fire engine manufacture. As it would happen, their entrée to that world was by chance. The Dennis Brothers, John and Raymond, had been bicycle makers during the 1890s, they subsequently developed an excellent shaft-driven commercial vehicle chassis – their customers included the balloon manufacturers Paddon & Sopwith and the Metropolitan Asylums Board – on which, in 1908, they decided to build a fire engine, using a pump supplied by Gwynnes of Chiswick. This was a centrifugal pump in which a rotating vane, rather than pistons, developed the pressure. The unit proved so successful on test that Dennis had no difficulty in selling it to the Bradford Fire Brigade. Encouraged by this sale, Dennis began to concentrate more and more on the manufacture of fire engines and acquired the rights to a powerful turbine pump designed by an Italian engineer named Tamini, which they fitted from 1913. At first, Dennis used Aster engines like Merryweather, but eventually turned to the White & Poppe engine, to which they finally bought the manufacturing rights. By the time that the Great War broke out, Dennis were firmly established as suppliers of fire engines to the London Fire Brigade.

The Model A wears the crest of the town of Molenaar, suggesting that it formerly served that town.

€15,000 - 25,000 WITHOUT RESERVE

157.

C.1938 COVENTRY CLIMAX PUMPER MOUNTED ON A TRAILER

This trailer mounted fire pumping unit has sat behind the previous lot on display. It is powered by the well-known and versatile Coventry Climax engine brand, which in various forms could be seen propelling water, or indeed racing cars too! This has the appearance of being restored and presents extremely well.

€8,000 - 12,000 WITHOUT RESERVE





158.
1932 FORD MODEL BB FIRE TRUCK

Engine no. B5306251

This example is a specially built firetruck. From the cowl back, the unique, open coachwork offers plenty of room for both transporting firemen as well as their gear. The rather wide bodywork provides ample space for everyone's knees in the two bench facing each other in the bed while the taller windscreen would might provide a bit of wind buffeting. Finished in Fire Engine Red with black fenders and grill, a slightly more modern red emergency light and growler siren unit is fitted to the left front fender. **€12,000 - 15,000 WITHOUT RESERVE**



159.
1946 FORD AJAX V-8 WATER PUMPER

Just as the Model T's engine was tasked with every application under the sun, Ford's new flathead V-8 was used to power just about everything. This Ford-powered Ajax water pumping unit could very well have been used to fight fires or water fields. Today, in its red finish, it likely portends to do more of the latter than the former. Either way, it will make filling up the bath take a lot less time.

€1,500 - 3,000 WITHOUT RESERVE





160.
1937 FORD MODEL 79 TYPE 955
CLOSED CAB LADDER TRUCK

Chassis no. 101589PK W65

For the individual looking to attain new heights or live out their fireman fantasies, look no further. This bright red truck has a complete rotating ladder assembly fitted on the bed. Extendable and articulating, this climbing apparatus makes for getting into high up and hard to reach place that much easier. The entirety of the truck can be described as in good condition with only a fair amount of wear to be found. Documents indicate the truck being present in the Netherlands since at least 1956, and it was most recently registered in 2013.

€25,000 - 35,000 WITHOUT RESERVE



161.
1946 FORD POWERED PUMPER TRAILER

This water pump was presumably used by a fire department as evidenced by its bright red paint. It serves as an excellent display to the versatility and ubiquity of Ford power plants during the first half of the 20th century. A great number of mechanical contraptions utilised Ford's great motor, and this is just one of those applications.

€1,500 - 3,000 WITHOUT RESERVE





162.

1946 FORD MODEL 69Y ONE TON PICKUP TRUCK

Chassis no. 899Y2005263

This purposeful Pickup truck carries with it a small documentation file which traces ownership back to its earliest days. These include papers which appear to show that Garage Ed. Roofthoop owned the Ford as far back as 1954, and that it was still their property by the mid-1980s. It appears to have arrived in the collection some-time after that, then being liveried to the family/museum.

€9,000 - 12,000 WITHOUT RESERVE

163.

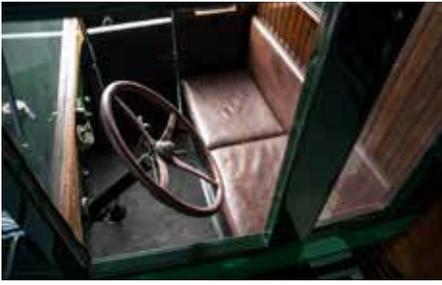
1938 FORD MODEL 81Y FLAT BED TRUCK

Chassis no. 41R2826

This Model 81Y truck sports a conspicuous bright red and black paint scheme. As a utility vehicle, there is little in the way of luxury creature comforts, but a closed cab ensures the occupants protection from the elements. The minimal amount of chrome can be found on the grill with a center strip and surround showing some luster. Behind the cab, a flatbed, constructed out of wood, can be found. This style is particularly useful for hauling cars and other singular, large items. It shows in good condition with no major signs of deterioration. The remainder of the vehicle can be described to be in equal condition.

€12,000 - 15,000 WITHOUT RESERVE





164.
1928 FORD MODEL AA
CLOSED CAB FLAT BED

Engine no. AA751555

This heavy-duty Model AA truck features a wooden bed large enough to place a multitude of items. Green paint covers the cab, while black paint adorns the fenders. A spare tire and horn are both externally mounted. This truck came into the collection nearly 2 decades ago and carries a modern registration card as of 2014.

€6,000 - 10,000 WITHOUT RESERVE

165.
1947 FORD MODEL 798W
COE PLATFORM TRUCK

Chassis no. 1954921

This example is the largest COE model available at the time, the 158" (4,012mm) wheelbase Model 798W. Powered by a 100hp, 239 cubic inch (3,916cc) flathead V-8, the 1½ Ton truck is outfitted with the popular and versatile Platform body, finished in nicely restored timber. Likely delivered to Europe new, it features metric instrumentation. According to its 2014 Modern Dutch Registration it has been in the Netherlands since 1953.

€20,000 - 30,000 WITHOUT RESERVE





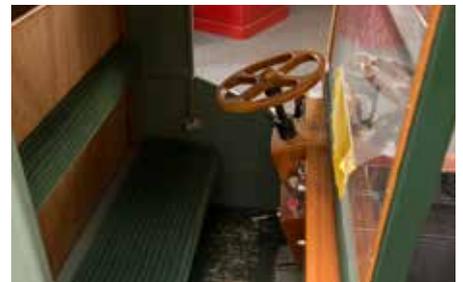
166.
FORD TRAILER, ENGINE PUMP

This water pump serves as a good example to the ubiquity of the Ford Model T engine to power just about any contraption under the sun. It comes mounted onto a red painted trailer with a toolbox placed towards the front.
€500 - 800 WITHOUT RESERVE



168.
A FORD 1/2 SCALE C-CAB DELIVERY TRUCK

A mainstay of the museum for many years, this well constructed display piece mirrors the real light commercial vehicles in their Brass era.
€300 - 500 WITHOUT RESERVE





169.
1928 FORD MODEL AA
BEER TANKER TRUCK

Engine no. A4787076

This handsome, custom bodied Model AA Platform Truck has been outfitted with a large, single tanker unit. The closed cab, which is largely of wood construction with metal door skins and windscreen frame, has been nicely done. The heavy-duty frame and dual rear tyres indicate this is a Model AA but an engine from a Model A is installed—although the powertrains were functionally identical. The large tank out bank has been outfitted with a single beer tap. While the capacity of the tank is unknown, it appears fully capable of provide frothy adult libations for a very large, thirsty group. An old Ford is certainly a great way to make friends, and old Ford with a few hundred liters of beer on board is a guaranteed way to make – and forget – any number of both lifelong friends and memories.

€25,000 - 35,000 WITHOUT RESERVE

170.
1931 FORD MODEL A STANDARD PHAETON

Engine no. 9466838

A survivor in the truest sense of the word, this Model A appears with a good amount of patina. As a Standard Phaeton body style, four doors and two rows of bench seating are utilized to carry the occupants. Originally, a soft top was supplied to cover the passenger compartment. This example, however, appears to have lost its roof at one point in its history, leaving its next owners no other option than to enjoy the open air. The exterior shows with faded maroon and black paint and surface corrosion. However, the deterioration does not appear to be too drastic. Kept as is, this vehicle would present as a well-worn example, but it is certainly a good candidate for a restoration. Little information is known regarding the origins and larger history of the vehicle.

€5,000 - 8,000 WITHOUT RESERVE





171. 1929 FORD MODEL AA BUS

Engine no. CAP7329 (see text)

According to its old registration papers, this Model AA first arrived in Holland in 1995, and has been registered through those documents with the engine number 2828279, and with the correlating year of manufacture as 1930. Today, this unit appears to have been replaced with a slightly later Canadian built 'CAP' prefix unit. The bus is configured with rows of seating access from doors on its near side. Its structure is for the lower half of the body, with fully open sides simply covered with canvas 'side screen' type window panels, which can be rolled up and stowed. The passenger compartment could comfortably accommodate 6-8 people, with a further 1 or 2 in addition to the driver in the driving cabin. The woodwork has an appealing patina of age, while the seating seems to have been recovered in hard wearing vinyl.

Complete with a large luggage rack on the top accessed by a side mounted ladder, the bus has the appearance of old world transport perhaps from the railway to a hotel or seaside resort. Be it for commercial vehicle events, or simply to fill with people and drive to the pub, it would certainly make an eye catching and fun conveyance.

€9,000 - 12,000 WITHOUT RESERVE



172. 1930 FORD MODEL AA BUS

Engine no. CA107205 (see text)

The second of two similar buses in the Den Hartogh Collection, this Model AA dates from roughly a year later than the other and is an altogether larger proposition. It wears a plaque stating that its bodywork is by Auto-Carrosserie Jan Roelandts of Brugge, a lesser known company that we have not been able to trace or to put its time of build into context. As it presents today, the multi seater rear cabin is accessed from the rear of the body and has bench seats along the whole of each side.

A small history file with the car confirms that in 1997 it was imported into the UK, where it was registered under the number 4387587, dating it to 1931 production. That engine number has more recently been replaced, it would seem as today it is running a Canadian built unit, as decoded by the CA prefix to its engine number. While in the UK it resided with a Barry Jenkins of South East London.

It later arrived here in Holland and into the Den Hartogh Collection.

€9,000 - 12,000 WITHOUT RESERVE





173.

1932 FORD MODEL B WOOD GAS POWERED TRUCK

Engine no. A4 525 188

A brilliant example of resourcefulness, this Ford Model AA truck has been converted to use wood gas as its fuel source. This process, which involves burning wood or coal at high temperatures to produce a gas capable of being burned inside of a combustion engine. While little modification is needed to make a motor compatible with wood gas fuel, other larger apparatus have been fitted in order for the system to function. In the bed of the truck sits a stove to burn the biomass. The gas produced from this stove is sent to the forward part of the vehicle via a set of pipes to the two large collector tanks. These tanks feed into a radiator that cools the wood gas which is then sent farther down a set of pipes and filtered before making it into the combustion chamber. While this system adds a large and heavy fuel production process to the running of the vehicle, it became a popular solution to fit onto cars during World War II due to the fuel rationing taking place. Thousands of vehicles were converted to run on the renewable resource of wood, and it proved to be an effective solution to the problems of the day.



The green truck presented here is a surviving example of this resourceful technology. It shows a good bit of wear up front, especially on the collection tanks up front. Some luxuries are included, however, such as cowl lights and a rear-view mirror. Ultimately, this would be a good candidate for a restoration project. Based on the popularity of this system in Europe, one can presume the vehicle has been on the continent for a bit of time. The only conclusive evidence to the history of this truck, however, is provided on registration documents showing the vehicle has been in the Netherlands since at least the 1980s.

€20,000 - 30,000 WITHOUT RESERVE



174.

1940 FORD MODEL 02C PICKUP

Chassis no. 185878129

The 1940 Ford's appeal was its design, now fully modern and handsomely streamlined with pontoon fenders, prow hood, inset headlights and a subtle grille that integrated with the front fender catwalks for broader appearance and more cooling area. The greenhouse's raked vee windshield, body colored frame and a sleek body beltline bright molding helped integrate the design and made the convertible coupe, particularly, one of the most attractive, simple and refined designs of the era.

The combination of design and performance gave the '40 Ford a particular presence, an attitude and style which set it apart from its contemporaries. It is that stance which lends itself well to the muscular guise of a pick-up. As with a number of the cars in the collection Mr. Den Hartogh was able to source this vehicle from Canadian ownership, albeit this one was far more remotely located than many, having been sited on Prince Edward Island, north of Nova Scotia! There it was the property of one Frank McKinnon until approximately 1998, when it was extracted and brought to Holland. In the museum's care, the striking red Ford was given a canopy for the back compartment which has been liveried to promote this facility. In its current form it would no doubt be useful for similar purposes or perhaps paddock transport.

€10,000 - 15,000 WITHOUT RESERVE





175. 1936 FORD MODEL 67 PICKUP

Chassis no. 18-3016234

While Ford debuted a new 'grill' on its passenger cars for every model year, their commercial line of trucks only got a facelift every two years. This is not to say that there were not changes to the models each year, but rather that there was divergence between the look of the trucks and cars—despite their underpinnings being rather closely related.

This Model 67 is fitted with a Type 830 Pickup body manufactured by Budd. Sitting on the same 112 inches (2845mm) wheelbase as the passenger cars and powered by the same V-8, its front end was similar to that of the '35 Model 50 but the 'Ford V-8' emblem had moved from the center of the side engine covers to the front of said panels. This example is finished Black with Ford Demonstrator Yellow pinstriping and a black vinyl interior. The somewhat spartan interior speaks to the truck's utilitarian purpose, but the nicely finished wood stakes on the bed give it some flare. Whether used for runs to the farmers market or for Sunday drives, it will no doubt be equally up to the task.

€20,000 - 25,000 WITHOUT RESERVE



176. 1928 FORD MODEL AA POPCORN TRUCK

Engine no. A3005804

While dozens of body styles were offered by the factory, and countless more were available from coachbuilders, few are as instantly recognizable as the Popcorn Truck created by C. Cretors & Company in Decatur, Illinois. Cretors got its start building in 1893 when Charles Cretors patented a steam-powered machine that could roast 12 pounds of peanuts, 20 pounds of coffee, or pop plenty of popcorn—all equally well. The success of the machine allowed the company to create the Special, a complete snack stands on wheels—complete with popcorn making, peanut roasting, hot dog grilling, and ice cream chilling equipment on board—by 1900. Originally fitted to horse-drawn wagons, the availability of cheap motor vehicle platforms, usually from Ford, moved the mobile food court into the self-propelled, motoring age. Even today, Cretors is still one of the biggest manufacturers of popcorn making equipment.

While it cannot be confirmed at the time of cataloging if this is an original Cretors truck or a very nicely done recreation, it is fitted to a Model AA



frame and has all the goodies one could hope for. By 1928, electrically powered popcorn poppers had replaced steam, but the “Roasty-Toasty Man” clown turning his glass cylinder of snacks stayed on. Some of the equipment, specifically the popcorn machine mounted in the back of the truck, have been modernised. Coming to the Netherlands from the United States in 1990, there are few more recognisable machines than this one. **€30,000 - 40,000 WITHOUT RESERVE**



177.

1937 FORD MODEL 75 AUTOBUS

Chassis no. T1556975

With several rows of bench seating, hauling around a great deal of people should be an easy endeavor with this Type 950 Platform. The bodywork follows right in line with its contemporaries and features detailed swept lines. These details are displayed attractively thanks to a white and light blue accented scheme that closely follows the lines of the build. Up top, a storage wrack can be found for placing the occupants travel items. This is accessed by a ladder climbing up the rear of the vehicle. A spare tyre is also nearly flush with the rear. Being in the Netherlands since the 1950s, as shown on the paperwork associated with the vehicle, the bus on offer must have quite an interesting history. While the specifics of it are not known the vehicle was most recently registered in 2011. This is truly a unique bus with plenty of style and presence. It is sure to please its new owners and provide many more rides to passengers for years to come.

€30,000 - 40,000 WITHOUT RESERVE



178.

1937 FORD MODEL 75 AUTOBUS

Chassis no. JAJSK97FB37

For the collector with plenty of friends and family, this 16-person bus is sure to be plenty useful as a people mover. The paint scheme is truly not for the bashful as the bright yellow and red paint is hard to miss by anyone it passes. It is powered by the ever-present Ford Flathead V8, and while it will not provide tire scorching performance, getting up to speed should not be to much of an issue. The bus has been in the collection for roughly two decades and was originally imported from the United States. The exact date being 1998. Prior to making the trip, the vehicle received a restoration. As such, it presents in good condition to this day. Beyond this information, the original use of this bus is not known. A vehicle perfect for cruising and touring with a large group of people, this bus is sure to be a unique addition to any collection.

€15,000 - 25,000 WITHOUT RESERVE





179.

1931 FORD MODEL A HEARSE

Engine no. AA3957075

While it may not find itself practical for daily use, this Model AA Hearse is sure to make an intriguing addition to any collection. Based on the heavier duty AA platform, the rear section features detailed bodywork while the appropriate black paint can be found throughout. Little is known about the full history of this Ford.

€12,000 - 18,000 WITHOUT RESERVE

180.

1928 FORD MODEL A HEARSE

Engine no. AA2828297

Fitting of a vehicle with such a specific purpose and accommodating Ford's proclivity to paint cars a particular color, this hearse sports all black bodywork. The cab is fully enclosed, and the rear half features plenty of details. This is a surely an oddity that would find itself well placed in any thorough Ford collection.

€12,000 - 18,000 WITHOUT RESERVE



181.

1922 FORD MODEL T HEARSE

Engine no. 6745006

The rear storage compartment of this Model T features detailed and ornate bodywork appropriate for a vehicle designed to carry out this specific role. Black paint with attractive gold pin-striping can be found throughout the body and auxiliary lighting has been added high behind the open cab. The extended history of this hearse remains unknown.

€12,000 - 18,000 WITHOUT RESERVE





182.

1946 FORD MODEL 69C HEARSE TRUCK

Chassis no. 799-C1928065

Fitting of a vehicle constructed for the singular purpose of moving those who have passed on, this Ford Hearse has been painted all black. Only the metal brightwork adds a welcome bit of variety to the monolithic look of this vehicle. The back section has plenty of room and large glass windows all around give clear view to the contents inside. V8 power under the hood supplies more than enough grunt to wheel around this purposeful vehicle. The vehicle generally presents well inside and out. While the origins of this hearse are not entirely clear, the vehicle has been registered in the Netherlands since at least 2014, and it currently carries a modern registration card.

€8,000 - 12,000 WITHOUT RESERVE



183.

1920 FORD MODEL TT BOX TRUCK GESLOTEN BAKWAGEN

Engine no. 10938572

With cavernous rear storage, this Model T box truck is sure to provide plenty of utility when it comes to hauling large items. Much of the body work of this truck has been constructed out of wood. The rear box section appears particularly brilliant thanks to a lacquered finish. From the cowl forward, dark green paint covers the main section while the fenders have been finished in black. Being a utility vehicle, the interior is short on creature comforts. However, the overall condition of this vehicle can be described as good. This truck has been in the Netherlands for a good amount of time, with original registration noted as being in the late 1950s. As of 2014, the vehicle carries a modern registration card.

€10,000 - 15,000 WITHOUT RESERVE



Motor Cars

Saturday 23 June,
to commence at no earlier than 2pm





190.

A FULL SCALE MUSEUM DISPLAY OF THE 1896 FORD QUADRICYCLE

One of the truly iconic early American vehicles is the Ford Quadricycle, designed and built by Henry Ford in 1896. This advanced and well-engineered machine is on display at the Henry Ford Museum. The Quadricycle is the starting point to the greatest automotive empire of the 20th century. It is powered by a two-cylinder engine mounted in the rear, driving the rear wheels through chains. The car rode on four bicycle type wheels which is the reason for this Quadricycle nomenclature. The car is remarkable due to its light weight and elegant simplicity in a time when cars tended to be crude and over built. The model of elegant engineering and efficient design would be the hallmark of the groundbreaking Ford models to follow.

Henry Ford sold his original Quadricycle but managed to buy it back and it has been in the possession of the company and Museum ever since. The Quadricycle was often used in Ford marketing materials and even into the post war period. On offer is a finely built, functional, and faithful replica of this important machine. It is skillfully and meticulously built with a high degree of quality. At this time, little is known about its builder or age, but a close examination can determine it to be produced some time in the last 30 years. As the original will never be sold, this presents a rare opportunity to acquire a faithful reproduction of a true motoring icon.

£8,000 - 12,000 WITHOUT RESERVE





191. 1903 FORD MODEL A OPEN TOURER

Engine no. 68

The oldest car in the collection, this early Model A carries the engine number '68' stamped into its flywheel, designating its identity. According to information published as part of the exhaustive and definitive work 'Pate's Early Ford Automobile Encyclopedia – The Ford Cars 1903-1909', car 68 was one of a very early batch of cars delivered to A.C. Barker's Agency in Chicago, Illinois on 15th August 1903.

Mr. Pate has been able to supply additional information regarding the car's history in its post-war era, citing it to have been the property of Nelson Holmwoods in California, before being acquired by noted collector James G. Leake in 1962. While in that ownership, it is thought that this was the same car used in a 75th Anniversary television show, with Henry, Edsel and Bill Ford, accompanied by celebrities of the day such as Muhammad Ali. By 1981, it was advertised in America for \$35,000, and shortly after this crossed the Atlantic to become the property of John E. Sattler in Ireland.

Paperwork on file attest to it arriving in the UK in February 1990, being brought in through Customs under the auspices of ADT Auctions at Hindhead in the UK and in the name of Jeffery Morris. It was auctioned in 1991 and its next British owner was Basil Williams who campaigned it on



the Centenary London to Brighton Run in 1996. According to a copy of a British 'V5' road registration certificate around the same time it was kept by Walter Crook, of Fishguard in Wales. We believe that Mr. den Hartogh acquired the car a few years later, its last UK road tax running out in 1999.

The Ford was presented to the Veteran Car Club of Great Britain in the mid-1990s and received Certificate of Date Number 2168 in June 1997, when it was confirmed as being of 1903 manufacture, at this time a later pattern Model A rear axle was noted as a modification that it had received in its career.

Viewed today it represents the definitive early form of the first production Ford, with simple four-seater bodywork with detachable rear section, enabling it to be run as a two or four seater. The coachwork would seem to have been restored while still in America as its upholstery has a similar age to its condition and appears to be refinished in correct high-quality style button back leather. The car is well appointed with side mounted wicker baskets, and the all-important rear umbrella basket as well as various nice details including the remnants of a Ford Company logo transfer to one side.

One of the most coveted of all Fords, these first Model A's provide an insight into the start of the new Ford Company and in the era of collecting automobiles enable their owners to participate in one of the best known historic car events, the annual London to Brighton Veteran Car Run, which today is sponsored by Bonhams. As a previously dated car, it would be eligible for this and future year's events, with entries closing on 27 July, for further information regarding applying for this, please visit www.veterancarrun.com.

€55,000 - 70,000 WITHOUT RESERVE





192.

*EX-WILLIAM F. HARRAH AND IMPERIAL
PALACE COLLECTIONS*

1905 FORD MODEL B SIDE ENTRANCE TONNEAU

Engine no. 124

Late in 1904, under pressure from his shareholders, Henry Ford would announce the first of their cars to follow what was now becoming the norm for the industry of a vehicle with an engine at the front and pronounced radiator, a design that mirrored many of the European manufacturers, and had been heralded by the Daimler "Mercedes".

Conceptually, the transmission and drive was carried over from the A/C type cars, but other respects it was altogether bigger in terms of its physicality and was built on a sturdy chassis frame. It is interesting to note that Ford were quick to promote the benefits of power to weight ratios, with proclamations that the new Model B, had more power relative to its weight than 'Any automobile of similar type' and that this allowed the Ford 'less wear on the tyres and ample reserve power for steep grades and sandy roads'. That power came from a four cylinder in line engine, rated at 24hp, and as with many manufacturers of the era the transition from single or twin cylinder units, was effectively to mount multiple cylinder blocks on a common inline crankcase.



The Model B would be offered solely in dark green bodywork scheme with 'straw' (as the home market in America termed it) or light cream coloured wheels, frame and coachlining, larger brass torpedo headlamps adorned the front of the car, supplemented by scuttle mounted side lamps and tail lamp. At \$2,000, it was more than double the price of their 10hp car, and by its sheer presence, this was a more luxurious form of motorcar than had previously been seen from the Ford Motor Company. This and the Model K, were a brief foray in this direction, before matters settled to the alphabet series and of course the 'T'.

Production of these cars is understood to have been extremely limited the production cycle began in October 1904, and continued through to 1906. Surviving data of production numbers suggests that Ford found a mere 500 clients for them, and that they would soon be outclassed in terms of performance and looks, while Henry Ford steered the company back to the direction of more mass market automobiles.

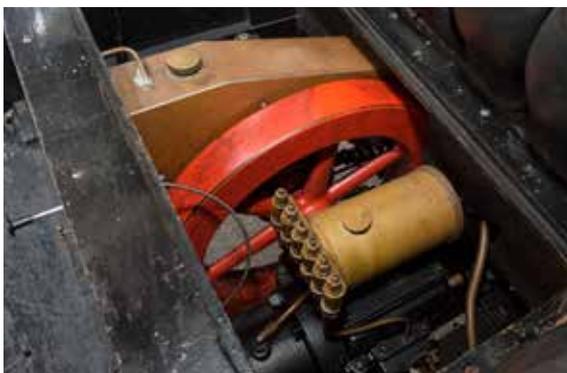
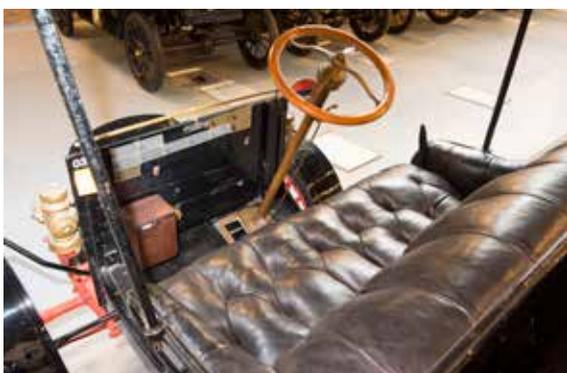
As a result of which the Model B is one of the rarest of all Fords to survive in any form. Informed sources cite 7 or perhaps 8 that are known anywhere in the world. As with all the rarest cars, even 'known remains' are resuscitated for people to experience a particular model, or of course from a collectors' point of view to fill a void in a collection.

The car we present here arrived in the collection in the 1990s, being acquired from noted Imperial Palace Collection on 'The Strip' in Las Vegas. It had been purchased by the Imperial Palace owner Ralph Engelstad, as

part of a group of cars from noted California collector William Lyon, who in turn had bought it as part of a multi car deal from the Harrah Collection. The archives department in The National Automobile Museum in Reno, Nevada, being the intact surviving portion of the Harrah Collection have confirmed car number 124 to have formerly been in this storied collection and a file of information relating to their ownership and acquisition will accompany the car.

The car today remains in very tidy order and would appear to have received one of the famed Harrah's restorations which are renowned for standing the test of time remarkably well. As it stands today, it doesn't appear to have had any recent use in the current care. For Mr. den Hartogh finding a Model B in any form was a 'hen's teeth' moment – this is sure to continue to be coveted.

€55,000 - 70,000 WITHOUT RESERVE



193.
RARE CANADIAN BUILT EXAMPLE
1904 FORD MODEL C 10HP TWO/FOUR SEATER
SIDE ENTRANCE TONNEAU WITH SURREY

Car no. 1653 – see text
Engine no. 2237

For 1904 the new Ford voiturettes started to evolve. First an 'enhanced' Model A, now commonly known as an 'AC' was produced, with features including slightly different engine make-up, the bore size was enlarged to provide 10hp, and the block was split horizontally to enable access from the top and bottom of the engine. With more power came the need for better cooling, larger water jackets and then a larger radiator also, oiling was improved with six 'drip feed' oilers to more parts of the unit and the flywheel was also enlarged in diameter, giving more inertia. Additional usability improvements followed with an open differential unit to assist with the rear drive and braking system also updated.

These 'AC's were ultimately succeeded by a technically similar, but aesthetically different model, the Model C. By this stage the common form of a radiator gracing the front of an automobile was already fashion and Ford like other American manufacturers had to adapt to this guise popularised predominantly by the European Panhards and latterly the ground-breaking Mercedes. Despite Ford's engine remaining amidships, the radiator was brought to the front of the car and placed ahead of the water reservoir to maintain the 'French Front' look, while to improve



convenience the petrol tank was also moved to this area, with an access through the top of the 'bonnet' and enlarged to 9 gallon capacity.

In August 1904, Henry Ford formed a new Canadian company in Windsor, which began to produce Model C cars at a plant in Walkerville, Ontario. Visually, these cars took a further physical design step forward with the rear entrance style of bodywork replaced with side access doors. That in turn meant that the engine needed to sit further forward in the frame of the car, so these side entrance tonneaus have both increased seating capacity in the rear and a small protrusion of the front cylinder into the front seating area, now covered with a panel. Early cars such as this had foot steps to reach the seats, whereas these would later be replaced with full running boards.

The Model C was relatively short-lived, being quickly supplanted by the Model F, after only 870 units had been delivered, each cost their owners \$900. Of those the survival rate of all types is believed to be a modest number of around 20 cars.

Known as 'Emma', this Canadian built Model C was presented to the Veteran Car Club of Great Britain Dating Committee in the era of Dennis Field's Chairmanship and was granted a 1904 Certificate on 22nd March 1967. The 'C' was clearly already in the UK by that time and would seem to have remained there through to the late 1990s. It would appear to have used the car number of 1653 for the dating process as that is what is listed on the certificate, while its engine flywheel is marked 2237. Comparison with the records provided in Carlton Pate's Early Ford Encyclopaedia and provided by John Biggs denote #2237 as having been built at the very end of 1904, on the 20th December.

On file are numerous old UK 'MOT' certificates, as well as a V5 document confirming that its last owner in the UK was a John Darlow of Bedford. In his ownership, it would appear that the Ford was last on the British Roads in 1996.

The '04 Car has clearly had a busy life on the Veteran car front, and sports a number of badges on its dashboard for events campaigned, including London to Brighton entrant plaques for 1986 through to the Centenary year in 1996. This activity is reflected in the car's general condition which is now quiet aged in appearance, a few repaints and a renewal of the interior appear to have been done over the years and for wet weather days basic protection is provided with its period 'surrey' top.

Although not campaigned for the last two decades, its confirmed date would enable it to participate once again in the Bonhams sponsored London to Brighton Veteran Car Run, perhaps even this year!

€35,000 - 45,000 WITHOUT RESERVE



194.

1906 FORD MODEL F 16HP TWIN CYLINDER SIDE ENTRANCE TONNEAU

Engine no. F3467

Although director pressure had necessitated the introduction of the 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 sturdy than its predecessors, the Model F was powered by a 16hp engine, and with it again came the need for increased cooling capacity. The water tank now joined the gasoline tank underneath the ‘faux’ French style bonnet/nose. All of this was fitted to a longer wheelbase, atop which could be a runabout or a side entrance tonneau similar in style to those now fitted to the Canadian Model Cs. As on the later versions of those cars, full running boards were mounted to each side of the car from 1906.

Contemporary advertising for the Model F promoted both the qualities of their product and the suggestion of buying a proper car, numerous pieces stated ‘Don’t experiment – Just buy a Ford’ and followed this up with tag lines of ‘Experience is the key to Automobile Construction and we have the key’. In *Automobile Review* in February 1905, they were more pronounced ‘Model ‘F’ has behind it the prestige of “Ford Success”. It is designed for Automobile users who want a practical and useful touring car at a price which makes such a vehicle a profitable investment, rather than an expensive



luxury. For actual reliability, attractive style and economy of maintenance the Ford Model "F" is easily ahead of any two-cylinder car made.'

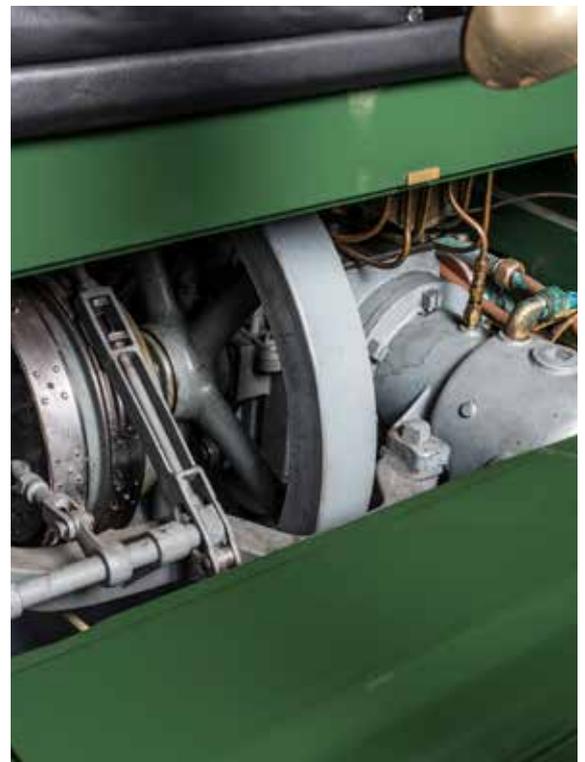
If one separates the A from the AC, the Model F was now the most numerous production Ford with 1250 units delivered in 1905 and 1906. Once again, the survival ratio is exceptionally poor, it is suggested that perhaps two score remain.

This is an example of the four-seater configuration for the Model F, which as on its predecessors could be detached. As new the price point for them was \$1,200 originally, later falling to \$1,000. Model F carries engine number F3467. According to existing information concerning the delivery information for these cars available with Pate's Early Ford Automobile Encyclopedia, this would have been delivered on 4 April 1906 to the Corn Belt Auto Company of Waterloo, Iowa, who would later be prominent REO and Overland suppliers. Coincidentally, Mr. Pate reports that by the 1990s, the car was still in Iowa, where it was owned by a Henry Dessel.

The Model F was acquired for the collection in America in 1998, where it would seem that it had been freshly restored. The quality of the workmanship and finish of the paintwork and upholstery was clearly carried out to a very high standard. Today, the Model F presents beautifully in its rich olive-green paint scheme, highlighted with black molding lines and light cream/straw running gear.

The car has the incredible presence and style that its original marketing promoted.

€40,000 - 55,000 WITHOUT RESERVE





195. 1906 FORD MODEL K OPEN TOURER

Engine no. K160

By 1906 there were a number of struggles of entrepreneur Ford with his finance or board, the sort that are so frequent with 'start ups' and particularly in the early days of the motorcar industry which was not unlike the internet development of the millennial period. The battle raged between directors Malcomson and Gray who were for building a car to satisfy their perception of a growing luxury market, countered by Ford with his own vision for his business. The Model B satiated one side of the equation for the short term and it was under further pressure that a larger replacement was built.

Depending how it is viewed, the Model K in concept mirrored and/or pre-empted the era of 'six- cylinderism' as it has sometimes been referred to, arriving around the same time, or even ahead of cars like those produced by Delaunay-Belleville, Napier and Rolls-Royce in Europe and in America Peerless and Pierce-Arrow to name but a few. Ultimately Henry Ford's vision was the same as Rolls-Royce in a single model, albeit for a different market sector.



Regardless of the internal politics at Ford, his marketing was vehemently pro the new car, and played on encouraging potential suitors to try them out 'A demonstration is a revelation' proclaimed some adverts. These were supplemented by bold statements that 'There is only one reason in the world why a designer like Mr. Ford has adopted the six cylinder type. It is because in his search for the nearest approach to perfection in an explosion engine – in his aim to produce a noiseless, vibrationless motor and one that would furnish ample power at slow as well as at high speeds, one that would almost if not entirely eliminate the gear-changing nuisance, and a motor that would live as long as the machine should live - be found, as all other engineers who have gone as far have found, that only in the even torque of the six could these qualities be obtained'. In line with his pricing to this point, adding two more cylinders added about \$800 to the Model B price, putting the car in the market at \$2,800.

Over the course of the next two years, and with various refining and attempts to fix the teething problems of this new venture, some 950 examples would be delivered, before production headed back to the path Ford wished for. The rest, as they say, is history...

This magnificent Model K is the highlight of the Den Hartogh Collection and rightly so, it dwarfs so many of its predecessors and successors with its incredible presence and striking looks. By sequencing its engine number 160 with the known surviving information about deliveries it is possible to decipher that it would have arrived with its first owner in late June 1906, however sadly this is not a record that exists, so who that was we will never know.

Owing to the fashion of the day, early Model K cars, such as this carry a voluptuous body design, which in the local colloquialism was termed 'Tulip', Cadillacs of the same period are among others to have fitted these bodies to their cars. It was a small snapshot in the evolution of coachwork before they became more linear and then more closed in, but in retrospect they make quite a statement and none more so than on a large 6-cylinder car like the Ford.



Carlton Pate has kindly provided the specific information that he has on this car, stating that it is an example of the early pattern 4-inch deep frame model, and is fitted with Kristoff transmission, Stromberg glass bowl carburetor, aluminium blade fan and two coil boxes, all signifying its 1906 year. Other detail features which draw the eye are its tiny diagonal Ford script across the radiator, and the large Gray & Davis headlamps as well as their matched sides on the dashboard.

He also notes its last few decades in the US to have included ownership by Al Garganigo in Massachusetts, Herb Bloom Arlington, Texas until 13th February 1989. At some point in that chain, the car was entrusted to W. Heater of Fleet Supply Co. in Detroit for its restoration. This would appear to have been a very accurate job, mirroring the specifics of these early cars including its impressive roof mechanism, a hallmark of quality American workmanship.



Latterly, immediately prior to its arrival in this collection it was with William 'Bill' Evans in California, who seems to have kept it for roughly a decade as the Den Hartogh import papers are dated in December 1998.

Today, its older American restoration has aged a little, but the car remains extremely handsome in its tasteful dark blue scheme, offset by black moldings and cream coach-lining as well as the plethora of brass accoutrements.

A worthy trophy piece, its sale provides collectors a rare chance to add one of these much-fabled machines to their collections, where it will command similar stature. In Europe it would be quite a sight on Veteran Car Club tours, as while they are rare with last estimates being around 25 cars known to survive outright, very few of those reside on this side of the Atlantic.

€200,000 - 300,000 WITHOUT RESERVE





196.

1907 FORD MODEL N RUNABOUT

Chassis no. 4914

Engine no. 261

"There was a sensation at the Sixty-ninth Regiment Armory automobile show today, caused by the arrival of the first Ford Runabout" – New York Globe, January 1906. Following his success with the flat-twin powered Model A, C, and F, Henry Ford decided to make a big leap forward and introduce a model that was more advanced and in line with the style of motorcars being produced. Powered by a four-cylinder motor, with heads cast in pairs, it featured a familiar twin speed planetary transmission, handsome two-seat bodywork, sturdy Vanadium steel construction, and an attractive price of \$500—\$150 less than Oldsmobile's long-in-the-tooth Runabout and a quarter the price of Ford's own preceding Model F. It would also represent Ford's entrée into mass production. From 1907, when this car was built, prices went up to \$600.

Information confirming the date of supply of car 4914 does not survive, but analysis of surrounding numbers in the '49..' region suggest that this would have been delivered in early May 1907, although its engine number would appear to be out of sequence with these many of which matched their car numbers, others were 3 digit units, so it may be original to the car.



Unmissable in its stark red scheme over light cream running gear, this 'N' is equipped with an E&J acetylene generator on the dashboard, headlights and sidelights as well as a pretty 'buggy' style top. According to the modest file of papers with the car, the N was incorrectly listed as chassis 4913 a typographical error not uncommon with old US title documents. That title, shows ownership in Bull Shoals, Arkansas with a Raymond Plaster in 1981. It was later exported to Holland and into the collection in 1997, with a correction of chassis number.

€20,000 - 30,000 WITHOUT RESERVE



197. 1907 FORD MODEL N 15HP RUNABOUT

Chassis no. 4908

Engine no. 4908

“There was a sensation at the Sixty-ninth Regiment Armory automobile show today, caused by the arrival of the first Ford Runabout” – New York Globe, January 1906.

Following his success with the flat-twin powered Model A, C, and F, Henry Ford decided to make a big leap forward and introduce a model that was more advanced and in line with the style of motorcars being produced. Powered by a four-cylinder motor, with heads cast in pairs, it featured a familiar twin speed planetary transmission, handsome two-seat bodywork, sturdy Vanadium steel construction, and an attractive price of \$500—\$150 less than Oldsmobile’s long-in-the-tooth Runabout and a quarter the price of Ford’s own preceding Model F. It would also represent Ford’s entrée into mass production.

The cars were generally delivered in maroon paintwork and could have options including a roof and lighting equipment. The recipe produced a very successful little machine. While Ford had sold a total of about 3500 Model A, C and F motorcars from 1903-1906, 13,250 Model Ns would roll off the line from 1906-1908 before the introduction of the vehicle that evolved out of the success of the N—the Model T.

According to information provided in ‘Pate’s Early Ford Automobile Encyclopedia’, Car 4908 was delivered on 3 May 1907 to the agency Fred A. Crooks of Malow, New York. Its early life is not recorded, however to judge from its condition today it must have been a car which had a relatively simple life as it would appear to retain its original upholstery 110 years later and in general terms seems to be a remarkably honest example. It is equipped with a ‘buggy’ style roof and side lamps.

By the mid-1980s the car had arrived in the UK and there it was registered for the road in ‘EL’ region. Plaques affixed to the front of its firewall, confirm that the car campaigned the 75th Anniversary Events in 1983 organised by the Ford Model T Register and later another organised by Britain’s 1st Ford Dealer, Hendy Lennox in 1985. Shortly after that the car was submitted to the Veteran Car Club of Great Britain for dating and was granted a 1907 date of manufacture, tallying with its original order information.

Of all the cars in the collection, this is one that clearly displays an unmistakable patina of age and the inevitable charm that comes with that.

€25,000 - 35,000 WITHOUT RESERVE



198.

1907 FORD MODEL R RUNABOUT

Chassis no. 808

Engine no. 808

Although ambitious with its estimation of selling 10,000 Model N cars each year, the N was a huge sales success with over 7,000 delivered in a production run bridging 1906-1908. After the first flurry of sales, it was clear that the 'knocked down' basic Model N had a concept that was possibly too spartan and the consumers desired something a little more than that. The solution was the Model R. At \$750, it cost 50% more than its little brother, and while mechanically much was shared, its presence was enhanced by larger 30 inch wheels, a more imposing body with more commodious seats, and a rounded 'beetle back' tail, ideal for strapping a spare tire or two to. It also had scalloped front wings leading to running boards and in standard form alone oil lamps to side and rear, and a brass horn were provided. Color choices were limited to dark Brewster Green or Carmine red, which could be matched to Brewster Green running gear or offset with cream.

This sporting Model R has a small history file which enables us to know that like many of the cars in the collection, it was acquired directly from the USA in the late 1990s. In these papers are an old Massachusetts title document, citing ownership by Vintage Automobiles of Northfield up to November 1998.

Viewed today, the car has the appearance of a sympathetic restoration or a basically sound example of this model. It would seem to retain some period upholstery, its seat squabs showing considerable age. The bodywork has been repainted in a dark burgundy color, with black wings, contrasted by bright red wheels and 'balloon' white wall tyres. The frame is present around the back of the seats suggesting that it would have had a roof/top at some point, but this is no longer with the car.

€25,000 - 35,000 WITHOUT RESERVE



199.

1908 FORD MODEL S RUNABOUT

Chassis no. 756

Engine no. 756

Such was the popularity of the Model R, that the available product evaporated quickly and with the Model T around the corner, Ford had no intention of building more. But, ever one to please the public and maintain his dialogue with buyers, his solution was to blend the N and R. Preempting its successor, it was named the Model S. The 'S' utilized the lighter weight N body, and in Runabout form was a \$700, being \$50 less than the R model. An alternative was to pay the \$50 extra for the Roadster, as evidenced here, which closely resembled the six-cylinder Model K Roadster bodies on smaller scale. The wings and running boards also pre-empted the Model T with a longer sweep and shorter running board. Ford's S filled the void, selling a considerable number at 2,350 Runabouts and 3,710 Roadsters, only the N sold more.

Arriving in the Netherlands on 20th February 1998, this car has therefore resided in the collection for more just over two decades. It was imported from Canada. This 'S' is in the striking 'fire engine red' scheme which was



the offered color choice for the model. It contrasts with the other early pre-T cars in the collection in that it has clearly received a restoration at some point in its career and to judge from its condition most likely just prior to its acquisition. The paintwork, highlighted with white coachlines remains in very clean order and the upholstery, which has been renewed in deep button back black leather has been executed to a high-quality standard and shows very little wear.

€20,000 - 30,000 WITHOUT RESERVE



200. 1908 FORD MODEL S RUNABOUT

Chassis no. 2267

Engine no. 2267

The second of the 'brace' of Model S Fords in the collection, this example dates from slightly later in the production sequence, but follows a similar format to the sister car, being of the Roadster rather than Runabout form, which cost \$750 as new. Its history within the collection can be traced back more than 20 years. The car was acquired by Hans Sjoerds in Hilversum in the autumn 1997 from the Ed Towe's 'Towe Antique Ford Collection' in Montana. It has importation date into Holland of 7th November 1997 and would pass to Mr. Den Hartogh at the beginning of 1998.

As purchased, the car is listed as being black in color. It is not certain whether this is a misprint, or whether it later was repainted. Either way, today it presents in a rich dark green scheme, with highlight coachlines in red. Contrasting this is the light-colored chassis and wheels, something that was not uncommon in period for American cars as it enabled greater visibility of components when they needed fixing on the side of a road or in a garage. A particularly nice feature of the car is its 'cape cart' hood which has been renewed in leather and gives the car both good looks and



an impressive presence. The car has clearly been the subject of a restoration and to a high standard, its paintwork being refurbished, and the upholstery accurately finished in rich black button back hides. It is assumed that this work was carried out prior to its arrival in the collection and that over the last 20 or so years will have been displayed rather than used. A benchmark example of this pre-T model.

€20,000 - 30,000 WITHOUT RESERVE



201. 1909 FORD MODEL T RUNABOUT

Engine no. C44888

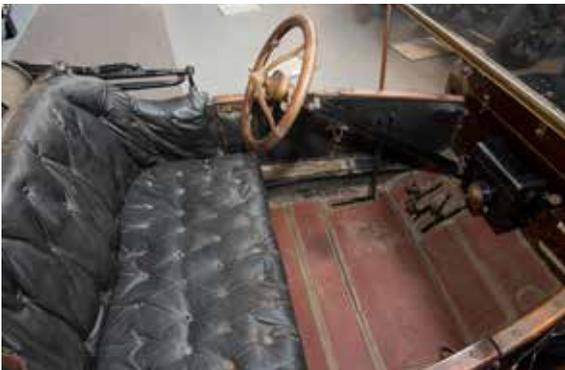
This early Ford possess very early engine number, placing it as a 1909. This makes it one of very few Fords to survive from this period. It is representative of the very earliest type of the most significant car of the 20th century.

Ford Model Ts evolved during their near 20 year run and the early cars tend to have the most distinctive and varied characteristics. The early types had some special coachwork offerings like this open runabout style which featured a simple and lightweight two-seater with a single occasional seat in the back. They are beloved for their clean elegant and judicious use of brass.

Though clearly fitted with a 1909 engine, a careful examination of the rest of the car is recommended as a number of parts have been identified as from different year Fords. This is a very worthwhile project to revive a very early piece of Ford Model T history.

€20,000 - 30,000 WITHOUT RESERVE





202.

1912 FORD MODEL T TORPEDO

Engine no. 6177

The Torpedo could be seen as Ford's first performance car. It was a standard T stripped down with a little racer-type body. The hood was lengthened two inches, and the steering column was lowered. The result was a nimble and quick T with a look like no other. Any brass T is great fun for touring but the Torpedo is the ultimate.
€20,000 - 30,000 WITHOUT RESERVE



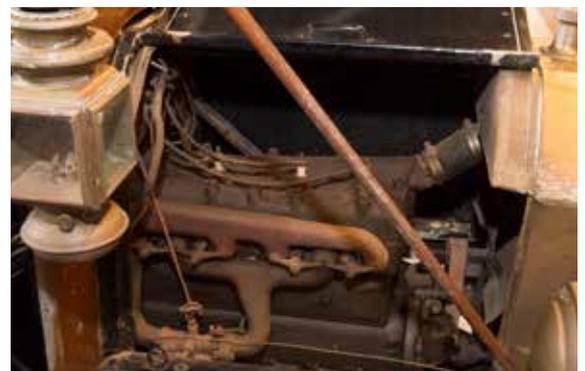
203. 1912 FORD MODEL T TOURER

Engine no. 115423

A true motoring icon, this is a timelessly charming and delightful Model T tourer from one of its best years. This Ford is a quintessential brass era car with all the features that made it such an iconic machine. This example looks particularly nice and original. It has had paintwork but the upholstery could be original. It possesses its correct brass items and even has some unusual period shock absorbers. It still rolls on its correct non-demountable wheels.

Ts of this period are a delight to drive. With their low weight and good power, they scurry along with surprising pep. The light and direct steering along with smooth drivetrain make them simple and comfortable to drive. This is a highly usable car that is eligible for many road rally events around the world. A huge network of parts and knowledge make them a car that is super easy to maintain and repair.

€20,000 - 30,000 WITHOUT RESERVE





204.

1914 FORD MODEL T OPEN TOURER

Engine no. 283359588

This is a delightful Open Tourer Model T of an earlier vintage. As such it features the 5-sided engine cover and brass work throughout. While the metal has lost some of its luster, it presents well with the sort well worn look one would expect from a vehicle of this era. Period correct white rubber tyres can be found fitted up front and a several spares can be found mounted outboard. Additional lighting has been mounted just below the windshield on either side. The documents show that this T was originally registered to the Netherlands in 1966 and today it carries a modern registration card. With a little bit of restoration this Ford will surely provide miles of entertainment.

€12,000 - 16,000 WITHOUT RESERVE



205.
1920 FORD MODEL T OPEN TOURER

Engine no. 15048109

This Model T features thoroughly detailed paintwork and unique coachwork. Aft of the cowl, this car features a custom built open tourer body complete with an opening trunk in the rear. Tags in the interior allude to this car potentially being used for agricultural work. The main portion of the body sports handsome and subdued dark green and almost every panel is traced with gold contrast striping. This makes for an elegant look that is completed by the stylized monogram on the driver's side door. As an open model, the soft top can be brought down to allow for a handful of passengers to experience open air touring. The inside of this model features equally special appointments including a lacquered dashboard. The vehicle shows some signs of wear throughout and is a good candidate for restorative work.

€5,000 - 8,000 WITHOUT RESERVE



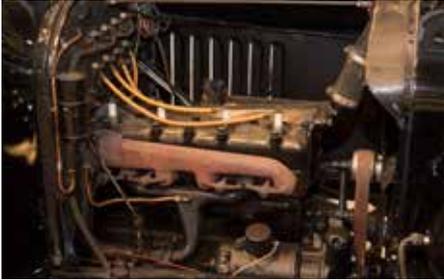
206.
1920 FORD MODEL T RUNABOUT

Engine no. C187723

A striking bright red Model T Runabout, this car has a soft top and seating for two. The condition of this vehicle is generally good, with most of the wear showing on the exterior of the vehicle. Inside, the seats appear to have been reupholstered. With some additional restorative work, this could be a fine, presentable example good for bringing to meets around the continent. Some auxiliary components can be found attached to the body such as cowl lamps and a spare tire hanging off the rear end. As revealed by its engine number and documents accompanying the car, this vehicle originated in Canada and was subsequently imported to the Netherlands. This Model T carries a modern registration card.

€8,000 - 10,000 WITHOUT RESERVE





207.

1921 FORD MODEL T OPEN TOURER

Engine no. 15063261

The Model T presented here is an archetypal example of the model from stem to stern. It was produced the year in which production crossed the 5 millionth landmark. It wears the uncomplicated three door touring bodywork, which as new would have been finished in black as it is today. It would have set its first owner back \$415.00. It comes with copies of old Dutch registration papers for its former plate 'ZZ-61-45', and updated card and document converted now to 'AR-70-73'. Those papers would appear to trace Dutch registration back to 28th February 1996, which may be the date of arrival in the Netherlands, and it seems to have joined the collection in March 2010.

€5,000 - 8,000 WITHOUT RESERVE



208.

1924 FORD MODEL T RUNABOUT

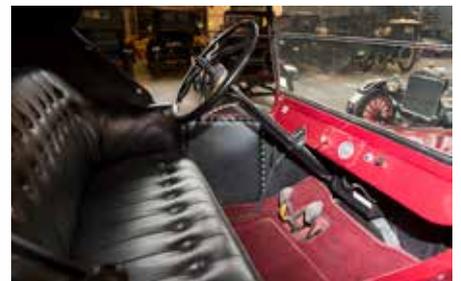
Engine no. 10136375

The Model T Runabout was slightly revised in 1923 from the previous years, with its windscreen now 'kicked' back and a new top. This design was more easily lifted or stowed, ideally by one person. This would continue into 1924 production. That year, advertisements proclaimed the Runabout Roadster as being perfect 'for the Young Business Man', it was incredible value at \$265.

Based on its engine number, this Runabout would appear to have been built in August 1924. It is one of a number of cars that were bought for the collection from Canada. In this particular case, the former owner was Milan Fait, of Gloucester, Ontario and it left those shores in 1996 destined for the Netherlands.

A stark contrast to the ubiquitous black 'T' as this car would have been delivered new, it has been repainted in a very handsome Ruby or Casino Red scheme throughout from its radiator to its lamps and running boards. This is contrasted by black interior and top which both appear to have been refurbished in more recent times.

€8,000 - 10,000 WITHOUT RESERVE





209. C.1912 FORD MODEL T LANDAULETTE

Engine no. 5032508

This exquisitely restored landaulette is a fine example of a coach-built Model T from the early brass period. The subject of a painstaking restoration to a high standard, it is a sight to behold. Wonderful woodwork, upholstery and brass work are all done with high skill and craftsmanship. During the brass era, Ford offered chassis on a limited basis for those seeking to have their car fitted with custom coachwork. The coachwork would have exceeded the cost of the chassis many times, but a handful of custom bodied Fords were built. These were quite different from anything the factory built at this time and represent a Ford with coachwork by an outside builder. The formal coachwork is attractive and well-proportioned for the diminutive Ford chassis. The body has beautiful lines and fine details. The folding passenger compartment has handsome landau irons supporting the top mechanism. The passenger area is exquisitely upholstered in broadcloth with brocade accents. The chauffeurs seat is fine diamond tufted leather work. Due to the high degree of restoration, it is difficult to say with certainty how original it is, and in a way, it doesn't matter as it is so well executed. It is certainly a striking and high-quality piece and one that would make a strong impression wherever it was driven.

€15,000 - 25,000 WITHOUT RESERVE





210.

1916 FORD MODEL T OPEN TOURER

Engine no. C130505

This Canadian built Ford epitomises the ubiquitous 'Tin Lizzie' in Touring form and typical black scheme. It was acquired by Mr. den Hartogh in 2007 from a Donald Stirling of Hamilton, Ontario and subsequently imported into the Netherlands and has resided in the collection since this time.

€8,000 - 12,000 WITHOUT RESERVE

211.

1923 FORD MODEL T COUPÉ

Engine no. C383324

A quintessential Model T, this coupe features black paint and fully closed body work to protect its occupants from any elemental intrusion. This T does, however, set itself apart from more standard models by the way of aftermarket coil springs mounted on the front axle. A C-prefix on the engine denotes Canadian production.

€6,000 - 8,000 WITHOUT RESERVE



212.

1924 FORD MODEL T FORDOR SEDAN

Engine no. 7179915

This closed body four door sedan, in traditional black paint, has room for the whole family and is sure to keep them safe from weather. This vehicle resided in Ohio for an extended period of time. A plaque placed on one of the windows notes its participation in the 1970 U.S. open parade. Later on in the 1990s, the vehicle traveled to the Netherlands.

€4,000 - 6,000 WITHOUT RESERVE



213.

C.1922 FORD MODEL T CHASSIS

With the bodywork removed, the exposed chassis makes for a fine display of Henry Ford's genius and early 20th century engineering. Future owners of this T can continue to use it as a display item, or the bare frame can be utilized to complete a project car. Either way, no collection is complete without Ford's most famous model.

€2,500 - 3,500 WITHOUT RESERVE



214.

1927 FORD MODEL T COUPE

Engine no. 13418452



The pinnacle and end of T production was 1927. The cars were both the most refined Ts of them all but also hopelessly outdated in the marketplace. Ford had lost its market dominance to Chevy and would shut down to retool for the Model A for 1928.

This late coupe example has all the options available in those last two years including the bright plated radiator shell and attractive wire wheels with balloon tyres. A handsome example with the appealing coupe bodywork, this is a wonderful late model T.

€3,000 - 5,000 WITHOUT RESERVE

215.

1926 FORD MODEL T TOURING

Engine no. C661021

This Canadian-built T Tourer from the penultimate year of production is one of 100,611 to roll out of the factory in Walkerville, Ontario—the factory's most productive year. Finished in the classic color scheme of triple black, this car features a few details that brighten the car up and set it apart. Chrome bumpers front and rear accent nicely with the polished radiator surround while a pair of wing windows on the windshield uprights make for a more comfortable ride. Further sprucing things up are a set of nicely varnished and polished wooden artillery-style wheels wrapped in wide white-wall tyres. It entered the collection in 1995.

€5,000 - 7,000 WITHOUT RESERVE





216.

C.1926 FORD MODEL T TUDOR SEDAN

Engine no. 15136188

While it may carry a very late, August 1928 engine, this Tudor sedan has all the hallmarks of the slightly earlier variant of the model. As marketed for 1926, 'The Tudor Sedan' would have set buyers back \$580, for which they received its handsome, town car looks, with a light airy cabin aided by large windows to each side as well as a large rear window. A peak over the windscreen gave them a distinct character, as did the nickel radiator and headlight rims. Included in the 'f.o.b' were windscreen wiper, rear view mirror, and demountable wheel rims, but balloon tyres was \$25 extra! This car has been coach-lined to accent the body moldings with scuttle 'sweep'. This car presents cleanly, but lacks any documentation.

€6,000 - 8,000 WITHOUT RESERVE



217.

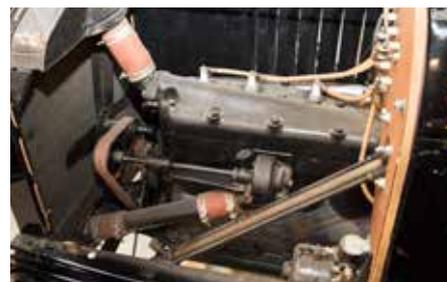
C.1926 FORD MODEL T RUNABOUT

Engine no. C628926

While most T's were built at Ford's Highland Park, Michigan plant, a number of models for the export market were constructed in Canada, including this Model T Runabout. Trimmed in its original color scheme of triple black, the later wire wheels have been painted red for a bit of additional flare. The original black painted radiator surround has also been replaced with a polished chrome unit. An older restoration, with some plain loss appearing along the fenders, this Canuck T hails from the most productive year of manufacture, with 100,611 cars rolling off the Walkerville, Ontario factory line in 1926. A left-hand drive example, it was likely delivered new to Canada before eventually making its way to the Hartogh Collection.

€6,000 - 10,000 WITHOUT RESERVE





218.

1919 FORD MODEL T TOURING

Engine no. 2878239

Ask someone to think of an 'old car' and odds are they'll conjure up something just like this. Rolling off of Ford's Highland Park, Michigan factory line in late January 1919, this T Touring is the quintessential Model T. Trimmed in the most popular, and only offered, color scheme of triple black, a pair of auxiliary coachlights set this T apart from the crowd.

Joining the Hartogh Collection in 1994 from Washington State in the USA. The prior owner had purchased the car at the end of 1987. The perfect car for a family outing or a Model T tour!

€5,000 - 7,000 WITHOUT RESERVE



219.

1916 FORD MODEL T RUNABOUT

Engine no. 649462

1916 was a transitional year for Ford as it was the last run of the beloved brass Ts. The '16 cars show much more of the production refinement and streamlining that would enable Ford to get the price to remarkably low levels in just a few years. Fortunately, the charm of the brass radiator is not lost with these new advances. A turtle back roadster, brass radiator model T is lovely old car. Charming looks and light weight makes for a delightful driving car that is a pleasure to own. This is a particularly good example of this desirable Ford model. It was the beneficiary of a very good restoration that has aged a bit at this point but still presents very well. The car is well turned out with all its proper equipment and a few period accessories.

This is a delightful car that would be a proud addition to any collection.

€12,000 - 16,000 WITHOUT RESERVE





220. 1914 FORD MODEL T RUNABOUT

Engine no. 447148

This handsome Model T was built in the first quarter of 1914's production and fitted with the most sporting body-style available—the Runabout. It appears to have spent virtually its entire life in dry and car friendly climates of Arizona and California. According to its most recent Arizona title, it was first registered in Copperstate in July of 1914. It entered the collection of its penultimate owner in May of 1991 before becoming part of the Hartogh Collection in 1997.

Fitted with lots of extras, it has dual carriage lights up front, in addition to a carriage brake light out back. A brass auxiliary horn is present on the driver's side as is a later rear view brass rearview mirror. A painted rearview mirror is affixed to the windscreen on the other side.

Likely the subject of a restoration completed long before coming to Holland, it continues to show well thanks to regular polishing of its brass features. Its paint and woodwork are also quite presentable. It would certainly bring pride to the lucky driver where ever he or she went.

€12,000 - 16,000 WITHOUT RESERVE



221. 1915 FORD MODEL T TOWN CAR

Engine no. is 1991856

Certainly, the rarest, most unusual and least familiar of the brass Ts is the Town Car. These handsome and luxurious little Fords seem quite contrary to Ford's "car for masses" approach. The Town Cars were targeted at clients wealthy enough to employ chauffeurs to drive them. This style of T was not inexpensive compared to the rest of the Ford product line, but it was very cheap compared to other high end formal town cars it was competing with. Most buyers would spend six or seven times as much for a similar car from a premium builder. The buyers were wealthy but less ostentatious individuals, but it was also targeted to livery services looking for a formal professional car that was affordable, simple and cheap to maintain. It may have also been seen as a bit of a "halo" model to elevate the entire Ford brand and show that it wasn't just an inexpensive car for the masses.

The car proved a slow seller by Ford standards but was offered for several years. Today, they are beloved by collectors for their rarity and wonderfully charming looks. They were even displayed in a special class at the prestigious Pebble Beach Concours d'Elegance. They are one of the very few Model Ts that are invited to display at the world's finest car events.



This fine example was once part of the JC Whitney Collection in Chicago, famous for its ubiquitous automotive parts and accessories catalog that exists to this day. Well restored many years ago, this Town Car still looks in fine condition.

€25,000 - 35,000 WITHOUT RESERVE



222. 1915 FORD MODEL T COUPELET

Engine no. C98400

For serious collectors, the Coupelet has long been one of the rare and elusive Fords. Ford was building a huge number of cars in this period, but few of them were Coupelets. They are one of the anomalies in Ford production as they were a bit too expensive and complex to be successful models, and their scarcity and charm has made them great for Ford collectors. Developed as an all-weather convertible coupe, it offered fully open driving but transformed into a fully sealed coupe with glass side windows. This was an uncommon style and was unheard of for a car at this price range. The transformation was a bit cumbersome and the complexity added considerably to the selling price. However, the complexity did make for a fine and distinctive looking car. No other Ford of this period resembles the Coupelet and it is immediately recognizable as a special Ford.

This fine example of an original 1915 Coupelet appears to have been the subject to a good restoration some time ago. The car has held up well and has primarily been displayed since that time. The restoration is accurate with some liberties taken in the decision to leave some of the bodywork bright wood instead of black. Besides this aesthetic choice, it appears to be a fine example of a very rare early Ford model.

€25,000 - 35,000 WITHOUT RESERVE



223.

1916 FORD MODEL T CENTER DOOR SEDAN

Engine no. 650108

During the middle teens years Ford saw the increasing demand for enclosed body cars. Northern states and countries with colder climates made closed cars a requirement for year-round use. Ford saw this rising demand and gradually offered models to fit the need but also ones that would not spoil his model of affordability. The center door was an excellent example of Ford's keen ability of fusing efficient production and low cost with appealing style and practicality. By offering a fully enclosed sedan that needed only one door, this significantly reduced the manufacturing cost and complexity of a typical four door sedan. At the same time, it was a good looking and appealing model that would find immediate favor with buyers. No one else in the industry could master this combination as well as Ford, and it would propel him to dominance of the market during this period.

1916 was a transitional year for Ford and it was the last run of the beloved brass Ts. The '16 cars show much more of the production refinement and streamlining that would enable Ford to get the price to remarkably low levels in just a few years. This is a charming Center Door from the last year of brass radiator production. The Center Door coachwork is light and does



not hinder the spirited performance that make these early Ts so appealing. It appears to be a good quality, older restoration done with authenticity. A rare example of an early Ford closed car, this would make a great addition to any collection.

€12,000 - 16,000 WITHOUT RESERVE



224.

1929 FORD MODEL 135A TAXI CAB

Engine no. A2320203 (see text)

This is one of the more unusual models offered directly by Ford. The taxi was catalogued from 1928-1930 only, with a modest 264 produced in 1928, 273 in 1930 and a mere 7 in 1931. The peak year for the model was 1929 when they shipped approximately 4,800 although sources differ on the precise number. These specific Taxi Cab bodies were provided for Ford by long time supplier Briggs, the standard four door sedan configuration being altered with the obvious necessity of a division, and occasional fold down seats mounted to it and modification of the front passenger seat area to provide storage for the driver.

Import paperwork with this car states it to have arrived ex-Canada in October 1998, its former owner being in Winnipeg, Manitoba. Those documents listing the car to have a Canadian pre-fix engine number, CA53085, suggesting that perhaps it was originally delivered in that country, and if so was one of the few 1928 cars built. At some point, either while still there, or within the last twenty years, the Ford has been re-powered by engine number A2320203, a 1929 unit.



The Taxi is one of the most handsome and well-presented cars in the collection. It has been finely restored, we presume while in its Canadian ownership and is finished in an appealing Apple Green, black and white scheme, this is complemented with a plush dark green rear interior compartment to make the passengers welcome. The Taxi seems to carry all that one needs to provide commercial transport, including its period tachograph made by the Wagner Electrical Corp of St. Louis.

A rare survivor, the 'cab' would make a fun addition to any collection, you could certainly surprise your guests when you pick them up at the station!
€12,000 - 16,000 WITHOUT RESERVE



225.

1916 FORD MODEL T CALLIOPE MUSIC TRUCK

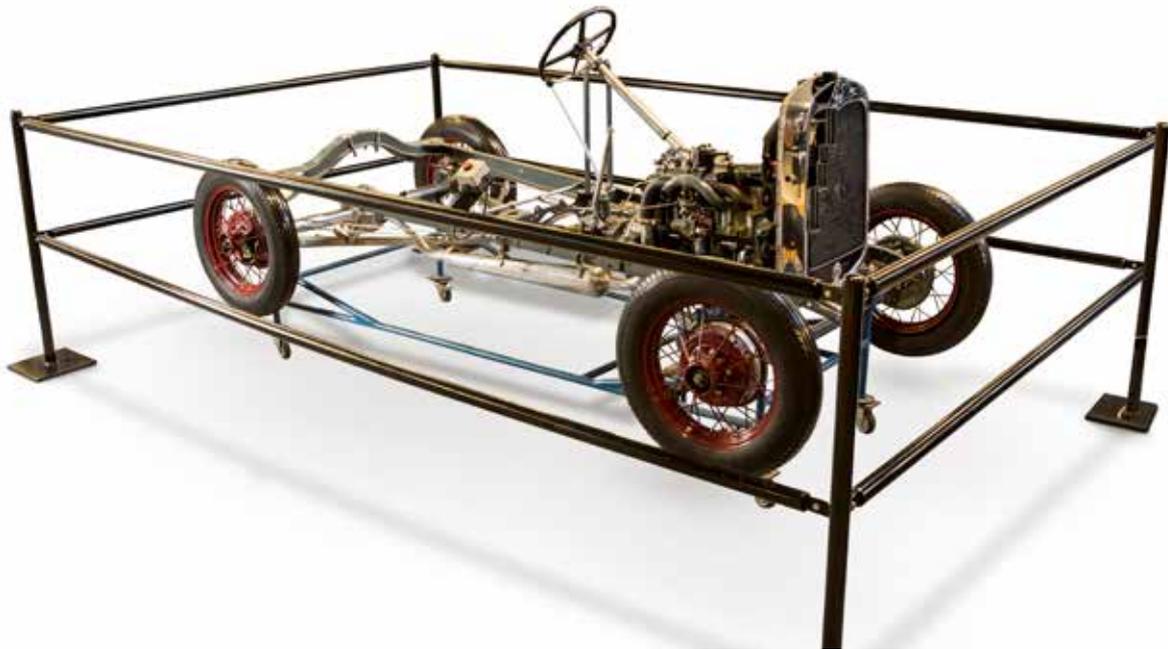
Engine no. 1178648

When the truck was built, and for some time after that, if you wanted to listen to some tunes while on the move, about the only way to do that was to hire a band to join you on your drive—or at your destination. One solution, however, was a Calliope. A virtual mobile band, it had an organ (and sometimes bells) that could play off a record in the form of hold-punched paper scrolls or pinned metal cylinders.

This T, built in the first quarter of 1916, was later fitted with a Tangley Calliope and a body made to display and advertise its music player. One of the premier makers of calliopes, the Tangley Manufacturing Company featured their exclusive Calliaphone organ pipes and could play music from recordings or on a keyboard. The unit fitted on the vehicle here, likely from the mid-1920s to mid-1930s, is just such calliope, offering automatic, recorded music or original scores to be played on the keys. It entered the collection in January of 1999.

Perfect for family outings or parades, it is a fun and exciting edition to any collection providing both driving and aural excitement!
€12,000 - 16,000 WITHOUT RESERVE





226.

1930 FORD MODEL A CUTAWAY SHOW CHASSIS

This stunning full cutaway show chassis has all the hall marks of an original Ford show piece. It is beautifully done and reveals all the systems of the Ford car. The chassis is motorized to show the engine and drivetrain in motion. Plentiful use of nickel plating is further evidence of it being an original factory produced display piece. The chassis is mounted on a steel platform with castors for easy transporting. Original Ford display pieces from this era are extremely rare and seldom come on the market. This one is certainly one of the finer pieces of Ford memorabilia one could acquire from this era.

€20,000 - 30,000 WITHOUT RESERVE

227.

1927 FORD MODEL A STANDARD ROADSTER

Engine no. 6A7471

Finished in a handsome grey and black paint scheme, the Ford Model A roadster presented is surely one not to pass up. Cosmetically, the condition of the vehicle is generally good with only minor signs of wear both inside and out. Dark grey paint work bolts down the side and combines with the red wheels for a nice contrast. The brightwork is equally well presented with a majority still shining well. A restoration was most likely conducted in the past and the car has seen some use since the completion of the project. Under the hood is where the vehicle shows the most age, but with some work this Roadster is sure to be a fine example.

€12,000 - 15,000 WITHOUT RESERVE





228.

1930 FORD MODEL A 68B CABRIOLET

Engine no. A1446832

This is a very rare all-weather Model A Ford convertible coupe and is a seldom seen high-end model due to limited sales. Like its Coupelet predecessor, it was an attempt at a higher priced open car that still had all season protection. The added complexity of the bodywork gave it a fairly steep price premium over the standard roadster or coupe model. Ford repeatedly dabbled with the idea of expanding the price range of a Ford car and seeing what the market might be for more luxurious deluxe offerings.

The addition of the functional landau irons and soft roof give this Ford a more luxurious look of a higher end car. This car also features the cowl lights of the deluxe cars along with the dual side mount spare tyres. All this adds up to a very classy little Model A Ford.

Nicely finished in Brewster Green light and black, it is certainly a handsome Model A Ford and is best described as an older restoration that has been well cared for and held up nicely. This is a charming example of a rare and desirable Ford that you will rarely see on the market.

€15,000 - 25,000 WITHOUT RESERVE





229.
1929 FORD MODEL A LEATHERBACK
SHOW MODEL

Engine no. AA3954311

This display Model A shows the engineering and construction found under the bodywork. The rear half of features a wood frame construction. This served as the structure for the leather that was stretched over to form the body. Perfect for continued display or restoration, this Model A is a fine addition to any collection.

€4,000 - 6,000 WITHOUT RESERVE

230.
1929 FORD MODEL A ROADSTER

Engine no. 2883115

This sporting open roadster variant of the Ford Model A is sure to deliver plenty of wind in your face thrills. Handsome green paint covers the body while black fenders wrap around the white wall tyres. Up front, the metal work remains lustrous. The vehicle carries a modern Netherlands registration card as of 2014.

€10,000 - 12,000 WITHOUT RESERVE



231.
1930 FORD MODEL A ROADSTER

Engine no. CA16032

Room for two and a convertible top make this Ford a fantastic choice for experiencing the delights of vintage motoring. A handsome color scheme of white paint with black accents striping down the side complete a traditional look. Little is known about this vehicle's grander history, but the engine number indicates Canadian origin.

€10,000 - 12,000 WITHOUT RESERVE



232.

1911 FORD MODEL T SPEEDSTER

Engine no. None

This early Model T is sure to be a good deal of fun while cruising down a tight country lane. Occupants are exposed to all the elements thanks to a lack of bodywork. This is motoring at its very simplest. While there is some patina present the car presents well and carries a modern registration card.

€10,000 - 12,000 WITHOUT RESERVE



233.

1921 FORD MODEL T
FOUR DOOR OPEN TOURNER

Engine no. 9926741

A true classic, the Open Tourer Model T is a must have for any collection. This particular example sports a good bit of patina, befitting of a vehicle that has reached such an advanced age. A good contender for a restoration project or left as is, this tourer can be enjoyed equally in both states. It carries a modern Netherlands registration card.

€5,000 - 7,000 WITHOUT RESERVE



234.

1930 FORD A EGYPTIAN TAXI

Engine no. 339

According to information on file and endorsed by its incredibly well-worn condition, this Model A was sold new to Cairo, Egypt, where it served as a Taxi for most of its life, only being retired in the 1990s when it was exported to the UK by Sidney Sheppard, of West Sussex.

€1,000 - 2,000 WITHOUT RESERVE





235.

1928 FORD MODEL 140A TOWN CAR

Engine no. AA980298

The rarest and most expensive of all the model A road cars the Town Car has always been one of the most sought after and elusive models. Built by Ford for a very narrow market, these owners were wealthy with chauffeurs who did not mind having a Ford car. Expensive by Ford standards, they were affordable compared to a typical formal town car and offered the excellent reliability and easy serviceability Ford was famous for. Ford also saw a market for Liveries looking for slightly more upscale transport for their clientele. It was quite an elaborate vehicle to produce and it shared little with the standard Ford closed cars. The drivers compartment was fully transformable and the passenger compartment was closed with a simulated convertible roof.

This good example appears to be an early production example featuring the brick red steering wheel and side handbrake. It is handsomely finished in appropriate all black livery and features a nice opera light on the driver's side. This is an honest and correct version of one of the rarest of all Fords from this period. Seldom do these ever come to market and this is a rare opportunity indeed.

€15,000 - 25,000 WITHOUT RESERVE



236.

1930 FORD MODEL A SNOWMOBILE

Engine no. A4_525188

A number of conversions existed to alter a Ford car into a commercial vehicle. Kits could make them into tractors or fire equipment or even snowmobiles. Surprisingly popular in snowy regions, these conversions are most associated the Model T. Though much rarer, there were several companies offering Model A conversions. By adding Caterpillar type tracks to the rear drive and skis at the front you could make a surprisingly capable snow machine from a standard Ford.

This example is quite elaborate with its two additional axles to support the tracks. The ability to use the skis with the front wheels is also an uncommon feature. Clearly a well-built machine for serious use. It looks to have had a more recent utility back fitted but seems a largely original and unmodified machine. It is more than likely equipped with an accessory gear box to allow for the low gearing necessary to drive through the snow. Today a hardy group of enthusiasts regularly use these Ford snowmobiles and they have proven to be great fun and very capable vehicles. This unusual and well-made example is rare survivor. It could be great fun to recommission and enjoy in some fresh snow.

€20,000 - 30,000 WITHOUT RESERVE





237.

1924 FORD MODEL T RUNABOUT

Engine no. C673755

The engine number prefix and Ontario license plate fixed to the back end of this Runabout Model T provide solid evidence that this Ford's true home is in the land of Canada. It sports a handsome color combination of grey and black with red wheels. Documents show that the car has been in the Netherlands since at least 1998.

€8,000 - 12,000 WITHOUT RESERVE

238.

1926 FORD MODEL T DOCTOR'S COUPE

Engine no. C744878

As a coupe model, this Model T keeps its operators safe from any inclement weather. Traditional black paint covers the body while white wheels contrast nicely. The interior is finished in grey cloth and appears to be only slightly worn. The prefix on the engine number alludes to a Canadian origin.

€8,000 - 12,000 WITHOUT RESERVE



239.

1924 FORD MODEL T FORDOR

Engine no. 877733

A handsome four door model, this Model T has room for a handful of people to experience the joys of vintage motoring isolated from the elements. Sporting a two-tone black and blue paint scheme this T sets itself apart from the more understated standard models.

€4,000 - 6,000 WITHOUT RESERVE



Lincoln:

Intertwined with Ford

The Lincoln Motor Company arose out of Cadillac, itself the reincarnation of Henry Ford's second automobile manufacturing enterprise, the Henry Ford Company. Cadillac, in turn, was acquired by William Durant's nascent General Motors Company. Durant declined to build Liberty aircraft engines during the First World War and Lincoln was established to meet that patriotic goal. It foundered during the postwar recession and was bought by Henry Ford.

It sounds like a biblical genealogy.

It seems complicated, and it is, but it is also typical of the way many histories of early 20th century American automakers and their leaders are enmeshed.

HENRY MARTYN LELAND

Henry Martyn Leland, born in Vermont in 1843, was schooled in the manufacturing industries of the Connecticut River Valley. He took a position at the Springfield Arsenal during the Civil War, then with Sam'l Colt in Hartford before working with pioneering precision machine tool and measurement company Brown and Sharpe in Rhode Island.

Reaching majority in 1864, Henry Leland voted for Abraham Lincoln.

Leland took Brown & Sharpe's machining innovations to Detroit where his dedication to the precise tolerances and interchangeability of parts that had revolutionized the firearms industry in his native New England brought him the reputation of Detroit's "Master of Precision".

When the Henry Ford Company's investors became dissatisfied with Ford's preoccupation with racing Leland was called in to appraise the machinery for liquidation. Henry Ford rebelled at the interference and resigned, taking with him \$900 in severance, the design for his racing car and a promise that the company would not use his name.

His investors were as good as their word, but Leland demonstrated an engine his company, Leland & Faulconer, had designed for Oldsmobile and convinced them to recapitalize the company to continue production with the Leland & Faulconer engine. They named the company after the French explorer who first arrived in the Detroit area, Antoine Laumet de la Mothe, sieur de Cadillac.

The efficacy of Leland's precision production was conclusively demonstrated in 1908 when three production Model K single-cylinder Cadillacs were chosen at random from a shipment to the U.K. importer. Driven on the roads 23 miles to Brooklands then on ten laps of the 2.75 mile circuit, they were locked up and disassembled under supervision of the Royal Automobile Club.

Parts were mixed among the three cars, then reassembled and driven 500 miles without problem on the Brooklands track at a 34 mph average. The RAC's conclusion that the repeatability of Cadillac's manufacture was exceptional won the marque the prestigious Dewar trophy for the most significant advance in the state of the art.

The Dewar Trophy earned Cadillac a \$1 million premium when it was absorbed into William Durant's General Motors a year later at a price of \$5.6 million. Henry Leland and his son Wilfred continued to run it until 1917 when Durant declined Henry Leland's request to build Liberty airplane engines for the First World War.

The patriotic Leland rebelled and left Cadillac to set up the Lincoln Motor Company with a government contract to build 6,000 engines.

But the Armistice came too soon leaving Lincoln with a huge staff, factory and no orders. Quickly recapitalized at \$6.5 million to build automobiles Henry and Wilfred Leland lavished their new company with a 358 cubic inch 60-degree V-8.

The Leland-designed engine was notably more sophisticated than even its luxury competitors. In addition to its narrow 60-degree vee angle its cylinders were, unlike others, evenly disposed on both

banks thanks to its fork-and-blade connecting rods that put opposing cylinders on the same crankshaft throw. The engine's smoothness set it apart from its competitors in a luxury market that was beginning to place greater value on refinement.

The Lincoln V-8 made a claimed 81hp and each was run in a dynamometer to ensure it did. Installed in its chassis, it was again run on a test track. The chassis itself was designed without compromise, incorporating many of the latest innovations and features.

Introduced to the public in September 1920, its reception was enthusiastic in concept, but less so in practice. To clothe its modern and sophisticated engine, driveline and chassis Lincoln turned to Henry Leland's son-in-law, Angus Woodbridge, whose prior experience seems to have been in millinery – designing women's hats. His regard for protection of the period's large and elegant headgear is evident in the tall, square and antiquated designs he prepared for Lincoln's contract coachbuilder, Brunn in Buffalo, New York.

Production was slow to start up and only slowly ramped up toward breakeven levels. Then in 1921 the U.S. government claimed \$4.5 million was owed for excess profits on Lincoln's war work, a claim that was inaccurate and later reduced by almost 90% but so frightened Lincoln's directors and creditors that the company was put up for sale in February 1922.

Henry Ford bought it for \$8 million, promising to keep Henry and Wilfred Leland in management. Ford didn't need Lincoln but he was awash in money from the success of the Model T. Various theories have been advanced about why he bought Lincoln.

There is an appeal to making both the least expensive and one of the most expensive automobiles in America.

Henry's son Edsel, already badgering Henry about updating the appearance of the Model T, might be distracted by the opportunity to refine the aesthetics of Lincoln.

And, there might be a little payback from his ouster from the Henry Ford Company and Leland's success with it as Cadillac.

The fact that the Lelands lasted only four months after Ford bought Lincoln lends more than a little support to the importance of the last factor. With their departure Edsel Ford took over as president of Lincoln with his brother-in-law Ernest Kanzler as general manager.

Ford initiated improvements to the Leland V-8 including new cylinder heads and aluminum pistons. They also lowered prices, if only to clear inventories of the frumpy Lincoln coachwork.

Edsel Ford enlisted all the major custom coachbuilders to design new Lincoln bodies for 1924, adopting a catalog custom approach that saw selected coachwork ordered in blocks of 100 or more that reduced prices and delivery times while still permitting Lincoln to incorporate elaborate customization in the finished cars.

The culmination of Edsel's Lincoln redesign came in 1925 when the catalog contained bodies designed by Brunn, Judkins, Le Baron, Holbrook and Dietrich as well as catalog bodies from Lincoln's own coachworks.

And it is no small mark of the Ford family's, and luxury car buyers', respect for the Leland legacy that until 1931 Lincolns powered by the Leland-designed 60-degree V-8 were still known as the Model L. Change, however, loomed in 1931 with the introduction of the Model K, not coincidentally the model designation of the first big 405 cubic inch six-cylinder Ford of 1906-08.

Still powered by the Leland-designed V-8, now updated with dual-choke downdraft carburetion, improved manifolds and five main bearings and producing 120 horsepower, the Model K rode on a completely new chassis with freewheeling and synchromesh 2nd and 3rd gears. A longer hood presaged the next Lincoln evolution, introduction of a 60-degree 448 cubic inch, 150 horsepower V-12 in 1932's KB, then doubling-down on twelve-cylinder engines in 1933 with the KA's 382 cubic inch, 125 horsepower 67-degree V-12.

Coachwork continued to evolve with the smaller KA relying on twelve catalog designs from Lincoln's own coachworks and the larger KB offering a combination of factory catalog bodies and catalog custom bodies from the leading independent coachbuilders.

Edsel Ford and his favorite designer, E.T. "Bob" Gregorie, were making huge strides in design with Lincolns gaining modern features like raked and veed radiator cowls, sweeping skirted front fenders and the long hoods that highlighted their V-12 engines. They were thoroughly modern designs in the mid-Thirties: sleek, streamlined and proportionally balanced automobiles with grace that exuded subtle class.

1935 Edsel realized one of his dreams, establishing a separate Design Department headed by Bob Gregorie to coordinate Ford and Lincoln design. It was the culmination of a long evolution from Henry Ford's strict functionality to modern design, an evolution endorsed even by "Cast Iron Charley" Sorenson who realized the importance of design in stimulating sales. It mirrored Alfred P. Sloan's much earlier design emphasis that had established GM's Art and Colour Department under Harley Earl.

The Great Depression made its impression on Lincoln in 1936 with the introduction of the streamlined Lincoln-Zephyr, a compact, lighter Lincoln with power from a 75-degree 267 cubic inch V-12 with 110 horsepower that provided continuity with Lincoln's big 414 cubic inch V-12 but in a package that was some 2,000 pounds lighter than the big cars. The Lincoln-Zephyr's V-12 stood out from competitors like GM's LaSalle V-8. Its sales success brought Lincoln's sales from 1,411 Model Ks in 1935 to a total 16,509 units in 1936 and 30,270 in 1937. It quickly supplanted the big Model K which ceased production in 1939 and provided the basis for the pinnacle of Edsel Ford's and Bob Gregorie's collaboration, the 1940 Lincoln Continental.

So successful was the Continental's reception that in 1940 the Lincoln-Zephyr adopted its design style of extended front and rear

fenders, waterfall two-piece grille, no running boards and skirted rear fenders. It was a design, now with a moderately larger 292 cubic inch V-12 engine (later 305 cubic inches), that was not only modern but retains relevance today for its exceptional proportions, grace and refinement.

Returned to production in 1946 Lincoln dropped the Zephyr designation. It was Lincoln's mainstay and, little changed from 1942, still epitomized sophisticated elegance, quality and style.

Lincoln later went on to further heights with the 1956 Continental Mark II, one of the most beautiful automobiles of the Fifties, and 1961's 4-door hardtop and convertible sedan Lincoln-Continental.

Production of Lincolns was never large, peaking at a pre-WWII total in 1937 of 30,270, of which all but 977 Model Ks were Lincoln-Zephyrs.

In that peak year of 1937 Ford built 848,608 Fords. Lincoln production was only 3.6% of that but the halo established by Lincoln's prestige and the design cues it imparted to its mainstream Ford vehicles imparted immense prestige to its Ford colleagues.

In overall production terms Lincoln was a footnote in the immense numbers of American automobile output but from its earliest days it was a leader. First in technology, later in prestige, luxury and coachwork and finally in reconciling affordable luxury coachwork and performance in the Lincoln-Zephyr.

It was Edsel Ford's contribution to American automobile design, and a lasting legacy of Henry Martyn Leland's precise, repeatable, manufacturing.

Lincoln's history is complicated, but its contribution to the automobile's evolution in America is indispensable.

- Rick Carey



240.

1923 LINCOLN MODEL L TYPE 124A PHAETON

Coachwork by Brunn & Co.
Chassis no. 14422
Engine no. 1568

As recounted in the introduction on the preceding pages, Henry Leland had an engineer's vision but the bodies which completed his automobiles left something to be desired in the design department. It is interesting to note that to try and redeem matters, Leland commissioned a hasty redesign with a set of twelve body designs by Hermann A. Brunn, ones that would be continued over after Ford's acquisition of the company such as with this phaeton and joined by a variety of other attractive coachwork by a host of other coachbuilders.

Brunn's Touring, Phaeton and Sedan designs collectively accounted for more than one third of that year's sales. The appeal of this, the first of those guises, is modestly but effectively equipped with a folding steering wheel, jump seats, folding rear compartment footrest and an intermediate cowl with locking storage compartments. There is an absolute minimum of brightwork; in fact the only bright trim are the nickel plated radiator shell, drum headlights and the hubcaps to the wooden artillery wheels. Even the main part of the windshield frame is painted black.





The long hood, continuous beltline accent, subtly defined passenger compartment edges and body sides that curve in to join the frame cover all convey a tight, integrated sense of purpose and performance that perfectly suited the Leland-designed chassis and drivetrain. The potential of the start of the new Lincoln journey is self-evident, and it is not surprising that they paved a way for the perpetuation of the Leland's brand name to 2018.

This the first of nineteen Lincolns in the collection that chart the pre and immediately post-war history of the marque has been here in Hillegom for at least the last five years according to the registration papers on file. The car is finished in a deep bottle green colour scheme, offset by back wings and the light colour of the open wood wheels and tan leather upholstery. In addition to signifying the start of the second chapter of the Lincoln tale, these cars, as with all L Series are considered to have Full Classic™ status by the Classic Car Club of America, making them eligible for the host of events that esteemed group runs.

€40,000 - 55,000 WITHOUT RESERVE





241.

1924 LINCOLN MODEL L COUPÉ

Coachwork by Brunn
 Chassis no. 26356
 Engine no. 26356

This Opera Coupe is understood to be one of the Brunn built designs, a very handsome regal rendering that has just one door each side and is neatly finished with a 'bustle back' rear. It is clearly a highly original automobile, which under inspection appears to wear both its original, or at least very old paintwork and almost certainly its original interior. The latter is remarkably intact, a completely time-warp presentation that has worn its nine decades extremely well, and includes the period fitment of a 'fat-man' steering wheel.

Included in the paperwork with the car is a bill of sale, dated more than thirty years ago, on 17th February 1987, from a Donald Reniers of Glenbrook, Nevada, selling the Lincoln overseas to Frits Slegtenhorst. This is followed by import documentation into the Netherlands in June that same year, it is not known when it arrived in the collection, but it has generally been stored rather than displayed, thereby continuing to protect its appealing and authentic condition.

€25,000 - 35,000 WITHOUT RESERVE



242.

1924 LINCOLN MODEL L TYPE 702 COUPÉ

Coachwork by Judkins
 Engine no. 20376

Following on the 'too little, too late' strategy of commissioning Hermann Brunn of Brunn & Company, Edsel reached out to the best coachbuilding establishments of the day to reinvigorate sales, with new designs from Locke, Dietrich, LeBaron, Derham and as evidenced here, Judkins.

This particular car represents the start of the journey that the Model L styling would take over the next 8 years. Its design is nevertheless redolent of the early 1920s, before they got truly 'Roaring' along, and signified by its artillery wooden wheels, roof peak and drum headlights which would get outmoded over time. The Judkins Coupe would clearly have been refurbished some time just after the war as it was once presented at an Antique Automobile Club of America Concours and carries a National First Prize award on its dash for 1953. Today, that work has aged somewhat, and the car has gained an appealing patina over time.

On file with this car are import documents confirming arrival in the Netherlands as far back as January 1990, making it one of the earlier cars to have been purchased for the collection.

€25,000 - 35,000 WITHOUT RESERVE





243. 1924 LINCOLN MODEL L TYPE 118 SEDAN

Chassis no. 30849

This sedan and the following lot represent an interesting pair of cars to compare their similarities and differences. From a distance they might be considered to be identical, yet close up we see, firstly, the fact that there are subtle aspects of the body which are not the same, and secondly, the condition of each has an individual character. Here, the Type 118 is a Brunn's design of the limousine for seven passengers and with a division, it's one of a mere 128 that were built for Lincoln by both Towson and Lang houses for them. As viewed today, its interior is remarkably unspoiled and for the most part original finish. The exterior may also be original too, it is certainly very old and mirrors the fine order of the interior.

One of the people responsible for its state of preservation would be Mr. Fogderud Leroy of Sierra Madre in California, who according to a series of expired title/registration documents on file was its custodian from at least as early as 1974 and still by 1982. In February 1985, the car was imported to the Netherlands by J. Jensen, likely its first Dutch owner from whom Mr. Den Hartogh would acquire the car. This is a charming, untouched automobile, that gives great evidence of the finishes and quality of build of this series of car.

€20,000 - 30,000 WITHOUT RESERVE



244.

1924 LINCOLN MODEL L TYPE 136 SEDAN

Coachwork by Fleetwood
Chassis no. 16941

This car contrasts the similarly bodied Brunn example in the Den Hartogh collection by showing the subtle alterations to the theme that Fleetwood created by drafting and construction. Fleetwood carried out both design and execution of their coachwork. According to Frank Rose's well researched information provided to the Lincoln Owners Club, in 1924 Fleetwood were responsible for just two Limousine styles on the Model L, designated Type 139 and 2340. This is believed to be an example of the former, of which a mere 29 were built.

The modest documentation for this car denotes that it was imported to Holland in 1985. To judge from its condition today, this contrasts also with the Brunn, in that it appears to have received a restoration in the US prior to its arrival in the collection. The interior has clearly been replaced, separating the cabins with black leather in the front and grey cloth in the rear, and the car seemingly repainted to the attractive sea blue scheme.

€20,000 - 30,000 WITHOUT RESERVE





245.

1929 LINCOLN MODEL L TYPE 172C THREE WINDOW SEDAN

Chassis no. 54381

This striking depression era Lincoln blends the quality of build with understated design of the period. With its 'six light' or three windows each side configuration, its passengers would have experienced a light cabin and an interior which could carry at least six persons, with the addition of 'jump' seats.

According to its window, the car was still in the country of its origin by the late 1990s, as it wears a New York State registration and test stickers for 1998/1999. It is likely that it migrated to Holland after this to join the collection in this era when many of the cars were being amassed, its date of registration in the papers on file lists acquisition as being in May 2006.

The car appears to have received a sympathetic restoration in austere tones of the 1929 times, a chocolate brown exterior, only being accented by its orange twin coachlines and wire wheels shod with white wall tyres. The interior blends well with this, having mouse brown cloth to both front and rear compartments. Nonetheless, the Lincoln is extremely handsome, from its raked windscreen and peak above it, to the proportions of the body which are balanced with a large rear trunk. It would certainly have cut an elegant pose in any major city the late 1920s, and today would be a great way of experiencing these famed cars for relatively modest sums. In the US it would be eligible for the tours and events run by the Classic Car Club of America and Lincoln Car Club.

€20,000 - 30,000 WITHOUT RESERVE



246.

1928 LINCOLN MODEL 144B THREE WINDOW SEDAN

Chassis no. 51235
Engine no. 51235

LeBaron Carrossiers Inc. had been founded in 1920 by the two legendary designers Raymond H. Dietrich and Tom Hibbard, after Brewster had fired them for planning on company time to start up on their own. They got themselves a fancy address at no. 2 Columbus Circle in New York City, but being virtually destitute, had no funds to establish their own coachbuilding facility. So they developed a never-before-seen business model, which was to sell ready-made designs to clients and then contract to have them built by outside coachbuilders. Lincolns such as this are a perfect example of that arrangement. Edsel Ford would order five to ten examples of a particular LeBaron design such as this, and if it proved popular, it would be slated for production by Murray.

But Edsel Ford had bigger fish to fry: he wanted Dietrich to design bodies exclusively for Lincoln. In 1924, the year 18183 was built, Edsel Ford set plans in motion to bring LeBaron to Detroit to build custom and semi-custom work for Lincoln. Hibbard had departed for Paris in 1923, and designer Ralph Roberts had been made partner. A proposal to purchase a controlling interest in LeBaron was made.

Both Dietrich and Roberts refused the initial offer, but then a secret meeting was held with Dietrich in Detroit. He was made an offer he could not refuse, namely the creation of Dietrich Inc., where he would own 50% of the firm, have his own factory, as well as a staff of designers and draftsmen. The clincher was a lucrative design contract from Lincoln. To Roberts' lifelong dismay, Dietrich jumped ship and sped to Detroit. Dietrich Inc. was an enormous success, and Ray Dietrich went on to create some of the most beautiful classics ever designed, including seminal work for both Packard and Lincoln.

No collection of American cars would be complete without the touch of the LeBaron/Dietrich link, and in this it unusually comes in the form of an upright formal sedan. However, the right ingredients were clearly there as 529 of that year's 6,300 plus cars received this bodywork, contributing to designer, constructor and manufacturer's purse.

The three-window sided Sedan has a series of old Dutch registration documents which suggest that it has been in the country since 1949. They chart ownership with an H.G.M. Boenders in 1983, seemingly before arrival in the collection in 1993. Today, the car shows some age to its red/brown and black paintwork scheme, although the interior, clearly redone at some point in a grey velvet fabric has little wear to it.

A handsome example of its breed.
€20,000 - 30,000 WITHOUT RESERVE



247.

1928 LINCOLN MODEL L 168A SEDAN

Chassis no. 59398
 Engine no. 59398

The Type 168 would become one of the staple products from Lincoln in the 1928/29 seasons, it could be delivered with or without a partition/division, the Sedan variant being the 'A' and the Limousine the 'B'. Only one of each was built in the 1928 production year, presumably for an Auto Show, but for 1929 they went into full delivery mode and of the 7,300 or so Model L's sold, more than 20% were bought this way. These designs show the leap forward in design for Lincoln and herald the 1930s modern looks that would arrive with the KA and KB.

The collection's 1928 Model L has a few older Dutch registration papers on file suggesting that it has spent many years in the Netherlands. Those state the car to have previously been black, again suggesting that the restoration to bring it to the current schemes was carried out in European ownership. Today, the well-proportioned sedan is presented in a light grey hue, accented with darker grey moldings and black wings. The road wheels and twin side mounted spares are all painted black to match and shod with white wall tyres. Its interior blends with this, being in a pinstriped grey Bedford cord.

€25,000 - 35,000 WITHOUT RESERVE



248.

1928 LINCOLN MODEL L BROUGHAM ALL WEATHER TOWN CAR

Chassis no. 54091

In promoting their cars in the late 1920s Lincoln worked hard on the concept of placing the cars in the context of a natural habitat for them. So, depending on the style of coachwork, a formal car might be seen arriving at the Opera, or a touring car being depicted by one's yacht. One of the more famous international advertising campaigns for the company in France challenges the natural ideals of cars by showing a Town Car very similar to the one offered here bowling along a snow scape, surrounded by skiers, with bold claims which translate loosely as such, "As long as it has a road, there is no altitude that a Lincoln cannot reach in a magnificent momentum without breathlessness or jolts"; 'There is no slope either, that it cannot go down, thanks to its six brakes, with absolute safety and security.'; 'Whatever the difficulties of the road, the nature of the terrain, stones, mud, snow, the Lincoln leads you to the goal.'; 'It is the car of the long stages, the rough hikes, which it accomplishes without challenging the marvelous comfort that one experiences for any moment. Power, balance, unequalled strength, ride comes from there."

This stately Town Car has been in the collection for a number of years. Paperwork on file consists solely of old registration documents for the



Netherlands, and these would appear to show that the car has been in this country since the mid-1970s. The Lincoln would seem to have been restored at some stage in its career, quite possibly in its original scheme, and today presents in deep Royal Blue with black moldings and wings. The sometime open chauffeurs compartment has been renewed with black leather, while the more sheltered rear is appointed with fawn cloth.

The effect is a regal and very appealing formal car, which when compared with the myriad of other Model Ls in the collection, shows just how their clientele varied in this changing period of the 20th Century from owner driven sports cars to town conveyances.

€25,000 - 35,000 WITHOUT RESERVE



249.

1930 LINCOLN MODEL L SEVEN PASSENGER TOURING

Chassis no. 65514

Engine no. 65514

In a production run for 1930 that numbered more than 3,200 units, a mere 79 are understood to have been delivered in this guise according to information published by Frank Rose for the Lincoln Owners Club. Despite numerous famed coachbuilders still providing coachwork for Lincoln, this sporting bodywork was built in house. As fashion was moving away from the Roaring Twenties sports touring cars and onto more 'all-weather' or convertible designs, fully open bodies were becoming something of a rarity.

Mr. Den Hartogh was able to secure this Model L Touring in 2006 according to the paperwork file of old road registrations that accompany it. It is assumed, but not known, that like so many in the collection, that the car would have previously resided in its home country prior to then. Close inspection of the Lincoln today would clearly suggest that it had been the

recipient of a restoration in America before leaving there. That refurbishment has included the finishing of the bodywork and wings in a two-tone green scheme with matched coachlining. The cabins have had replacement tan leather which contrasts well with the exterior and is loosely protected by a full-length fawn roof. The combined presentation is extremely attractive, and while its condition now shows some age, it does not detract from the great looks of these rare open Lincolns, with their seven seats which in period might have provided transport for any manner of events from a 'day at the races' to a summer's day jaunt.

€50,000 - 65,000 WITHOUT RESERVE





250.
 1930 LINCOLN MODEL L TYPE 179
 VICTORIA COUPE

Chassis no. 65380

In 1930 Lincoln continued to produce its now legendary V8 Model L. The luxury end of the market was provided with both the refined Lincoln running gear, but also a wide range of body styles giving any number of guises from the sports touring style associated with the Roaring Twenties, to humbler, or low key closed and formal cars. Among the latter choices was this beautifully proportioned Type 179 Victoria Coupe, which it is understood was built in house at Lincoln. The price point for the model with this coachwork came in at \$4,400, and it is believed that 484 were built through the year's production run.

The car is thought to have remained in America for almost all of its life owing to the fact that it carries test and registration stickers on its windscreen for road use as recently as 2006. It seems clear that the Lincoln was the subject of a thorough restoration in its latter years in the country of its build, with the bodywork being sympathetically refurbished in a two tone scheme of a grey/brown body, with a lighter hue chosen for the moldings and black wings and valances. Completing its elegant



external looks are the wire wheels finished in deep burgundy and fitted with white wall tyres. Between the design of the bodywork and the careful choice of colors, it is a very successful rendering for the car.

After the mid-2000s, it seems that the Lincoln headed to the burgeoning collection here in Hillegom, being put on the road in the Netherlands in October 2005, according to its Dutch papers. Today, it remains in very clean order, having been museum displayed since then.

€20,000 - 30,000 WITHOUT RESERVE



251. 1932 LINCOLN MODEL KA TYPE 507 SEDAN

Chassis no. 72011

The swansong for the legacy of the Leland Model L came when Lincoln made its last revisions to the V8. The respected powerplant, with its fork-and-blade connecting rods remained for 1931 but with new cylinder heads, manifold, and a downdraft 2-barrel carburetor (the first appearance of a downdraft 2-barrel on any American automobile.) Its horsepower increased dramatically, now being rated at 120 brake horsepower, up 1/3 from the same displacement's 90bhp rating in 1930. Of course, these changes preempted the arrival of the V12 model the following year, but even when production of the V12 KB began, Lincoln maintained the V8 offered on the shorter 136-inch wheelbase in 1932. The success of the KB signaled the end of the line for the decade long production of the renowned Leland V8 model.

This car is a cleanly presented example which has clearly been the recipient of a restoration some time ago. The color choices of a rich, creamy white paint with chocolate brown for the wings and body moldings and accent of orange wheels all of which plays well to the lines of the coachwork. A single document on file confirms that the Lincoln was shipped into the Netherlands in August 1991. It is assumed that prior to this its life had been in the United States.

€25,000 - 35,000 WITHOUT RESERVE





252.

1932 LINCOLN MODEL KB TYPE 236 SEDAN

Chassis no. KB954

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

More significantly, Lincoln introduced an all-new drop-frame chassis with up to the minute features and a 145-inch wheelbase, nine inches longer than 1930. Nineteen-inch wheels complemented the dropped frame while a new gearbox with freewheeling and synchromesh on the two top gears, a double disc clutch, Houdaille double-acting shock absorbers, and Bendix Duo-Servo brake booster reflected how thoroughly Lincoln was being transformed. The reason for all this updating would become apparent in 1932 when Lincoln dropped into the new frame a new, 448 cubic inch V-12 to create the Model KB. In 1932 and '33 there was still the option of a V8 car, but the KB quickly usurped these, birthing a now legendary model for the company.



Mr. Den Hartogh was able to secure this early KB in 1995, the car arriving by container in June of that year as noted in a customs document on file. Comparison with its predecessors and even the same year's V8 Model shows that both the engine and the aesthetics had evolved, the V12 body styles being altogether modern and distinctive. Inspection of the KB today shows it to have most likely been repainted in the stately rich Brewster Green livery with black body moldings and wings, all contrasted well by the rich chrome radiator and trim, and its wheel wells lightened by white wall tyres. Opposing its more modern exterior finish is an interior that at once would appear to be original and showing only limited wear to the grey cloth, all piped in leather bead.

€35,000 - 45,000 WITHOUT RESERVE





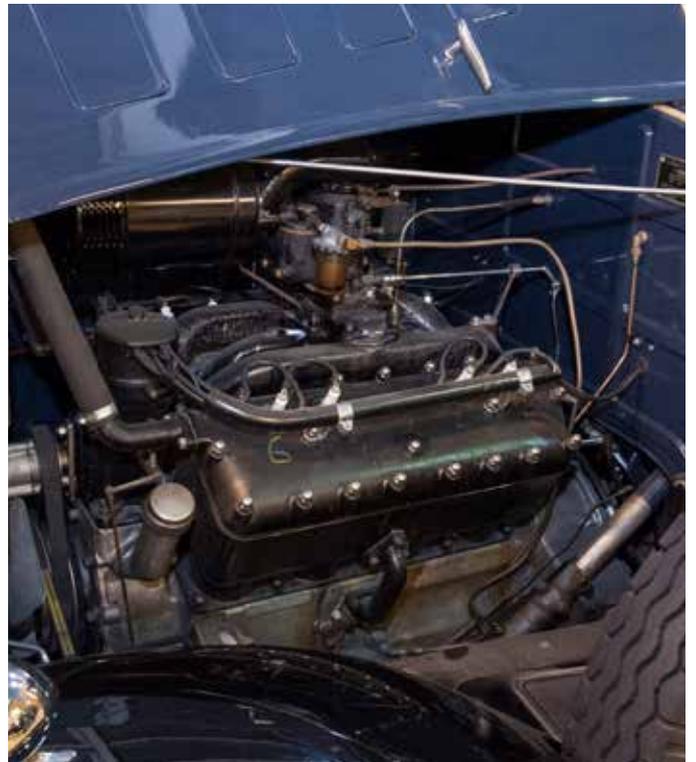
253.
1932 LINCOLN KA TYPE 506
FIVE PASSENGER VICTORIA COUPE

Chassis no. 71941
Engine no. 71941

The Five Passenger Victoria Coupe, or Model 506 as it was designated, was built in house at Lincoln, and designed by Murray, one of the houses most closely linked to the brand. The sales literature for the Five Passenger Coupe stated that "the rich conservativeness of Lincoln body design does not become antiquated...because Lincoln does not heed the passing fancies in motorcar appearance...Lincoln lines are as smart and richly distinctive with the passing years as those of a colonial mansion, a fine piece of Sheffield silver or a graceful, well-built piece of drawing room furniture."

In line with many European bodies, the close coupled design with a sunken foot well and gently raised roofline allowed spacious accommodation for the rear passengers. The large windows are precursors to modern coupes, giving great visibility and a light and airy feel to the interior. Dating from this transitional set of years for Lincoln, the modernity of its styling is matched by the sublime two tone rich blue colours, and those are complemented in turn by a fawn coloured interior in plush fabric. On the documentation side, an old West Virginia Title document on file states the car to have been owned by Camille Alexander of Bruceton Mills in 1982. After this it passed to Hendrikus Kempkes in Holland in 1982, from whom Piet Den Hartogh would ultimately acquire the car.

€35,000 - 50,000 WITHOUT RESERVE





254.

1933 LINCOLN KA 515 SEDAN

Chassis no. KA 239

Engine no. KA 239

In 1931, Lincoln introduced the K model on a 145-inch wheelbase, powered by a V8. The next year, the line was bifurcated, the K V8 becoming the KA and a new V12 was fitted to the KB. With an eye to economics, Lincoln introduced another V12 in 1933, featuring aluminum pistons and detachable cast iron heads. The new engine was much easier to build and service. By 1934, both KA and KB used the new engine, now enlarged. The difference between the two models was now limited to wheelbase length. The Lincoln KA in the collection is a 1933 model, the only year in which both KA and KB V12 engines were made. Period advertising would state that the new V12s offered 'more than you would expect, even of the Lincoln.'

At its front was the brand-new radiator design, with its heart shape and waterfall grille. This would also be matched on the Ford cars that year, and it is undeniably one of the best-looking radiators of the pre-war era. The majority of the bodies on these cars were produced by Murray, this being an example of their 515 design. A handsome balance of proportions, the 136-

inch wheelbase has a single cabin area with bench seats and capacity for five. The svelte radiator and general design turns something that 5-8 years earlier was square and formal into a more rakish and sporting automobile.

Production of all KA cars would account for 1150 units, Mr. Den Hartogh's KA V12 Sedan is one of these rare models which was sourced by him in Canada. Viewed today, the car appears to show paintwork that is either very old, or perhaps original, its finish showing in aged, but remarkably good order. Its interior appears to have been renewed in a contrasting grey cloth. Of note are the headlights which have been converted with sealed beam inserts at some juncture, but otherwise from the bright chrome radiator backwards, this appears to be a textbook 515 sedan. Of additional appeal is the fact that the Classic Car Club of America recognizes the Lincoln as a Full Classic™ enabling it to be used for a multitude of events in its home country.

€25,000 - 35,000 WITHOUT RESERVE



255.

1935 LINCOLN KB 5 PASSENGER SEDAN

Chassis no. K4053

The KB chassis would earn legendary status in period and today is a highly desirable senior CCCA classic. Praised for its excellent driving qualities, with exceptionally light and predictable steering and fine power-boosted brakes, the KB has become quite popular with seasoned classic era enthusiasts with an appetite for touring.

After 1933's Lincoln solely relied on V12 power, adding a slightly smaller twelve that would replace the aging eight-cylinder unit. A new-for-1933 front end styling updated the look of the car considerably, while stylistically Lincoln did take a step backwards, reverting to a louvered hood. This mistake would be corrected when the hood doors returned in 1934. Things got back on track that year and the styling was refined, with a polished modern look. A new larger version of the 1933 KA engine was now adopted for the KB model; this more modern engine, though slightly smaller than the original KB V-12, was rated at identical horsepower.

While 1934 is generally considered to be the zenith of pre-war American car design, as evidenced from this striking Limousine the following year Lincoln perpetuated and added to their refined looks. The radiator now had a

honeycomb mesh cover and atop it, the Greyhound ornament was permanently fixed. Below that and at both ends were single piece bumpers, with two upright bars. Of particular note on this car is the increasing use of streamlining, even on a car with great physical presence its tail is swept back, giving it a graceful appearance. As in the 1920s, here again Lincoln provided a division-less sedan, with closely fitted jump seats in the rear area.

There are no documents to attest to its provenance, but it is clear this car has been tastefully refinished with lustrous dark green paintwork. It can be found across the whole of the bodywork including the radiator shell, with the only contrast being its olive-green wheels and the lightness of the white wall tyres. Mirroring these tones, is a cloth green/brown interior. The latter is accented first with its sublime simplistic dashboard with twin instruments neatly inset into the chrome four bar trims that arrived on the '35s. The sole concession to old fashioned design is a complicated light wood trim with harlequin patterned wood which runs around the entire passenger cabin, stretching from the rear passenger companions forward to the top of the dash.

€50,000 - 65,000 WITHOUT RESERVE



256.

1937 LINCOLN ZEPHYR COUPÉ

Engine no. 8351

Introduced in late 1935 as a 1936 model, the original Lincoln-Zephyr combined the aerodynamic efficiency of streamlined styling with an early form of unit body construction that reduced weight while enhancing rigidity. A style leader from the beginning, the original Zephyr featured a tall, prow-like grille for its first two years. A new face appeared on the 1938 Zephyr, featuring a low-mounted, horizontal grille that would have a tremendous influence on automotive designers everywhere—by 1940 many American cars were frankly copying the late '30s Zephyr frontal ensemble.

Inside, the stylish design aesthetic continued with a central console erupting from the floor and a large, multi-gauge cluster acting as an orb-like cornice. Within the large, Art Deco scripted roundel was the speedometer as well as gauges for temperature, fuel, oil, and battery. A smaller clock sat below.

Power came from the trusty L-head V-12 that had appeared in various iterations since 1935. Funneling the horsepower reward was the rugged Zephyr 3-speed manual transmission (which would become a legend



among hot rodders of a later generation) that shift by way of a standard level that bent around central gauge cluster. An optional two-speed Columbia axle was available to improve highway performance.

With the natural following that the ground-breaking Zephyr design garnered, Lincoln wisely didn't alter the mold much for 1937. This year's car could be singled out by the most knowledgeable in the day or today by the five pairs of horizontal bars on the radiator grill, or the more accessible rear trunk compartment, or the slight refinement of the dash with twin gloveboxes either side of the central console.

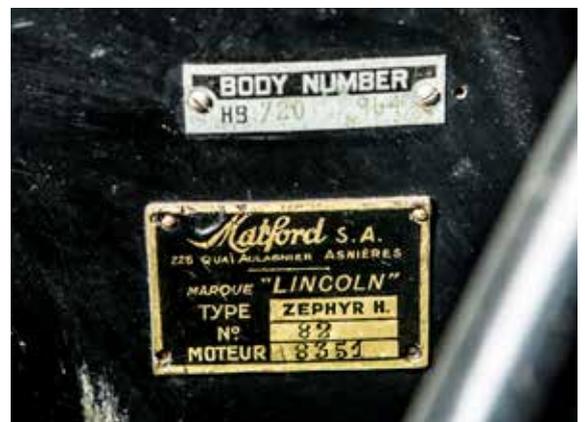
To cater for the growing European market, in 1934 Ford had set up a partnership with Mathis, who held a large production plant in Strasbourg. In deference to the local operation, the joint venture, which was owned 60/40 in Ford's favor was called Matford S.A. Ultimately, the Mathis side of the operation seems to have faltered early on, but Ford seems to have used this still to market their Ford and Lincoln cars, of which this must be an example.

To judge from its chassis plate which states that this is Lincoln car number 82, of the Zephyr H model, this is either very early in the run of these car, or more likely that very few were actually built. The rakish teardrop Coupe appears to be in particularly original order, perhaps with an older repaint, but no evidence of a thorough restoration. Its rich dark brown scheme is accented with the subtle chrome trim to the exterior. In the driving cabin, likewise the upholstery is either very old, or may well be original and appears to be accurate finished, complete with the period cloth bench seat and well-appointed and aesthetically pleasing dash.

The car wears French road registration plates with central 'FM' lettering, which suggests that it was last on the road in the Finistere jurisdiction, being in northern Brittany. Although there is no supporting paperwork to assist with this attribution.

One of the greatest pieces of automotive design, the '37 Lincoln Zephyr, specifically in its two-door coupe form will always be coveted and rightly so, this adds to the mystique with its French supply.

€80,000 - 120,000 WITHOUT RESERVE





257.

1937 LINCOLN ZEPHYR TYPE 730 SEDAN

Chassis no. H19555

Alongside the Type 720 Coupe, Lincoln marketed 3 other body styles which also echoed the 'teardrop' theme in every aspect of their design from the wings to the model badging on its bonnet. In this series of cars, it can be argued that Lincoln gave Americans access to car design which in Europe would have been specifically tailored for clients at the Grands Carrossiers, such as Figoni et Falaschi at a price point of somewhere between \$1,100-1,425.

The 730 Zephyr sedan in the collection is the perfect counterpart to the two-door coupe, which shows what the coachbuilder could do with all the huge void of space behind the driver/passenger bench seat if one wasn't simply making a two door coupe. The answer, an equally wind-cheating aerodynamic conveyance, which proved incredibly popular again nearly doubling sales in 1937 with some 23,159 units delivered.

Presented in striking sky-blue livery, the Sedan here is one of the longer standing components of this collection, having migrated from America in 1990 accordingly to customs document on file. Like the coupe, its condition is one of a much older restoration, quite possibly blended with some of the original finishes also. The interior seats appear to have been renewed in striped teal cloth, which compliments the car's exterior.

€25,000 - 35,000 WITHOUT RESERVE



258. 1947 LINCOLN 46H SEDAN

Chassis no. 7H167446

From the very start, Lincoln's famous Continental model was offered in only coupe and convertible trim—but the styling carried over very neatly to Lincoln's sedans. Initially carrying the Zephyr name, the end of the WWII also marked the end of Lincoln's usage of that moniker, for the next 60 years anyhow. In the first years of civilian car production, Lincoln chose to simply name their cars after their model designations, thus giving way to the heart-stirring and emotive name for their 1946 sedan: 66H.

The pre-WWII Zephyrs and post-WWII 66H sedans borrowed heavily from the pre-war Continental. Styling was very similar, especially at the front. Bob Gregorie's masterful design worked as well on four doors as it did on two, with a slightly taller roofline leading back to a smooth, sloping rear end that made for a practical but handsome luxury sedan. The drivetrain was Lincoln's familiar twelve pot motor. Lincoln had relied exclusively on V-12 engines since 1933 and the 66H was no different using a 75-degree, 292ci (4,787cc) L-head side-valve producing 120bhp. Power was funneled through a three-speed manual gearbox with optional overdrive.

When Lincoln's production lines resumed automobile manufacture towards the end of 1945 it was with mildly revised '42 models. Mirroring the pricier Continental, the 66H featured an egg-crate grill and other styling cues to differentiate it from the handful of cars produced for the 1942 model year. The button doors from the Continental also appeared on the 66H.

This is a very cleanly presented example of its kind, finished in rich Brewster Green paintwork and with a light grey cloth interior. The car is one of the few that have spent most of their lives in Holland, it being confirmed by an old cloth yellow log book to have been registered for the Dutch roads on 17th February 1956. The owner was listed as being J. Luyten of Pr. Bernhardlaan 6, Voorburg. Remaining in this country since we believe, it is listed as arriving in the collection in more recent years.

€12,000 - 16,000 WITHOUT RESERVE



Motor Cars

Saturday 23 June,
to commence at no earlier than 5pm





259.
1928 FORD MODEL A 'SALT FLATS'
SPEEDSTER

Engine no. A448809731

A sporting iteration of the ubiquitous Model A, this particular example has been thoroughly stripped of any extraneous pieces that get in the way of achieving a race car's ultimate purpose: speed. Befitting of a competition vehicle, the body panels that have been included are painted red. This speedster carries registration dating back to 2013.
€3,000 - 5,000 WITHOUT RESERVE

260.
1919 FORD MODEL T SPEEDSTER

Engine no. 11783991

Low slung and stripped out, this Model T is sure to provide endless thrills. Keeping only the essential bodywork, all unnecessary extras have been tossed aside in order to keep the weight as low as possible. Eye-catching red paint makes this T truly stand out. Originally registered to the Netherlands in 1980, this Speedster currently carries a modern registration card.
€3,000 - 5,000 WITHOUT RESERVE



261.
1913 FORD MODEL T SPEEDSTER

Engine no. 195921

Stripped down to only the most essential components and bodywork, this Speedster Model T is sure to be a pure joy to wheel around. Seating for two allows for a passenger to join in on the joys of vintage motoring in this delightful red with yellow wheels model. Paperwork accompanying the vehicle shows a registration date of 1989 within the Netherlands.
€6,000 - 10,000 WITHOUT RESERVE





262.
1913 FORD MODEL T SPEEDSTER

Engine no. None

This great looking Ford Speedster really stands out from the others with its well-proportioned good looks and desirable period equipment. The body is well executed and features beautifully upholstered barrel seats. The cowl and torpedo style fenders really help to give the car a go fast look. Nothing makes one of these Ford Speedsters look better than a V radiator and wire wheels which this one has both. Mechanically it appears to benefit from a two speed Ruxtell rear axle. A good set of brass lamps completes the package. This should prove quite a performer with great looks to boot.

€6,000 - 10,000 WITHOUT RESERVE



263.
1928 FORD MODEL A 40
STANDARD ROADSTER

Engine no. CAR9078

This Model A is a well-presented example showing only minor signs of wear. Presumably, it has been restored at some point during its life. The paintwork was completed with a cream color covering the bulk of the bodywork and brown accenting stripes down the side. Red wheels contrast and a navy soft provide a nice contrast. The interior shows the least signs of use and the fittings and brown upholstery both appear fresh. The engine number and documentation accompanying the vehicle both provide evidence to Canadian origin. Dates printed on the paperwork show an importation to the Netherlands in 1996. An open top Ford like this should provide many miles of enjoyable classic motoring to its new owners.

€12,000 - 15,000 WITHOUT RESERVE





264.
1924 FORD MODEL T OPEN TOURER

Engine no. 13195047

Four doors and a drop top make this late production Model T both practical and endlessly enjoyable for many miles of classic motoring. As is the case with millions of other Fords, the outside is finished in black paint. A nickel radiator shell and wood wheels both compliment the look. Limited information is known of this vehicle's history.

€4,000 - 6,000 WITHOUT RESERVE

265.
1924 FORD MODEL T OPEN TOURER

Engine no. C683995

This attractive green Open Tourer model features a wide variety of convenient features including electric lighting and starter. The vehicle has been in the collection for two decades and it appears to have had restorative work completed in the past. It still shows well, however, and is sure to provide miles of joyful touring in the future.

€4,000 - 6,000 WITHOUT RESERVE



266.
1931 FORD MODEL A FORDOR

Engine no. HV3209

This chocolate brown four door sedan Ford can comfortably sit a handful of occupants for a nice weekend cruise. It presents in good condition and features an exterior horn, radiator gauge, and auxiliary cowl lights are mounted just behind the engine cover. This car was originally registered in the Netherlands in 1931 and today carries a modern registration card.

€4,000 - 6,000 WITHOUT RESERVE





267.

1928 FORD MODEL A LANDAULETTE

Coachwork in the style of Judkins
 Engine no. A3903133

Starting with the Model T, Ford did offer formal town car body styles in limited numbers. These were very expensive Fords and were intended to be chauffeur driven urban vehicles. A number of Model As were also equipped as town cars and are some of the rarest of all Fords in this period. The clientele was limited, but there was a market for a more affordable chauffeur driven car based on the highly reliable Ford car.

Built in the style of the famous 1927 Lincoln with Judkins Coaching Brougham coachwork, this well executed Model A is not likely to be seen outside of this collection. Done with a high degree of coachbuilding skill it is a complex body that was not built by an amateur. It is a representation of what a customer could have commissioned a coachbuilder to execute on a Ford if they so desired. It is built on a standard 1931 Ford chassis incorporating the original hood and cowl into the coachwork. This Ford is a fun and eye-catching machine that is bound to be an attention getter wherever it is driven. The matched pair in this collection are believed to be the only two existing.

€12,000 - 18,000 WITHOUT RESERVE





268.

1928 FORD MODEL A TUDOR SEDAN

Engine no. A126805

A Tudor Sedan, this classic has enough room for a handful of occupants. The olive body is contrasted by black fenders. The vehicle appears to have been restored at some point and a black roof covering can be found up top. This Ford has been registered in the Netherlands since 1975, and today carries a modern registration card.

€6,000 - 8,000 WITHOUT RESERVE

269.

1930 FORD MODEL A TUDOR SEDAN

Engine no. A3175375

An attractive two-tone blue and black scheme covers the body of this classic two-door sedan. Enough room for the whole family, this vehicle appears to have been restored at some point in its long history. Details include a MotoMeter atop the radiator and a single pillar mounted Mirror. This Ford has been registered in the Netherlands since 1975 and today features a modern registration card.

€6,000 - 8,000 WITHOUT RESERVE



270.

1928 FORD MODEL A STANDARD COUPE

Engine no. A467511



The 3-Window Model A Coupe would go on to become a favourite among collectors and hotrodders. This example comes from the United States and joined the Hartogh Collection in the Summer of 1980. Finished in Arabian Sand with Black fenders, it is nicely outfitted with an optional horn and Boyce Motormeter. It is the perfect, all-weather ride for both driver and lucky passenger.

€6,000 - 8,000 WITHOUT RESERVE



271. 1929 FORD MODEL A STANDARD PHAETON

Engine no. A973591

The Ford Model A was the great leap forward that Ford needed to maintain the success of its long-in-the-tooth Model T. While a vast array of body styles was available, only three options had a top that went down, the Roadster, the Open Cab Pickup and the Phaeton. This Standard Phaeton, recorded as a Type 35-A in the Ford catalog, is one of 49,818 produced that year. It should be noted that all Phaetons produced in 1929 were Standards, the Deluxe line wouldn't debut until the 1930 model year. Finished in Niagara Blue with Black fenders and coachlines, it is nicely optioned with a Boyce Motometer, a driver operated spotlight, and a pair of A-pillar mounted semaphores. A rare set of rather original-looking side-curtains complete the look and make the semaphores and spotlight all the more reasonable since no one wants to stick their arm out of the car to signal on a rainy day!

On the left running is a tool chest festooned in rally and events badges. According to the car's registration paperwork, it has been in the



Netherlands since 1961, which is plenty of time to have been taken on such a multitude of events. Powered by the trusty 200ci (3,285cc) straight four, the prior owners could no doubt rest assured that they would reach their destination. Joining the Hartogh Collection in 2010, it shows well with a nicely patinated restoration, likely from the 1960s. Well optioned, there is still a bit of room on the running board box for a few more tour badges!

€12,000 - 15,000 WITHOUT RESERVE



272.

1928 FORD MODEL A 45 SPORT COUPE

Engine no. A1727347

Ford offered a special version of the coupe with a rumble seat. This model, referred to as the Sport Coupe, featured a padded top and landau irons in favor of quarter windows, giving it a classy faux cabriolet appearance. The coupe's interior was slightly upgraded from the standard model and it also featured the handy rumble seat to accommodate two additional passengers. The subtle changes did give the model a distinct and up market appearance.

This example has been modified from stock with the addition of oval side glass, placing the landau iron covered blind quarters. Finished in a two-tone blue livery over black this A has just enough subtle changes to make it stand out from the crowd.

€7,000 - 10,000 WITHOUT RESERVE

273.

1929 FORD MODE A "LEATHER BACK" SEDAN

Coachwork by Murray

Engine no. A576800

During the Ford Model A production run, Ford saw increasing demands for closed body styles. Four door sedans were becoming one of the most popular styles, and Ford relied on two outside coachbuilders for this type. Murray and Briggs both built standard "Fordor" models with subtle styling differences. The Murray models can be differentiated by the arching side windows. This is one of the few instances in Ford history when an outside coachbuilder was relied upon for such a popular model.

Deluxe model town sedans were also available as well as special padded roof variants colloquially referred to as "leather backs". These higher priced models were fitted with imitation leather tops to give them a more formal and expensive look. Today, these models are rare and desired among collectors for their distinctive and handsome looks.

€8,000 - 10,000 WITHOUT RESERVE





274.

1930 FORD MODEL A DELUXE PHAETON

Engine no. A2410399

Quickly following its predecessor, by the spring of 1930 some three million Model As had been produced. The 1930 cars adopted a larger balloon type tyres on smaller wheels combination which gave it a more sporting lower line than the year before. As ever, a wide range of coachwork was offered, this being an example of the Deluxe Phaeton, which features single side mounted spare, with metal cover, painted wheels, whitewall tyres, quail radiator cap, rear luggage rack, running board step plates and leather upholstery among other niceties. In two door form as seen here, a lower roof line was also adopted. A proportionately modest 3946 were delivered that year to customers who paid \$625 for the car.

This extremely handsome Phaeton has been restored in what would appear chicle drab/copra drab grey tones, with the accenting pinstripe and wheels in Tacoma Cream. Its engine number would place the car as being produced in October 1929. Information on file is limited to importation paperwork showing the car to have arrived in the Netherlands in December 1996.

€12,000 - 15,000 WITHOUT RESERVE

275.

1931 FORD MODEL A DELUXE PHAETON

Engine no. A4553484

Ford produced roughly half as many cars in 1931 as they had the year before, with most models being proportionately reduced in their numbers. A mere 2,229 Deluxe Phaetons such as this car were delivered. Interestingly, it would appear to carry one of the series of engines that Ford had produced outside of the US, this being built in the Trafford Park works in Manchester. Amazingly, Ford had shaved \$70 off the price of the model for 1931, bringing it in at \$580.

As with the '30 in the collection, the lines of these cars make them very handsome and practical touring cars. This carries Deluxe features of side mounted spare with chromed metal cover, chromed windscreen pillars, mesh radiator grill cover and the interior is in the stock color of brown leather. Ford do not appear to have offered red as an option on these cars, but the refinish in this scheme contrasted with black wings and body moldings suits it well, as does its light canvas top. The papers on file chart arrival in the collection twenty-one years ago in the summer 1997.

€12,000 - 15,000 WITHOUT RESERVE





276.

1929 FORD MODEL A FORDOR SEDAN

Engine no. CA12714

Four doors for convenient access make this classic Ford endlessly useful for cruising around. Attractive maroon and black paint completes the handsome look of the vehicle. As made apparent by the CA-prefix on the engine number, this car was originally built in Canada. Historical Registration from Ontario provides further evidence to this.
€5,000 - 7,000 WITHOUT RESERVE

277.

1930 FORD B SPORT COUPE

Engine no. A2410052

A sporty two-door coupe, this 1930 model is finished with a green body and black fenders. Key details include a faux convertible top and additional outboard mounted lighting flanking the engine covers. Bright green wheels compliment the two-tone scheme and surely make the vehicle stand out. Additionally, the car carries a modern registration card.
€35,000 - 45,000 WITHOUT RESERVE



278.

1930 FORD MODEL A ROADSTER

Engine no. A2391612

The Model A presented here is rich with features from stem to stern. Up front, a metal grill, MotoMeter, and headlight shield create an attractive package. Further details include cowl lights and mirrors. This vehicle has been with the collection for several decades, as noted in the accompanying documents. Today, it carries a modern registration card.
€8,000 - 12,000 WITHOUT RESERVE



279.

1930 FORD MODEL A TUDOR SEDAN

Engine no. A870609

This Tudor Sedan features a subdued two-tone scheme, with a fine yellow pinstripe contrasting down the length of the body. Matching Yellow wheels on all four corners complete the look. Adorning the peak of the upright, chrome radiator of this vintage Ford is a shimmering winged MotoMeter. This Ford has been in the registered in the Netherlands since 1985.

€7,000 - 10,000 WITHOUT RESERVE



280.

1930 FORD MODEL A FORDOR SEDAN

Engine no. A3451675

This luxurious four-door features a plethora of bells and whistles fitting of the higher trim level. Understated olive paint with a black fenders and butter colored wheels comprise the exterior paint. Spare wheels on the fenders and additional lighting units round off the extras. This Ford has been registered in the Netherlands since 1975 and today features a modern registration card.

€5,000 - 8,000 WITHOUT RESERVE



281.

1931 FORD MODEL A VICTORIA SEDAN

Engine no. AA85915

One of the rarer Ford styles in this period is the Victoria. The Victoria was a high end and stylish two door closed offering that featured distinctive styling to differentiate it from the lower priced styles. It featured a padded roof and an attractive bustle to the back of the body work. The "Vicky" has always been popular with the hot rod community and stock examples are rarely seen.

€10,000 - 12,000 WITHOUT RESERVE





282.

1928 FORD MODEL A LANDAULETTE

Coachwork in the style of Judkins
 Engine no. 870505

Starting with the Model T, Ford offered formal town car body styles in limited numbers. These were very expensive Fords and were intended to be chauffeur driven urban vehicles. A number of Model As were also equipped as town cars and are some of the rarest of all Fords in this period. The clientele was limited, but there was a market for a more affordable chauffeur driven car based on the highly reliable Ford car.

Built in the style of the famous 1927 Lincoln with Judkins Coaching Brougham coachwork this well executed Model A is not likely to be seen outside of this collection. Done with a high degree of coachbuilding skill it is a complex body that was not built by an amateur. It is a representation of what a customer could have commissioned a coachbuilder to execute on a Ford if they so desired. It is built on a standard 1931 Ford chassis incorporating the original hood and cowl into the coachwork.

A fun and eye-catching machine that is bound to be an attention getter wherever it is driven. The matched pair in this collection are believed to be the only two existing.

€12,000 - 15,000 WITHOUT RESERVE



283.

1931 FORD MODEL A RACECAR

Engine no. A3211854

As with T before it, the Model A quickly became a basis for a competition car. The high-performance aftermarket industry can be directly traced back to early Ford tuning parts. By the time of the A, a huge cottage industry of tuning and racing parts existed to make your Ford go fast. One could purchase a mildly uprated cylinder head or a double over-head cam conversion for your Model T. Many companies offered racy body kits to lighten and give the car a great look. These simple kits could easily transform a ford into a serious looking racer.

This Model A racer is built in the spirit of these original conversions. A sleek and light weight body replaces the heavy standard coach work and significantly raises the cars performance potential. This sharp looking example was built by the Museum for racing and rally event. It proved a winner and at the 12 Hour race at Emmeloord, it won its class – not bad for a relatively stock example. The livery indicates that it may have participated in a Great Race event as well. The stylish two seater body, cycle fenders and split V-windshield give the Model A a great racer look, and it is finished off nicely with a side pipe exhaust. A fun car and a proven winner that should provide great enjoyment to its new owner.

€2,500 - 4,000 WITHOUT RESERVE





284.

1931 FORD MODEL A STANDARD COUPÉ

Engine no. A363537

This standard coupe features a dark olive solid roof with a light olive body. Lower body work is finished in traditional Ford black and the butter color wheels are wrapped in whitewall tyres. Further exterior fittings include a front mounted horn and a pillar mounted mirror. The vehicle was first registered in the Netherlands in 1975 and today carries a modern registration card.

€6,000 - 8,000 WITHOUT RESERVE



285.

1931 FORD MODEL A CABRIOLET

Engine no. A4469220

This two-door cabriolet Model A is an attractive model adorned with plenty of fine details. Up front, a lustrous mesh grill covers the radiator while a classic Flying Goose mascot sits atop the radiator. Flanking both sides of the engine cover are a set of outboard mounted cowl lights and a set of spare tyres can be found mounted on the fenders. Furthermore, the yellow paint is accented by a stripe that follows the length of the vehicle. The tan soft top can be dropped for open air motoring on a nice sunny day. Seating for a handful of people make this vintage Ford practical group trips.

€15,000 - 25,000 WITHOUT RESERVE





286.

1932 FORD MODEL 18 V-8 STATION WAGON

Engine no. TBA
 Chassis no. OH17007784 (State assigned)

While tens of thousands of V-8-powered Model 18s and 4-cylinder Model Bs rolled off the line, a mere 1,383 Station Wagons were produced, of which only 331 were V-8 Model 18s—thus making it the rarest 1932 V-8 Ford offering. Finished on the same, 106 inch (2700mm) wheelbase chassis as all of the other Deuces, the Woodie Wagons were produced at Ford's Iron Mountain, Michigan factory. Using timber from Michigan's hardy, old growth forests, these wagons were both beautiful in their richly grain wood sides and practical in the multi-row seating and spacious storage capacity.

The Hartogh Collection's Woodie Wagon is finished in Winterleaf Brown Light over black wings and wheels. Its Iron Mountain wood shows well and appears to be largely original from the factory. Up front, auxiliary driving lights and Claxton Horn complete the package alongside the correct, '32 commercial grill (the wagons were produced alongside commercial vehicles such as Sedan Deliveries and Pickups). Hailing from Chicago, Illinois from 1992 until the collection acquired it in 1996, it was previously registered in the nearby state of Ohio.



There are few designs more recognizable than a '32 Ford. Combine that with the veritable flathead V-8 and the ultra-rare and ravishingly gorgeous "Woodie" Station Wagon body and one can easily see how this could become one of the crowning vehicles of any collection.
€20,000 - 30,000 WITHOUT RESERVE



287.

1932 FORD MODEL 18 V-8 CABRIOLET

Coachwork attributed to Kellner A.G. of Berlin
Chassis no. 018D5833

With demand in Europe ever increasing and compete with General Motors new acquisition of Opel, Ford opened a factory in Cologne, Germany to produce cars. The newly established Ford Köln did not have a strong start, however, producing only 3,535 Ford Model 18s between June 1932 and February 1934. For those social strivers seeking to differentiate themselves from the masses, a coachbuilt car was a clear sign of success and even Ford offered bare chassis on which custom coachwork could be fitted— with 314 bare chassis leaving the Cologne plant.

A resident of Europe since new, this Ford was first registered on June 30, 1933 and it has been in the Netherlands since January of 1956. Enthusiast owned for many years prior to entering the Hartogh Collection in 1989, the immediately recognizable '32 grill is covered in badges celebrating completed events and club memberships.

Combining the ultra-desirable '32 Ford front end with rare, open coachwork by one of the most esteemed companies to be building bodies at the time, this stunning Cabriolet is a rare opportunity to acquire a truly unique Blue Oval V-8.

€25,000 - 35,000 WITHOUT RESERVE



288.

1932 FORD B400 CONVERTIBLE SEDAN

Chassis no. 18A147358

1932 Was a watershed year for Ford. A steady erosion of their market share to Chevrolet made Ford wipe its line clean for 1932 and embark in an unexpected direction. The normal industry trend for manufacturers producing lower priced cars was to evolve their four-cylinder car into straight six models. The market was awash with small six-cylinder cars and many offered little performance gains over the venerable fours. Some believe it was due to Ford's personal disdain for sixes after the failure of the Model K that they went directly to V8 powerplants. The V8 had been the domain of high end cars like Cadillac and Lincoln and not the sort of thing conservative Ford was likely to offer.

One of the most elusive 1932 Ford models is the B400 with only 884 built. A two-door convertible sedan that offered open driving as well as full weather protection. It was unusual in the fact the door and window frames remain intact with the top down. The vehicle was an evolution of a similar style offered in the Model A line up.



Powered by the newly introduced 65hp V8 engine and mounted to an all new and robust chassis, this B400 was a significant upgrade over its model A predecessor. The body style clearly did not catch on with the public and Ford would eventually offer a conventional and costly convertible sedan.

This example is certainly an honest and unmolested B400. It appears to have received some restoration work over the years but maintains quite an original appearance. Fitted with accessory driving lights and side mirror, it also features a fully chromed radiator shell. A great chance to acquire one of the rarest and most desirable early Ford V8 cars.

€30,000 - 45,000 WITHOUT RESERVE



289.

1932 FORD MODEL B A520 FIVE WINDOW COUPE

Chassis no. C18109126 - see text

1932 was a watershed year for Ford. A steady erosion of their market share to Chevrolet made Ford wipe its line clean for 1932 and embark in an unexpected direction. The normal industry trend for manufacturers producing lower priced cars was to evolve their four-cylinder car into straight six models. The market was awash with small six-cylinder cars, and many offered little performance gains over the venerable fours. Some believe it was due to Ford's personal disdain for sixes after the failure of the Model K that they went directly to V8 powerplants. The V8 had been the domain of high end cars like Cadillac and Lincoln and not the sort of thing conservative Ford was likely to offer.

In 1932 Ford introduced its new line of cars featuring both an improved four and the new 65hp V8 engine. Not only did this offer considerable power, but it also gave an engine with wonderful responsiveness and a magical exhaust note. This ground-breaking engine was fitted in a modern new chassis and adorned with a full complement of fresh new coachwork. The model was an immediate smash hit, and no similar car has ever maintained the enduring appeal of these early V8 Fords.



Popular with salesman and mobile doctors, the five-window was a good seller in this period. It was comfortable and offered excellent visibility for the driver with room for a professional's luggage. The light body work combined with excellent engine made for a fun and great performing car.

Along with the roadster, the coupes are some of the hardest to find in stock condition. For so long have they been modified by hot rod builders that the pure examples dried up long ago. This honest V8 example has avoided any modification and is a wonderful example of the stock Ford coupe.

€25,000 - 35,000 WITHOUT RESERVE



290.

1932 FORD MODEL 18 ROADSTER

Chassis no. C18D-180259

This black on black Deuce is a stunning, stock, example of one of the most sought-after V-8 Fords. A Deluxe model, '32 Roadsters like this—of which 6,893 Deluxe and 520 Standard were made—were extremely popular with post-WWII hot rodders. The cars that had survived into the 1940s and 1950s were often chopped, channeled, and sectioned with bigger and more powerful V-8s from the likes of Ford, the General and Mopar all getting shoehorned in place of the original V8-60. This Roadster was a lucky survivor though, remaining unmodified all these years.

One reason for its survival is its long-term European ownership history, far from the cutting torches of the California and New England hot rodders. Records on file indicate that this Ford has been in the Netherlands since at least May of 1958, and probably in Europe longer than that—maybe since new. Joining the Hartogh Collection in February of 1995, its sinister black paint and interior is well balanced with the cowl-mounted driving lights that were standard on Deluxe models, body-colored black wheels with blackwall tyres, and an auxiliary horn. For family outings, a rumble seat out back is the perfect spot for extra guests and kids. Unmolested Deuce Roadsters are a rare find, and this Black Beauty is certainly not to be missed!

€40,000 - 55,000 WITHOUT RESERVE





291.

1932 FORD MODEL B ROADSTER

Engine no. 28-302917

Arguably one of the most iconic and endearing automobiles of the 20th century, it would be an understatement to describe the 32 roadsters as legendary. Its historical influence and place in popular culture is forever etched. To this day, this is the most popular basis for a traditional hot rod. Ford's masterpiece was also its lowest priced offering. By having simple coachwork, the roadster was the cheapest to produce and was offered in two engine choices. The newly introduced 65hp V8 or the 50hp four cylinder "B" engine. The B engine was a motor based on the Model A design. Featuring an improved lubrication system, strengthened crankshaft and increased compression ratio, the B produced power not far off the new V8. It also featured a new flexible mounting system to reduce engine vibration for the occupants. This engine would become a favorite of racing car builders and hot-rodders, and a huge amount of speed equipment was offered by aftermarket companies.



This is a great example of an unmolested 32 roadster, and with its original B engine, is a rare find indeed. These have been the basis of hot rods since before World War II, so few have survived in unmodified condition. It can be described as a good older restoration done to an accurate original standard. The vehicle is finished in a period correct and handsome livery of dark burgundy over black fenders. A real 32 Ford roadster presented just the way Henry intended.

€25,000 - 40,000 WITHOUT RESERVE



292.

1933 FORD MODEL 46 ROADSTER

Chassis no. 18285470

1933 saw some big styling changes over the revolutionary '32 Ford. Ford was pushing to keep their offerings modern and forward looking. As such, the '33 was a break from any styling connection to the Model A line. The radiator and hood was the biggest visual departure moving away from the classic, though dated '32 Ford hood hand shell. The new body was brought all the way down to the running boards, giving the car a more modern look. The hood now came nearly to the windshield giving the illusion of a lengthy front end.

One of the great Ford models that really stirs the hearts of collectors is the 33 Roadster- a flawless styling exercise demonstrating the Ford company at the top of its game. At this time, no automotive company had anywhere near as vast a styling and design department as Ford. They employed the most skilled stylists and it clearly shows in this model. They say that imitation is the highest form of flattery and 80 years later one can by a replica in steel or fiberglass of this iconic body. The beloved nature of these



cars in both hot rod and purest circles has made originals scarce in the market place. To find an unmolested and honest example like this is rare occurrence. It is no doubt a highly original example and finished in a period correct livery that could almost pass for original. This Ford is a wonderful example that is just begging to get back on the road.

€30,000 - 40,000 WITHOUT RESERVE



293.

1934 FORD MODEL 40 760 CABRIOLET

Chassis no. 18-900817

Ford many 1934 is the most beloved year of the Ford V8 line up. Great styling and the wonderful grill and hood have made this a beloved classic. The roadster and the Cabriolet are no better examples of the great styling Ford offered in 1934. A true motoring icon the 34 open cars also proved themselves on the racing circuit. Largely stock examples competed successfully in many events around the globe including the Tourist Trophy.

Today a 34 Cabriolet represents that rare fusion of great looks and performance. With 85hp on tap in this light weight machine they soar past many of their competitors offering of the same period. Coupled to the great Ford transmission with synchronized gears controlled by a floor mounted shifter. Few of Fords competitors could come close to the charm and handsomeness these cars possess.

This is a fine example of a rare machine. A nice stock original 34 cabriolet is a rare car with relatively low production figures. An honest looking example finished in a period appropriate livery. This fine little Ford is sure to delight its new owner with its great performance and handsome looks.

€25,000 - 35,000 WITHOUT RESERVE



294.

1934 FORD MODEL 40 DELUXE STATION WAGON

Chassis no. 18-694772

While the open variants of the V-8 Ford are among most desirable examples today, then and now, one of the rarest and most valuable body style is the “Woodie” Station Wagon. Costing \$660 when new in 1934, it topped the range of offerings and the lofty price was reflected in the fact only 2,905 were produced—a mere fraction of a percent of the V-8 Fords to roll off the line in that year.

Resplendent with its richly grained, Iron Mountain timber bodywork, what is not wooden bodywork is finished in the elegant shade of Tacoma Cream. The Modern Dutch Registration document indicated the wagon entered the Netherlands in 1975 and subsequently joined the Hartogh Collection in 2014. Featuring an older restoration, a badge on the grill indicates that it has won an AACA National First Prize.

Perfect for a family trip to the beach, with surfboards poking out the liftgate, this Woodie is made to cruise.
€30,000 - 40,000 WITHOUT RESERVE





295.

1934 FORD MODEL 40 760 CONVERTIBLE SEDAN

Coachwork by Van Rijswijk
Chassis no. 40-1540846

This fascinating motorcar has an intrinsic link to this country as it is one of very few Fords that received Dutch coachwork, in this case by local artisan Van Rijswijk, who were based in Voorburg, just outside the Hague. As with so many of the well known British and French coachbuilders, Van Rijswijk's journey to motorcars originated with design and supply to the horsedrawn carriage business. As vehicles evolved to become self-propelled, so they began to build bodies for fine automobiles.

A measure of their standard comes from the fact that it as invariably high-quality machines that they clothed such as Bugatti, Isotta Fraschini and Minerva, for wealthy Dutch people. Among their patronage they could count Prince Hendrik of Holland, being given the Royal Warrant for supplying coachwork on his own Minerva.

As the industry exited the Roaring Twenties into a period of austerity, they became more associated with imported American automobiles, including Buick, Packard and as evidenced here, Ford. The entity survived the war and are known to have bodied Panhard Dynas later on.

This home-grown Ford, typifies the transition of open sports bodywork to more practical convertibles so redolent in the 1930s. Naturally, its known Dutch history stretches back over documents that date ownership here in the 1960s.

Today, the '34 wears what would appear to be an older restoration, reflecting its time of build this has been finished in a toned down dark blue livery with black wings and roof. Its interior contrasts the darker exterior nicely being in a rich red leather which is in very presentable order, but to judge from its age could well be original to the car.

The Den Hartogh Collection has been the logical home for this Dutch bodied Ford for many years, but owing to its rarity it would fit well in any collection and would certainly be a talking point in any gathering of Fords.
€30,000 - 45,000 WITHOUT RESERVE



296.

1934 FORD MODEL 40 730 SEVEN PASSENGER SEDAN

Chassis no. 40-1811538

For many, 1934 is the most beloved year of the Ford V8 line up. Great styling and the wonderful grill and hood have made this a beloved classic. The 1930s saw a huge increase in sales of enclosed body cars. Many families could now afford a Ford car, and a sedan was the most practical and comfortable choice, particularly in Northern climates. Ford recognized this and put great effort in the design of these popular offerings.

This seven-passenger sedan is handsomely finished in black. An unusual detail is that it is equipped with a chauffeur's division glass. This particular vehicle may have been chauffeur driven and used in a professional capacity.
€25,000 - 35,000 WITHOUT RESERVE

297.

1935 FORD MODEL 48 780 SEDAN DELIVERY

Chassis no. 68-2810220

Ford introduced significant changes for 1935 as it embarked in a thorough modernization of its popular line up. The body styling took on more streamlined modern feel and fenders were restyled to accommodate the move toward smaller wheels. Ford was ahead of the curve with their designs for 1935 and they would anticipate the entire industries direction for the rest of the 1930s.

The light commercial market was a lucrative and important one to Ford. The Ford chassis was highly adaptable to serve a variety of commercial uses. Customers liked the great looks and easy access to parts and dealer service. Perhaps the most iconic commercial Ford of the period was the Sedan Deliver. Based on seven passenger sedan but with two doors and paneled sides the Delivery as spacious and as easy to use and keep as standard car.

This handsome and quite rare 35 Ford is an excellent example of why this has become an icon of commercial vehicles.
€20,000 - 30,000 WITHOUT RESERVE





298.

1935 FORD MODEL 48 DELUXE PHAETON

Chassis no. 182114922

1935 saw a complete redesign for the Ford V-8. The engine was relocated substantially forward of the front wheels' centerline and the bonnet shortened to dramatically enlarge the passenger compartment. Rear seat passengers relocated in front the rear axle without lengthening the wheelbase. Ford called it "Center-Poise Ride," and it was a noticeable improvement in interior room and ride. The front wings were deeply skirted, as they had been since early in '33 model production. The frame X-member was made much larger and the frame side rails boxed for greater stiffness.

The flathead V-8 again was improved. Horsepower remained the same, but the poured babbit connecting rod bearings were replaced with more reliable and easily rebuilt insert bearings. Stromberg came out with a new model 48 carburetor.

A lovely example of its breed, this understated Phaeton has the appearance of being a time-warp original, or well patinated car. Its gray paint scheme is accented with vermilion coach lines and the interior is in dark brown leather. Bonhams was kindly contacted by former owner Donald Passardi, who confirmed that he had purchased the Ford more than 35 years ago from a family in Wilbraham, Massachusetts and as bought was an original 'rust free car which was a great driver'.

€25,000 - 35,000 WITHOUT RESERVE



299.

1935 FORD MODEL 48 DELUXE 5-WINDOW COUPE

Chassis no. 18-2015178

This unmodified 5-Window is both a Deluxe example and a 4-passenger version with the available rumble seat. Finished in Black with Apple Green pinstriping, the colors give the coupe a sinister good look. Coming to the Hartogh Collection in 2013 from Minnesota, where it was with its prior owner from 1981, it is a welcome addition to just about any collection, it is a rare and special machine not often seen today in shows full of open cars.

€20,000 - 30,000 WITHOUT RESERVE





300.

1935 FORD MODEL 48 760 CABRIOLET

Chassis no. 48-1196882

Ford introduced significant changes for 1935 as it embarked in a thorough modernization of its popular line up. The body styling took on more streamlined modern feel and fenders were restyled to accommodate the move toward smaller wheels. Ford was ahead of the curve with their designs for 1935 and they would anticipate the entire industries direction for the rest of the 1930s. Mechanically there were less changes as the 85hp V8 was already a market leader in power and smoothness. The cars would be well received but the distinctive 35 front end styling would be short lived and see a revision for 1936.

This example of the desirable cabriolet style highlights the great looks this model offered. The cabriolet style would replace the roadster as customers wanted all weather protection in the open two seater model. Today the cabriolets and coupes are the most sought-after examples and anyone interested in sporting road use will prefer the cabriolet. With its strong 85hp motor and excellent chassis these cars are capable of excellent performance. The eminently tunable engine can be warmed over to produce a considerable



amount of horse power if one so desires. Estimated to have been restored about 30 years ago this Ford is finished in a gold livery that includes the wire spoke wheels. The work appears to be of a good quality and done to what looks like a nice straight car. A fun and very usable vintage Ford these cabriolets are seldom seen on the market.
€25,000 - 40,000 WITHOUT RESERVE



301.

1936 FORD MODEL 68 FORDOR SEDAN

Chassis no. 18-2717277

This four-door sedan features decorative 30s styling and bright blue paintwork. A 3.6-liter V8 can be found under the hood and 80hp is delivered to the rear wheels. Vintage paperwork confirms that the car has been in the Netherlands since 1956, and today the vehicle carries modern Dutch registration.

€12,000 - 16,000 WITHOUT RESERVE



302.

1936 FORD MODEL 68 DELUXE 3-WINDOW COUPE

Chassis no. 18-2668086

In the not-too-distant future, people will look back at the surviving cars from before WWII and assume that virtually every single car was either a Woodie Wagon or droptop like Convertible or Phaeton. In truth, closed car production out-numbered open ones by a long margin—and they cost more when new too. Case in point, 21,446 3-Window Coupes rolled off the line in while fewer than 20,000 open cars of all varieties left the factory in all of 1936.

While it may not have been so rare when new, this Deluxe 3-Window Coupe is certainly an uncommon sight now. Between the low survival rate of the closed cars and popularity of the 3-Window with hotrodders, it is rare to find an unmolested and unmodified example such as this. Dolled up with all the extra chrome trim that set apart the Deluxe models from the Standard ones, this Washington Blue stunner will draw stares whether driven to the park or to a major car show.

€30,000 - 40,000 WITHOUT RESERVE





303.

1937 FORD MODEL 78 STATION WAGON

Chassis no. 18-3413961

The debut of the V-8 Ford in 1932 ushered in a new era not just in cylinder count but design. Ford was on the leading edge when it came to styling and released an entirely new lineup every year. Not just one design though—there were always two: Standard and Deluxe. 1937 represented a slight breather from this exercise since, for one year only, both the Standard and Deluxe models shared an elegant, waterfall grill inspired by the styling of Ford's aspirational bigger brother Lincoln.

This didn't mean that there was not two distinct trim lines, the Standard Model 74 had fewer niceties and a 60bhp V-8 while the Deluxe Model 78 got all the bells and whistles and the more powerful 85bhp V-8. As in years prior, and following, a multitude of bodies were offered from the factory with two- and four- doors, tops and no tops.

This Model 78 Station Wagon was among the priciest offerings available in 1937, listing for \$755. A practical and handsome machine, barely over 1% of the Model 78s built that year were Wagons with only 9,304 leaving the factory. The Bright Coach Maroon paint contrasts nicely with a body made



up in large part of the rich, old growth wood from Iron Mountain, Michigan. Believed to be among the few Model 78s delivered new to Europe, it is recorded on its Modern Dutch Registration as having entered the continent in late June of 1937 and was first registered in the Netherlands on the last of February 1975, later joining the Den Hartogh Collection. It would make a great family hauler or track day pit vehicle for the next lucky owner.

€60,000 - 80,000 WITHOUT RESERVE



304.

1937 FORD MODEL 78 DELUXE CONVERTIBLE SEDAN

Chassis no. 183521141

Visually sharing its guise with that year's groundbreaking Lincoln Zephyr, the 1937 Ford also saw its headlamps now sit 'Frenched' into the wings and a generally rounder appearance to the bodies. Of the 320,000 Fords to leave the works that year, only 4,378 were in the Convertible Sedan form.

Subtly finished in a period dove grey paint scheme with black top and interior, this '37 Ford carries with it a fascinating file of information relating to its history. Within these documents is its original Portuguese registration document, which is inscribed in black ink and confirms it to have entered that country on 15th March 1937. It charts ownership first with Ford of Lisbon, where it appears to have remained until being sold to Abilio Berreto in July 1941. Its next entry is not until September 1966 when the car passed to its next Lisbon owner, Jose Eva with whom it would remain through to 1977. At that point the car was sold to Jesusa Gonzales de Guimaraes Pestana of Porto point. Throughout its life in Portugal it would retain the license number 'GA-10-10'. Nine years later in 1986, it would finally leave Portugal destined for arrival in Holland, straight to Mr. Den Hartogh to join his burgeoning collection.

€15,000 - 25,000 WITHOUT RESERVE



305.

1937 FORD MODEL 78 DELUXE CABRIOLET

Chassis no. 18-3760315

The V-8 Ford lineup was always flush with available body styles to meet the needs and budget of just about any car buyer. In '37, four different open bodies were offered—Roadster, Cabriolet, Phaeton, and Convertible Sedan—in both Standard and Deluxe Trim. This Deluxe Cabriolet combines the sporting lines of the two-door V-8s with the luxury of roll up windows and a full enclosed top. Differentiated from the Standard line by its more powerful, 85bhp V-8, walnut woodgrain trim around the windows, and extra exterior brightwork. Finished in the ever-popular shade of Washington Blue with matching wheels, according to its Modern Dutch Registration it has been in the Netherlands since the mid-1970s.

€25,000 - 35,000 WITHOUT RESERVE



306.

1937 FORD MODEL 78 FORDOR SEDAN

Chassis no. 18-4151016

Sporting handsome maroon paint over the era-defining windswept bodywork, this four-door sedan has plenty of room to fit friends and family. A V8 under the hood provides ample power to get around. Fixed on the bumpers ahead of the delicately decorated grill are a set of auxiliary lights. This vehicle was first registered to the Netherlands in 1997.

€12,000 - 15,000 WITHOUT RESERVE



307.

1938 FORD MODEL 81A STANDARD FORDOR SEDAN

Chassis no. H-26031

A standard four-door sedan, this windswept body has the unique distinction of being manufactured in Russia. Black paint adorns the entirety of the car, and a V8 engine sends power through a 3-speed transmission. Papers attached to the vehicle place it within Dutch circulation beginning in 1999. This Sedan has been part of the collection since 2000.

€10,000 - 12,000 WITHOUT RESERVE



308.

1939 FORD MODEL 91A DELUXE FORDOR SEDAN

Chassis no. 91A18-4469699

Typical of the period, this V8 powered Model 91A DeLuxe Fordor Sedan features stylishly sculpted four door sedan bodywork and like millions of other Fords assembled in the beginning of the 20th century, black paint completes the graceful look. Documentation accompanying the vehicle establishes the vehicle being in Dutch circulation since at least 1976.

€10,000 - 14,000 WITHOUT RESERVE





309.
1939 FORD MODEL 91A
DELUXE CONVERTIBLE COUPÉ

Chassis no. 7-9977389819

This bright red Convertible Coupe is sure to draw plenty of attention with era defining decorated styling. A black soft top and a cognac colored interior round off the appearance of this fine automobile. The exterior presents in good condition and the paint and chrome both show little signs of wear. The interior, alternatively, shows its age and could use some restorative work.

€20,000 - 30,000 WITHOUT RESERVE

310.

1938 FORD MODEL 82A CLUB CABRIOLET

Chassis no. 82A469482

1938 saw Fords most dramatic styling experiment. After years of subtle evolution to the handsome though somewhat conservative styling Ford took a bold step into more stylish and dramatic territory. The move proved a failure and the styling was not well received in period.

Time was kinder to the 38s and the stylish art deco inspired designs have become loved by many collectors. Today 38s are quite rare and immediately identifiable due to their distinctive looks. Powered by the delightful 85hp V8 these cars have a sporting character usually reserved for much pricier marques.

This example is the desirable club cabriolet. The sportiest offering since the roadster was discontinued a few years earlier. Finished in a handsome dark maroon and is equipped with a few period accessories. An original "winter front" radiator cover for use in colder climates and handsome European fender lights add a touch of class to this good-looking Ford. A largely original car that has had a repaint and other restoration work over the years. With its great looks and a sporty feel these open V8 cars are a delight to drive and a pleasure to own.

€25,000 - 35,000 WITHOUT RESERVE





311.

1939 FORD MODEL 81A DELUXE CLUB CABRIOLET

Chassis no. 91A – 18 4469685

The 1939 line up for Ford saw some notable differences both aesthetically and technically. The frontal treatment was updated to vertical radiator slats and a foreshortened V spear. At the sides, a secondary horizontal chrome trim piece ran below the side molding that stretched from front to rear. The bonnet was now closed at its sides at this point and the headlights moved out to sit in the wings. Perhaps more importantly to those behind the wheel, Henry Ford finally relented and added hydraulic brakes. The floor shift now rose up to the column. Advertising played on these characteristics with the tag line 'You'll find it in a Ford', citing Beauty, Bigness, Brakes, Performance, Comfort, Economy and a Low Price as the selling points.

This Deluxe can trace ownership in the Netherlands going back to the 1970s on old type papers, being date stamped on 31 May 1976 on arrival in this country. These appear to confirm arrival in the collection here in 1983. The car has been sympathetically restored in colors respectful of the austere period in which it would have been built, of a chocolate brown hue, with matched roof and interior.

€25,000 - 35,000 WITHOUT RESERVE



312.

1939 FORD MODEL 81A DELUXE TUDOR SEDAN

Chassis no. ZK23-459

Ford offered a wide variety of body styles in 1939, and this particular vehicle sports the Tudor Sedan form. Two doors, bright chrome work upfront, and black paint provide a sleek look and a V8 delivers the grunt. According to paperwork on file, this car has been part of the collection since 1996.

€12,000 - 16,000 WITHOUT RESERVE





313.

1941 FORD MODEL 76 SUPER DELUXE CONVERTIBLE

Chassis no. 18818801912

Ford continued to update its cars for changing taste. '41 saw a major facelift to better integrate the mandated sealed beam headlights and give the car a fresh look in keeping with styling trends. The chassis was lengthened to 114" and the power bumped up to 90hp at this point. The transmission was column shift three-speed with synchronizers. Hydraulic brakes were standard on all four wheels. This charming 41 Super Deluxe convertible is handsomely finished in a period correct light blue color. The convertible is no doubt the most desirable 41 today, and with its charming looks, it is no surprise. This nice and straight Ford looks to have had some restoration work over the years, but presents as a nice, honest, and cared for machine.
€25,000 - 35,000 WITHOUT RESERVE

314.

1940 FORD MODEL 66 SUPER DELUXE CLUB CONVERTIBLE

Chassis no. 118571830

1940 Would see a mild revision of the well styled 1939 model. Federal mandates for sealed beam headlights would see the demise of the beautiful tear drop headlamps, but the attractive surrounds were incorporated. In recent years, the 1940 has been recognized more as a true classic and has become increasingly popular in collector circles. This 40 Club Convertible is a five-passenger convertible model incorporating a full back seat. The blind quarter convertible top gives the car a great look. The attractive dark maroon livery suits the shapely body nicely. It is best described as a good honest older restoration that is begging to be recommissioned and put back on the road.
€25,000 - 35,000 WITHOUT RESERVE





315.

1942 FORD MODEL 76 SUPER DELUXE CLUB CABRIO

Chassis no. 18-6787699

If you are in the need for the perfect summer runabout, look no further. This Ford is finished with wonderful bright blue paint and a light tan soft top. The bodywork is clean of any frivolous extras, not even lamps or wing mirrors are present to disturb the smooth lines. The chrome accent trim pieces appear with a good amount of shine and the rest of the vehicle shows in generally good condition. Although with some restoration work, this could be a contender for showing. Put the top down and feel the rumble of the V8, this Ford is sure to delight.

€25,000 - 35,000 WITHOUT RESERVE



316.

1946 FORD MODEL 76 SUPER DELUXE CLUB CABRIO

Engine no. 1727400

With just under 4 liters of V8 power under the hood, this post-war Ford should have plenty of grunt to move its handful of passengers along with ease. This two-door coupe cabriolet is finished with attractive green paint and a tan soft top. The vehicle presents well and the chrome remains lustrous. This Cabriolet has been in the Netherlands for a good amount of time with documents showing its presence within the country beginning at least in 1958. Currently, the car carries a modern registration card. This is an excellent example for open air cruising and bringing to car shows around Europe.

€20,000 - 30,000 WITHOUT RESERVE





317. 1946 FORD SUPER DELUXE STATION WAGON

Chassis no. 99A-1497500

The bombs were still falling on Japan when Ford commenced operation on its civilian production lines on July 3, 1945. There was no loss in ability to mass produce cars—Ford had been hard at work mass producing Jeeps, aircraft, and other material throughout the war—but product development had effectively been on hold from 1942 until 1945. For the first year of civilian production, the lineup would be mostly 1941 models with minor modifications. The top-of-the-line Type 79B Super Deluxe Station Wagon (the Deluxe model had been dropped) took advantage of a stock of 1942 wagon parts that had sat in the factory while the line was refocused on producing glider parts. A new, bolder grill was the major exterior while under the hood was the Mercury-sourced 239 cubic inch (3917cc) flathead V-8 belting out a robust 100bhp.

With GIs returning from the front and the baby boom off and running, demand was strong for these family friendly haulers and Ford found homes for 16,920 of them in 1946. this wagon has been registered on



Modern Dutch papers to the Den Hartogh Collection since 2014. Ever popular today for their handsome good looks, and the fact they are still exceedingly family friendly, it is the perfect ride for a family picnic or a trip to the beach with a surf board strapped to the roof.

€50,000 - 65,000 WITHOUT RESERVE



318.

1947 FORD SUPER DELUXE V8 CONVERTIBLE COUPE

Chassis no. 799A1689839

1947 would be a sad year for the brand, Henry Ford passing at the age of 83 in April, but with Henry Ford II already at the helm, and careful post war maneuvering, the company was off and running with new models. The 1946 Ford line—officially introduced on October 26, 1946, was received by a car-starved public which had been unable to buy new vehicles since just after the bombing of Pearl Harbor on December 7, 1941. With no new cars available for almost five years, buyers didn't seem to notice—or care—that the '46 models were little more than freshened 1942s. Relative to its competitors, Ford was in fairly quick to resume production thanks to stockpiled components from the truncated '42 model run. Changes to the '46 line included a more powerful 100 horsepower flathead V8, although a 90 horse straight six was also offered at a \$50 savings. Brakes, springs and the chassis were also upgraded at the same time. Both engines sent their power to the rear axle via Ford's tried and true three-speed manual transmission. For the outside of the car, the 1942 body tooling was literally pressed into service to turn out the 1946 Models. Revised grilles and other trim were employed to distinguish the new Fords from the prewar models.

The following year these models evolved in only minor, generally aesthetic ways, the side indicating lights moving down from on top of the wings to beneath the headlights, and the nameplate was now centered on the nose of the bonnet, whereas the side of the body was now accented with a stainless-steel molding. Advertising would state that 'Ford's Finer in '47', but with inflation creeping in, it was also more expensive, running at \$100 over the 1946 models.

The Super DeLuxe Convertible Coupe we present here carries all the hallmarks of the model, such as the additions of clock, arm rests and hand crank ventilation windows on the doors, as well as higher quality upholstery. The car is finished in the popular period hue, termed by Ford as Maize Yellow, with a contrasting brown cloth and vinyl trim and a fawn convertible roof. In general, the convertible appears to have received an older light refurbishment on the basis of an original car, and that work has now aged somewhat.

€20,000 - 30,000 WITHOUT RESERVE



319.

1946 FORD MODEL 69A COUPE

Chassis no. 6D131199

This post-war Ford arrived in the collection in 1999 having been purchased from Wayne Copeland of Wayne's Auto Sales in Ontario, Canada. Tastefully refinished in dark blue paintwork, this is contrasted well by the multitude of chrome trim, which is accented in red. Its interior offsets this with a light blue/grey scheme in fabric.

€15,000 - 25,000 WITHOUT RESERVE

320.

1947 FORD MODEL 79A CLUB CABRIO

Engine no. 711A1533735

This maroon coupe provides both plenty of style and open top cruising thanks to its tan soft top. Potent V8 power helps move this classic Ford around with minimal effort. The vehicle shows in good condition with the body appearing straight and the chrome still maintains a good amount of shine. An auxiliary articulating late can be found mounted on the A-pillar. The sleek post-war design is sure to draw lots of attention from the public, and this car is a good candidate for weekend cruises. The greater history of this vehicle is not known, but the documents accompanying the car show a registration date of 2013 in the Netherlands.

€20,000 - 30,000 WITHOUT RESERVE





321.

1942 FORD GPW

Chassis no. 15345

Although forever associated with Willys-Overland, the original Jeep military vehicle was developed by American Bantam, formerly American Austin. Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of unskilled maintenance, Bantam's prototype Jeep was up and running by 1940, meeting the US Army's requirements apart from the engine, which was deemed insufficiently powerful. The Pentagon, though, doubted Bantam's ability to meet the military's post-Pearl Harbor demands so the major contracts went to Willys - the only other firm that had submitted a tender - and the Ford Motor Company, which would be responsible for the Jeep's trademark slotted radiator grille.

Willys made various modifications to take advantage of a revised maximum weight requirement, which meant it was able to use its relatively heavy but adequately powerful 'Go Devil' engine. It was in this revised form that the Jeep would enter volume production. Willys-Overland's final production version was the Model MB, Ford's being designated the Model GPW.

There were subtle differences between the two versions, Ford's having its components marked with the letter 'F'. After extensive field testing, the Jeep's off-road capability was first publicly demonstrated early in 1941 when one was driven up the steps of the United States Capitol by Willys's test driver, Irving 'Red' Haussman. Produced by the millions, the ubiquitous Jeep saw service in every theater of the Second World War and continued in military service with armies world-wide for several decades thereafter. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts, as well as being a frequent 'mount' in historic racing paddocks, such as at Goodwood Race Meetings.

Of course no collection covering this era of the brand would have been complete without a GPW. Mr. Den Hartogh appears to have acquired this one in 1996. The Ford is equipped with every imaginable accessory from shovels to turret machine, looking every bit the part of the wartime effort. It would no doubt be a fun toy for summer motoring in the outdoors.

€12,000 - 15,000 WITHOUT RESERVE

322.

WILLYS TRAILER

This restored trailer is designed to accompany vehicles such as the previous lot, and provide additional capacity for all manner of utilitarian purposes for which the GPW, or Willys was intended.

€2,000 - 3,000 WITHOUT RESERVE



323.

1952 MERCEDES-BENZ O3500 20 SEATER COACH

Chassis no. 3122120076852

This anomaly to the more than 200 Ford and Lincoln products in the museum, is one of Mercedes-Benz' legendary O3500 series buses. In the decade after the war Mercedes was quick to return to production and indeed racing. In some respects, their products were all new, the W196R Grand Prix car which was all conquering, and the remarkable space frame 300SL that it spawned being examples of this. But for much of the mainstay product as for many manufacturers they updated their 1930s designs.

That was the case for their O3500 commercial bus, which followed the pattern of their pre-war buses with the cab behind the engine and was in production from as early as 1949. It can be considered a success as it was 7 years before the model was retired and after 2,644 units had left the factory, at which point it was replaced by the O321H series, at which point the Mercedes 'nose' vanished as semi-integral construction was used. Power was provided by a six-cylinder inline diesel 4.6 litre engine, developing 90hp at 2,800 rpm, which was more than enough to propel such vehicles.



The bus provides accommodation for 20 passengers with a large rack on the top for their luggage, access to the cabin is both from doors to the off side and the rear. Presently unliveried, it is simply painted white with blue accent panels. The interior would seem to retain its original seating set up and trim, which is in tan vinyl fabric. Every bit the quality that you would expect from its maker, if you missed out on the commercial Ford buses in the sale, here might be your opportunity!
€30,000 - 40,000 WITHOUT RESERVE

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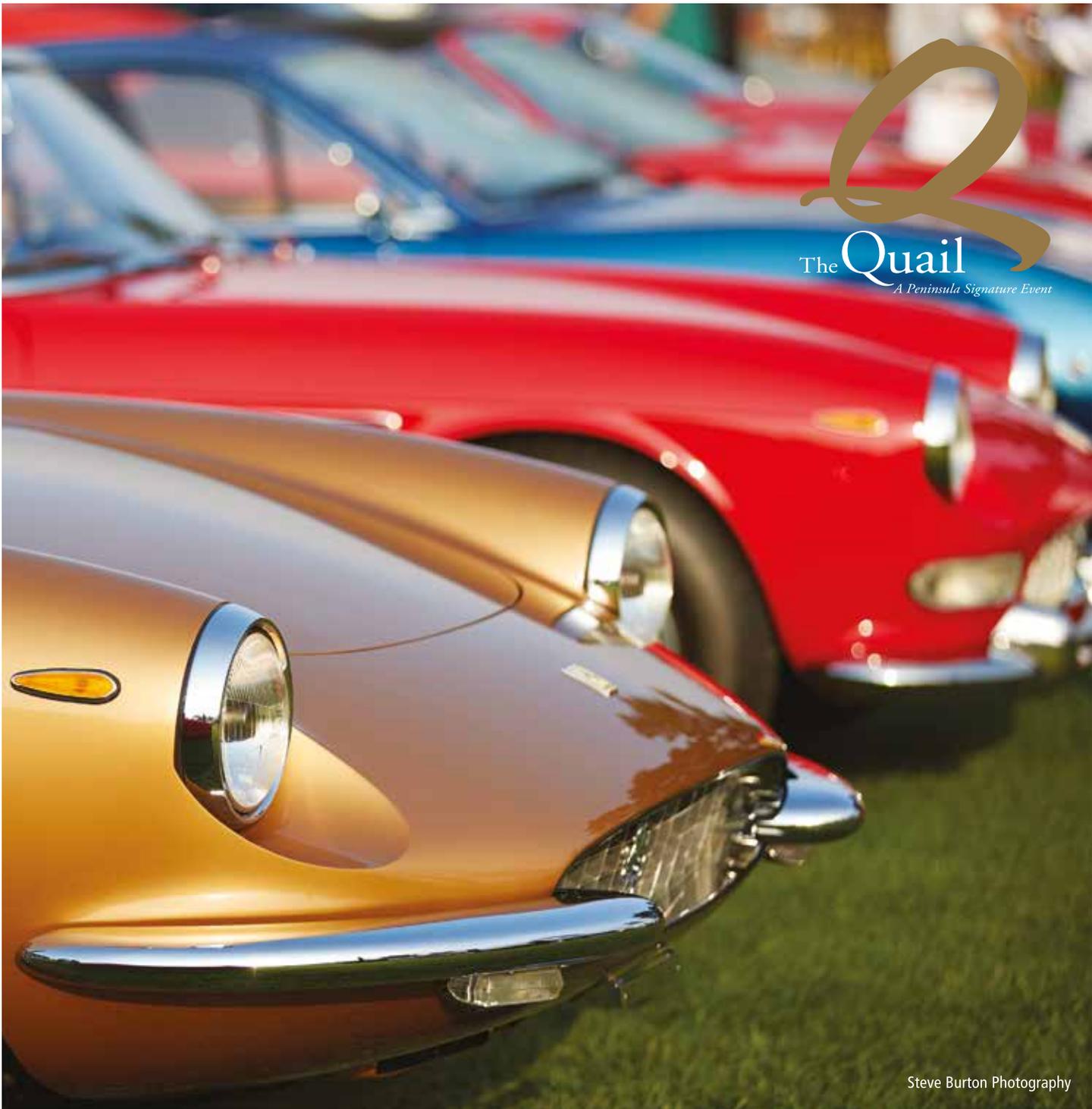
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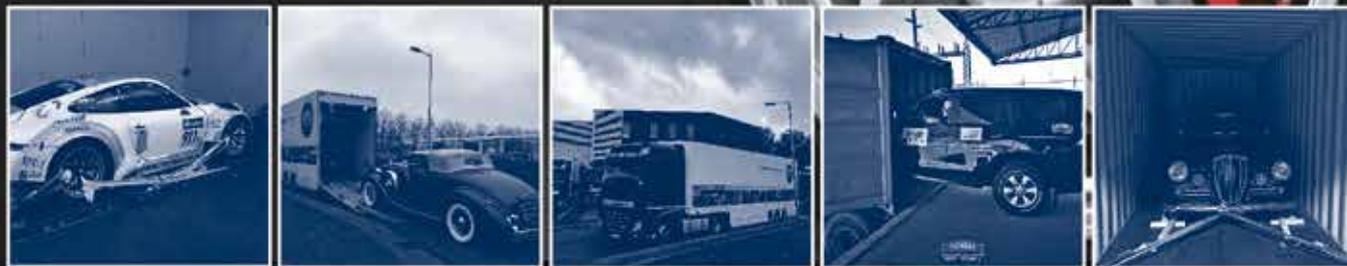


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A) Any person wishing to bid shall, prior to the Sale, obtain from Bonhams a "Bidder Registration Form". Such person shall also give to Bonhams all relevant details regarding his identity together with his banking details and shall hand to Bonhams a formal document of identity. The form must be completed, signed and dated and handed to Bonhams prior to the sale and a registration number will be given to each potential bidder. Bidders are only permitted to bid when they have been allocated an identification number and are in possession of a sale catalogue which contains the conditions of this sale. Bidders should note that this sale is expressly held on, and subject to, the Auction Conditions in the sales catalogue which each bidder by making a bid automatically acknowledges that he or she has read, understood and accepted by signing a bidder registration form.

B) Bidders not present at the auction: Commission and telephone bids from bidders not present at the auction have to be received by the Auctioneer at the latest 24 hours before the auction and have to list the vehicle with its catalogue number as well as, in the case of Commission bids, the highest bid which shall be the hammer price without premium and applicable VAT. If the description of the vehicle to be sold does not correspond to the catalogue number, the former shall prevail. Lots will always be bought as cheaply as is allowed by other bids and reserves. The Auctioneer does not have to inform the bidder by telephone on the day of the auction of the results of the auction. The onus shall be with the bidder to check by telephone after the end of the auction.

C) Bidding via the internet. Please visit our website at <http://www.bonhams.com> for details of how to bid via the internet

6. Conduct of the auction

The auction is conducted according to the discretion of the Auctioneer. The Auctioneer can refuse any bid, particularly if a bidder who is not known to the Auctioneer or with whom a business relationship has not been conducted and has not provided banking references according to no. 10 below or other security before commencement of the auction. However, no claim to acceptance of a bid arises even if the respective bidder has provided such security. Any bidder wishing to bid at an auction on behalf of a third party is obliged to notify the Auctioneer thereof, indicating the name and address of the third-party before commencement of the auction and providing registration documents for both parties.

A bid becomes invalid when it has been rejected by the Auctioneer or when the auction has closed without a knockdown or when the Auctioneer calls the item again; a bid does not become invalid if an invalid higher bid is made thereafter.

7. Knockdown

A vehicle will be hammered down to the highest bidder, subject to any Reserve that the Seller has placed on the Lot. The Auctioneer may withdraw the acceptance of a bid at the fall of the hammer and may put any disputed vehicle up for sale again if by error a higher bid made in time has been overlooked or if the highest bidder does not accept his bid or if other doubts occur concerning the fall of the hammer. In this case a previous knockdown becomes invalid.

8. Effects of knockdown

The fall of the hammer commits the Buyer to take away and pay for the vehicle. With the fall of the hammer all risks, particularly risk of accidental loss and deterioration of the sold item will pass to the Buyer who is also responsible for all costs and expenses related to the vehicle. However, title of the vehicles sold shall not pass until all payments due have been made in full to the Auctioneer.

9. Purchase price

The purchase price consists of the Hammer price and the Buyer's Premium. All expenses for the registration of the Vehicle purchased (exemplifying but not exhaustive, for the transfer of ownership) shall be borne by the Buyer. Buyers are reminded that for Motor Cars and Motorcycles (excluding Automobilia) 15% of the Hammer Price on each vehicle plus VAT at the current rate of 21% will be added to the Buyer's Premium. The Buyer's Premium applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the Hammer price. These lots are clearly evidenced beside the lot number in the catalogue.

10. Due date of purchase price/payment

The purchase price becomes due with the fall of the hammer and buyers are required to pay in cleared funds within two business days following the day of the auction by bank transfer or by cleared check. Payment by other means is only possible if the Auctioneer agrees. Bidders are therefore asked to provide bankers references in time before the auction and to prepare possible payments. Cheques and drafts shall only be accepted under special agreement and only in lieu of performance, all costs and taxes to be borne by the Buyer. The Auctioneer is not liable for due presentation, protestations, notification or return of uncashed cheques or drafts. In the event of non-cash payment being approved by the Auctioneer, all transfer costs and charges (including bank charges accounting to the Auctioneer) shall fall on the Buyer.

11. Removal of vehicles

The Buyer has to take over the vehicles bought immediately after the end of the sale, and at the latest by 4pm the day following the day of the auction. However, vehicles will not be delivered before the purchase price has been paid in full. After the above time period has run out the Auctioneer will have the vehicles not taken away removed and stored by a storage company at the cost and risk of Buyers.

12. Default of Buyer

If Buyers fail to pay on the due date the Auctioneer may charge legal default interest, without prejudice to the claim for further default damages. Furthermore the Auctioneer may either claim fulfilment of the purchase contract or, after setting a time period, damages for non fulfilment; damages may also be calculated by auctioning the item off in another auction whereby the Buyer in default has to account for any shortfall in proceeds.

13. Set-Off / Prohibition of Assignment

The Buyer may only set-off claims of the Auctioneer with counter-claims that are either undisputed or finally and incontestably awarded by a court. The Buyer may not assign any claims against the Auctioneer for delivery and transfer of ownership of the vehicle without the Auctioneer's consent.

14. Privacy

Where Bonhams obtains any personal information about you, Bonhams shall only use it in accordance with the terms of its Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of the Privacy Policy of Bonhams can be found on the Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

15. General

A) There is an English version of these Auction Conditions printed in the catalogue. A Dutch version of these Auction Conditions will be available during the Auction and the Viewing Days. Only the English version of the Auction Conditions shall be authoritative for their meaning and construction.

B) Vis-à-vis merchants, legal entities under public law or special funds under public law, place of performance and legal venue shall be exclusively Amsterdam, the Netherlands. Amsterdam, the Netherlands shall further be the legal venue if the Seller does not have a place of general jurisdiction in the Netherlands.

C) Dutch law shall apply. The provisions of the United Nations Convention on Contracts for the International Sale of Goods (CISG) of 11/04/1980 shall not apply.

D) If one or more provisions of these Auction Conditions should be or become invalid, the validity of the other provisions shall remain unaffected. The invalid provision shall be replaced by a valid provision coming closest to the economic content and intention of the invalid provision.

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UK/04/18

Index Motorcycles

Year	Model	Lot No	Year	Model	Lot No
1931	Ariel 557cc SB31 Sloper	14	c.1943	Harley-Davidson 750cc WLA	1
1936	Ariel 600cc Square Four 4F/6	13	1973	Honda CB500F	47
c.1955	Ariel 347cc NH Red Hunter	21		IZH Cossack Jupiter 3 / Suzuki Special	45
1957	Ariel 350cc NH Red Hunter	22	1950	Jawa 248cc Type 11	44
1955	Adler MB250	32	1957	Jawa 248cc Type 353	43
1928	BMW 482cc R52	4	c.1971	Kawasaki Mach III H1A	46
c.1941	BMW 596cc R61	7	1949	Matchless 347cc G3L	19
1957	BMW 245cc R26 Project	12	c.1947	Moto Guzzi 498cc Superalce Military	3
1958	BMW 490cc R50	8	c.1960	Norton 348cc Model 50	20
1958	BMW 490cc R50/Steib Combination	6	1955	NSU 198cc 201 Lux	30
1959	BMW 245cc R26	10	1957	NSU 123cc OSB Superfox	36
c.1965	BMW 590cc R69S	5	c.1957	NSU 146cc Prima	35
	EMW R35 / BMW 398cc Special	9	c.1946	NSU 125cc ZDB	31
1972	BMW 590cc R60/5	11	1956	Puch 248cc SG	33
1930	BSA 493cc S30 Sloper	15	c.1963	Puch 248cc SGS Project	34
c.1955/60	BSA 500cc Gold Star Replica	18	c.1956	Puch 248cc Type S4	42
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c.1964	BSA 646cc A65 Rocket	16	c.1954	Royal Enfield 250cc Clipper	23
c.1951	CZ 175cc	40	c.1950	Sarolea 350cc AS	24
1952	CZ 175cc	41	c.1950	Sarolea 400cc A4	25
1938	DKW 97cc RT100 Project	27	1955	Sparta SL250	39
	DKW 98cc	37	1974	Suzuki T500	48
	DKW Villiers Special	28	c.1988	Tula TMZ 200cc	38
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Index Motorcars

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1905	Ford Model B Side Entrance Tonneau	192	1927	Ford Model A Standard Roadster	227
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1911	Ford Model T Speedster	232	1928	Ford Model A Roadster Pickup	131
1912	Ford Model T C-Cab Delivery	102	1928	Ford Model A Hearse	180
1912	Ford Model T Torpedo	202	1928	Ford Model A Landaulette	282
1912	Ford Model T Tourer	203	1928	Ford Model A 'Salt Flats' Speedster	259
c.1912	Ford Model T Landaulette	209	1928	Ford Model A Standard Coupe	270
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1913	Ford Model T Speedster	261	1928	Ford Model AA Beer Tanker Truck	169
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1915	Ford Model T Coupelet	222	1928	Ford Model AA Stake Racks Police and Fire Truck	147
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