

Bonhams



The Tupelo Automobile Museum Auction

Tupelo, Mississippi | April 26 & 27, 2019

TUPELO AUTOMOBILI



LE MUSEUM





The Tupelo Automobile Museum Auction

Tupelo, Mississippi | Friday April 26 and Saturday April 27, 2019 10am

BONHAMS

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046

220 San Bruno Avenue
San Francisco, California 94103

bonhams.com/tupelo

PREVIEW & AUCTION LOCATION

The Tupelo Automobile Museum
1 Otis Boulevard
Tupelo, Mississippi 38804

PREVIEW

Thursday April 25 9am - 5pm
Friday April 26
Automobilia 9am - 10am
Motorcars 9am - 6pm
Saturday April 27
Motorcars 9am - 10am

AUCTION TIMES

Friday April 26 Automobilia 10am
Saturday April 27 Motorcars 10am

AUCTION NUMBER: 25593

Automobilia Lots 1 – 331
Motorcars Lots 401 – 573

ADMISSION TO PREVIEW AND AUCTION

Bonhams' admission fees are listed in the Buyer information section of this catalog on pages 4 and 5.

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BIDS

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From April 23 to 29, to reach us at the Tupelo Automobile Museum:
+1 (212) 461 6514
+1 (212) 644 9009

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

Please see pages 4 to 5 and 223 to 225 for bidder information including Conditions of Sale, after-sale collection and shipment.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

FRONT COVER

Lot 450

BACK COVER

Lot 465



Bonhams

220 San Bruno Avenue
San Francisco, California 94103
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Bond No. 57BSBGL0808

Buyer Information

CONDITIONS OF SALE AND DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

For all registrable vehicles, Bonhams will be working in conjunction with Pappi's Garage LLC, MS vehicle dealer number 47502960100. Please note that following the auction history documents and accompanied items may ship with the vehicle or from Bonhams offices. Titles will be mailed via FedEx from our San Francisco office, but please allow up to 30 days to receive the title. Titles that are announced as 'in transit' at the sale may take additional time.

Bonhams and Butterfields Auctioneers Corporation currently holds Mississippi Auction Firm License No. 1561.

ADMISSION TO PREVIEW & AUCTION

All Bonhams auctions are open to the public. The Tupelo Automobile Museum Preview and Auction admission fees are:

- \$50: Tupelo Automobile Museum Auction Catalog, allows two people entry
- Auction day seating will be limited to registered bidders

BIDDER REGISTRATION FEE

- \$50 Automobilia Registration Fee in addition to the purchase of a catalog for entry.
- \$100 Motorcar and Automobilia Registration Fee in addition to the purchase of a catalog for entry.

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

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

BUYER'S PREMIUM, TAXES & LICENSE FEES

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR VEHICLE property the premium is 12% on the first \$250,000 of the bid price and 10% on any amount of the bid price exceeding \$250,000.

For Automobilia and other non-motor vehicle property, please note that our Buyer's Premium changed as of March 1, 2019 and is now: 27.5% on the first \$3,000 of the Hammer Price,

25% on the amount of the Hammer Price above \$3,000 up to and including \$400,000, 20% on the amount of the Hammer Price above \$400,000 up to and including \$4,000,000, 13.9% on the amount of the Hammer Price over \$4,000,000.

Important SALES TAX Information:

Lots being collected in Mississippi:
Motor vehicle lots sold to a resident of Mississippi are subject to applicable sales tax, based on their place of residence, and the buyer must provide a copy of their driver's license.

Motor vehicle lots sold to a Mississippi Motorcar Dealer with a valid dealer's license and MS Resale Certificate are exempt from Mississippi sales tax.

Motor vehicle lots sold to an out-of-state resident or a resident of a foreign country that are collected at the sales venue in Mississippi are subject to a Mississippi sales tax. The out of state buyer must complete form 72-315 for lots either collected at the sale or shipped out of Mississippi. The foreign buyer must complete form 72-315 for lots collected at the sale.

Automobilia lots collected in Mississippi are subject to sales tax, unless purchased for resale with a valid resale license.

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

In addition, purchased lots picked up by an ICC licensed carrier and shipped to your home state or country are exempt from MS sales tax. However, any purchased lot shipped by an ICC carrier to the following states will be subject to applicable sales and/or use taxes unless exempt by law: Alabama, Arizona, California, Colorado, Connecticut, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Mississippi, Nebraska, Nevada, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Texas, Utah, Virginia, Washington State, Washington DC, Wisconsin and Wyoming. Purchased lots picked up by a non-licensed carrier would be subject to applicable Florida city and state sales/or use taxes.

MOTOR VEHICLE CUSTOMS DUTY

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

BIDDER REGISTRATION

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

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 5pm on Monday April 29.

ESTIMATES

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

RESERVES

The seller may place a reserve on his/her property, which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential.

BIDDING AT AUCTION

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

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

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

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

Buyer Information

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9009.

TELEPHONE BIDS

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

ONLINE BIDS AND BIDDING

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

The live online bidding facility is available for this auction. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/tupelo or contact the Client Services Department to obtain information and learn how you can register and bid online. To view the auction live, please go to www.bonhams.com/tupelo/live

CURRENCY CONVERTER

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

DAMAGE

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

PAYMENT

Payment for purchased lots must be made no later than 5pm on Monday April 29. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft). Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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

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

PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Friday April 26. On Saturday April 27, buyer payments can be made from 12pm until after the auction. Automobilia and Motorcar lots will only be released after the auction has ended. We are open again for buyer payment and collection of lots on Sunday April 28 and Monday April 29 from 8.30am to 5pm. Please notify us of your collection plans upon payment.

COLLECTION OF LOTS, REMOVAL AND STORAGE CHARGES

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by 5pm on Monday April 29. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 5pm on Monday April 29. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/ removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

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

Uncollected Automobilia lots will be removed to a storage facility by Long's Crating & Logistics Inc. for shipping or collection by the buyer or its authorized agent. Please note these lots will not be available for collection after 5pm on April 29 until May 3 at 9am. Automobilia lot removal and storage charges will be assigned by Long's Crating depending on volume, size and fragility.

For Automobilia shipping quotes, uplift, storage and transport quotes, please contact Chris Long with Long's Crating & Logistics Inc. at +1 (702) 748 4973 or at longscrating@gmail.com. Chris will also be on site on April 26 and 27 to assist buyers.

TRANSPORT ARRANGEMENTS

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 5pm on Monday April 29.

If Bonhams does not receive motor vehicle collection details from the buyer by 5pm on Monday April 29, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to its standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

Members of the following transport companies will be available during our Tupelo Auction to provide shipping quotes and transportation information:

DOMESTIC MOTORCAR TRANSPORT

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

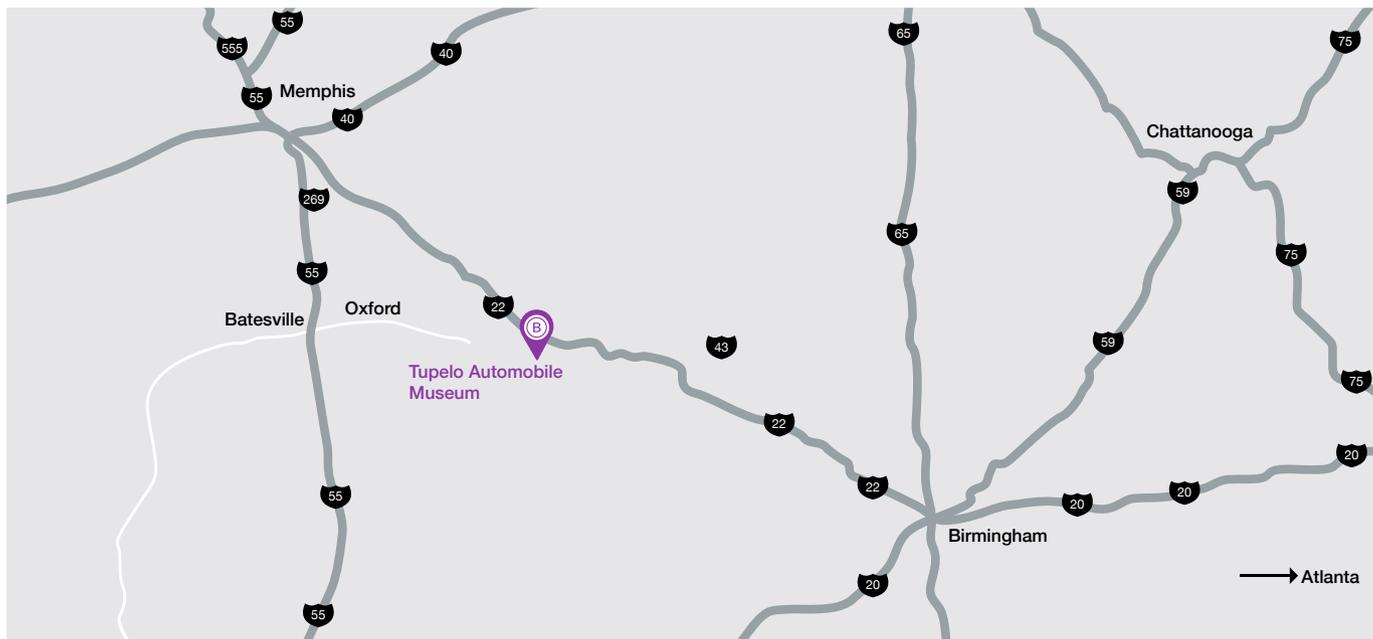
INTERNATIONAL MOTORCAR TRANSPORT

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

INTERNATIONAL MOTORCAR TRANSPORT

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

General Information



BONHAMS AT THE TUPELO AUTOMOBILE MUSEUM

1 Otis Boulevard
Tupelo, Mississippi 38804

From April 23 to April 29, to reach us directly at The Tupelo Automobile Museum:

+1 (212) 461 6514, +1 (212) 644 9009 (fax)

AIRPORTS

The Tupelo Automobile Museum is located 99 miles from the Memphis International Airport (MEM) and 138 miles from Birmingham-Shuttlesworth International Airport (BHM).

DIRECTIONS AND PARKING

The Tupelo Automobile Museum is located on 1 Otis Boulevard and has ample parking. There will be parking attendants to guide guests upon arrival. For Thursday through Saturday, street parking is permitted according to the rules of City posted signage.

TUPELO ACCOMMODATIONS

Tupelo has many options. Following is a list of five:

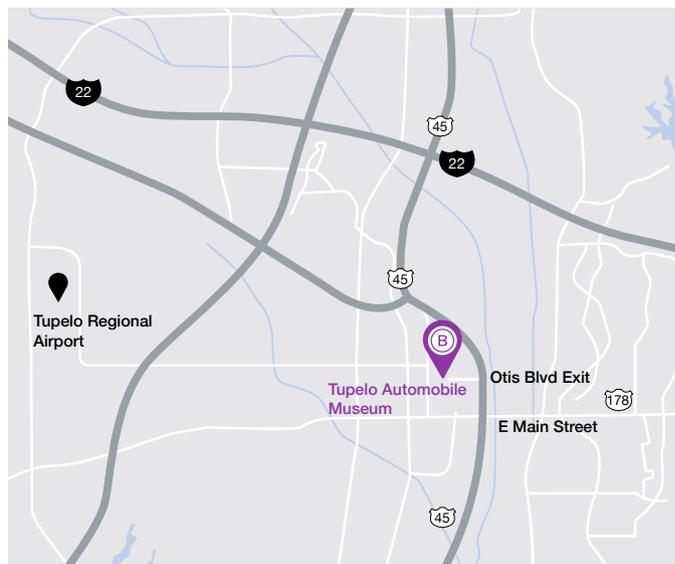
Hilton Garden Inn, 363 East Main Street, +1 (662) 718 5500

Holiday Inn Hotel & Suites, 923 North Gloster St, +1 (662) 269 0096

Best Western Plus Inn & Suites, 3158 North Gloster St,
+1 (662) 847 0300

Hampton Inn & Suites, 116 Carter Cove, +1 (662) 821 0317

Fairfield Inn & Suites, 3070 Tom Watson Road, +1 (662) 680 6798

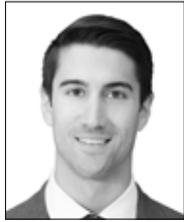


Bonhams Motoring International Specialist Team

West Coast USA



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Lance Butler



Mark Osborne



Craig Mallery



Derek Boycks

East Coast USA



Rupert Banner



Eric Minoff



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John Neville



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Tim Schofield



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Rob Hubbard



John Polson



Richard Stafford



Ben Adams



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Europe



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Gregor Wenner

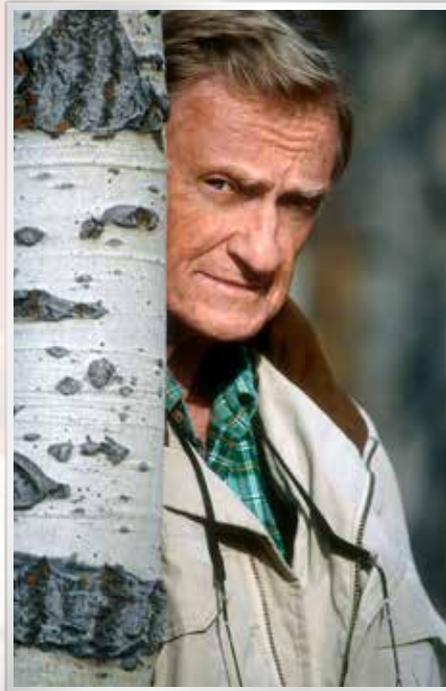
Welcome to Tupelo, Mississippi.

Bonhams is proud to have been entrusted by Jane Spain, Stephen Mancuso and the board of the Tupelo Automobile Museum with this remarkable dispersal auction of the collection assembled by TV and Telecommunications pioneer, Frank K. Spain.

Mr. Spain, a trained Electrical Engineer, always had a passion for automobiles and from the early 1970s until his passing in 2006, he built this extensive collection. In a period when car collecting was becoming more mainstream, Spain travelled the nation and even internationally to secure interesting collector cars. Predating the modern era of the internet, his searches were done the old-fashioned way, following up on tip-offs, writing letters, responding to small adverts in newspapers and attending events, as well as attending the early collector car auctions, including the famed Harrah Collection sales. A lead took he and his wife Jane to the UK for a 'sightseeing trip', during which one of his favorite cars, the Lagonda LG45 Tourer was acquired!

Those forays enabled him to build a world class collection of cars which chart the full journey of the automobile from before the 20th Century, through to the 1970s. A cornucopia of wonderful machines, telling the story of the development of the automobile and charting the various ways in which manufacturers pioneered self-propelled vehicles, through the early days and teen era, all bases are covered. Spain was fascinated by the variety of ways in which engineers like himself had looked for a solution the best way of creating self-propelled vehicles. On three wheels or four, by gasoline, steam, or even hybrid as demonstrated by the remarkably prescient Owen Magnetic. Likewise, coachwork design appealed to Mr. Spain and his collection demonstrates coachbuilding from its incubation of no more than bench seats, to complicated transformable or convertible bodies and the fiberglass era. Mr. Spain was also a pioneer was in the appreciation of originality of automobiles, and there are a number of preserved, patinated or in some cases totally original examples.

Since December 2002, the collection has been publicly displayed in the immaculate 125,000 sq. ft. facility. Jane Spain comments - "For more than a decade it has been the greatest pleasure to honor



my husband Frank K. Spain and to see people come to his home town to appreciate the large automobile collection that he enjoyed building from the early 1970s. Ultimately, I feel that the greatest legacy of his passion for engineering, design and the motorcar is for them to be shared with other collectors and for that reason I have made the difficult decision to part with this collection. In selling the group, the proceeds will go to a Charitable Educational Foundation. I hope that others will enjoy acquiring and owning them as much as he did"

Bonhams is grateful to TV personality Wayne Carini, of *Chasing Classic Cars*, for his involvement and the auction will form the basis of an upcoming show, as well as Joe Estess of Pappi's Garage, our dealer partner for the auction.

Tupelo has a wide variety of hotels and excellent restaurants, we wish you an enjoyable trip to this town and spirited bidding for the Charitable Educational Foundation which will ultimately form the legacy of Frank K. Spain.



Automobilia

Friday April 26, 2019 at approx. 10am
Lots 101 - 331

Additional images for each lot can
be found at bonhams.com/Tupelo/automobilia





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AT THE TIME OF CATALOGUING MANY SIGNS WERE STILL ATTACHED TO THE MUSEUM WALLS, FULL INSPECTION WAS NOT POSSIBLE, IT WAS NOT KNOWN IF SOME SIGNS WERE SINGLE OR DOUBLE SIDED, INSPECTION ADVISED. NOT ALL IMPERFECTIONS ARE STATED, ALL LOTS SOLD AS VIEWED.

AUTOMOBILIA

1
HAVOLINE, 'THE POWER OIL',
 Porcelain enamel sign, in red, white and blue, 22 x 36 inches
\$100 - 150
WITHOUT RESERVE

2
SUPERTEST,
 four reproduction signs, comprising 'Canada's All Canadian Company', 36 inch diameter; 'Use Supertest', 8 x 21 inches; 'Supertest Wonder Gasoline', 24 x 61 inches and 'Use Supertest Gasoline and Motor Oils', 23 x 36 inches. (4)
\$100 - 200
WITHOUT RESERVE

3
POWER-LUBE MOTOR OIL,
 porcelain enamel sign, in blue, white and orange, 20 x 28 inches, together with a Pegasus Motor Oils embossed printed tinplate sign, 24 inches diameter. (2)
\$300 - 400
WITHOUT RESERVE

4
MICHELIN PNEUS TRACTEURS,
 porcelain enamel sign, Made in France, shield shape in five colors, 24 x 18 inches.
\$150 - 250
WITHOUT RESERVE

5
WHITE EAGLE BALANCED GASOLINE,
 porcelain enamel sign, in four colors, 30 inches diameter, (some chips, loss and repainting).
\$250 - 350
WITHOUT RESERVE

6
THREE TIRE SIGNS,
 comprising Fisk Tires, printed tin in wooden frame, 18 x 60 inches; Brunswick Tires, embossed printed tin, 13 x 30 inches and Firestone Tires porcelain enamel, 24 x 72 inches.
\$300 - 400
WITHOUT RESERVE

7
CHAMPLIN GASOLINE,
 porcelain enamel sign, in four colors, 30 inches diameter, (small section cut out).
\$300 - 400
WITHOUT RESERVE

8
INDIAN GASOLINE,
 porcelain enamel sign, in five colors, 20 x 18 inches, (some chips and loss)
\$100 - 150
WITHOUT RESERVE

9
SHELL GASOLINE,
 porcelain enamel sign, cut-out shell shape in red and yellow, 42 x 42 inches, (some chips and loss).
\$1,000 - 1,500
WITHOUT RESERVE

10
FOUR SIGNS,
 comprising ISO VIS "D" Motor Oil, porcelain enamel, 60 x 16 inches; Bardahl Makes Cars Run Better, printed tin, 12 x 16 inches; Getty Oil Company Well Number 39 D, 12 x 16 inches and Stitt Spark Plugs, 12 x 16 inches, printed embossed tin, (various conditions) (4)
\$150 - 250
WITHOUT RESERVE

11
MOHAWK TIRE,
 alloy frame with molded plastic lenses, 14 x 40 inches, illuminated wall mounted sign with bracket.
\$150 - 250
WITHOUT RESERVE

12
THREE SIGNS,
 comprising Miracle Power, printed tin with reflective letters, 48 x 96 inches; Kendal Motor Oil, porcelain enamel, 30 inches diameter and Lion Motor Oil, printed pictorial tin, 28 x 20 inches, (various conditions) (3)
WITHOUT RESERVE

13
GULF,
 illuminated sign by Kolux Polycarb, dated 1981, 26 inches diameter.
\$200 - 300
WITHOUT RESERVE



9
 14
MOBILOIL,
 porcelain enamel sign, French, 1930s, shield shaped, flange mounted, double sided, 24 x 22 inches.
\$450 - 550
WITHOUT RESERVE

15
FOUR SIGNS,
 comprising Pennzoil Sound Your Z, embossed printed tin, dated Nov 1954 60 x 12 inches; 20-30 Club Slow School Crossing, 1940s, painted wooden cut-out, 48 x 12 inches; Westinghouse Batteries, printed tin, copyright 1921, 20 x 28 inches and Walker Mufflers, embossed printed tin, 40 x 27 inches. (Various conditions). (4)
\$300 - 400
WITHOUT RESERVE

16
FINA,
 porcelain enamel sign, shield shaped in three colors, 48 x 48 inches.
\$200 - 300
WITHOUT RESERVE

17
THREE SIGNS,
 comprising Mobilgas, porcelain enamel, 20 x 12 inches; Mobiloil Special, printed steel 12 x 20 inches and Amalie Motor Oil, printed tin, 12 x 36 inches. (3)
\$200 - 300
WITHOUT RESERVE

18
MARCHAL SPARK PLUGS,
 French text 'Bougie Marchal', embossed printed tin, 21 x 18 inches, some wear and loss to printing.
\$100 - 200
WITHOUT RESERVE

19
TEXACO,
 porcelain enamel sign, 72 inches diameter.
\$400 - 600
WITHOUT RESERVE

20

GENERAL GASOLINE AND LUBRICANTS,

porcelain enamel sign, 30 inches diameter, (some chips and loss).

\$300 - 400

WITHOUT RESERVE



20

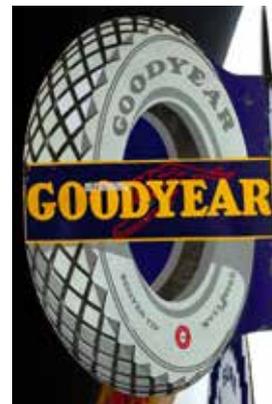
21

GOODYEAR,

pictorial porcelain enamel sign, cut-out tire shaped, flange mounted, double sided, 34 x 32 inches.

\$1,000 - 1,500

WITHOUT RESERVE



21

22

PURE – BE SURE WITH PURE,

porcelain enamel sign, 42 inches diameter

\$400 - 500

WITHOUT RESERVE

29

THREE OIL COMPANY SIGNS,

each printed tin, comprising Quaker State, 29 x 26 inches; Valvoline, by AM Sign Co, September 1954, 24 inches diameter and RPM, 30 x 24 inches. (3)

\$200 - 300

WITHOUT RESERVE

35

TIOLENE MOTOR OIL,

porcelain enamel sign, 25 inches diameter.

\$250 - 350

WITHOUT RESERVE

23

SHELL,

embossed porcelain enamel sign, 20 x 112 inches.

\$400 - 500

WITHOUT RESERVE

36

ESSO ELEPHANT KEROSENE,

porcelain enamel sign, 24 x 12 inches.

\$150 - 250

WITHOUT RESERVE

24

AUTOMOBILE GREEN BOOK,

ALA officially endorsed, oval porcelain enamel sign, 17 x 22 inches.

\$100 - 200

WITHOUT RESERVE

30

GILMORE GASOLINE,

Hand-painted reproduction with embossed border, 24 inches diameter, with hanging chain.

\$50 - 100

WITHOUT RESERVE

37

OILZUM – AMERICA'S FINEST OIL,

1930s, double-sided porcelain enamel, 28 x 20 inches.

\$1,000 - 1,500

WITHOUT RESERVE

25

BP,

illuminated sign, metal frame with molded polycarbonate lens, 26 inches diameter.

\$200 - 300

WITHOUT RESERVE

31

TWO OIL COMPANY SIGNS,

comprising Amalie, printed tin depicting oil can, 30 x 18 inches and Kendall, printed tin, 24 inches diameter. (2)

\$200 - 300

WITHOUT RESERVE

38

ASK FOR WOLF'S HEAD MOTOR OIL,

April 1967, embossed printed tin, 82 x 15 inches.

\$300 - 400

WITHOUT RESERVE

26

TEXACO AHEAD,

printed tin sign with embossed border, 45 x 120 inches

\$200 - 300

WITHOUT RESERVE

32

ZEROLENE,

'The Standard Oil for Motor Cars', porcelain enamel sign, cut-out, flange mounted, double sided, 24 inches diameter (bent with some loss to enamel and rusting).

\$200 - 300

WITHOUT RESERVE

39

MOBIL NEON SIGN,

Illuminated, lettered in red neon, 24 x 96 inches, (neon in letter B weak).

\$500 - 700

WITHOUT RESERVE

27

TWO TIRE COMPANY SIGNS,

comprising Seiberling All-Treads, porcelain enamel, 24 x 48 inches and Summit Tires, embossed printed tin, 14 x 56 inches. (2)

\$150 - 250

WITHOUT RESERVE

33

THREE SIGNS,

comprising Bonded Pennzoil Dealer, printed tin, 13 x 18 inches, Willard Battery Storage Station, printed tin, 14 x 20 inches and WocoPep Motor Fuel, porcelain enamel, 30 x 60 inches. (3)

\$250 - 350

WITHOUT RESERVE

40

QUAKER STATE MOTOR OIL,

arch shaped porcelain enamel, 30 x 24 inches.

\$150 - 250

WITHOUT RESERVE

28

SINCLAIR,

a large two-part porcelain enamel sign, in green, red, black and white, 24 x 168 inches. (2)

\$300 - 400

WITHOUT RESERVE

34

ESSEX SUPER SIX,

porcelain enamel sign in white and blue, cut-out shape, 24 x 48 inches, (some chips and loss).

\$400 - 600

WITHOUT RESERVE

41

CITIES SERVICE OILS 'ONCE-ALWAYS',

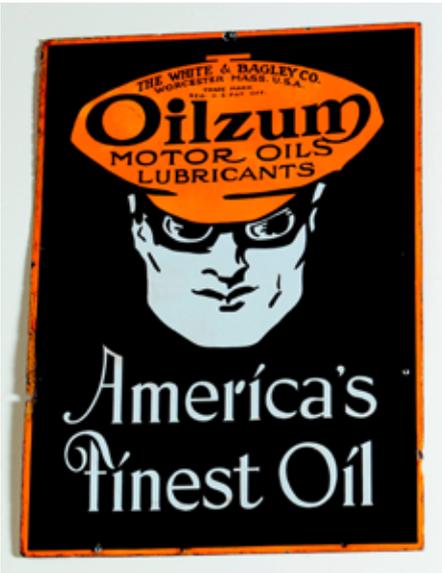
porcelain enamel sign, 44 inches diameter, (worn with some rusted loss).

\$200 - 300

WITHOUT RESERVE



35



37

42
SIX SMALL SIGNS,
 comprising Texaco T, porcelain enamel, 15 inches diameter; Tydol Flying A, porcelain enamel, 10 inches; Tydol Ethyl, porcelain enamel, 10 inches Firestone F, porcelain enamel, 16 inches diameter; diameter; White Rose, double sided printed tin, flange mounted, 18 x 18 inches and KLG Spark Plugs, printed tin, 10 x 16 inches. (6)
\$150 - 250
WITHOUT RESERVE

43
AMOCO,
 oval porcelain enamel sign, 44 x 68 inches.
\$200 - 300
WITHOUT RESERVE



39

44
CITIES SERVICE,
 porcelain enamel sign, green and white with central triangle, 60 inches diameter, (chipped and rusted with loss).
\$200 - 300
WITHOUT RESERVE

45
WE SELL WOLF'S HEAD MOTOR OIL,
 oval, double sided, 30 x 24 inches
\$100 - 200
WITHOUT RESERVE

46
DODGE PLYMOUTH DODGE TRUCKS
DEPENDABLE SERVICE,
 porcelain enamel cut-out in blue and white, 48 x 44 inches, (some chips and loss).
\$600 - 800
WITHOUT RESERVE

47
SINCLAIR OILS 'LUBRICANT OF LONG LIFE',
 porcelain enamel sign, early example with green dinosaur, 18 x 58 inches, (some wear, small chips and loss).
\$500 - 700
WITHOUT RESERVE

48
PUROL ETHYL
 porcelain enamel sign, 36 inches diameter, (chips and loss to enamel).
\$150 - 250
WITHOUT RESERVE

49
TEXACO GASOLINE MOTOR OIL,
 porcelain enamel sign, 42 inches diameter.
\$300 - 500
WITHOUT RESERVE

50
CONOCO GASOLINE,
 rare double-sided porcelain enamel sign, 30 inch diameter, (one side original condition, the other side restored).
\$1,500 - 2,000
WITHOUT RESERVE

51
SEIBERLING THE PROTECTED TIRE,
 porcelain enamel sign, 24 x 68 inches, (some chips and loss).
\$100 - 150
WITHOUT RESERVE

52
TWO FIRESTONE SIGNS,
 comprising red and white version, 72 x 14 inches; and porcelain enamel blue and orange version 96 x 18 inches. (2)
\$200 - 300
WITHOUT RESERVE

53
THREE SIGNS,
 comprising Member Keystone Automobile Club, porcelain enamel, 18 x 12 inches; Authorized Gates Fan Belt Service, printed tin, double sided flange mounted, 14 x 20 inches and reproduction Bear Service, 24 x 16 inches. (3)
\$200 - 300
WITHOUT RESERVE

54
INDEPENDENT QUALITY SERVICE,
 porcelain enamel sign depicting the Liberty Bell, 46 x 60 inches (faded with some chips and loss).
\$150 - 250
WITHOUT RESERVE

55
SHELL,
 porcelain enamel sign, embossed and die-cut shell shape, 48 x 48 inches, (some chips and loss).
\$1,000 - 1,500
WITHOUT RESERVE

56
CHICAGO MOTOR CLUB AAA BONDED SERVICE STATION'
 porcelain enamel sign, 44 x 36 inches, (weathered with rust staining).
\$500 - 700
WITHOUT RESERVE



65, 63, 64, 62, 58, 61, 60

57
THREE SIGNS,
 comprising Exide Batteries, embossed printed tin, 58 x 16cm, Goodyear, printed tin, 9 x 16 inches and a hand-painted replica of EN-ARCO Motor Oil, 38 x 26. (various conditions).. (3)
\$100 - 150
WITHOUT RESERVE

58
THREE TIRE COMPANY SIGNS,
 comprising Goodrich Silvertowns A-1 Service Station, porcelain enamel, 28 x 56 inches; Diamond Tires, 1929, printed tin in black frame, 20 x 60 inches and Lee Tires, embossed printed tin, 72 x 18 inches. (various conditions). (3)
\$300 - 400
WITHOUT RESERVE

59
CITIES SERVICE,
 porcelain enamel sign, cut out trefoil shape in green and white, 48 x 48 inches, (weathered).
\$300 - 400
WITHOUT RESERVE

60
STUDEBAKER AUTHORIZED SERVICE,
 porcelain enamel sign by Walker & Co in three colors, 42 inches diameter (some chips and loss).
\$500 - 600
WITHOUT RESERVE

61
M F A OIL CO,
 porcelain enamel sign advertising Gasoline ~ Kerosene, Motor Oils ~ Greases, 24 inches diameter (some chips and loss, two notches cut-out to lower edge).
\$150 - 250
WITHOUT RESERVE

62
SAFE BUY USED CARS,
 porcelain enamel sign in yellow and dark blue, 48 inches diameter (some chips and loss to edges).
\$300 - 500
WITHOUT RESERVE

63
BUY THE BEST BUY TEXACO,
 embossed printed tin sign, 24 x 40 inches
\$200 - 300
WITHOUT RESERVE

64
GULF,
 printed tin sign, 27 x 30 inches (bend to top edge).
\$100 - 150
WITHOUT RESERVE

65
BUICK 'VALVE IN HEAD' AUTHORIZED SERVICE,
 porcelain enamel sign in three colors, 42 inches diameter (slight chips and loss).
\$500 - 600
WITHOUT RESERVE

66
SINCLAIR H-C GASOLINE,
 porcelain enamel sign in three colors, 42 inches diameter (slight chips and loss).
\$150 - 600
WITHOUT RESERVE



50

67
FIK Tires,
 double-sided porcelain enamel sign in three colors, with flange mount, 20 x 26 inches, (some chips and loss).
\$150 - 250
WITHOUT RESERVE

68
FOUR SIGNS,
 comprising Plume porcelain enamel, 20 x 12 inches; Gould Battery Sales & Service, printed tin, 10 x 18 inches, and two cardboard drum-shaped signs for Mighty Amoco and Better American Gas, each 14 x 15 inches. (4)
\$150 - 250
WITHOUT RESERVE

69
FERRARI,
 modern porcelain enamel, convex European style, 33 x 17 inches.
\$75 - 125
WITHOUT RESERVE



75 (part)

70
CHEVROLET FOR ECONOMICAL TRANSPORTATION,

printed tin sign, stamped Shores Motor Service Corp. Wytheville, VA, 10 x 23 inches.

\$75 - 125

WITHOUT RESERVE

71
RENAULT,

double-sided porcelain enamel sign in three colors, 45 x 31 inches, (some chips and loss).

\$150 - 250

WITHOUT RESERVE

72
D-X MOTOR OIL,

Printed tin sign, 72 x 18 inches.

\$250 - 350

WITHOUT RESERVE

73
FORD GENUINE PARTS,

printed tin oval sign, 17 x 24 inches.

\$150 - 250

WITHOUT RESERVE

74
FRANKLIN MOTOR CARS SERVICE STATION,

porcelain enamel sign, 14 x 26 inches.

\$150 - 250

WITHOUT RESERVE

75
TWO OLDSMOBILE SIGNS,
comprising Oldsmobile Service, porcelain enamel sign, 60 inches diameter, (slight weathering with rust streaks) and Oldsmobile, porcelain enamel lettered in white, 10 x 58 inches. (2).

\$500 - 700

WITHOUT RESERVE



78

76
THREE SIGNS,

comprising Auburn Sales and Service, porcelain enamel, 15 x 22 inches; B. F. Goodrich Tires – Batteries, printed tin, 18 x 42 inches and Exide Batteries Recharging Rentals, printed tin, 20 x 26 inches. (3)

\$250 - 350

WITHOUT RESERVE

77
BUICK VALVE IN HEAD,

porcelain enamel die-cut sign, 27 x 29 inches

\$300 - 400

WITHOUT RESERVE

78
PACKARD AUTHORIZED SERVICE STATION,

porcelain enamel die-cut radiator shape lettered in white on blue, 19 x 30 inches.

\$500 - 700

WITHOUT RESERVE

79
PHILLIPS 66,

porcelain enamel sign, shield shaped, 70 x 64 inches.

\$400 - 500

WITHOUT RESERVE

80
CHRYSLER APPROVED SERVICE,

porcelain enamel sign in three colors, 30 inches diameter (slight chips and loss).

\$300 - 400

WITHOUT RESERVE

81
FOUR SIGNS,

Comprising Willard Storage Battery Service Station, embossed printed tin, 14 x 20 inches; White Rose, double sided printed tin, flange mounted, 18 x 18 inches; RPM Motor Oils & Lubricants, 30 x 24 inches and a hand painted replica Royal 400 Gasoline sign 24 inches diameter. (4)

\$200 - 300

WITHOUT RESERVE



87

82
CADILLAC,

porcelain enamel, the top half of a circular sign, 48 x 96 inches (faded).

\$300 - 400

WITHOUT RESERVE

83
PACKARD NEON SIGN,

light blue neon tubing on enamel panel, 131 x 20 inches.

\$1,500 - 2,000

WITHOUT RESERVE

84
THREE SIGNS,

comprising Firestone, porcelain enamel in orange on black with white border, 21 x 72 inches; Exide Batteries, printed tin, 12 x 28 inches and Kendal Motor Oils, printed tin, 24 inches diameter. (3)

\$200 - 300

WITHOUT RESERVE

85
GOODYEAR,

double-sided porcelain enamel diamond shaped sign, formerly fitted with neon tubing now missing, 52 x 96 inches (weathered).

\$200 - 300

WITHOUT RESERVE

86
SCHOOL DRIVE SLOWLY,

porcelain enamel cut-out figure, 18 x 58 inches, weathered.

\$400 - 500

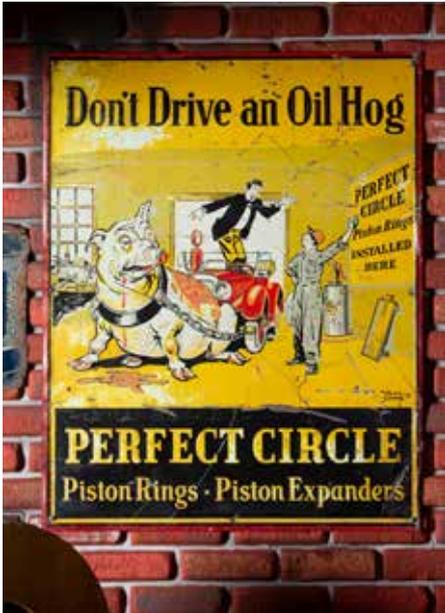
WITHOUT RESERVE

87
ATLANTIC N C MOTOR OIL,

framed, printed tin pictorial sign, "Stops Ford Chatter Instantly", 24 x 48 inches.

\$300 - 400

WITHOUT RESERVE



89

88
AMERICA'S FINEST ROYAL TRITON MOTOR OIL,

porcelain enamel in purple and white, 30 x 26 inches, (some chips and loss, mounting bracket marks to top).

\$200 - 300
WITHOUT RESERVE

89
PERFECT CIRCLE PISTON RINGS – PISTON EXPANDERS 'DON'T DRIVE AN OIL HOG',

embossed lithograph printed tin, 36 x 30 inches, (some surface wear.)

\$500 - 700
WITHOUT RESERVE

90
A GOOD MOBIL OIL BOTTLE RACK, 1920S,

steel frame work decorated with two enamelled panels 'Authorized Service, Genuine Gargoyle Mobiloil', one part fitted with wire rack housing eight glass bottles with metal pourer spouts, the rack 24 x 30 x 20 inches. (Qty)

\$1,000 - 1,500
WITHOUT RESERVE

91
GOODYEAR TIRES,

porcelain enamel sign, oval 20 x 28 inches, (some chips and loss), mounted in a forecourt stand with weighted base.

\$200 - 300
WITHOUT RESERVE



100

92
MAGNOLIA GASOLINE – MOTOR OIL,

porcelain enamel sign, 44 inches diameter (some chips and loss)

\$1,250 - 1,750
WITHOUT RESERVE

93
THREE SIGNS,

comprising Walburn Ethyl Gasoline, printed tin, 20 inches diameter, (weathered with some loss to printing); Greyhound, 24 x 40 inches and Delco, double-sided cut-out printed tin pictorial, (rusted with some loss to printing). (3)

\$150 - 200
WITHOUT RESERVE

94
TWO CORDUROY TIRES SIGNS,

each new/old stock, embossed printed tin, 60 x 15 inches, together with a Firestone Ground Grip Tractor Tires advertising banner, 33 x 116 inches. (3)

\$200 - 300
WITHOUT RESERVE

95
TWO ADVERTISING SIGNS,

each embossed printed tin, comprising Coca-Cola, 20 inches diameter and Chesterfield cigarettes, 12 x 34 inches. (2)

\$100 - 150
WITHOUT RESERVE

96
TWO ADVERTISING TIRE STANDS,

Each printed tin folding type, comprising Diamond Tires and Dayton Quality Service, each with tire. (4)

\$100 - 200
WITHOUT RESERVE

97
OILZUM,

wedge shaped printed tin sign, 21 x 19 inches, together with an Oilzum oil can rack with 10 quart cans of Oilzum motorcycle oil. (Qty).

\$200 - 300
WITHOUT RESERVE

98

TWO SIGNS,

comprising Postal Telegraph, porcelain enamel, 19 x 24 inches and Public Telephone, double sided wall mounted, 18 x 18 inches. (2)

\$200 - 300
WITHOUT RESERVE

99

AN EARLY DUNLOP CORD STOCK TIRES ADVERTISING SIGN,

printed tin, cut-out oval, 27 x 20 inches, together with a Seiberling Tires wall mounted 'clock-face' thermometer, French text, 16 inches diameter. (2)

\$200 - 300
WITHOUT RESERVE

100

MAGNOLIA PETROLEUM COMPANY -MAGNOLIA GASOLINE FOR SALE HERE,

porcelain enamel sign, 28 inches diameter, (slight chips and loss).

\$1,000 - 1,500
WITHOUT RESERVE

101

THE CONTENTS OF "GOOB'S GARAGE" SHOP,

comprising Willard Batteries illuminated sign, double sided, 12 x 20 inches; Dr Pepper sign 10 x 26 inches, assorted maps including a framed map of Mississippi, Standard Oil can rack, Standard Oil crate, Packard hub reflectors, oil bottles and pourers in wire rack and other assorted tins and packaging. (Qty)

\$300 - 400
WITHOUT RESERVE

102

SINCLAIR MOTOR OIL FORECOURT DISPENSER BY WAYNE,

130 inches high, repainted green with sign of front, together with two similar dispensers for Gulf and Texaco. (3)

\$300 - 400
WITHOUT RESERVE

103

CONTENTS OF "GOOB'S GARAGE" WORKSHOP SHELVES,

Including Ray Bestos Silver Edge belt rack, 36 inched wide; assorted tins and packaging including Thorobred Motor Oil can, Lion heat resisting lubricant, Cities Motor Oils grease, Monkey Grip inner tube patches, jacks, assorted tools, a blowtorch, an A.C. spark plug cleaning & re-gapping unit, a Penn-Glenn 1000 Mile Motor Oil can, a gas pump nozzle, oil cans, tins, pourers and other items. (Qty)

\$200 - 300
WITHOUT RESERVE

104

A FLOOR MOUNTED PILLAR DRILL,

painted red, together with a bench mounted pillar drill and a bench mounted hand operated valve grinder. (3)

\$150 - 250

WITHOUT RESERVE

105

THREE PIECES OF GARAGE TESTING EQUIPMENT,

comprising Weston magneto tester (on modern stand), Bear headlight tester on tubular stand and Joseph Weidenhoff Inc, model 842 motor analyser. (3)

\$300 - 400

WITHOUT RESERVE

106

A ONE GALLON HAND-CRANKED GAS PUMP,

over-painted red, with fixed tap nozzle, together with a red painted oil dispenser. (2)

\$200 - 300

WITHOUT RESERVE

107

A CYLINDER BORING BAR,

with ¼ Hp 110 Volt single phase Westinghouse CAH electric motor, style 535650 serial number 5834358.

\$100 - 150

WITHOUT RESERVE

108

A ONE GALLON HAND-CRANKED GAS PUMP BY GILBERT & BARKER,

over-painted red, with brass plaque marked 'self measuring long distance storage system'.

\$200 - 300

WITHOUT RESERVE

109

A SCOTT-ATWATER MODEL 503 "SHIFT 1-20" OUTBOARD MOTOR, CIRCA 1951-52,

serial number 503-564568, 7.5 Hp, mounted on a metal frame.

\$75 - 125

WITHOUT RESERVE

110

A TESTING UNIT BY THE JEWELL ELECTRICAL INSTRUMENT COMPANY OF CHICAGO,

on metal stand with hand-cranked generator.

\$100 - 150

WITHOUT RESERVE

111

A WEAVER IMPROVED TIRE CHANGER,

Model E, patented June 1 1920, painted grey, together with a "Simplicity" Con Rod rebuilding rig, number G2089. (2)

\$100 - 200

WITHOUT RESERVE

112

A MONTGOMERY WARD HAWTHORNE 'VICTORY' BICYCLE, EARLY 1940S,

remains of original paint, saddle, pedals, hand-grips and torpedo front lamp, weathered for restoration.

\$200 - 300

WITHOUT RESERVE

113

AN OK TRIPLE COMPOUND TIRE HAND PUMP BY BECKLEY-RALSTON CO,

\$150 - 250

WITHOUT RESERVE

114

A BAR TENDERS TRAFFIC LIGHT BY B & B, JAPAN, 1950S,

tinplate, wired for illumination with red 'Bar is closed', yellow 'Last Call' and green 'Bar is Open' colored lenses on three sides, access panel on the back, control switch on base, 19 inches high (some lenses loose).

\$100 - 150

WITHOUT RESERVE

115

A 'ARMY PURSUIT' PEDAL PLANE,

modern replica, pressed steel body with chromed trim and painted details, rotating propeller, wingspan 36 inches, 46 inches long.

\$100 - 150

WITHOUT RESERVE

116

TWO EMERGENCY VEHICLE PEDAL CARS,

modern replicas, comprising Police car, 38 inches long and No281 Jet-Flow Drive Fire truck, 45 inches long, each pressed steel body with chromed trim and painted details, the fire truck with bell, hose reel and wooden ladders. (2)

\$100 - 150

WITHOUT RESERVE

117

TWO 'CLASSIC' PEDAL CARS,

modern, comprising blue and black open tourer and Dexton Classic woody wagon, with wooden side rails, each pressed steel body with chromed trim and painted details. (2)

\$100 - 200

WITHOUT RESERVE

118

TWO PEDAL TOYS,

comprising cast metal ride-on model 4430 John Deere tractor with solid tires, and a modern City Fire Dept fire truck, pressed steel body with chromed trim, painted details, bell and wooden ladders. (2)

\$100 - 200

WITHOUT RESERVE

119

TWO PEDAL CARS,

modern replicas, comprising New York City Checker Taxi and Flamed hot-rod, each pressed steel body with chromed trim and painted or decal details, 34 inches long. (2)

\$100 - 150

WITHOUT RESERVE

120

TWO PEDAL CARS,

modern replicas, comprising Doctor's Car "Wesley Neurology Clinic" by Gearbox Pedal Car Co of Cedar Rapids Iowa, 34 inches long and a two-tone convertible, 38 inches long, each pressed steel body with chromed trim and painted or decal details. (2)

\$100 - 150

WITHOUT RESERVE

121

A PEDAL CAR,

modern replica, pressed steel body painted red and silver with chromed trim, 36 inches long and a toy Texaco Fire Chief gas pump, 32 inches high. (2)

\$100 - 150

WITHOUT RESERVE

122

A CHEVROLET 265 V8 ENGINE,

believed mid-1950s, on wheeled engine stand.

\$200 - 400

WITHOUT RESERVE

123

A CHEVROLET SERIES D V8 ENGINE, CIRCA 1917,

liquid cooled 288cu in (4.7 liter) with pushrod overhead valves, detachable crossflow cylinder heads, Zenith carburetor, starter, generator, coil and distributor, mounted on display stand.

\$200 - 400

WITHOUT RESERVE

124

A TWIN OIL TANK FORECOURT DISPENSER,

painted red on wheeled trolley, 53 x 38 x 19 inches with 16 inch diameter main wheels.

\$200 - 300

WITHOUT RESERVE

125

A ROL-WAY CALCULATOR GAS PUMP BY BOWSER FOR SKELLY GASOLINE,

restored red with replica globe, one panel applied with State of Missouri Department of Agriculture inspection sticker for 1975, together with a Gas Globe print, mounted, framed and glazed. (2).

\$500 - 700

WITHOUT RESERVE



135

126
TWO LARGE TROLLEY JACKS,
 both painted dark green, including Weaver
 model B.
 (2)
\$100 - 150
WITHOUT RESERVE

127- 132
NO LOT

133
THREE PENNZOIL SIGNS,
 comprising porcelain enamel 'Safe Lubrication',
 20 inches diameter, and printed tin oval 18 x
 32 inches and 'Sound your Z', 60 x 12 inches,
 (various conditions). (3)
\$150 - 250
WITHOUT RESERVE

134
FIVE SIGNS,
 comprising porcelain enamel Exide Batteries
 Service Station, 22 x 30 inches, (weathered
 with chips, loss and some rust holes) and
 Standard Oil Co Atlas tire repairs, 60 x 16
 inches, (new/old stock); printed tin for Atlas
 Battery Service 20 x 24 inches; AC Spark Plug
 Cleaning service, double sided flange mounted,
 10 x 10 inches and Wonder Worker Motor Car
 Necessities 10 x 36 inches (faded). (5)
\$200 - 300
WITHOUT RESERVE

135
**CHICAGO MOTOR CLUB AAA BONDED
 SERVICE STATION'**
 porcelain enamel sign, 44 x 36 inches.
\$800 - 1,200
WITHOUT RESERVE



147

136
TWO MODERN REPLICA SIGNS,
 printed, comprising Sinclair H-C Gasoline, 26
 inches diameter and Signal Gasoline, 23 inches
 diameter, together with a single 3 light traffic
 signal. (3)
\$75 - 125
WITHOUT RESERVE

137
THREE TIRE COMPANY SIGNS,
 comprising two porcelain enamel Gillette Tires
 'a Bear for Wear', one cut-out 48 x 70 inches
 the other with embossed border 45 x 92 inches;
 and one embossed printed tin for Mansfield
 Tires, 9 x 28 inches. (various conditions). (3)
\$300 - 400
WITHOUT RESERVE

138
TWO TEXACO SIGNS,
 comprising porcelain enamel Sky Chief
 Gasoline, dated 3.10.47, 18 x 12 inches, and
 an illuminated sign, with 'embossed' molded
 polycarbonate lens, 33 inches diameter. (2)
\$200 - 300
WITHOUT RESERVE

139
**LET MOBIL BE YOUR TRAVEL GUIDE,
 1960S,**
 two printed tin, circular maps with rotating
 distance charts, comprising West Coast and
 West Central, EACH 28 X 28 INCHES. (2)
\$200 - 300
WITHOUT RESERVE

140
DERBY'S ETHYL FLEXGAS,
 porcelain enamel sign, 30 inches diameter,
 (some chips and loss).
\$250 - 350
WITHOUT RESERVE

141

HAL GAS,
 porcelain enamel double-sided sign, 30 inches
 diameter, (some overpainting).
\$200 - 300
WITHOUT RESERVE

142

FIVE SIGNS,
 four reproductions comprising two Canadian
 Supertest signs, both 36 inches diameter; Rebel
 Gas 24 inches diameter and Dodge Brothers
 Sales - Service 26 inches diameter, together
 with a White Rose double sided printed tin,
 flange mounted sign, 18 x 18 inches. (5)
\$100 - 150
WITHOUT RESERVE

143

BUICK,
 rare 1930s porcelain enamel double sided sign,
 25 x 32 inches, some chipping and loss to
 enamel.
\$400 - 600
WITHOUT RESERVE

144

SHELL GASOLINE,
 cut-out shell shaped porcelain enamel double
 sided sign, 42 x 42 inches (some chips and
 loss).
\$1,000 - 1,500
WITHOUT RESERVE

145

PHILLIPS 66,
 porcelain enamel sign dated 1955, 30 x 29
 inches.
\$150 - 250
WITHOUT RESERVE

146

RED CROWN ETHYL GASOLINE,
 porcelain enamel sign, 30 inches diameter,
 some overpainting.
\$350 - 450
WITHOUT RESERVE

147

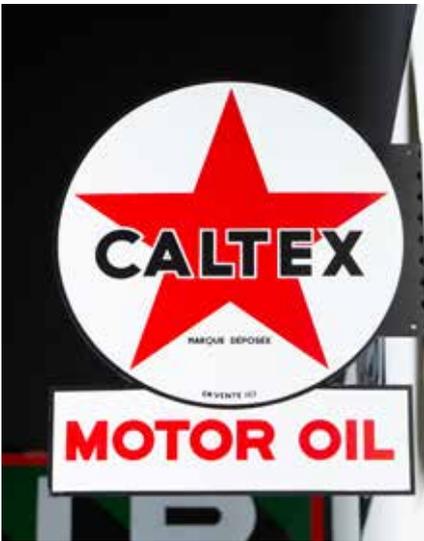
SUNRAY D-X PETROLEUM PRODUCTS,
 porcelain enamel sign, octagonal in seven
 colors, 28 x 28 inches, (overpainted restoration
 in places).
\$300 - 400
WITHOUT RESERVE

148

FOUR SIGNS,
 comprising porcelain enamel A Mississippi
 Product 6 x 12 inches; Phoenix Assurance
 Company Limited of London, 20 x 14 inches;
 printed tin Speedwell Oil, 5 x 10 inches and
 Froskil Anti-Freeze cardboard shop counter
 advertising sign. (4)
\$200 - 300
WITHOUT RESERVE



157



160

149

COSDEN,

porcelain enamel double sided sign for the Cosden Petroleum Corporation, 72 inches diameter, (some chips and loss).

\$300 - 400

WITHOUT RESERVE

150

CHEVROLET SUPER SERVICE,

porcelain enamel sign by Walker & Co of Detroit, originally fitted with neon tubing (now missing) 42 x 48 inches.

\$400 - 600

WITHOUT RESERVE

151

STUDEBAKER AUTHORIZED SALES & SERVICE,

porcelain enamel sign, 48 inches diameter (few small chips and small slot cut out to lower edge).

\$400 - 600

WITHOUT RESERVE

152

US TIRES,

porcelain enamel sign for the Leatherstocking Garage, Cooperstown, NY, 48 x 96 inches (chipped with loss to enamel).

\$200 - 300

WITHOUT RESERVE



165

153

ESSO,

porcelain enamel oval sign, 20 x 26 inches.

\$100 - 150

WITHOUT RESERVE

154

SPARK PLUG ADVERTISING ITEMS,

comprising Autolite tin sign, 12 x 24 inches, molded plastic Champion Spark Plug sign, 26 x 10 inches and a Champion Spark Plug shaped radio. (3)

\$100 - 150

WITHOUT RESERVE

155

CADILLAC AUTHORIZED SERVICE,

modern replica porcelain enamel sign, 42 inches diameter.

\$75 - 125

WITHOUT RESERVE

156

TWO MOBIL SIGNS,

comprising porcelain enamel Mobil, 27 x 90 inches (top half of a larger sign) and porcelain enamel Mobilgas Special, 20 x 12 inches. (2)

\$250 - 350

WITHOUT RESERVE

157

A NEON MOBIL PEGASUS SIGN,

replica porcelain enamel cut-out backing fitted with red neon tubes, 42 x 60 inches.

\$400 - 600

WITHOUT RESERVE

158

PAN-AM GASOLINE MOTOR OILS,

porcelain enamel sign, 42 inches diameter, (chips and loss).

\$300 - 400

WITHOUT RESERVE

159

TWO TIRE COMPANY SIGNS,

comprising Hood Tires porcelain enamel sign, 78 x 18 inches (some chips and loss) and a two part Michelin porcelain enamel sign, 28 x 114 inches, together with a Dunlop advertising poster, circa 1908, printed by L. Revon & Cie, Paris, mounted and framed, (pasted to mount, small loss with some overpainting to lower right corner).

\$300 - 400

WITHOUT RESERVE

160

CALTEX MOTOR OIL,

French, porcelain enamel double sided cut out wall mounted sign, 34 x 28 inches.

\$300 - 400

WITHOUT RESERVE

161

FORD,

circa 1920, porcelain enamel sign, 25 x 39 inches.

\$500 - 700

WITHOUT RESERVE

162

CHRYSLER AIRFLOW 'BUILT LIKE A BRIDGE' POSTER,

paper, 39 x 26 inches, framed and glazed.

\$75 - 125

WITHOUT RESERVE

163

SINCLAIR,

a large two-part porcelain enamel sign, in green, red, black and white, 24 x 168 inches. (2)

\$300 - 400

WITHOUT RESERVE

164

THREE TIRE SIGNS,

comprising Goodyear diamond shaped porcelain enamel sign, 26 x 44 inches (chips with loss to enamel), and two embossed printed tin signs for Cities Service Tires Batteries 60 x 18 inches and Cooper Tires Tubes, 19 x 58 inches. (3).

\$200 - 300

WITHOUT RESERVE

165

NEW TEXACO MOTOR OIL,

Pictorial printed tin sign 'Stays Full Longer', 18 x 30 inches.

\$150 - 250

WITHOUT RESERVE

166

STANDARD OIL COMPANY ICO = VIS MOTOR OIL,

porcelain enamel sign marked ADV 547, lettered in blue, 30 inches diameter, (some chips and loss to edges).

\$350 - 450

WITHOUT RESERVE

167

THREE OIL SIGNS,

comprising printed tin, Cities Service Koolmotor Oil, 28 x 60 inches (some loss to edges); porcelain enamel double sided Cities Service Oils 'Once - Always', 16 inches diameter: and printed tin Valvoline, 30 inches diameter. (3)

\$400 - 600

WITHOUT RESERVE

168

QUAKER STATE MOTOR OIL,

embossed printed tin sign, 34 x 60 inches (colors faded).

\$100 - 150

WITHOUT RESERVE

169

TWO TIRE COMPANY SIGNS,

both printed tin, comprising Michelin 25 x 25 inches and Mohawk Tires, 14 x 42 inches. (2)

\$100 - 150

WITHOUT RESERVE

170

TWO RILEY BROTHERS 'THAT'S OIL' SIGNS,

comprising printed tin cut-out double sided flange mounted oval, 12 x 18 inches and porcelain enamel single sided 6 x 12 inches, together with a Veltex Fletcher Oil Company replica sign, 25 inches diameter. (3)

\$100 - 150

WITHOUT RESERVE

171

STANDARD OIL COMPANY ICO = VIS MOTOR OIL SERVICE,

porcelain enamel double sided sign, lettered in red and blue, 30 inches diameter, (some chips and loss to edges).

\$350 - 450

WITHOUT RESERVE

172

HAVOLINE WAX FREE OIL,

porcelain enamel sign 36 x 48 inches (some chips and loss to top edge).

\$250 - 350

WITHOUT RESERVE

173

PURETEST OILS INSURE MOTOR LIFE,

porcelain enamel double sided flange mounted sign, 12 x 18 inches.

\$150 - 250

WITHOUT RESERVE

174

SAFETY FIRST DRIVE SLOWLY,

porcelain enamel 'This drive for Motor Vehicles Only', 14 inches diameter. (some chips and loss to enamel).

\$100 - 150

WITHOUT RESERVE

175

ESSO ELEPHANT KEROSENE,

replica porcelain enamel sign, 24 x 12 inches.

\$75 - 125

WITHOUT RESERVE

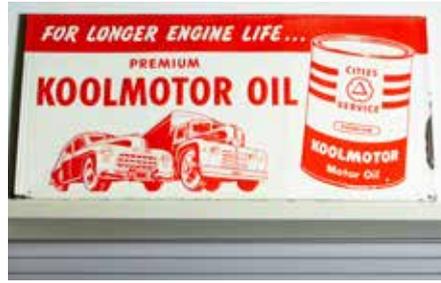
176

TEXACO SKY CHIEF GASOLINE,

porcelain enamel sign dated 3/12/45, 18 x 12 inches.

\$100 - 150

WITHOUT RESERVE



167 (part)

177

THE TEXAS COMPANY PETROLEUM PRODUCTS 'TEXACO MOTOR OIL',

1920s, porcelain enamel cut-out double sided flange mounted sign, 24 x 16 inches, (slight chips and loss)

\$500 - 700

WITHOUT RESERVE

178

WHITE ROSE GASOLINE,

porcelain enamel sign, 40 inches diameter (some chips and loss, mounting bracket marks to top).

\$400 - 500

WITHOUT RESERVE

179

FOUR SIGNS,

comprising late 1930s printed tin cut-out double sided flange mounted AC Spark Plug Cleaning Station, 16 x 11 inches; porcelain enamel Esso Extra, 18 x 12 inches; embossed printed tin Dunlop Tires 19 x 60 inches and Drive with Kendall Confidence, 60 x 12 inches. (various conditions). (4).

\$400 - 500

WITHOUT RESERVE

180

RED CROWN ETHYL GASOLINE,

porcelain enamel sign, 30 inches diameter (slight chips and loss)

\$300 - 500

WITHOUT RESERVE

181

ATLANTIC,

porcelain enamel sign, 40 X 72 inches (some chips, rusting and loss).

\$200 - 300

WITHOUT RESERVE

182

TWO TIRE COMPANY SIGNS,

comprising convex embossed oval printed tin Kelly Springfield Tires, 24 x 36 inches and porcelain enamel Seiberling Tires, 71 x 17 inches (some chips and loss). (2)

\$200 - 300

WITHOUT RESERVE



177

183

DIAMOND NEVRNOX GASOLINE SIGN,

printed tin, 24 x 32 inches, together with printed tin British Blended Purr-Oil sign, 16 x 18 inches (faded and weathered). (2)

\$150 - 250

WITHOUT RESERVE

184

PAN-AM GASOLINE MOTOR OILS SIGN,

porcelain enamel double sided, 42 inches diameter (slight chips and loss)

\$300 - 400

WITHOUT RESERVE

185

EXIDE BATTERIES SERVICE STATION SIGN,

1950s, porcelain enamel by Brilliant MFG Co of Philadelphia, 14 X 39 inches (some chips, rusting and loss)

\$100 - 150

WITHOUT RESERVE

186

SIX SIGNS,

comprising three porcelain enamel Conoco 'triangles', one large 40 x 44 inches and two small 8 x 8 inches; White Rose, double sided printed tin, flange mounted, 18 x 18 inches; porcelain enamel Super Plume Ethyl, 12 x 10 inches and embossed printed tin Cooper Tires, 60 x 18 inches. (Various conditions) (6)

\$300 - 400

WITHOUT RESERVE

187

ASK FOR WOLF'S HEAD MOTOR OIL SIGN,

printed tin cut-out double sided flange mounted oval, dated 12-49, 20 inches high.

\$150 - 250

WITHOUT RESERVE



193

188
TEXACO GASOLINE MOTOR OIL SIGN'
porcelain enamel sign, 42 inches diameter
(slight chips and loss)
\$350 - 450
WITHOUT RESERVE

189
SHELL,
porcelain enamel sign, cut-out shell shape in
red and yellow, 42 x 36 inches, (some chips
and loss), together with a printed tin Shel with
ICA sign, 20 x 12 inches. (2).
\$1,000 - 1,500
WITHOUT RESERVE

190
**SMITH-O-LENE AVIATION BRAND
GASOLINE,**
rare porcelain enamel sign, 48 inches diameter
(weathered with chips, rusting and loss).
\$1,000 - 1,500
WITHOUT RESERVE

191
TWO SIGNS,
comprising Champion Spark Plug Service,
printed tin, 28 x 10 inches, and Sonoco Motor
Oil, printed tin, 11 x 14 inches. (2)
\$75 - 125
WITHOUT RESERVE

192
SEVEN SIGNS,
comprising porcelain enamel Texaco Fire Chief
gasoline, dated 3-3-56 18 x 10 inches; printed
tin G&J Tires Tubes, 10 x 28 inches; Canzol
'That Different Gas' double sided printed tin,
flange mounted, 18 x 18 inches; reproduction
porcelain enamel Socony Aircraft Oils 10 x 14
inches; w painted wooden sign copy of Texas
Pacific Gasoline Motor Oil sign, 24 inches
diameter; reproduction Bruinoil, 12 inches
diameter, and a plastic Mercedes-Benz sign, 30
x 48 inches. (7)
\$200 - 300
WITHOUT RESERVE

193
INDEPENDENT OIL CO,
embossed tin sign for Bartles Bonded Oils &
Greases, 10 x 24 inches.
\$200 - 300
WITHOUT RESERVE



194

194
SWEENEY GASOLINE MOTOR OILS,
porcelain enamel sign, 30 x 52 inches, (some
chips and loss).
\$400 - 500
WITHOUT RESERVE

195
SPHINX BENZIN,
1920s, double sided porcelain enamel sign,
flange mounted, 18 x 24 inches (slight chips
and loss).
\$300 - 400
WITHOUT RESERVE

196
NASH AUTHORIZED SERVICE,
porcelain enamel sign, 48 x 48 inches with
napped corners,
\$400 - 500
WITHOUT RESERVE

197
TWO SIGNS,
comprising Goodrich Silvertowns Tires Tubes
porcelain enamel sign, 18 x 50 inches, and
printed tin Skelly Grease Master, 36 inches
diameter. (2)
\$150 - 250
WITHOUT RESERVE

198
DRAIN AND REFIL WITH MOBIL OIL NOW!,
porcelain enamel sign, 36 x 60 inches, (some
chips and loss).
\$250 - 350
WITHOUT RESERVE

199
HARRIS OILS,
1919, cut-out double sided wall mounted
porcelain enamel sign, 18 x 18 inches (some
chips and loss to edges).
\$800 - 1,200
WITHOUT RESERVE

200
THREE SIGNS,
comprising porcelain enamel Standard Oil
Company Atlas Tires Repairs, 60 x 16 inches,
(weathered, some chips and loss); printed tin
Super Galena Motor Oil, 14 x 28 inches, (with
reversed embossed lettering to rear) and printed
tin Super Unleaded Sky Chief, 14 x 18 inches. (3)
\$150 - 250
WITHOUT RESERVE



195

201
RED CROWN GASOLINE,
porcelain enamel sign, 30 inches diameter,
(2 nail holes, chips loss and bent along lower
edge).
\$300 - 400
WITHOUT RESERVE

202
**RED HEAD GASOLINE MOTOR OILS
AUTHORIZED DEALER,**
porcelain enamel sign, 24 x 18 inches.
\$75 - 125
WITHOUT RESERVE

203
**STANDARD OIL CO. OF NEW YORK
KEROSENE OIL,**
double sided flange mounted porcelain enamel
sign depicting an elephant, 18 x 24 inches
(chips and loss to edges)
\$400 - 500
WITHOUT RESERVE

204
SHELL MOTOR OIL,
porcelain enamel pictorial sign, 40 x 40 inches,
(chips and loss).
\$400 - 500
WITHOUT RESERVE

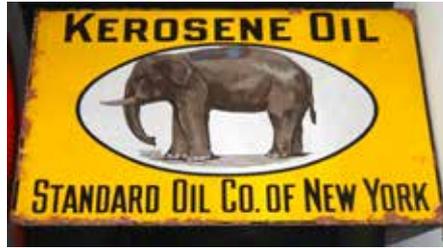
205
THREE SIGNS,
each printed tin, comprising embossed Exide
Batteries, 14 x 39 inches; Irving, 16 x 29 inches
and a reproduction Rebel Gas, 24 inches
diameter. (3)
\$100 - 150
WITHOUT RESERVE

206
MICHELIN,
porcelain enamel sign, 72 x 12 inches, with
detail of Mr Bibendum sitting in a tire, (some
chips and loss to edges).
\$300 - 400
WITHOUT RESERVE

207
FSK,
circa 1915, double sided flange mounted
porcelain enamel tire company sign, 20 x 25
inches (slight chips and loss to edges).
\$600 - 800
WITHOUT RESERVE



199



203



204



207



208



209



217

Lots 214-238 will remain hanging during the view and sale. Buyers of these lots will need to make a special arrangement with the Museum so their purchases can be taken down and removed at a time convenient to both parties. Please speak to Bonhams Automobilia during the view for further information. All expenses involved in the removal of these lots are the responsibility of the purchaser.

214
"76",
illuminated sign, 22 inches diameter.
\$200 - 300
WITHOUT RESERVE

208
EVER-PENN OIL 'PROVED BEST BY TEST',
porcelain enamel sign, 30 inches diameter,
(chips and loss to enamel).
\$250 - 350
WITHOUT RESERVE

211
HUDSON ESSEX SERVICE,
double-sided porcelain enamel sign, 16 x 30
inches, (chips and loss to enamel, one side
rusted).
\$150 - 250
WITHOUT RESERVE

215
ZEPHYR,
large double-sided porcelain enamel sign, 60 x
96 inches.
\$400 - 600
WITHOUT RESERVE

209
LORECO GASOLINE MOTOR OIL,
porcelain enamel sign, 48 inches diameter,
(chips and loss to enamel).
\$300 - 400
WITHOUT RESERVE

212
US TIRES
porcelain enamel sign, 24 inches diameter,
(chips and loss to enamel).
\$100 - 150
WITHOUT RESERVE

216
EXXON,
large double-sided porcelain enamel sign, 45 X
90 inches.
\$400 - 600
WITHOUT RESERVE

210
GOODYEAR TIRES,
porcelain enamel diamond shaped sign, 32 x 60
inches, (some chips and loss to edges)
\$150 - 250
WITHOUT RESERVE

213
KENDALL MOTOR OIL,
printed tin, new/old stock with painted wooden
frame, 19 x 70 inches.
\$150 - 250
WITHOUT RESERVE

217
SERVICE DEPARTMENT NEON SIGN,
porcelain enamel double-sided hanging box
sign with neon tubing (one side bright, the other
side working but dim), 30 x 70 inches.
\$1,000 - 1,500
WITHOUT RESERVE



221 - 227



226,227

218

APCO PETROLEUM PRODUCTS,

large double-sided porcelain enamel sign, 60 x 96 inches, with heavy metal frame for pillar mounting.

\$400 - 600

WITHOUT RESERVE

219

PHILLIPS 66,

large double-sided shield shape porcelain enamel sign, 72 x 72 inches (chips and loss to enamel)

\$400 - 600

WITHOUT RESERVE

220

STANDARD OIL,

large double-sided porcelain enamel sign, 48 X 96 inches (chips and loss to enamel).

\$400 - 600

WITHOUT RESERVE

221

SINCLAIR H-C GASOLINE,

large double-sided porcelain enamel sign, 72 inches diameter (slight chips and loss to enamel)

\$400 - 600

WITHOUT RESERVE

222

ASHLAND,

large double-sided porcelain enamel sign, 60 x 96 inches, (slight chips and loss to enamel)

\$400 - 600

WITHOUT RESERVE

223

PURE BE SURE WITH PURE,

large double-sided porcelain enamel sign, 72 inches diameter (slight chips and loss to enamel)

\$400 - 600

WITHOUT RESERVE

224

GULF DEALER,

large double-sided porcelain enamel sign, 72 inches diameter (slight chips and loss to enamel)

\$400 - 600

WITHOUT RESERVE

225

TEXACO,

large double-sided porcelain enamel sign, 54 x 96 inches (slight chips and loss to enamel, some rust staining).

\$400 - 600

WITHOUT RESERVE

226

BUICK,

1940's-50's Buick Valve In Head vertical dealership large double sided neon and enamel sign,

lettered in red tubing, 16 x 3 feet.

\$5,000 - 7,000

WITHOUT RESERVE

227

OLDSMOBILE,

vertical dealership double sided neon and enamel sign, with enamel Oldsmobile crest and lettered in red tubing, 16 x 3 feet.

\$5,000 - 7,000

WITHOUT RESERVE

228

B A,

large double-sided porcelain enamel sign for British American Oil Company, 68 inches diameter, (some chips and loss) with metal frame.

\$400 - 600

WITHOUT RESERVE

229

LION,

large double-sided porcelain enamel sign, 60 inches diameter, (some chips and loss).

\$400 - 600

WITHOUT RESERVE

230

ATLANTIC,

large double-sided porcelain enamel sign, 40 x 80 inches, (some chips and loss).

\$400 - 600

WITHOUT RESERVE

231

SOHIO,

large double-sided porcelain enamel sign, 50 X 72 inches, (some chips and loss), with metal frame.

\$400 - 600

WITHOUT RESERVE

232

PREMIER,

large double-sided porcelain enamel sign, 50 x 96 inches, (some chips and loss, white lettering faded on one side).

\$400 - 600

WITHOUT RESERVE

233

NO LOT

234

AMOCO,

large double-sided porcelain enamel sign, 60 x 72 inches, (some chips and loss), in metal hanging frame.

\$400 - 600

WITHOUT RESERVE

235

PHILLIPS 66,

large double-sided shield-shaped porcelain enamel sign, 72 x 72 inches, (some chips, loss and rust staining).

\$400 - 600

WITHOUT RESERVE

236

CITIES SERVICE,

large double-sided porcelain enamel sign, 48 x 48 inches, (some chips and loss), in metal frame.

\$400 - 600

WITHOUT RESERVE

237

"BEST IN THE LONG RUN",

large double-sided porcelain enamel sign for the Marathon Petroleum Corporation depicting Pheidippides, 40 x 80 inches, (some chips and loss).

\$400 - 600

WITHOUT RESERVE

238

INGRAM,

large double-sided porcelain enamel sign, 70 inches diameter, (some chips and loss)

\$400 - 600

WITHOUT RESERVE

239

SINCLAIR,

porcelain enamel sign, 43 X 62 inches, (some chips and loss).

\$300 - 400

WITHOUT RESERVE

240

SOCONY GASOLINE MOTOR OIL,

porcelain enamel sign shield-shaped sign, 46 X 47 inches, (some chips and loss).

\$300 - 400

WITHOUT RESERVE

241

FOUR RUSTIC EFFECT WOODEN SIGNS,

modern, painted with raised block models to center, comprising Maserati Owners Club; Bugatti Owners Club, Mack Bulldog Trucks and Geo Blunts Balloon Flight (4)

\$100 - 150

WITHOUT RESERVE

242

WE USE GENUINE CHEVROLET PARTS,

double-sided cut-out printed tin wall flange mounted sign, 18 x 18 inches, (some wear and rusting).

\$100 - 150

WITHOUT RESERVE

243

GULF,

illuminated sign, alloy frame with embossed polycarbonate lens, 20 x 22 inches.

\$200 - 300

WITHOUT RESERVE

244

EXIDE BATTERIES AUTHORIZED DEALER,

double sided porcelain enamel hanging sign, 14 x 24 inches, with wall mounted hanging bracket (2)

\$250 - 350

WITHOUT RESERVE

245
A LOGAN SCREW CUTTING AND TURRET LATHE,
Model 2557 VH, with 54 inch bed, (workshop used condition).
\$200 - 400
WITHOUT RESERVE

246
A ½ HP BENCH GRINDER,
With General Electric AC motor, model number 5KC36JN267, (workshop used condition).
\$100 - 150
WITHOUT RESERVE

247
TWO CABINETS AND CONTENTS,
each cabinet with door to front, 34 x 24 x 37, contains engineering precision tools, drill bits ect.. (workshop used condition). (Qty)
\$100 - 150
WITHOUT RESERVE

248
A SHARP TURRET MILLING MACHINE,
Model LC-1 ½ TM, serial number 72123213 with 42 inch bed, (workshop used condition).
\$200 - 400
WITHOUT RESERVE

249
A 1/3 HP BALDOR GRINDER/BUFFER,
Type 662R, number W284, on 'home-made' stand with wheel rim base, (workshop used condition)..
\$50 - 75
WITHOUT RESERVE

250
A SOUTH BEND PRECISION LATHE,
Model number CL:145D, with 84 inch bed, (workshop used condition).
\$200 - 400
WITHOUT RESERVE

251
A GEORGE KENDRICK LTD PATENT PANEL WHEELING MACHINE,
known as an "English Wheel", patent number 18730, with three interchangeable roller heads, (workshop used condition).
\$100 - 200
WITHOUT RESERVE

252
A DRIES & KRUMP HAND-OPERATED STEEL BENDING BRAKE,
supplied by Dixie Mill Supply Co, with 60 inch bending bed, (workshop used condition).
\$100 - 150
WITHOUT RESERVE

253
A DRY SAND BLASTING CABINET BY SKATBLAST,
number C013463, (workshop used condition).
\$75 - 125
WITHOUT RESERVE

254
A PEXTOW MODEL 152-J METAL SHEAR BY PECK, STOW & WILCOX CO.,
serial number 7/59, foot operated with a 54 inch cutting capacity for metals up to gauge of 16 soft steel, (workshop used condition).
\$100 - 150
WITHOUT RESERVE

255
A 2 TON ENGINE HOIST,
the hoist Model 742, together with two engine stands one marked Allied 'Heavy Duty' 750lb capacity, the other unmarked, and a large Hein-Werner 1 ½ ton model 55 jack, (workshop used condition). (4).
\$100 - 150
WITHOUT RESERVE

256
A 12 TON SHOP PRESS,
model number 928, (workshop used condition).
\$50 - 100
WITHOUT RESERVE

257
A MAKITA 355MM PORTABLE CUT OFF SAW,
model 2414, serial number 559123e 115 Volt AC/DC, bench mounted
\$75 - 125
WITHOUT RESERVE

258
A KALAMAZOO MODEL 610-D HORIZONTAL METAL CUTTING BAND SAW,
serial number P11P296, single phase, (workshop used condition).
\$200 - 300
WITHOUT RESERVE

259
A ½ HP PEDESTAL GRINDER BY BALDOR,
painted green, model W2M6754, together with a home-made buffer, comprising a Leeson 115 Volt motor on a wheel based pillar mount, (workshop used condition). (2)
\$50 - 100
WITHOUT RESERVE

260
A LINCOLN ELECTRIC ARC WELDER,
model AC/DC 225/125, serial number 9221-603, modern, on wheeled trolley with some welding rods, (workshop used condition). (Qty)
\$100 - 150
WITHOUT RESERVE

261
AN 'ACE' (AUTOMOTIVE COMPUTER EQUIPMENT) ENGINE TESTING UNIT BY BEAR AUTOMOTIVE, 1980S,
cabinet on wheeled stand with monitor and printer, the lower cupboards with instruction manuals and related literature, overall 45 x 28 x 76 inches, (used).
\$100 - 200
WITHOUT RESERVE

262
A SUN DISTRIBUTOR TESTER,
model MD-1 serial number 27058, single phase 115 Volts, on wheeled base, 32 x 22 x 74 inches, (used).
\$100 - 200
WITHOUT RESERVE

263
THREE PIECES OF GARAGE EQUIPMENT,
comprising Bear headlight tester on tubular stand; Sun model VAT 28 Volt-Ampere tester 6-12 DC Volts on wheeled trolley and a Sun portable battery charger, model BC-80-1, on wheeled base (all used condition). (3)
\$100 - 200
WITHOUT RESERVE

264
THREE BOXES OF SUN SPECIFICATION SERVICE SHEETS,
together with two Sun Volt-Ampere testers VAT 40 on trolley stands; a Sun combustion vacuum unit; two battery testers/chargers and a Bear ARBST unit on a trolley stand. (used). (Qty)
\$100 - 200
WITHOUT RESERVE

265
A SUN 1020 ELECTRONIC DIAGNOSIS ENGINE TESTER,
on wheeled trolley, 42 x 27 x 68 inches, (used).
\$100 - 200
WITHOUT RESERVE

266
A SUN GENERATOR-REGULATOR TESTER,
model GRT 30-35, serial number 255, 230 Volts 17 Amperes/115 Volts 6 Amperes, single phase, 52 x 28 x 62 inches, on wheeled base, (used).
\$100 - 200
WITHOUT RESERVE

267
ASSORTED GARAGE EQUIPMENT,
comprising a Stewart-Warner electronic wheel balancing unit, with related paperwork; a Hunter model 125B Wheel Spinner; a Trico point-of-sale wiper blade cabinet (weathered); and a Sun model 10 battery starter/tester on trolley stand (all used condition), (Qty)
\$100 - 200
WITHOUT RESERVE

268
A HUNTER STYSTEM C111 DIAGNOSTIC UNIT,
68 x 22 x 66 inches, on wheeled base, (used).
\$100 - 200
WITHOUT RESERVE

269
AN FMC AUTOSCAN 2800 PROGRAMMED ENGINE PERFORMANCE ANALYZER,
on wheeled base, 43 x 21 x 74 inches. (used)
\$100 - 200
WITHOUT RESERVE

270
A KAL EQUIPMENT DIAGNOSTIC ANALYZER,
on wheeled trolley, 32 x 22 x 52 inches, (used).
\$100 - 200
WITHOUT RESERVE

271
A SOUIX VALVE FACE GRINDING MACHINE,
model 645L, serial number 424487, 115 Volts
(light shade missing, used).
\$75 - 125
WITHOUT RESERVE

272
FOUR PIECES OF GARAGE ANALYSIS EQUIPMENT,
comprising Sun model U808 tach dwell unit;
Sun EPA 75, exhaust performance analyser;
a model SS-95 Sun Scope and a Sun timing
advance unit 'gun' (taped repair to handle, all
used condition). (4)
\$100 - 200
WITHOUT RESERVE

273
A "KING" MOTOR ANALYZER BY THE ELECTRIC HEAT CONTROL CO.,
type MT-795, serial number 8191, 62 x 9 x 23
inches, (used).
\$100 - 200
WITHOUT RESERVE

274
ASSORTED CARBURETOR SPARES AND ACCESSORIES,
majority new/old stock housed in two metal four
drawer cabinets. (Qty)
\$100 - 200
WITHOUT RESERVE

275
A QUANTITY OF BOXED NEW/OLD STOCK AUTOMOTIVE SPARES,
By makers including Vulcan, Remy, Delco, Carter
and Wayne, majority in original boxes/packaging,
including Ignition parts, distributor caps, bulbs,
gears, shafts, starter parts, and others. (Qty)
\$100 - 200
WITHOUT RESERVE

This lot originally formed part of the stock held by
Tom's Automotive, Tupelo.

276
A SUN TUNE UP TESTER, MODEL TUT 1015,
serial 43E-8653, single phase, on model C-38
wheeled cabinet base, 38 x 27 x 72 inches,
together with a bench mounted Sun Volt-
Ampere Tester, serial number 52428 27 x 23 x
52 inches, (both used condition). (2)
\$100 - 200
WITHOUT RESERVE

277
A LARGE COLLECTION OF AUTOMOTIVE MAINTENANCE, SERVICING MANUALS, INSTRUCTION BOOKS AND RELATED PARTS LISTS AND SALES CATALOGUES,
from the 1950s onwards.(used), (Qty)
\$100 - 200
WITHOUT RESERVE

278
A KOKEN BARBERSHOP CHAIR, CIRCA 1960,
chromed metal fittings, adjustable with padded
upholstery, arms, headrest and reversible grid/
cushioned foot rest, (used, some wear to
chrome and surface rusting).
\$400 - 600
WITHOUT RESERVE

279
A KOKEN BARBERSHOP CHAIR, CIRCA 1960,
chromed metal fittings, adjustable with padded
upholstery, arms, headrest and reversible grid/
cushioned foot rest, (used, some wear to
chrome and surface rusting).
\$400 - 600
WITHOUT RESERVE

280
A SUN ENGINE PERFORMANCE TESTER,
model SS110, (for restoration).
\$50 - 100
WITHOUT RESERVE

281
A CHEVROLET STRAIGHT SIX OHV ENGINE,
believed 1960s 250 type, comprising main
block and head (lacking covers and lower
crankshaft casing, used, for restoration).
\$100 - 200
WITHOUT RESERVE

282
A JAGUAR MK V ENGINE,
comprising main block and sump, detached
head and other spares including radiator grille,
core, gearbox bellhousing and other spares.
(used). (Qty)
\$100 - 200
WITHOUT RESERVE

283
A MERCEDES-BENZ W112 300SE FUEL INJECTED ENGINE,
serial number 189,985-12-0033, in metal frame
(used).
\$100 - 200
WITHOUT RESERVE

284
THREE BRASS CLINDRICAL ACETYLENE GENERATORS,
one by Jno W Brown Mfg. Co, Columbus Ohio,
14 inches high, the others without maker's
marks. (3)
\$100 - 200
WITHOUT RESERVE

285
THREE BRASS CLINDRICAL ACETYLENE GENERATORS,
one by E & J, Detroit, patented 1908, another
by Solar, the third without maker's marks. (3)
\$100 - 200
WITHOUT RESERVE

286
A DISMANTLED DUPLEX GASOLINE DISPENSER,
includes cast iron base, some panelling, some
internals, reservoir support, glass reservoir
cylinders, some metal mesh for reservoir
internals, two reservoir caps with fittings for
globes, one nozzle with flexible spout, for
restoration.
\$300 - 400
WITHOUT RESERVE

287
A DUPLEX 'CLEAR VISION' GASOLINE DISPENSER, MODEL 700,
20 gallon capacity, number 19818, patents
for 1925 and 1927, manufactured by Service
Station Equipment Co, Toronto, Canada,
(partially dismantled), includes complete cast
iron base with panelled main body and reservoir
support, detached two glass reservoir cylinders,
some metal mesh for reservoir internals, two
reservoir caps with fittings for globes, for
restoration.
\$400 - 500
WITHOUT RESERVE

288
A CROWN GLASS GAS PUMP GLOBE,
molded milk glass, once with painted red or
gold details now faded, 16½ inches high, with
metal neck.
\$300 - 400
WITHOUT RESERVE



295



297

289

A RED CROWN GLASS GAS PUMP GLOBE, molded milk glass, with remains of red paint details now faded, 16½ inches high, with metal neck.

\$300 - 400

WITHOUT RESERVE

290

A GAS PUMP GLOBE,

three-part type, original white milk glass center, 16 inches high, with two modern glass "Buick Sales Service" panels (unfitted). (3)

\$200 - 300

WITHOUT RESERVE

291

A TEXACO GAS PUMP GLOBE,

three-part type, original white milk glass center (cracked) 16 inches high, fitted with two Texaco glass panels. (3)

\$200 - 300

WITHOUT RESERVE

292

AN ESSO GAS PUMP GLOBE,

metal frame with lettered glass panels, 19½ inches high.

\$200 - 300

WITHOUT RESERVE

293

A TEXACO SKYCHIEF GAS PUMP GLOBE,

white center (damaged with loss) and lacking one glass panel, but with both metal fixing bands, 16½ inches high.

\$100 - 200

WITHOUT RESERVE

294

FINA,

large double-sided porcelain enamel sign, 78 x 71 inches, in metal frame for pillar mounting.

\$400 - 600

WITHOUT RESERVE

295

AN AMISH 'SCHOOLBUS' HORSEDRAWN VEHICLE,

36 inch diameter front and 46 inch diameter rear spoked wheels, shod with solid rubber tires, leaf spring suspension to chassis, mounted with curved roof wood paneled cab, with seat for driver and two side bench seats for passengers. The driver's compartment heated with miniature wood burning stove with chimney to roof, opening in window for reins. The door painted Crocus School, the cab 84 x 44 x 54 inches, the vehicle 96 inches high overall. Offered for sale with both single and double horse shafts. (Qty)

\$800 - 1,200

WITHOUT RESERVE

Lot 295 will be treated as a vehicle. The same conditions for removal of this vehicle, as published in the catalog, will apply as they do for other vehicles.

296

“SANTA’S SLEIGH”,

horse drawn (or reindeer drawn) parade vehicle, the two sets of dummy runners mounted on 10 inch diameter rubber tired wheeled subframe. Metal box frame body, mounted with curved dashboard, three sets of bench seats, fitted with metal shafts, the vehicle 58 inches high, 50 inches wide and 20 feet long overall, offered for sale with prop sack of presents. (Qty)

\$800 - 1,200

WITHOUT RESERVE

Lot 296 will be treated as a vehicle. The same conditions for removal of this vehicle, as published in the catalog, will apply as they do for other vehicles

297

GOOB’S GARAGE MUSEUM DISPLAY BUILDING,

originally a derelict building discovered in Mississippi, the usable parts were preserved and bought back to the Tupelo Automobile Museum, where in 2002, they were constructed by Frank Spain, Mike “Goob” Grissom and Max Berryhill, to create Goob’s Garage, complete with automobile weathervane, gable-end mounted industrial light and remains of original wasp’s nest found in the derelict building. Full inspection recommended.

\$500 - 700

WITHOUT RESERVE

The buyer of this lot will need to make a special arrangement with the Museum so it can be dismantled and removed at a time convenient to both parties. Please speak to Bonhams Automobilia during the view for further information. All expenses involved in the removal of this lot are the responsibility of the purchaser. Also note, the photographs used in the catalogue and online depict Goob’s Garage fully decorated as a museum exhibit for display purposes only. The automobilia shown in these pictures is not included as part of this lot which comprises the building structure only.

298

WESTERN UNION,

double-sided porcelain enamel sign, 17 x 30 inches

\$150 - 250

WITHOUT RESERVE

299

WESTERN UNION,

double-sided porcelain enamel sign, 17 x 30 inches

\$150 - 250

WITHOUT RESERVE

300

EVEREADY BATTERIES,

Indian, 1940s, porcelain enamel sign, 18 x 12 inches, (some chips and loss to enamel).

\$100 - 150

WITHOUT RESERVE

301

TWELVE AUBURN CLASSIS CAR SHOW ADVERTISING POSTERS, 1989-2000,

Each framed and glazed, 36 x 24 inches. (12)

\$100 - 150

WITHOUT RESERVE

302

FOUR AMERICAN RACE MEETING POSTERS,

Comprising, 12 Hours of Sebring 1964, 12 Hours of Sebring 1970, Long Beach Grand Prix 1982 after Randy Owens and Long Beach 1977, framed. (4)

\$200 - 300

WITHOUT RESERVE

303

ASSORTED MUSEUM DISPLAY POSTERS, PRINTS,

including Ford, 29th Auto Show, Mercedes Benz and others. (Qty)

\$100 - 200

WITHOUT RESERVE

304

AUTOMOBILE QUARTERLY,

A good collection, near complete run from Volume 1 number 1 1962 to Volume 42 Number 2, 2005, some duplicates. (Qty)

\$200 - 300

WITHOUT RESERVE

305

ASSORTED MOTORING BOOKS,

including Wherry: Automobiles of the World; Georgano: Cars 1886-1930; Sedgwick: Cars of the thirties and forties; Sedgewick: Cars of the 50s and 60s; and other titles. (Qty)

\$100 - 150

WITHOUT RESERVE

306

ASSORTED MOTORING BOOKS,

including Rogliati: Great Collectors’ Cars; Gunnel: Convertibles: The Complete Story; Burgess-Wise: Automobiles; Jacobs: Lemons The World’s Worst Cars; and other titles. (Qty)

\$100 - 150

WITHOUT RESERVE

307

ASSORTED MOTORING BOOKS,

including Clymer: Those Wonderful Old Automobiles; Kessel: The World’s Strangest Automobiles; Lewis Roadside America; Adler Sped & Luxury The Great Cars: and other titles. (Qty)

\$100 - 150

WITHOUT RESERVE

308

ASSORTED MOTORING BOOKS,

including Schlegelmilch & Lehbrink: Mercedes; Hicks: Jaguar; “Steady” Barker: Bugatti; Fusi: All Alfa Romeo Cars from 1910; and other marque related titles. (Qty)

\$150 - 250

WITHOUT RESERVE

309

ASSORTED MOTORING BOOKS,

including Stuart-Jones: Mercedes/The Book of the Car; Eves: Rolls-Royce; Mitchel: T-Birds; Anderson Porsche 911 Performance Handbook; and other titles. (Qty)

\$150 - 250

WITHOUT RESERVE

310

ASSORTED MOTORING BOOKS,

including Brindle & May: Twenty Silver Ghosts; Bowler: Aston Martin The Legend; Yates: The Decline and Fall of the American Automobile Industry; Whiticar: The Long Road; and other titles. (Qty)

\$150 - 250

WITHOUT RESERVE

311

ASSORTED MOTORING BOOKS RELATING TO AMERICAN MARQUES’

including Banham: The Ford Century; Butler: The History of Hudson; Hall & Langworth: The Studebaker Century; Falston: Pierce Arrow; Dutton The American Car since 1775; and other titles. (Qty)

\$150 - 250

WITHOUT RESERVE

312

ASSORTED MOTORING BOOKS,

including Fogliatti: Great Collectors Cars; Levine: Ford The Dust and The Glory; Brinkley: Wheels for the World; Setright: The Designers: and other titles. (Qty)

WITHOUT RESERVE

313

ASSORTED MOTORING BOOKS,

Including Taylor: Indy; Cruickshank: Million Dollar Autos; Robson: Open Top Syle; and other titles. (Qty)

\$100 - 150

WITHOUT RESERVE

314

ASSORTED MOTORING BOOKS,

Including McCalley: Model T Ford The Car the Changed the World; Bolster: The Upper Crust; Castle: Motoring in America The Early Years; Hendry: Cadillac Standard of the World; and other titles. (Qty)

\$100 - 150

WITHOUT RESERVE

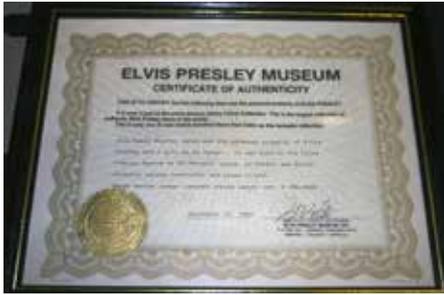
315

ASSORTED MOTORING BOOKS,

Including Butler: Auburn Cord Duesenberg; Hicks: Jaguar: Roberts Veteran & Vintage Cars: and other titles. (Qty)

\$100 - 150

WITHOUT RESERVE



330 (part)

316
THE JOURNAL OF THE SOCIETY OF AUTOMOTIVE ENGINEERS, 1918 - 1984, BOUND AS 126 VOLUMES

The Society of Automobile Engineers was founded in New York City in 1905. It began to accept members of the American Society of Aeronautical Engineers, the Society of Tractor Engineers, National Association of Engine and Boat Manufacturers, the National Gas Engine Association, and the American Society of Agricultural Engineers in 1916. The following year Elmer Sperry coins the word "automotive", from Greek autos (self), and Latin motus (of motion) origins to represent any form of self-powered vehicle and changes the name to Society of Automotive Engineers in February 1917, later that year the first issue of the SAE Journal was published.

\$1,000 - 1,500

WITHOUT RESERVE

317
A SET OF SIX "LIVING LEGENDS PRINTS, published in 1986, each as a limited edition of 1000, individually depicting Parnelli Jones, Peter de Paolo, Bobby Unser, Al Unser, Johnny Rutherford and Mario Andretti, each print signed by the subject, 11 x 15 inches, mounted, framed and glazed, (some fading). (6)

\$100 - 200

WITHOUT RESERVE

318
A LIVE-STEAM ENGINEER'S MODEL OF A TRACTION ENGINE,

believed 3 inch scale, single horizontal boiler mounted cylinder, finished in green and black, fitted with Armstrong-Siddeley pressure gauge, main driving wheel 13 inches diameter, with chain steering to front axle, 48 inches long overall.

\$1,000 - 1,500

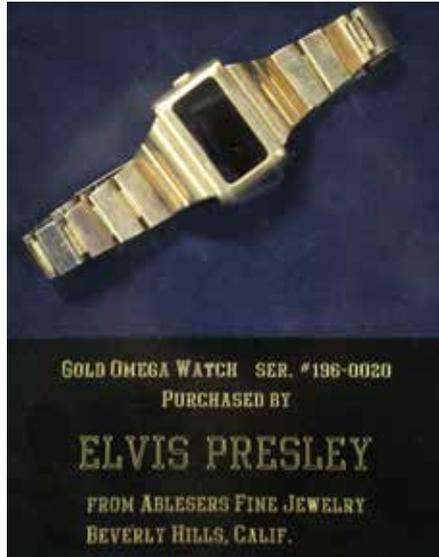
WITHOUT RESERVE

319
AN ENGINEER'S MODEL OF A STUART BOILER,

in brass, bronze and copper, with Stuart 0-100 psi gauge, water level sight glass, taps and control lever, mounted on display base with miniature shovel and rake, the base 12½ x 9½ inches, 9½ inches high overall.

\$500 - 700

WITHOUT RESERVE



330

320
A SIMPLE HORIZONTAL SINGLE CYLINDER STEAM ENGINE MODEL BY W. A. DAY OF BATTERSEA, LONDON, 1914,

8 inch diameter flywheel, with stamped maker's plaque, mounted on a wooden baseboard, 19 x 12 x 10½ inches.

\$150 - 250

WITHOUT RESERVE

321
AN ENGINEER'S MODEL OF A HORIZONTAL DOUBLE ACTION STAM ENGINE,

two aligned pistons, heavy metal castings, with wooden clad cylinders, 9½ inch diameter flywheel, on wooden base, 32 x 8 x 10 inches.

\$400 - 500

WITHOUT RESERVE

322
A MODEL OF A BEAM PUMPING ENGINE,

8 inch flywheel, majority of components wooden or composite materials, with metal rods, on wooden base 16 x 7 x 13 inches.

\$100 - 150

WITHOUT RESERVE

323
A FINELY MADE ENGINEERS MODEL OF A TRIPLE EXPANSION COMPOUND MARINE STEAM ENGINE,

Cleanly finished with polished and painted components, 9 x 9 x 7 inches, in brass banded glass display case.

\$600 - 800

WITHOUT RESERVE

324
AN ENGINEER'S MODEL OF A TRIPLE EXPANSION COMPOUND MARINE STEAM ENGINE,

the cylinders housed within single mahogany and brass banded case, on wooden base, 10 x 6 x 14 inches.

\$300 - 500

WITHOUT RESERVE

325

AN ENGINEER'S MODEL OF A STEAM PLANT,

comprising tiled and brick effect baseboard with gas fired boiler, horizontal single cylinder engine, copper reservoir and hand operated water pump, 15 x 17½ x 14½ inches.

\$300 - 400

WITHOUT RESERVE

326

A KINSLEY MANUFACTURING COMPANY STEAM WHISTLE, CIRCA 1890, BRASS AND BRONZE CONSTRUCTION, 8 X 2½ INCHES.

Kinsley whistles are unique in concept and distinctive because the brass bell is movable and can be positioned to tune the whistle to various tones according to inlet pressure.

\$300 - 400

WITHOUT RESERVE

327

A STEAM WHISTLE,

brass and bronze construction, with acorn final and curved lever, 13 inches high.

\$100 - 200

WITHOUT RESERVE

328

A BRASS ERA FUEL PUMP,

dashboard mounted type with cut off tap, together with two Indian brass bulb horns, (distressed, one lacking bulb. (3)

\$100 - 150

WITHOUT RESERVE

329

ELVIS PRESLEY COLLECTABLES,

Comprising an original Elvis Presley Blvd street sign from Memphis, Tennessee; a 'talking' cardboard standee; five Elvis Festival posters, framed and glazed; a nylon jacket from Graceland; a model of the Elvis Presley Birthplace building; assorted ephemera and press reports of Elvis' death. (Qty)

\$250 - 350

WITHOUT RESERVE

330

ELVIS PRESLEY'S GOLD OMEGA DIGITAL WATCH,

serial number, 196-0020, purchased by Elvis from Abel Sers Fine Jewelry of Beverly Hills, in display case with plaque, together with Elvis Presley Museum Certificate of Authenticity detailing the provenance of the watch, framed and glazed. (2)

\$4,000 - 5,000

WITHOUT RESERVE

331

BLACKMON CHEVROLET,

a set of letters and two Chevrolet symbols, originally illuminated dealer advertising signage from Tupelo based dealers of the same name, the letters approximately 40 inches high. (19).

\$300 - 400

WITHOUT RESERVE

332 - 400

NO LOTS

Motorcars

Saturday April 27, 2019 at approx. 10am
Lots 401 - 573

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





401.

1914 TRUMBULL CYCLE CAR

Chassis no. 733

Beginning as the American Cyclecar Co., the Trumbull as it became to be known once acquired by Isaac B. Trumbull, was the first fully equipped Light Car for America. Early examples came equipped with friction disc transmissions and final drive by chain while later cars, like our example here in Tupelo, came with 3-speed manuals and shaft drive. Had more cyclecars been this well made and well equipped, the company may have been less encouraged to export models abroad. It is believed that 20 Trumbull vehicles were on board the Lusitania the afternoon of May the 7th when the ship met a member of the German navy. Unfortunately, Mr. Trumbull, his 20 examples vehicles, and his company went down with the ship. The seldom seen Connecticut-built cyclecar lasted in production less than 2 years with a yield of no more than 2000, surely here is an opportunity to acquire a unique car of amazing provenance.

\$10,000 - 15,000
WITHOUT RESERVE

402.

1914 SAXON MODEL A

Chassis no. 2753

The Detroit based Saxon Motor Car company was the brainchild of Hugh Chalmers, better know for his eponymous Chalmers Automobile. Obtainable at a Cyclecar price of \$395 dollars, the Saxon offered such substantial features as a 4-cylinder water-cooled engine, shaft drive, and a selective 2 speed transmission. To stake its claim that the Saxon was a proper automobile, a 1914 Roadster model was driven 135 miles for 30 days across the country. Thereafter, sales skyrocketed and by 1915, the company was producing 12,000 cars out of their new factory yearly.

This example was procured by the Museum in 1991, but its earlier history is unknown. Remarkably, an instruction booklet dated with 1917 detailing the roadster model is included within the history file. A diminutive early automobile such as this is surely a bundle of fun moving down the road and will make a fine addition to any collection.

\$10,000 - 15,000
WITHOUT RESERVE



403.

1910/1914 HISPANO-SUIZA 8HP "BOATTAIL" SPORTS ROADSTER

Chassis no. 515

Engine no. 5

1,800cc, Side-Valve, 4-Cylinder Inline Engine

Single Carburetor

27bhp at 3,000 rpm

3-Speed Manual Transmission

Semi-Elliptic Leaf Spring Suspension

2-Wheel Brakes

- *Rare early survivor of this renowned marque*
- *Formerly in the Art Liberman Collection*
- *In the Museum's collection since 1992*



THE MOTORCAR OFFERED

For information relating to the history of the famed marque of Hispano-Suiza, please refer to the example of the H6B model elsewhere in this collection. This example predates that car and has its origins in the smaller side-valve models which arrived after the introduction of famed Alfonso XIII and before the arrival of the H6B in 1919.

Bonhams is grateful for the assistance of Nelson Thorpe of the Hispano-Suiza Society here in America and also of Sr. Manuel Lage in Spain in identifying this car. It is their considered view that this is an example of the 15/20hp chassis based on its chassis number, which would seemingly date from 1910, that has been retrofitted with a 1.8 Liter 'Economico' engine, a power plant introduced by Hispano from

1914. For the 1914 season Hispano-Suiza had introduced a new range of side valve models, the 8-10hp Type 24, the 20hp, 16 valve Type 26 and the 18hp Type 27. The Type 24 had a bore and stroke of 70x120mm, displacing 1,848cc and boasting an impressive 33hp @ 3,000rpm. It remained in production through to 1922.

On close inspection, the Hispano appears to have received restoration or construction of its coachwork on a largely unrestored, perhaps never restored running gear. The coachwork is certainly of a period design, but is framed in metal rather than wood, which would suggest that it is more modern than its underpinnings. How this early car originated, persisted and emigrated from the country of its birth is unknown, however it surfaced in the Midwest

in the mid-1970s with long term car enthusiast and collector Dr. Jim Stickley, of Cedar Rapids, Iowa, who according to a copy of a Chicago title, had purchased it from King Arthurs Pub Inc. Illinois, whose proprietor, Art Liberman, was a known collector. Mr. Stickley sold the car East to Dr. Terry Bennett of New Hampshire, who would retain it for nearly 2 decades, before ultimately parting with it at a public auction of his collection in 1992. Frank K. Spain was present at the sale and acquired the car, along with the Minerva on that day, it has remained on museum display ever since as a perfect foil to the T49 and H6B in the collection.

\$30,000 - 50,000
WITHOUT RESERVE

404.**1914 PEERLESS MODEL 48 TOWN CAR**

Coachwork by Kimball

Chassis no. 142276

612ci Inline 6-Cylinder Engine (see text)

T-head with Three Valves per-Cylinder

110bhp

4-Speed Transmission

Semi Elliptic Springs Front $\frac{3}{4}$ Elliptic Rear

- *A remarkable early automobile*
- *Period engine swap*
- *High quality Coachwork*

**THE PEERLESS**

Peerless started in Cincinnati in 1874 as a manufacturer of clothes wringers, clothespins, and washboards. It was an immediate success. So much so that only fifteen years later it had grown to point where it needed larger facilities and access to shipping that Cincinnati at the time could not offer. Combining with the Mercantile Manufacturing Company in Cleveland, the new organization became the Peerless Manufacturing Company.

Peerless was the world leader in laundry equipment, not only shipping its products from its new base in Cleveland but also licensing its designs and name to manufacturers outside North America. Only two years after moving to Cleveland, Peerless perceived new opportunities in bicycles and expanded into the booming field starting in 1891. Success followed but in 1900 it became obvious to the alert Peerless management, then headed by Lewis H. Kittredge, that the boom in bicycles was over.

The new opportunity was in automobiles. Louis P. Mooers was the man the agile managers at Peerless chose to realize this change. Peerless licensed DeDion Bouton designs, building both tricycles and 4-wheeled motorettes with single cylinder DeDion engines. Mooers quickly moved beyond the lightweight DeDion machines, designing a vertical inline two-cylinder engine with the engine in front of the driver and rear wheel shaft drive.

As the company grew, a refined line of exceptional motor cars in 30, 48 and 60 horse power were offered and helped establish the reputation as one of the finest American automobiles.



THE MOTORCAR OFFERED

This elegant and magnificent motorcar has a secret. Its bone stock exterior hides the fact that lurking under its hood is an Ahrens Fox engine rated at 110hp (more than doubling the original units output). The melding of one of the finest American motorcars with the engine from the greatest of all fire apparatus makes a fascinating machine.

Both companies were the pride of Ohio, and some historians speculate this may have been owned by an Ahrens Fox executive or the company itself. The engine does not have a number consistent with fire engine production giving proof that it may have been supplied new for this Peerless.

The "J" engine is considered by Fox aficionados to be their masterpiece of engineering. Employing the three-valve per-cylinder T-head design Fox was famous for but cast in pairs in this application. These engines are noted for their exceptional smoothness and tremendous power.

The car is bodied by the famed Kimabll Company of Chicago with elegant town car coachwork. Kimball specialized in high quality formal coach work for those clients who could afford it. Perfectly proportioned with the long and low hood of the Peerless. The car survives in largely original condition and has seen maybe a respray some years ago. The interior is all original though showing its age it does give a great feel for the quality of this motorcar.

An imposing and magnificent motor car this Peerless is a joy to behold but one can't help think what great fun it would be back on the road. On a brass car tour imagine the ultimate high powered sleeper that should be able to roll with the best of them.

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

405.**1913 WESTCOTT MODEL 4-40 ROADSTER**

Engine no. 1563

318.1ci L-Head Inline 4-Cylinder Engine
 Single Updraft Carburetor
 40bhp
 3-Speed Selective-Shift Manual Transmission
 Semi-Elliptical Front and Rear Leaf Springs
 Rear-Wheel Drum Brakes

- *"Honor-Bound to Be Good;" one of few surviving examples*
- *Known ownership history since new*
- *Formerly part of the Harrah's Automobile Collection*
- *Acquired directly from Harrah's in 1986*
- *Attractive and charming older restoration*

**THE WESTCOTT AUTOMOBILE**

Production of the Westcott began in Richmond, Indiana, in 1909, and continued there until 1916, then moved to Springfield, Ohio, where it continued until 1925. It was what was known in the Teens as an "assembled car," built of largely mass-produced components. What distinguished it was that it was produced using only the finest-quality parts and engines that were, for the time, quite powerful, and that it enjoyed overall excellent build quality. There was considerable pride in the Westcott among its builders; one of the company's taglines was that its product was "Honor-Bound to Be Good."

A Westcott was entered in the very first Indianapolis 500 of 1911, driven by Harry Knight, and became briefly famous when Knight intentionally crashed the car to avoid hitting another driver who had been thrown into his path in an accident. Knight was widely

considered the hero of the race, and the Westcott achieved major publicity as a result.

Today the surviving Westcotts are faithfully tracked and documented by an avid genealogy group that focuses on the members of the Westcott family and their various interests, the automobiles among them.



THE MOTORCAR OFFERED

This 1913 Model 4-40 roadster is noted in the file as having been originally owned by Mrs. A.T. (Rica) Christ of Dickey, North Dakota, wife of a prominent local banker who would be driven in the car by friends on her daily errands. She kept it until 1953, when it was passed to her brother, Henry Vogel of Arcadia, Wisconsin, reportedly with 4,900 actual miles. Mr. Vogel painted the car, replaced the battery, and installed new tires, and put it on display in his garage showroom.

In 1964 the Westcott was sold by Mr. Vogel to Harrah's Automobile Collection. It remained on display in the collection until the 1986 Harrah's auction, when it was bought for the Tupelo Automobile Museum.

Now well into its third decade on display in Tupelo, the car is an older cosmetic restoration, likely dating to the 1960s, in a rich two-tone

cream and brown with varnished artillery wood wheels, handsome compound-curved seating with brown leather upholstery, an oval fuel tank, and dual rear-mounted spares with canvas covers. An especially fascinating touch is the canvas top, which features a multi-pane "sunburst" rear window of remarkably ornate design.

Very few Westcotts remain, and this is the first to become available publicly in some years. It is a wonderful survivor from the grand early decades of American automaking.

**\$60,000 - 80,000
WITHOUT RESERVE**

406.**1913 MINERVA MODEL GG FIVE-SEATER TOURING**

Coachwork by Cann of Camden, London

Chassis no. 22378

Engine no. 22378

4,396cc, Sleeve-Valve Inline 4-Cylinder Engine

Originally Minerva-GA Carburetor, replaced with later US made unit, c.26bhp

4-Speed Manual Transmission

2-Wheel Drum Brakes

Leaf Spring Suspension

- *Rare survivor of this marque in the country*
- *Original example of rare coachbuilder*
- *Formerly in the Antique Auto Rental Collection in Los Angeles*
- *Sole sleeve valve car in the collection*

**THE MINERVA**

Minerva - the 'Goddess of Automobiles' - was the finest make produced by Belgium's once vibrant motor industry. Founded in Antwerp in 1899 by Dutchman, Sylvain de Jong, Minerva began life as a bicycle maker, swiftly diversifying into the manufacture and supply of proprietary motorcycle engines before building its first powered automobile around the turn of the 19th Century. De Jong set up Minerva Motors SA in 1902 and thereafter his company progressed from being a manufacturer of engaging 'driver's cars' to one that looked more towards the chauffeur-driven carriage trade.

Built along Panhard lines, the early Minervas were powered by a variety of engines of sidevalve configuration and proved hugely successful, particularly in the UK where they were vigorously promoted by the firm's London agent, David Citroën (cousin of carmaker,

André) who had joined de Jong on the board of a re-capitalized Minerva company in 1903, and for a while no less than the Honorable Charles Rolls was an agent. The adoption in 1908 of Charles Yale Knight's double sleeve valve engine - a design noted for its silence - enabled Minerva to establish itself in the forefront of luxury carmakers alongside marques of the caliber of Rolls-Royce, Hispano-Suiza, Isotta-Fraschini and Cadillac.

Once production of sleeve valve cars became the mainstay of Minerva production, from 1910 they would focus on a tri-model range of four cylinder 16, 26 and 38 horsepower cars, generally changing Model designations on an annual basis, and occasionally modifying capacity slightly. The 'S' was the middle of the range, with a 102x125mm twin-bloc engine of 4,084cc. It was succeeded by the 'X', then

'BB' and for 1913, the 'GG' as offered here. By this point the dimensions of bore and stroke had grown to 100 by 140 to provide 4,396cc, which was transferred to the road through a four speed 'box and shaft drive, wheelbases of 3.2 and 3.4 meters were offered. The aesthetic of the large shouldered radiator and Goddess motif remained consistent throughout of course.





THE MOTORCAR OFFERED

This sporting Minerva Touring Car is most likely one of the cars supplied to the British market and wears distinctive coachwork by Cann of Camden, London. Cann's specialty was the supply of coachwork for the White steam car and other imported makes such as Benz, Brasier, Delaunay-Belleville and, of course, Minerva. The firm clearly enjoyed a close relationship with Minerva's London agents, as its stand at the Olympia Motor Exhibition of 1912 and 1913 featured Minerva models. One of the particular aspects that Cann designers pioneered, were bodies with a single door on each side of the car. Their logic would seem to have been that this was better for the overall structure of the coachwork.

This particular car is a fascinating example of their craft, it has those characteristic single side doors which open to reveal a commodious

touring compartment, with an unusual configuration of 3 divided seats at the rear and then the driver and side passenger seats are on lengthy runners, so as to 'float' and allow access to front and rear. Cann proudly claim ownership of the coachwork "Carriage Work by Cann" as well as additional features such as the windshield which carries a marked disc. At this point, Cann would seem to have been in their heyday, providing coachwork for numerous luxury brands, but the business is not charted beyond 1913, suggesting some form of dramatic collapse. Regardless, at this point one is looking at a motorcar that is unquestionably a quality coachbuilt car.

Beyond its British origins, its history is not charted until its American life of the last 40 years. According to information on file, including old titles/registrations, by 1976 the

car was owned by Antique Auto Rentals Ltd of Beverly Hills, whose proprietor was Steven J. Cooperman. From Cooperman it appears to have been sold to an Arthur Burchichter, of Boca Raton in 1977, and from there it passed into the hands of a New Hampshire based collector, Dr. Terry Bennett.

In 1992, Dr. Bennett's collection was offered for sale by auction, a sale which was clearly attended by Frank Spain as he was one of few individuals to acquire multiple cars that day. The Minerva was one such car. In the ensuing 27 years, the Minerva has rested in Tupelo, displaying another aspect of the development of the automobile, the sleeve valve engine, which for a time was considered the height of luxury across the globe.

**\$40,000 - 60,000
WITHOUT RESERVE**

407.**1912 WHITE MODEL 30 G.A.D. ROADSTER**

Chassis no. 17143

226.4ci 4-Cylinder Inline Engine
 Single Carburetor
 4-Speed Manual Transmission
 2-Wheel Brakes
 Leaf Spring Suspension

- *Timewarp, preserved Brass Era motorcar*
- *Ex-Leo Bongers Estate*
- *Believed never shown or displayed*
- *Possibly unique survivor in this condition*

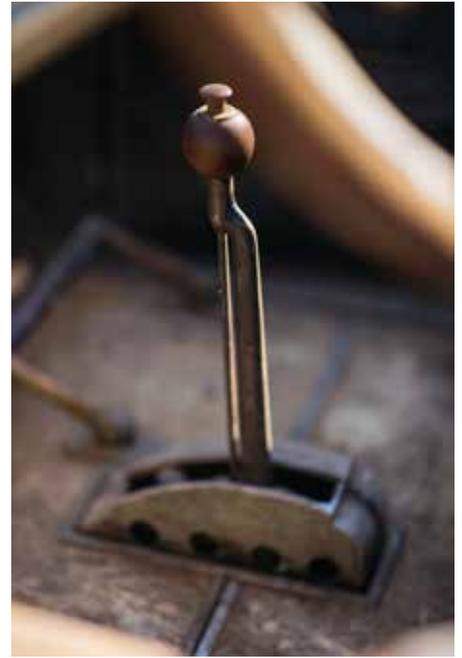
**WHITE MOTOR COMPANY**

Thomas White was an old-line Cleveland manufacturer, primarily of sewing machines, which allowed him the luxury of an automobile. He bought a Locomobile steamer before the turn of the 20th Century and was unhappy with both its quality and reliability. His son, Rollin, a Cornell engineer, perfected a water tube steam generator that fixed the most basic problems with the Locomobile and patented it. He and his brother Windsor began making White steamers, which proved successful and spun off from the original company, and they had their own plant by 1906. Three years later, the company was so well established that William Howard Taft selected a White as the first official automobile of the U.S. President, a publicity coup. However, steam was running its course in the U.S. auto industry, and the internal combustion engine was becoming the standard. White had to bow to public taste. After careful research,

White decided to license the design of a Delahaye engine and built a "gas car" in 1909.

1912 represented the third full year for production of gasoline automobiles and the first without any steam offerings. The Model 30 as shown here was offered with two wheelbase lengths, a 110 inch for the Touring and Roadster and 120 inch for formal Limousine and Landulet versions. A roadster such as this would have set its original owner back some \$2,250.

The White is a relic of a time when Cleveland was the sixth largest city in the nation and was attempting to become the automobile capitol of America. White Motor Company was an integral part of that history.



THE MOTORCAR OFFERED

As with today's auction, for many there is no better experience than attending a collection dispersal sale, and through the peak of his buying Frank Spain was clearly present at many of these events across the country. When it came to the White here, its file starts with the 'hook' of a 'Large Estate Sale' that was to be held in David City, near Omaha, Nebraska on what must have been an extremely cold late January day in 1993. The seller was Leo Bongers, who had amassed more than 100 of all sorts of cars, a dozen motorcycles, automobile parts and signs etc. and on his death it all had to be sold. Photos from the day of sale show remarkable vehicles such as this literally lined up outside in the sun, and press reports chart thousands of people attending the auction.

Amazingly, this is as much as we know of the White's history. What can safely be assumed is that Leo Bongers appreciated this car for its originality and authenticity, which was also what drew Frank Spain to the car. Without a paper trail, one can only guess at the car's history, but the fact of the matter is that however many or few owners this car has had all must have cherished it, and fortunately for collectors today, it presents an incredible timewarp unrestored automobile the likes of which are rarely found.

Viewed very closely, almost all of its finishes appear to be original, the upholstery is dry but for the most part undamaged and there are no obvious omissions to its specifications or original features. At some point, seemingly quite early on in its career an ancillary starter motor has been fitted to the White, with a large lever control on the dash, such that this also blends in with its condition.

Perhaps the most extraordinary aspect of the car is the consistency of its state, paint, upholstery and plating are all gently aged over their 107 years of existence, making an incredibly rewarding automobile to marvel at.

Frank Spain clearly saw the importance of this special automobile more than 25 years ago, before preservation had been highlighted as a contrast feature of concours around the world. Today it would surely provide its next custodian with an entry to some of the most hallowed lawns and would likely steal the class or show.

**\$40,000 - 60,000
WITHOUT RESERVE**

408.**1912 CARTERCAR MODEL R TOURER**

Chassis no. 6481

254ci Inline 4-Cylinder Engine

Single Carburetor

40bhp

3-Speed Manual Transmission

Front and Rear Live Axle Suspension

Rear External Contracting Drum Brakes

- A fully restored example
- Formerly part of the Bellm's Museum
- Tradition two-tone color scheme
- A wonderful open tourer

**THE CARTERCAR**

Byron Carter was superintendent of the Jackson Automobile Company in Jackson, Michigan. He designed a friction drive mechanism for automobiles, but was unable to convince his colleagues at Jackson to adopt it, so he struck out on his own and founded the Motorcar Company across town. He soon moved on to Detroit in search of investors, and renamed the company after himself: The CarterCar Company.

The CarterCar was introduced in 1906, with "no clutch to slip...no gears to strip... no universal joints to break...no shaft drive to twist...no bevel gears to wear and howl...no noise to annoy." The CarterCar transmission was simplicity itself, two disks running at right angles to one another. To increase the gear ratio the driven disk was moved across the face of the driving disk. To reverse, it was moved past dead center.

Advertised as "The Car of a Thousand Speeds," the CarterCar enjoyed a good reception. Sales rose steadily, if modestly, to 325 by 1908. That April, however, Byron Carter died of pneumonia. In October 1909, William C. Durant bought CarterCar for General Motors, impressed by its friction drive. Durant, however, was ousted from GM in 1910, and CarterCar languished. By the time Durant made his comeback at GM the CarterCar was defunct and its factory had been repurposed to build Oakland cars.

THE MOTORCAR OFFERED

This Model R tourer sits on the company's mid-size 112 inch wheelbase in between the Model H and Model S. As shown in a document in the history file, by 1965 the vehicle had belonged to Bellm's Cars of Yesteryear Incorporated, a museum located in Sarasota, Florida. In 1995, the Cartercar was transferred to D.E. Foeller Sales and not much later to the Tupelo Automobile Museum.

This is a fine example which appears to have received a thorough restoration at some point in its life. The upholstery shows little signs of age, as does the dash and shining brass. Under the hood and on the exterior present equally well. Overall, the restoration has aged very well. This Model R Cartercar is a fine example of early motoring and will surely be welcome in any collection of aged motorcars.

\$20,000 - 35,000
WITHOUT RESERVE

409.

1911 SEARS MODEL P FOUR-PASSENGER WAGON

Chassis no. 2570

107ci Air-Cooled Horizontally Opposed 2-Cylinder Engine
14bhp
Friction Transmission with Twin Chain Drive
4-Wheel Full-Elliptical Leaf Springs with Solid Axles
2-Wheel Mechanical Brakes

Without Reserve

- Part of Bill Harrah's Collection for nearly two decades
- Acquired by Frank Spain at the dispersal of Harrah's Collection
- A versatile and venerable high-wheeler
- Then and now, you'll be buying it from a catalog



THE MOTORCAR OFFERED

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

This particular example was part of William Harrah's extensive collection in Reno—the sole Sears he owned. According to the records on the car, Harrah acquired the machine on May 17, 1967 and held the car in the collection until the dispersal of the collection after Bill Harrah's passing. Frank Spain acquired the car at the 1985 Harrah Auction of September 28th of that year. Today, the car retains its paperwork from Harrah's, including the original placard featured on the car when it was at Harrah's Museum, and the purchase paperwork from the '85 auction.

The Sears was popular in rural areas and seen as a dependable and rugged alternative to a horse drawn buggy but with the same capable (if jarring ride quality) performance afforded by the tall, narrow carriage wheels belted with metal bands. Today these Motor Buggies are great for early Horseless Carriage tours with other high wheelers of the day. While quickly outpaced in period by more conventional motorcars that strayed from the look and design of carriages, high wheelers such as this are rare glimpses into the time when the world was still transitioning from the world of horse-powered to horsepower.

\$15,000 - 20,000
WITHOUT RESERVE

410.

1911 BRUSH MODEL E RUNABOUT

Chassis no. 16484

62.5ci L-head Single Cylinder Motor
Single Carburetor
10bhp
2-Speed Planetary Transmission
Front and Rear Coil Sprung Live Axle Suspension
Mechanical Brakes

- Fully restored
- Complete with folding top
- The "Everyman's Car"



THE MOTORCAR OFFERED

When in 1907 Anson P. Brush witnessed the birth of the first car to bear his name, he was already a veteran of the fledgling American automobile industry. Brush had been part of the design team for the first Cadillac in 1902 and had also designed the earliest of the Oaklands and been involved with General Motors through Billy Durant.

When the time came to form his own automobile firm, backing was provided by Frank Briscoe, brother of would-be empire builder Benjamin Briscoe. In 1910, Brush was absorbed into Ben Briscoe's conglomerate, the United States Motor Company. But when US Motors failed, so did Briscoe.

Good times remained for Brush, sales were brisk, and the reputation of his little single cylinder cars was very good. That first

1907 Brush was powered by a modest six-horsepower single and rode on a 74-inch wheelbase. The chassis and axles were of wood and suspension was by coil spring. According to the late Beverly Rae Kimes, top speed was in the neighborhood of 35 mph for this dual chain-driven, \$500 car. Gradually, horsepower and wheelbase increased slightly. Briefly in 1908 there was a twin offered on an 88-inch wheelbase, but it only lasted for the year before the business reverted exclusively to one lungers.

By the time this example was built in 1911, the little single was good for 10 horsepower and the wheelbase had been stretched to 80 inches. Prior to Mr. Spain's ownership, this example was under the care of a Mr. Bill Bennet. He had found the car for sale at an Estate Auction in Chattanooga, Tennessee, and at this point it

was merely loose parts sitting inside an orange crate. Luckily, Mr. Bennet was quite handy and had also worked for Republic Steel which had made fabricating new pieces much easier. Photos on file show some of the restoration work, and ultimately, the car was pieced back together. Consequently, the vehicle now shows in wonderful condition with bright green paint, and with a bit of tinkering should be good for many more miles of driving.

**\$20,000 - 30,000
WITHOUT RESERVE**

411.

1910 PATERSON MODEL 30 TOURING

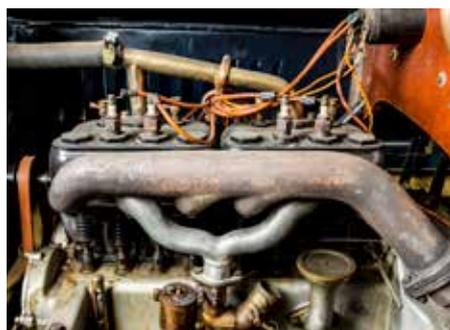
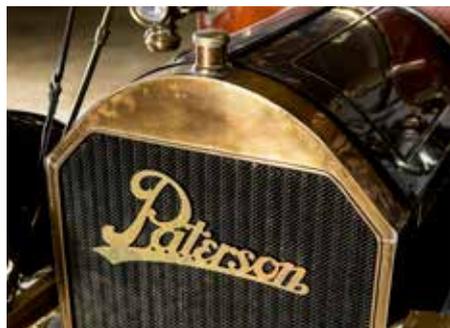
Chassis no. 26094

201.1ci L-Head 4-Cylinder Engine
Single Updraft Carburetor
30bhp

3-Speed Selective-Shift Manual Transmission
Semi-Elliptical Front and Full Elliptical Rear Leaf Springs
Rear-Wheel Drum Brakes

Without Reserve

- A rare Flint, Michigan-built Brass Era automobile
- Formerly owned by Benjamin Sharpsteen and Harrah's Automobile Collection
- Acquired directly from Harrah's in 1986
- Charming older restoration



THE PATERSON AUTOMOBILE

When most car enthusiasts focus attention on Flint, Michigan, they think of Buick, but the company was also home to the Paterson automobile, manufactured between 1909 and 1923. It was a conservatively engineered and designed, well-built car that enjoyed strong owner loyalty among Midwest and Western buyers, as well as brief nationwide popularity; at one point in its illustrious history, there was a Paterson dealer in all 48 U.S. states.

Following founder W.A. Paterson's passing in 1921, production of his namesake was wound down under the ownership of a Flint Dodge dealer, Dallas Winslow, later to become famous for giving the Auburn and Cord a "second life" as operator of the ACD Company in Auburn, Indiana.

THE MOTORCAR OFFERED

The Antique Automobile Club of America's rosters back to 1954 list this particular Paterson Model 30 as owned by one B.L. Sharpsteen. Benjamin L. Sharpsteen was a film director and producer for Walt Disney, best-remembered as the director of the 1941 animated classic *Dumbo*. In his spare time, he created a museum, the namesake Sharpsteen Museum in Calistoga, California, celebrating the history of the Upper Napa Valley and his beloved Sonoma County. Today the Sharpsteen Museum remains and a popular tourist attraction.

The Sharpsteen Paterson was eventually acquired by Harrah's Automobile Collection, and was acquired for the Tupelo Automobile Museum from the Harrah's dispersal auction of 1986. It has been part of the collection now for well over three decades, and it continues to wear the handsome older restoration in which it

was shown at Harrah's, with solid bodywork in an attractive rich dark green with beautiful brass accessories, cream artillery wheels, and black leather upholstery that demonstrates some cracking and aging. The history file includes the original Harrah's display sign. Overall the car has a distinctive appearance and would benefit from mechanical sorting, after which it would be a delightful tour car for a new owner – with a wonderful California history, to boot.

\$25,000 - 35,000
WITHOUT RESERVE

412.

1912 HAYNES MODEL 19 TWO/THREE SEATER ROADSTER
Coachwork by Amesbury Reed & Rattan Co.

Engine no. 2559

283.72ci Side-Valve 4-Cylinder Engine
Single carburetor
30bhp
3-Speed Manual Transmission
Semi-Elliptic Leaf Spring Suspension
2-Wheel Drum Brakes

- *Very rare wicker bodied car*
- *High quality older restoration*
- *Snapshot of coachbuilding ideas*

**HAYNES**

The Apperson Brothers of Kokomo, Indiana, did not build America's first automobile, as their patron Elwood Haynes liked to claim. They did, however, build a very early U.S. "horseless carriage" in 1894, which is now immortalized in the Smithsonian Institution. The first production Haynes-Apperson was produced in 1897, and by 1904 the company was building rather advanced, well-engineered and solidly constructed two-cylinder models. That was the last year before Haynes and the Appersons went their separate ways; both would go on to build their own automobiles, well into the 1920s.

The 1910 Haynes was marketed under the heading '\$2,000 You will BUY this Model 19 if you want known quality without the fancy price' the bold claim continued 'It is an innovation in automobiles. No other manufacturer has ever

attempted to give so much of the real tone in a car selling at this price and the payment of a thousand dollars more cannot buy a nicer-running engine or an easier-riding car.' 'Some idea of the attitude of both automobile dealers and the public respecting a Haynes at \$2,000 can be gathered from the fact that dealers bought up our entire output of 1910 cars within thirty days after our first public announcement!'



THE MOTORCAR OFFERED

This car makes a great statement about the variety of ways in which individuals chose to body cars in the early days, and while the Haynes is a nice example of a mid-size brass era car, its coachwork made it a must have for this collection. Over more than 130 years of automobile manufacturing all sorts of different styles, designs and materials have been used in coachbuilding from wood to aluminum steel to fabric, but in this era a few companies pioneered another way of building lightweight sporting bodies, in wicker!

The Amesbury Reed & Rattan Co. of Amesbury, Massachusetts, who were set in the hub of the New England motor industry were one such company. It is they that lay claim to the coachwork on this Haynes. It is a beautifully crafted body from its commodious bucket/bench seat to its tapered tail, beneath which is stowed a single occasional seat, or 'mother-in-law' in car parlance.

The history of this Haynes is not documented at all, but we do know that it appeared on the market in 1992 at 'The Auction' in Las Vegas, which is where Frank Spain was able to acquire the car.

A fascinating automobile it is sure to draw attention wherever you show it.

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

413.**1910 CHALMERS-DETROIT MODEL K '30' TOURING CAR**

Chassis no. 13878

226ci 4-Cylinder F-Head Engine

30bhp

3-Speed Sliding Gear Transmission

2-Wheel Mechanical Brakes

Live Axles and Leaf Springs Front and Rear

- *Lovely Patina*
- *One of the most respected mid-sized touring cars*
- *Sophisticated engine that develops strong power*
- *Good looking car from the height of the brass era*

**THE CHALMERS**

Initially, Chalmers automobiles were produced under the Thomas Detroit name. E.R. Thomas had funded a lower priced car he could sell under the Thomas name, but when the venture fell apart, the cars sold as Chalmers-Detroit starting in 1908. Under the new name they gained immediate market acceptance. The cars were offered in the \$1500-\$3000 price bracket and had good features and performance. The company management was a bit divided over which market direction to go, however. Run by namesake Hugh Chalmers as well as Howard Coffin and Roy Chapin, the latter two wanted to produce less expensive cars for the growing \$1000 car market. Chalmers, though, had grander visions, wanting to make a higher-quality, performance oriented car. Chalmers eventually ended up with sole control of his company, when Coffin and Chapin persuaded J.L. Hudson to fund a new car company under their investor's name.

Chalmers was now free to produce the cars he wanted to make. After the marque had distinguished itself on the racetrack, the resulting success and reputation had given the Chalmers Company an impressive list of owners including the Vanderbilts, Rockefellers, J. Herreschoff, and the soon-to-be Packard chief engineer, Jesse Vincent. In 1910, the name of the company was officially changed to the Chalmers Motor Car Company; by then it had risen to become one of the nation's most popular builders and by 1915 was building 20,000 cars annually.

THE MOTORCAR OFFERED

The Chalmers seen here was purchased alongside the White in David City, near Omaha, Nebraska on what must have been an extremely cold late January day in 1993. The seller was Leo Bongers, who had amassed more than 100 of all sorts of cars, a dozen motorcycles, automobile parts and signs etc. and on his death it all had to be sold. Photos from the day of sale show remarkable vehicles such as this literally lined up outside in the sun, and press reports chart thousands of people attending the auction.

The presents well in lightly weathered condition which gives the car a very authentic look. Little is known about the vehicle's history outside of its purchase by the Spains but it makes for a fine example of a Brass era automobile.

\$40,000 - 50,000
WITHOUT RESERVE

414.**C.1910 GLIDE MODEL 45 SCOUT**

Chassis no. 1040

354.4ci L-Head 4-Cylinder Engine
45bhp3-Speed Selective-Shift Manual Transmission
Semi-Elliptical Front and Rear Leaf Springs
Rear-Wheel Drum Brakes

- *"Ride in a Glide, then decide"*
- *One of very few surviving Glide automobiles, built in Peoria, Illinois*
- *Formerly owned by Homer Fitterling and the Imperial Palace*
- *Very attractive lines and powerful drivetrain*

**THE MOTORCAR OFFERED**

In the early years of automaking, manufacturers of virtually every imaginable item tried their hand at building a car. That Peoria, Illinois, businessman J.A. Bartholomew's previous experience was in peanut and coffee roadsters did not stop him from launching the Glide in 1904. More remarkably, the high-quality machine was produced for a remarkable 16 years, during which time between 200 and 500 were manufactured annually, under the memorable and catchy tagline, "Ride in a Glide, then decide." Historian Beverly Rae Kimes also wryly noted another slogan, "A Hill-Climber Built in the Hills" – perhaps not apt for a car made in Peoria. One of very few surviving Glides, the Tupelo Automobile Museum's car was acquired from the Imperial Palace in Las Vegas. Former owners were recorded as the noted Duesenberg collector Homer Fitterling of South Bend, Indiana, and Donald L. Ephlin,

with whom the car was recorded in the Antique Automobile Club of America's 1954 and 1961 rosters. Its present restoration likely dates to its ownership by Mr. Ephlin, with the exception of a 1990s repaint, and bears extensive patina throughout, though it is still solid and overall attractive.

The Glide has long been labeled, by all of its prior owners, as a 1908 Model R, and its serial number plate is from that model. Information on the file from Glide historian Jim Brodes indicates, however, that by virtue of its 122-in. wheelbase chassis and large 32-in. wheels it is more likely a 1910 or 1911 Model 45 Scout; the Model R serial number plate was likely fitted by an early enthusiast owner in an attempt to "backdate" the car. Additional information in the file goes into further details on the car's equipment and mechanical specifications.

Opportunities to acquire a Glide are few and far between, and this one is one of only two or three to have been made publicly available in recent years; furthermore, it bears a rich history extending back to the early years of "the hobby." The new buyer is invited to experience a wonderful tidbit from the early, inventive years of Midwestern automaking.

\$50,000 - 70,000
WITHOUT RESERVE

415.

1908 COLUMBUS 10HP TWO-CYLINDER AUTOBUGGY

Chassis no. 26

100.5ci Air-Cooled Twin-Cylinder Engine

10bhp

2-Speed Planetary Transmission with Double Chain Drive

Full-Elliptic Front and Rear Leaf Springs

Rear-Wheel Drum Brakes

- Engineered by famous World War I ace Captain Eddie Rickenbacker
- Fully restored
- Complete with folding top



CAPTAIN EDDIE'S AUTOBUGGY

In his long life, Captain Eddie Rickenbacker never enjoyed a dull moment. He was a largely self-taught engineer, a racing driver in the early days of the automobile, America's most successful fighting ace of World War I, owner of the Indianapolis Motor Speedway, and a pioneer of modern aviation as leader of Eastern Air Lines. He survived multiple plane crashes, one of which left him adrift in the Pacific for 24 days during World War II. In-between all of this he managed, in the early days of his career, to work as an engineer and salesman for the Columbus Buggy Company of Ohio, where he was involved in the design of this vehicle – the Columbus Autobuggy.

The 10hp Autobuggy was no speedway demon. It was a high-wheeler, of the type common to the Midwest at the time, with tall, spindly wheels; an air-cooled twin-cylinder engine; and chain drive. Not notably sophisticated, it was charming, hard-wearing and simple to work upon making it ideal for the deeply rutted farm roads of its area. It was made for two years before being succeeded by a modern, more powerful and luxurious Firestone-Columbus.

THE MOTORCAR OFFERED

The Columbus Autobuggy shown here is one of very few extant. Unfortunately, little documentation exists to help tell the story of this antique motor, but a stub in the file shows that the vehicle was acquired by Mr. Spain most likely during his peak collecting years in the 1990s. Based on the appearance of this Columbus, one can assume that it was subjected to a restoration at some point in the not to distant past. All aspects from the paint, to the body work, and leather seats all show in tidy condition. Correspondence between another Autobuggy owner, also within the file, show discussion of getting the vehicle operation, but no follow up indicates if this was achieved. Regardless, the simplicity of these automobiles should prove to be fruitful after some tinkering.

This is a fun, jaunty machine, indicative of an age in early automaking that was already long gone by 1907 but is fondly remembered by many – and it boasts Eddie Rickenbacker heritage!

416.

1907 FORD MODEL R RUNABOUT

Engine no. 1758

149ci L-Head Inline 4-Cylinder Engine
Single Updraft Carburetor
18bhp

2-Speed Planetary Transmission
Front Transverse Leaf Sprung and Rear Elliptically Sprung Solid Axles
2-Wheel Mechanical Brakes

Without Reserve

- Former part of the William Towe Collection
- Plenty of fine patina and character
- Complete with top
- A wonderful example of one of Ford's early creations



THE FORD MODEL R

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.

THE MOTORCAR OFFERED

This sporting Model R Ford was once part of the substantial William Towe collection of antique automobiles. Forced to sell his entire holdings after falling into bankruptcy, roughly 230 cars were auctioned off in 1997.

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 wears classic black paint, fitting of a Ford of this period, and 'balloon' white wall tires. The brass appears with good luster and more remarkably, a full leather top accompanies the vehicle. The fine patina gives this Ford delightful character and will be a fine addition to any collection of early motorcars.

\$20,000 - 35,000
WITHOUT RESERVE

417.**C.1906 QUEEN MODEL K TOURING**

Chassis no. 1917
 Engine no. 284

269.5ci L-Head Inline 4-Cylinder Engine
 Single Updraft Carburetor
 26bhp
 3-Speed Selective-Shift Manual Transmission
 Semi-Elliptical Front and Fully Elliptical Rear Leaf Springs
 Rear-Wheel Drum Brakes

- *“A Queen for Fair,” last and finest model of an early Detroit automaker*
- *Formerly part of Harrah’s Automobile Collection*
- *Acquired directly from Harrah’s in 1986 for the museum*
- *Well-presented older restoration*

**THE QUEEN AUTOMOBILE**

Carl H. Blomstrom was an early pioneer of the Detroit automotive industry, who produced several different early cars – first the namesake Blomstrom of 1902-04, then the Queen of 1904-06, followed by another Blomstrom and then the Deluxe. One might assume that Mr. Blomstrom’s cars represented an evolution of his engineering talent and thinking, but in reality, the Deluxe was like the Blomstrom, which was a lot like the final Queen, the four-cylinder Model K of 1906, an imposing and costlier (at \$2,000) model with its beautiful modern *Roi des Belges* bodywork inspired by German designs.

“The Big 1906 Queen is a Queen for Fair,” advertisements bragged. “The Motor throughout is a model of strength and simplicity.” Indeed, the Model K was a major change from the earlier two-cylinder Queen cars, and may well have been the company’s

lowest-production model, having been built only in its final months of life. It was the finest automobile that Mr. Blomstrom ever built. Today the few survivors are part of several prominent collections, among them the Tupelo Automobile Museum, whose Model K boasts perhaps the finest history of them all.



THE MOTORCAR OFFERED

The Tupelo Automobile Museum’s Queen Model K was acquired from the famous Harrah’s Automobile Collection at their legendary dispersal auction in 1986. At Harrah’s and in current ownership it was always known as a 1907 model, but as the Queen company had ended production by that point, it is more likely that the car is in fact a 1906. Nonetheless it is one of the last and grandest products of this pioneer manufacturer.

Comparing the car to the photograph in the Harrah’s catalogue, it appears to have been preserved in the museum much as it was purchased, including rich green lacquer finish that still holds a good shine, tufted black leather upholstery, and a black canvas top, still in good overall condition. Authenticity is highly present throughout, including the “Queen” bracket for the steering column. Its brass trim,

including the Gray & Davis headlamps and Dietz sidelamps, has polished up well and is still very attractive. Offered with the car is a collection of documents relating to its purchase from Harrah’s, including the Certification of Authenticity noting that it was formerly of the Collection.

Any enthusiast of the early American automaker should appreciate the regal beauty of this car, which is truly a Queen both in name and appearance!

**\$40,000 - 60,000
WITHOUT RESERVE**



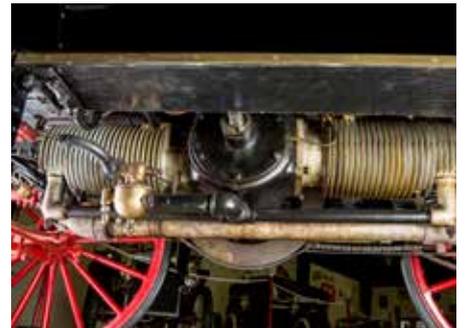
418.

1907 INTERNATIONAL MODEL A RUNABOUT

Chassis no. 1530

2-Cylinder Opposed Engine Air Cooled
14bhp
Mechanically Operated Overhead Valves
Single Updraft Carburetor
2-Speed Planetary Transmission

- *Important piece of International Harvester history*
- *Designed for the harsh American terrain of the period*
- *Well preserved older restoration*



INTERNATIONAL TRUCKS

International trucks were produced by the commercial vehicles division of International Harvester, a company created in 1902 by the merger of a group of agricultural equipment manufacturers. International Harvester is best known for its immensely successful 'Farmall' tractors, production of which commenced in 1924, though before then the company had diversified into the production of light commercial vehicles and trucks.

The first of these was the high-wheeled, pickup-like Model A Auto Wagon of 1907, which was powered by an air-cooled 'flat twin' engine of 15hp. Production grew exponentially, rising from 73 units in 1907 to a staggering 2,465 by 1909. In 1916, an International became the first truck to scale the formidable Pikes Peak in Colorado. Demand for motorized trucks rapidly increased, accelerating even more so after the USA entered WWI in 1918. International built almost 57,000 trucks at its Akron, Ohio plant between 1915 and 1925.

THE MOTORCAR OFFERED

Specifically designed for the challenging undeveloped American roads, the high ground clearance and lack of troublesome pneumatic tires of the International made it a popular choice in less developed parts of the country. Its simple air cooled power plant was relatively trouble free and its large displacement and low gears meant it could tackle any terrain with ease.

This exceptionally well-preserved International Model A is a true bench mark example. The paint, upholstery, top and mechanicals are in beautifully preserved condition. Few cars of this early period survive in the state of preservation that this International does.

Little is known about the specific history of this International, but as it can be seen in such good condition today, it is safe to assume that the motorcar was restored not too far in the distant past. Mr. Spain acquired the vehicle at auction in 1996, and it has prominently been displayed in the collection since.

A wonderful example of early motoring, this International will be a true standout in any collection.

\$30,000 - 50,000
WITHOUT RESERVE

- *Early example of famed marque*
- *Dated by the Veteran Car Club of Great Britain*
- *Restored in the 1970s*

419.

1905 DELAUNAY-BELLEVILLE MODEL BAA 20HP TOURING CAR

Chassis no. 506V
Engine no. 506V

4-Cylinder Engine
Single Carburetor, 20bhp
3-Speed Manual Transmission
2-Wheel Drum Brakes
Semi-Elliptic Leaf Spring Suspension, with Transverse Rear Spring



THE MOTORCAR OFFERED

The handsome Delaunay dates from the early period before the introduction of their six-cylinder cars, yet carries the distinctive features of the drum radiator, behind which is a four-cylinder motor of individually cast T-head units.

In the Delaunay's file are a series of articles which 'join the dots' of its bloodline, all are written during the ownership of John Caperton of Louisville, Kentucky who purchased the car in a dilapidated condition in 1964. Mr. Caperton records that the car was said to have been purchased new by a Joseph Winkler of Chicago. Brewster & Co. of New York were the licensees for Delaunay-Belleville and it is recounted that they both sold this car to Winkler and provided for its bodywork. To quote one article in *Antique Motor News* 'Mr. Winkler owned a summer estate in Frankfort, Michigan and later shipped the Delaunay by boat across Lake Michigan to his estate. Then came a gap

in the Delaunay's history and many years later the car was discovered, sunken somewhat in the soft dirt floor of a barn on the Winkler Estate. It was literally dug out of its 'semi-grave'.

The car changed hands a number of times, before landing with John Caperton, who turned his hobby into a profession and began restoring cars- his company name being Top Brass. The Delaunay was one such car. The articles recount his research with noted authority, M. Richer in France and with Dennis Field in the U.K., who concluded that the correct model designation for the car would be a 20hp, Type B.A.A. Mr. Caperton recounts how he elected to rebuild the car as best he could in the style in which it appeared to have been when new, that of a 'Park Phaeton'. To achieve this, he appears to have used a divided pair of seats to the front and bench seating at the rear, with a distinctive

'Victoria' or cape-cart top. The car seems to have been finished by the mid-1970s. Befitting its pedigree running gear, it is equipped with high quality Ducellier bullseye headlamps and scuttle mounted sidelamps as well as a Jones Speedometer.

Mr. Caperton kept the car until 1978, when it passed through Ed Jurist's Vintage Car Store in Nyack, New York to Dr. Terry Bennett, from whom Frank Spain would ultimately buy the car at public auction in 1992.

This handsome and very early example of one of the most famed pre-teen marques is the earliest example to be listed with the Veteran Car Club of Great Britain, and one of only a few of its kind known to exist.

\$40,000 - 50,000
WITHOUT RESERVE

420.**C.1904 WHITE MODEL 'E' 15HP STEAM CAR REAR ENTRANCE TONNEAU WITH CANOPY**

Chassis no. 1877

Engine no. E 39

2-Cylinder Compound (High/Low) Steam Engine

Water-Tube Flash Boiler

Approximately 15bhp

2-Speed Transaxle

4-Wheel Leaf Spring

Rear Drum Brakes

- *One of less than a dozen survivors known*
- *Listed in the White Register*
- *Large high-quality steam car*

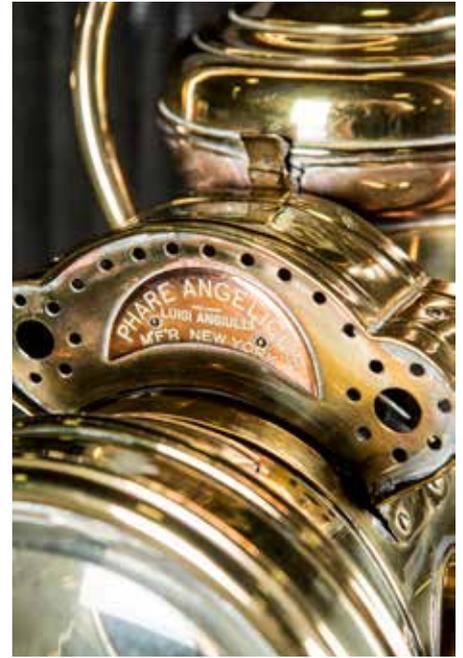
**WHITE STEAM CARS**

The two sons of Thomas H White, Windsor and Walter, shared their father's engineering flair but perhaps found the manufacture of sewing machines in the family business in Cleveland, Ohio, a little unexciting. Their fancy was taken by the new-fangled motor car at a time when it was still not clear whether the internal combustion engine, steam engine or electric power would be the predominant force. Windsor and Walter favored steam and their first motor car rolled out of the Cleveland works in 1900. In the New York to Buffalo Endurance Run of 1901 the four White steam cars entered each carried off First Class Certificates, the following year four Gold Medals were won in the New York-Boston-New York event and in 1903 a White Steamer won the Gold Medal in the New York to Pittsburgh Endurance Run. The company certainly knew the value of publicity achieved from these events and

business boomed. Early cars generally followed the Stanhope design dating back to the days of the horse-drawn buggy but by 1903 the White took on a more grown-up look, the engine by this time mounted up-front, a more substantial chassis altogether being provided and the Model C and D Whites of 1903/04 were generally offered with rear-entrance tonneau coachwork, although more sophisticated part-closed coachwork was an option. White's main moment of glory was in 1905 when Webb Jay, driving 'Whistling Billy', set the new World Mile Speed Record at the Morris Park Track at a then almost unbelievable 73.75mph. Notable owners of White Steamers included Buffalo Bill Cody, John D Rockefeller and the U.S. Presidential Fleet.

The Model C and Model D Whites of 1903/1904 were similar in most respects and further research prior to the sale will we hope establish which this model is. These models had a more conventional appearance, similar to a gasoline-powered car and were unlike its rival, Stanley, which made no effort to disguise the boiler beneath the bonnet. Only the silence of operation would distinguish a White from its gasoline-powered contemporaries – although the outstanding hill-climbing ability and the visible steam output was perhaps a bit of a give-away.

Staying with a sequential nomenclature, their next automobile was the Model E, which is known to have been in production ahead of the 1905 season. It featured an enlarged 15hp engine and sat on a 93inch wheelbase, a 'Canopy Top Touring' such as this was priced



THE MOTORCAR OFFERED

Frank Spain's sincere wish throughout his collecting was to chart the journey of the automobile, its progress and the fascinating ways in which various individuals and nations had approached their solution to a self-propelled or 'horseless' carriage. Naturally, particularly in America, steam was an important part of that story, Spain elected to represent this chapter of the motoring history with one of the grandest steam automobiles.

On the White Car Register, the Tupelo Automobile Museum car here is listed as being one of 11 Model E Whites known to exist today. The website lists it as having had previous ownerships with Joel Pettengill, the Ersland family (of the Chickasha Pre-War Swap Meet in Oklahoma) and Art Rathart, no time periods for these owners are recorded.

Clearly the subject of a restoration prior to its acquisition for the collection, its large rear entrance tonneau bodywork is finished in white, with its upholstery and chassis frame being colored in a rich burgundy hue. The car is not known to have been dated by the Veteran Car Club of Great Britain and would require this in order to be a consistent entry to the event. However, it seems that it was used for at least one entry on the London to Brighton Run in the UK as it still carries an entry plaque for that event in the late 1980s.

For a car of its era the White has the stand out physical presence associated with its brand, enhanced by its Surrey top and windshield. Ahead of its charismatic condensing radiator, are a beautiful pair of Phare Angelicus headlamps, made by Luigi Angiulli of New York.

A majestic, high quality automobile of the brief steam motorcar era.

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

421.

C.1905 REO SINGLE CYLINDER RUNABOUT

Chassis no. (see text)

90ci L-Head Single-Cylinder Engine

Single Carburetor

7½ bhp

2-Speed Planetary Transmission with Chain Drive

4-Wheel Leaf Spring Suspension

Mechanical Brakes

- *Previously the Star of "Emmy Goes to Brighton"*
- *A rarely seen Brass-era motorcar*
- *A very fun brass era car*
- *The quintessential American runabout*



THE MOTORCAR OFFERED

"No, I will not let you tow us. I came here to drive from London to Brighton and that's what I'm going to do or die in the attempt!"

The enthusiastic quote printed above are the words of 1961 Formula One world champion driver Phil Hill, pilot of this lovely REO Runabout for the 1966 running of the famed veteran car run. As part of ABC's *Wide World of Sports* Program, a special feature was aired titled "Emmy Goes to Brighton" (Emmy being the named bestowed upon the REO) with the American racing legend behind the wheel. As one can surmise from Hill's exasperations, it was not an affair without drama. Despite numerous stoppages and even a weld giving out within the gearbox, Emmy completed the event just 10 minutes before the clocks chimed 4 o'clock. Since this wondrous occasion, the REO has become a true 'veteran' of the event by completing the run on numerous occasions thereafter.

The vehicle is reported to have lived in the U.K. for much of its life and prior to Mr. Spain's acquisition of the vintage motor in 1991, was under the care of a Mr. James C. Leake for many decades. It can also be accurately reported that the car was restored in 1967 by Latern Car LTD, and thanks to many years of careful ownership, the REO still shows in wonderful condition today. It should be noted however that while the car was officially dated in 1956 by the Veteran Car Club of Great Britain as a 1904 model, the true production date of 'Emmy' is likely 1905.

Regardless, the car is still likely to be eligible for the run due to the grandfather clause and presents as a wonderful opportunity for anyone looking to partake in one of the most entertaining motoring events of the year.

\$20,000 - 40,000
WITHOUT RESERVE

422.

1902 OLDSMOBILE MODEL R CURVED DASH RUNABOUT

Chassis no. 11108

95ci Single-Cylinder Engine

7bhp at 600rpm

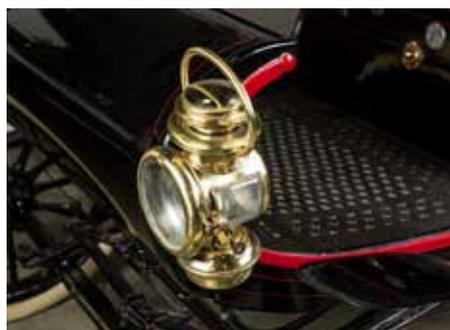
Single Speed Planetary Transmission

Full Length Leaf Spring Suspension Front and Rear with Solid Axles

Single Mechanical Drum Brake on the Axle

Without Reserve

- *A popular example of early motoring*
- *Well preserved restoration*
- *Perfect for Horseless Carriage tours*



THE MOTORCAR OFFERED

Ransom Eli Olds established the Olds Motor Works in Lansing, Michigan in 1897 building his first series produced car, the Model R Curved Dash, until four years later, long before Henry Ford.

The Curved Dash Olds was in many respects exactly what the American market wanted: simple, effective, high off the ground. It looked like a buggy with its elegantly curved dashboard, a term applied first to buggies to ward off the mud and manure thrown up by horses' hooves. With its tiller steering and 2-speed planetary gear transmission it looked and operated in ways familiar to farmers.

Over the years the Curved Dash Olds has been loved by generations of new collectors who want to experience the automobiling their [great] grandfathers knew. Simple, sturdy and intriguing, a Curved Dash Olds will earn admiring looks from passersby and start many conversations that will inform onlookers of the rudiments of the automobile: the Curved Dash Olds is nothing if not rudimental.

This 1902 Oldsmobile Model R Curved Dash Runabout is powered by a 7bhp single cylinder engine (rated 4½hp by ALAM) and has no truss rods, relying on the simple leaf spring suspension characteristic of the earliest Model Rs. It features a black livery with red accents on the wooden body is completed with black leather upholstery. On all four corners matching black spoke wheels with white rubber tires can be found. This Olds was subject to a very fine restoration at an unspecified period of time, but as the vehicle sits today, still presents in wonderful condition.

Driving America's first "production" automobile is an experience that every enthusiast should enjoy.

\$35,000 - 50,000
WITHOUT RESERVE

423.**C.1903-5 CADILLAC 2/4 SEATER REAR ENTRANCE TONNEAU**

Engine no. 25642 (on title only, see text)

98.18ci Horizontal Single-Cylinder Engine

Single Carburetor

6.5bhp

2-Speed Planetary Transmission

Solid Front Axle with Transverse Leaf Spring – Live Rear Axle

2-Wheel Mechanical Brakes

- *Ex-LaRue C. Thomas/Thomas Cadillac Inc. Collection*
- *Well presented, older restoration*
- *In the collection since 1996*

**THE EARLY CADILLAC**

Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company, of Detroit completed its first car in October 1902, the firm's superior manufacturing technology - precision gear cutting was Leland and Faulconer's first speciality - soon establishing it as the foremost builder of quality cars in the USA. In 1901, Olds Motor Works contracted for the supply of Leland-built engines and, when unforeseen circumstances frustrated the plan, Leland and Faulconer formed their own company using funds supplied by two of Henry Ford's ex-backers. An exemplary performer by the standards of the day, the Cadillac's single-cylinder engine - known as 'Little Hercules' - was mounted horizontally on the left beneath the front seat and drove via a conventional two-speeds-plus-reverse planetary transmission and center chain drive to the rear axle. That first 1903 curved-dash Cadillac was re-designated

as the Model A after the Model B's introduction for 1904, the B being a more expensive version with box-shaped 'bonnet', pressed-steel frame, I-beam front axle and single transverse front spring. At first Leland & Faulconer supplied only engines, transmissions and steering mechanisms for the Cadillac, before taking responsibility for its entire construction in 1905.



THE MOTORCAR OFFERED

Frank Spain acquired this car from Thomas Cadillac, Inc. in 1991 along with the Oldsmobile Curved Dash in the collection. Thomas Cadillac Inc. was a business founded by LaRue C. Thomas and when he took over a Cadillac dealership in Los Angeles in 1965, the company grew to be one of the largest dealerships of its kind in the city until a steady decline in sales forced it out of business in 1989. According to Thomas' obituary he was fascinated by old automobiles from his early Twenties and was always finding projects, restoring them and selling them on, which had eventually led to his founding the modern car business.

Along the way, Thomas is known to have amassed a large collection of cars, and at one time was said to have been focused on owning one of every major model of Cadillac from 1903 onwards. It would appear that the car presented here was that corner stone in his collection. It is not known where LaRue Thomas acquired the car from, or whether this was purchased as a complete entity or restored from an assembly of components. Confusingly there is no evidence of a number on its engine, and the identifying number 25642, used on the title signed over to Mr. Spain, does not correlate with sequences for these Cadillacs, nor has been found on the car by Bonhams specialists.

As it stands, and we presume that this was the way in which Mr. Thomas wished it conforms in basic respects to the cars that left the Detroit works in the 1903-5 period and has been used as a display piece in both his and Mr. Spain's collections. However, Bonhams would recommend more in depth investigation of its origins to assess its eligibility for early car events.

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

424.**1899 KNOX MODEL A 5HP SINGLE-CYLINDER
THREE-WHEEL RUNABOUT**

Engine no. 16

95.4ci Single-Cylinder Engine

5bhp

2-Speed Planetary Transmission

Single Fully-Elliptical Front and Fully-Elliptical Rear Springs

Rear-Wheel Drum Brake

- *Beautifully preserved, iconic early motor car*
- *Innovative air-cooled "porcupine" engine*
- *Recently serviced and run*
- *Now in its third century!*
- *Formerly part of Harrah's Collection*

**THE PORCUPINE KNOX**

Harry Knox was encouraged by his neighbor J Frank Duryea to enter the automobile business. Both residents of Springfield Massachusetts a city known for its sophisticated manufacturing capabilities. Knox had experience with motorcars while working at the Overman Wheel Company where they produced several experimental autos. Contemporary accounts report Knox producing 16 three wheeled motor cars in 1899 before ramping up production to approximately 100 in 1900.

The elegant three wheelers are marvels of elegant engineering. Beautifully conceived and elegantly styled nothing about these motorcars appears primitive or experimental. The propulsion was of a unique design; the single-cylinder engine was air-cooled by means of steel pins, screwed into the sides of the cylinder walls. This expanded the cooling surface of the

engine and allowed it to be cooled simply by the air flowing over it. Thus the Knox was one of the earliest air-cooled American cars. It became popularly known as the "Porcupine." The three-wheeled design lasted only through 1901, but air-cooling remained a Knox feature well into the decade.

The early Knox autos are considered a design achievement and produced in surprisingly large numbers for a gasoline powered car in this era. Benefitting from some excellent engineering the Knox was reliable and easy to operate. An ingenious tapered cam shaft adjusts the intake valve and thus serves as the vehicles throttle. A small Knox designed spray jet carburetor feeds the long intake manifold. A total loss, coil ignition was powered by a dry cell and made starting the Knox a simple affair. On the road the cars are praised for their smooth transmission

and light, precise tiller steering. The large single-cylinder motor provides healthy power for these light weight machines.



THE MOTORCAR OFFERED

Mr. Spain acquired the 1899 Knox offered here at auction in the 1990s. No doubt finding its novel design as well as its amazing originality captivating. Our research has found no existing Knox with a lower serial number, likely placing the car in the first batch of three-wheelers produced.

Close examination of the Knox reveals a mouth watering original, correct and intact machine. It sports its original Knox spray jet Carburetor/mixer, muffler, and most of its original paint. The Knox has seen some mechanical work in the past- most evident a rebuilt set of wheels. These rebuilt wheels wear a rare set of reproduction "Single-Tube" tires all in fine order.

A recent recommissioning by a Bonhams specialist brought the Knox to life with little trouble. Nothing more than a fresh battery, fuel, oil and a bit of tinkering was needed to get the machine going. Once running, it was driven for nearly half an hour and its performance and ease of use were fantastic. Most note-worthy is how smooth and quiet the engine is and how well the planetary drive system operates. The feather light and direct tiller steering make for a lovely package.

A stunning machine from the earliest days of American motoring, this is a joy to look at and drive. No doubt a wonderful car to consider for the London to Brighton Run but also an important and beautifully preserved addition to a Museum collection.

**\$140,000 - 170,000
WITHOUT RESERVE**

425.**1886 BENZ PATENT MOTORWAGEN REPLICA**

954ci Single-Cylinder Engine

¾bhp at 400rpm

Single Speed Belt System Transmission

Leaf Spring Suspension

Friction Brakes

- *Replica of what is considered to be the first Automobile*
- *Built by John Bentley Engineering*
- *A must have for any veteran motoring enthusiast*

**THE MOTORCAR OFFERED**

“This engine – velocipede will make a strong appeal to a large circle, as it should prove itself quite practical and useful to doctors, travelers and lovers of sport.”

In such vein did the German Press report the first faltering run of Carl Benz’s fragile three-wheeler Motorwagen, little appreciating at the time that they had witnessed the first successful run of the internal combustion-engined motor car – a device which was to change the pattern of history.

The three-wheeler featured a rear mounted horizontal engine with vertical crankshaft, belt primary drive and final transmission to the rear wheels by side chains, all mounted in a tubular chassis. The 984cc internal combustion engine developed a then spectacular 0.9hp, giving a top speed of approximately 8mph, midst a veritable cacophony of sound, smells and not a little vibration. Today the Motorwagen may be considered primitive in the extreme but Benz’s Patent of 29th January 1886 was indeed ‘state of the art’.

Purchased and constructed in the 1990s, this John Bentley Engineering replica Benz presents in wonderful condition. From the wheels, to the metal work and the wood, all appear to be in fairly fresh condition.

A substantial piece of automotive history, this Benz Motorwagen replica is sure to make a fine addition to any car collection and perfectly illustrates the great leaps mankind has achieved in such a short period of time.

\$40,000 - 60,000
WITHOUT RESERVE

426.

1915 INTERNATIONAL MODEL F DEPOT HACK

Chassis no. 5069R

201ci L-Head Inline 4-Cylinder Engine
Single Carburetor
20hp

3-Speed Manual Transmission
Solid Axles with Semi-Elliptic Leaf Springs Suspension
Rear Drum Brakes

Without Reserve

- Spectacularly well preserved
- Useful Depot Hack body
- An American staple



THE MOTORCAR OFFERED

International trucks were produced by the commercial vehicles division of International Harvester, a company created in 1902 by the merger of a group of agricultural equipment manufacturers. International Harvester is best known for its immensely successful 'Farmall' tractors, production of which commenced in 1924, though before then the company had diversified into the production of light commercial vehicles and trucks.

The first of these was the high-wheeled, pickup-like Model A Auto Wagon of 1907, which was powered by an air-cooled 'flat twin' engine of 15hp. Production grew exponentially, rising from 73 units in 1907 to a staggering 2,465 by 1909. In 1916 an International became the first truck to scale the formidable Pikes Peak in Colorado.

Demand for motorized trucks rapidly increased, accelerating all the more so after the USA entered WWI in 1918. International built almost 57,000 trucks at its Akron, Ohio plant between 1915 and 1925.

A rugged truck from the beginning of the 20th Century, this International Harvester Model F sports a depot hack style body work perfect for hauling a cadre of persons. Little is known of the vehicles history as no further documentation can be found within the file. However, photos of the vehicle exist most likely from the time Mr. Spain came to own the vehicle in 1991.

A fantastically conserved piece, the truck appears to be largely original and has furthermore, never been restored. As such, it stands as likely one of a few untouched examples left and is subsequently a fantastic opportunity for anyone looking to enter a concours within a preservation class.

These trucks are one of the earliest of utility vehicles and make for excellent additions to any early motorcar collection.

\$15,000 - 30,000
WITHOUT RESERVE

427.**1915 WINTON MODEL 15 5-PASSENGER TOURING**

Chassis no. 20567STC

477ci L-head inline six-cylinder engine

Single updraft Stromberg carburetor

48hp

4-Speed transmission

Solid axles with semi elliptic leaf springs suspension

2-Wheel mechanical drum brakes

- *Lovely patina throughout*
- *A fantastic vintage touring machine*
- *Pioneering American marque*

**THE WINTON**

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

While Winton's speed record cars attracted attention, the journey of H. Nelson Jackson and Sewall K. Crocker was the single event that shone the spotlight of national publicity on the company and its products. The pair traveled from San Francisco to New York City in a two-cylinder 20hp Winton Runabout in the late spring and summer of 1903. The trip took 64 days, of which 44 were actually spent on

the road. Jackson and Crocker were among the first to appreciate the unique pleasures of cross-country sightseeing. In retrospect, their journey amounts to something nearly unimaginable. There were literally no roads for much of the trip, no bridges across rivers, streams or gullies, no maps, no water and most significantly no gasoline, oil or tires except for what could be stockpiled along their route by their own planning and foresight.

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

Jackson donated his cross-country Winton Runabout to the Smithsonian Institution in 1944 where it was displayed with Winton's

1902 "Bullet No. 1" and 1903 "Bullet No. 2" race cars, the latter being the first 8-cylinder engine powered automobile built in America. The cross-country Winton is still on permanent display at the National Museum of American History in Washington, DC.

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



THE MOTORCAR OFFERED

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

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

This immense Winton Model 15 on offer is presented in lovely unrestored condition. It is unknown if the car was subject to a refurbishment many years ago, but as it sits today, a lovely patina can be found throughout. The front seats, particularly the driver's side, are the most well-worn elements, yet they are still largely intact short of some tears. The backseats have fared much better as they have presumably been mostly unused in the past 30 years. Upon its purchase into the collection in 1990, the vehicle was described in a classified very much the same state, "5 pass. Touring, less 34,000 miles, runs, needs restoration."

The Winton was clearly kept unrestored as a wonderful looking preservation piece, and is a wonderful representation of early motoring. This monumental machine is certainly one of the great cars from a great time-period in American automotive history. This imposing machine will run with best of them and tower over most cars on any brass tour. With its wonderful history and incredible authenticity, it is a fine addition to any collection of important cars.

**\$50,000 - 70,000
WITHOUT RESERVE**

428.

1915 LOZIER MODEL 82 SPEEDSTER

Chassis no. 8328

Engine no. 8324

369ci L-Head Inline 6-Cylinder

Single Updraft Carburetor

3-Speed Manual Transmission with Reverse

Semi-Elliptic Leaf Spring Suspension Front and Rear

2-Wheel Mechanical Brakes

- Large horsepower Brass Era car
- One of the brand names of its genre
- Well-known post-WWII history
- Older restoration



THE LOZIER

The Lozier name is one that immediately conjures images of the swashbuckling era of Brass automobiles, chains thrashing, dust flying from huge capacity sporting automobiles, it sits in the immortal category alongside Simplex and others of its ilk.

While some were interested in the mass market, Harry Lozier was always firmly directed towards the luxury and sporting genre. In 1910, one of his cars was entered in the first running of the Indianapolis 500 driven by Ralph Mulford, a driver who would become synonymous with the race. On the day he placed second behind the local favorite Marmon, but many felt victory had been his and questioned the timing and scoring of the race. They went one better winning the Elgin Cup that same year and in 1911 secured the Vanderbilt Cup.

These successes filled the order books and so with capacity peaked out at his Plattsburgh factory, he was convinced to follow the industry to Detroit in 1910.

Results like this, a reputation for quality, and limited production which rarely exceeded 600 units in a calendar year put Lozier's name in the history books such that it still resonates strongly today, but the move to Detroit changed their fortunes. Harry was thrown out of the company in 1912 and the loss of chief designer Frederick C. Chandler in 1913 heralded the 'beginning of the end'. By 1915 the company folded.

The Model 82 is one of their renowned models dating from the final years of Lozier's production. Much like a Rolls-Royce, it featured a six-cylinder engine cast in two blocks of three, totaling more than 6 liters in displacement. This motor was coupled to a three-speed transmission, with final drive by shaft. It would have set its first owner back some \$3,250 when new.



THE MOTORCAR OFFERED

This impressive and imposing machine carries with it an incredible history that is a testament to how lucky we are that any of these machines have survived as long as they have! While little about the car's early history is known, it was discovered by Frank Faust, its antepenultimate owner, in 1951 at a garage in Wycombe, Pennsylvania belonging to Bill Fleming. The Lozier was sitting along the railroad right-of-way and Bill had been given an ultimatum to dispose of the car or have it hauled away. Finding the bones to be good, Frank bought the Lozier.

It was not a pretty sight at the time. Its original body had long since been discarded and years of outdoor storage had weathered just about everything else. Crudely fitted, at the time, with a Cadillac body and a wooden box pickup rear end, Frank went about working to save the car. The first thing to go was the body. A new Speedster body was created based on pictures

of a 1913 Lozier Roadster owned by a friend. Further research proved the year and model based on the surviving identification plates on the engine and chassis.

Restoration progressed swimmingly until August 1955 when a flood in the Delaware Valley all but nearly destroyed the car once and for all. With a property near the water, and wheels that had not yet been fitted with tires, Frank swiftly wrapped the wheels with newspaper pads and enlisted the help of neighbors to push the car to higher ground. The car was saved, but the flood swamped the garage and machine shop, setting back the restoration by several years. It would be over two decades before the restoration was finished in 1977, just a few months before Frank's passing.

Frank's son Raymond inherited the Lozier and maintained it as a testament to his father. He

would later lend the car to the Don Garlits Museum of Drag History in Ocala, Florida in the late 1980s and write a detailed article about the car (including a picture of it prior to restoration) for the July-August 1990 issue of *Antique Automobile* magazine.

The Lozier joined the Tupelo Automobile Museum's collection in March of 1992. Among the documentation accompanying the car are a copy of the aforementioned magazine article, correspondence between Ray Faust and the Don Garlits Museum, a certificate from the Don Garlits Museum, pictures of the drag racing legend in the Lozier, and a letter from Ray Faust to Frank Spain. With precious few of these Cars of Kings surviving, one must not let this Lozier motor on by!

**\$60,000 - 80,000
WITHOUT RESERVE**

429.**C.1916 OWEN MAGNETIC TOURER**

Engine no. TN16022

365.5ci Buda L-Head Inline 6-Cylinder Engine

Single Updraft Carburetor

34hp (Rated)

Magnetic Drive Transmission

4-Wheel Semi-Elliptical Leaf Spring Suspension

2-Wheel Rear Mechanical Drum Brakes

- *One of the most technically sophisticated cars of its day*
- *One of the first truly automatic automobiles*
- *Magnetic drive system with electric speed changes*
- *A forerunner of modern hybrid drive systems*
- *One of the most expensive cars of its era*

**THE OWEN MAGNETIC**

The car of a thousand speeds. Owner Magnetic began with the revolutionary drive system design of Justus Entz. Since 1898 Entz was experimenting with automatic transmission designs. Not a successful business man, Entz collaborated with the RM Owen Company to market his innovative design. 1916 saw the introduction of the groundbreaking, if overly complex, Owen Magnetic. One of the first truly automatic motorcars ever produced, the drive system was an engineering marvel. It used a magnetic drive system similar to that of a locomotive, where that the motor produced electricity that could then power the wheels. A system of complex speed controllers and a speed selector on the steering column allowed the driver to select a speed range but the car had no clutch.

The drive combination gasoline and electric drive system is not unlike a hybrid drive system of today except that the car is not equipped with propulsion batteries. The system did work as advertised and the cars were very easy to operate and quiet due to the elimination of gear noise. All this sophistication came at a price – Owen Magnetics were extremely expensive motorcars. One could spend the equivalent money of a Pierce Arrow or more on one of these high tech machines. Although they were popular with celebrities, they were ultimately a market failure and the company failed in 1921.



THE MOTORCAR OFFERED

This fine example of the rare and innovative Owen Magnetic was purchased by Frank Spain in the late 1980s at auction. The Owen's would certainly have appealed to Frank's engineering sensibility with its clever and complex design. Auction listings at the time touted the car as a prototype that was specially built for Dr. George Schaeffer of San Bernardino and that it was used in the 1916 Rose Bowl Parade.

Featuring an elegant but sporty tourer body that compliments the dramatic v-radiator nicely. The look is further enhanced by the big wire wheels is rolls on. Handsome and distinctive and immediately identifiable by its lightning bolt radiator badge.

The Owen survives today in nice older restoration condition though with a high degree of originality. Claimed to have only 2500 miles at time of purchase it certainly looks like that could be the case.

A fascinating piece of engineering any Owen Magnetic is a rare machine and seldom seen on the market, one as nice as this one is a rare opportunity indeed.

**\$80,000 - 110,000
WITHOUT RESERVE**



430.**C.1915 STUDEBAKER TWO-SEATER ROADSTER**

Chassis no. 34365

192ci L-Head Inline 4-Cylinder Motor
 Holley Carburetor
 30bhp
 3-Speed Transmission
 Leaf Spring Suspension
 2-Wheel Mechanical Brakes

- *Sporting roadster*
- *In the collection for more than 30 years*
- *Sure to provide exhilarating driving*

**THE STUDEBAKER**

Wagon makers since the middle of the 19th Century, the Studebaker brothers of South Bend, Indiana had been active in commercial vehicle manufacture long before the arrival of the 'horseless carriage'. Having made a fortune out of horse-drawn transportation, the Studebaker Brothers Manufacturing Company built the first of its own automobiles - an 'electric' designed by Thomas Alva Edison - in 1902 and its first gasoline-powered motor car - an 8hp twin - late in 1903. In 1904 a twin-cylinder 16hp chain-driven model was added, followed in 1905 by a 20hp 'four' with shaft drive, both of which used chassis supplied by A L Garford of Elyria, Ohio; indeed, up to 1911 cars were marketed under the 'Studebaker-Garford' name. In 1908 Studebaker commenced an association with the E-M-F company, whose cars it marketed, eventually taking over the Detroit-based manufacturer in

1910 to form the Studebaker Corporation on January 1st 1911, at which time the link with Garford was broken. By this time the range consisted of a brace of fours - the Models G-8 and G-10 - of 40 and 30 horsepower respectively. Studebaker's big news for 1913 was the arrival of its first six-cylinder automobile - the Model E - recognized by historians as the first mass-produced 'six' to have its cylinders cast en bloc. By this time the four-cylinder engine displaced 192.4ci (3,154cc) and produced around 30 horsepower.

THE MOTORCAR OFFERED

The Studebaker presented here has been configured in the guise that any passer by would imagine every car to have looked like in this era, a spartan roadster or raceabout in the term created by the iconic Mercer. The answer is that not many actually did, they were far fewer than might be imagined, but nonetheless nothing beats the power to weight ratio of a stripped-down sporting machine like this which maximizes every cubic inch.

Frank Spain picked this Studebaker up at a Scottsdale Auction in 1986 according to information on file, it is not known where it had been consigned from or any previous history. Taken on face value, when returned to the road it should certainly be a fun ride.

\$10,000 - 25,000
WITHOUT RESERVE

431.

1916 AUBURN SERIES 6-38 "CHUMMY" ROADSTER

Chassis no. 16024

212ci Rutenberg L-Head Inline 6-Cylinder Engine
Single Rayfield Updraft Carburetor
40bhp

3-Speed Selective Sliding Gear Manual Transmission
Semi-Elliptical Front and Cantilevered Rear Leaf Springs
2-Wheel Internal Expanding Rear Drum Brakes

Without Reserve

- Rarely seen model
- Sporting coachwork with bucket seats
- Complete with top and side curtains
- A lively and enjoyable tour car



THE AUBURN

Today the Auburn name is most associated with its flamboyant speedsters of the late 20s and 30s and its association with the Auburn Cord Duesenberg Corporation. To ignore its early years would be to dismiss some of the more interesting and clever products the Indiana manufacturer produced.

Auburn began production in 1900 and built singles and twins exclusively until 1909. The big twin was particularly impressive making 24hp. In 1909 the first of the fours were introduced and they would become the foundation for the new models going forward. An upmarket inline six was introduced in 1913 with the lineup eventually consolidating under the six-pot banner by 1917. A change of ownership in 1919 witnessed little change in engineering but the acquisition of the company by E.L. Cord in 1924 heralded real changes. Lycoming straight eights came in 1925 and the company would then go on to produce its famous Boattail Speedster until Cord's empire imploded in 1936.

THE MOTORCAR OFFERED

Much as Duesenberg's Model J largely eclipsed the memory of the Model A that had preceded it—and E.L. Cord's ownership of Duesenberg—the early Auburns such as this 6-38 "Chummy" Roadster are rare survivors. This little Auburn wears period Ohio plates, likely alluding to some time spent in the Buckeye State that neighbors its state of birth. Wearing a close-coupled Chummy Roadster body, the car appears to have been offered for sale in Auburn in 1986 (along side 30 Rolls-Royce formerly from the garage of Baghwan Shree Raajneesh) and appeared again at the 1991 Auburn Auction at which time it was purchased by Mr. Spain and joined the collection here.

Precious few of these cars are seen today and this is a fine example. A sporting machine with front bucket seats, it is the recipient of an older restoration. Complete with its handsome top and side curtains, it would make a stellar AACA tour car and fine addition to most any collection.

\$30,000 - 50,000
WITHOUT RESERVE

432.**1917 HUPMOBILE MODEL N**

Chassis no. SE 9595 BA

242ci Side Valve Inline 4-Cylinder Engine
 Single Carburetor
 38bhp at 1,700rpm
 3-Speed Manual Transmission
 Front and Rear Live Axles
 Rear Drum Brakes

- *Sporting early automobile*
- *Perfect for weekend touring*
- *Presented with lovely patina*

**THE HUPMOBILE**

The turn of the 19th Century was a time when the fast-growing US auto industry attracted talented engineers in droves. One such was Robert Craig Hupp, whose early career had included spells with Olds, Ford and Regal. The first Hupmobile was a racy-looking two-seater runabout - the Model 20 - powered by a 2.0-liter four-cylinder engine and priced at \$750. Production began in the US auto industry's - and Robert Hupp's - hometown of Detroit, Michigan in March 1909. Output totalled a little over 1,600 by the year's end and more than trebled the following year. For many years Hupmobile, like Dodge and Chevrolet, built nothing but four-cylinder cars, the last of the line being the Model R manufactured from late 1917 through to 1925.

THE MOTORCAR OFFERED

An endlessly charming roadster with character in spades, this 2-seater Roadster variant of the Hupmobile Series R present with a lovely dose of patina. This is a very sporty looking automobile with compact dimensions, a ruggedly simple interior, wood spoked wheels, and a tan canvas top. The body shows very straight with fine panel fitment and only a minor amount of corrosion is present throughout. Imperfections, scratches, and chips can be found on the lovely Black and Blue paint scheme. However, none is substantial enough to deteriorate the vehicles inviting condition. Remarkably, the interior appears intact and without serious wear.

The greater history of the vehicle remains unknown, but it is presumed the vehicle entered the collection in the 1990s along with the majority of the Museum's contents. A small roadster such as this presents an opportunity to enjoy the simplicities of early motoring and will be fantastic choice as an introduction into this era of Automobiles.

\$10,000 - 20,000
WITHOUT RESERVE

433.**1928 PIERCE-ARROW MODEL 81 RUMBLE SEAT CONVERTIBLE COUPE**

Chassis no. 8104306

Engine no. 8104-315

288ci L-Head Inline 6-Cylinder Engine

Single Updraft Stromberg Carburetor

75bhp at 3,000 rpm

3-Speed Manual Transmission

4-Wheel Parallel Semi-Elliptical Leaf Spring Suspension with Solid Front and Rear Axle

4-Wheel Vacuum-Powered Brakes

Without Reserve

- *Sporting, all-weather coachwork*
- *Older restoration*
- *Excellent for touring*
- *CCCA Full Classic®*

**THE PIERCE-ARROW**

Based in Buffalo, New York, Pierce built birdcages, ice boxes and bicycles before introducing its first gasoline-driven automobile in 1901; however, the Pierce-Arrow name was not used until 1904. In 1908 the firm added Motor Car Company to the Pierce-Arrow name and soon switched its attention exclusively to the production of luxury cars, pioneering many technological developments, including servo-assisted braking and hydraulic tappets, while building some of the most prestigious motor cars ever to grace America's highways.

Some idea of the rapidity of Pierce-Arrow's rise may be gauged from the fact that as early as 1909 The White House ordered two for state occasions. From then onward Pierce-Arrow would be synonymous with the ultimate in opulence, ranking alongside Cadillac, Packard and Rolls-Royce. Clinging to traditional styling,

apart from their striking in-fender, streamlined headlights, and handicapped by a range of 6-cylinder engines in an increasingly multi-cylinder marketplace, Pierce-Arrow sadly saw its sales decline throughout the 1920s.

A new range of straight eights was introduced, and sales doubled in 1929. A V12 was added in November 1931 but both Pierce-Arrows found life very tough in the post-Wall Street crash years. Sales dwindled throughout the 1930s and the once-magnificent Pierce-Arrow folded in 1938.

THE MOTORCAR OFFERED

This delightful Pierce Arrow Model 81 features one of the most versatile and sought-after bodies available, the Rumble Seat Convertible Coupe. A factory offering, one of over a dozen bodies from which one could choose, the 2/4-seat Convertible Coupe provided luxurious enclosed comfort with roll-up windows and the option for open air motoring with two extra seats in the back. The high quality of the Buffalo, New York-built car is a testament to why Pierce-Arrow was one of the 'Three Ps' associated with quality American motorcars (the other two being Packard and Peerless).

Purchased by the collection from an auction in Auburn, Indiana in 1991. The subject of an older restoration, the car has not been driven in some time and will require recommissioning before active use. A CCCA Full Classic®, it will no doubt make an excellent tour or event car someday.

\$25,000 - 40,000
WITHOUT RESERVE

434.**C.1918 STANLEY STEAMER 735 TOURING**

Chassis no. 355

2-Cylinder 20 steam bhp
 Full-Elliptical Rear & Semi-Elliptical Front Leaf Spring Suspension
 Original 2-Wheel Brakes
 Emergency Hand Operated Expanding Brake on Rear Wheels

- *Wonderful steam powered tourer*
- *A truly unique motoring experience*
- *Intriguing and rewarding project*

**THE STANLEY STEAMER**

Francis E. and Freeland O. Stanley were identical twins with a technical bent, their Stanley Dry Plate Co., being famed for manufacture of photographic equipment, however they were fascinated at the end of the 19th Century by the rapid development of propelled transport, taking a particular interest in the steam engine. During motoring's pioneer period, while battery-electrics were successful as a short-range town carriage and even shorter-range speed-record breakers, steam and petrol cars were evenly matched in the duel to achieve commercial dominance.

The Stanley brothers built their first steam car in Lewiston, Maine, in 1887, however shot to fame in 1898 with a spectacular demonstration of a fragile steamer at Charles River Park which resulted in sufficient orders to establish manufacture on a firm footing in Watertown,

near Boston. The Stanley brothers sold their first successful design to J B Walker who manufactured the Stanley-designed Locomobile Steamer, however in 1902 an all-new Stanley was launched with rear-mounted boiler and non-condensing engine driving direct to the rear axle. This new model was to re-launch Stanley as the prime-mover in the steam car market which they dominated until 1927. In 1906 the coffin-like nose, concealing a boiler, first appeared and wheel steering replaced the tiller which had been a notable feature of the early models. Record breaking continued apace, and Fred Marriott achieved a World's Land Speed Record in the Stanley Woggle-Bug racer at 127.66mph for the flying measured mile. The twin cylinder 10hp car was the mainstay of production although 20hp, 25hp and 30hp models were also offered and sold successfully.



THE MOTORCAR OFFERED

The Steamer shown here was procured by Mr. Spain at the Heritage on Wheels Auction in 1996 in Torrance, California. Beyond this brief bit of information, no documentation exists to tell the greater story of the vehicle. Within the brochure that does exist in the file, a photo of the car shows the vehicle in very much the same condition it can be found in today.

The vehicle is finished in a subdued two-tone scheme of Green with black fenders. On all four corners, contrasting artillery wheels are painted in a pale, buttery yellow. The body appears with signs of ageing-the paint has dulled and dings, scratches, and dents can be found throughout. The black interior, on the other hand, has fared much better. It is most likely that some form of restoration work had begun on the vehicle but was ultimately unfinished. Unfortunately, no boiler can be found under the hood of this

automobile, and one would obviously need to be installed to return the Steamer back to road use. Other than the omission of that major component, it can be said the vehicle remains largely complete.

Nevertheless, the vehicle represents a worthwhile project for its next owner. Rarely does the public get to experience a steam powered motor whooshing by which makes them joys to exhibit.

**\$9,000 - 12,000
WITHOUT RESERVE**

435.**1917 PIERCE-ARROW MODEL 48-B-4 RUNABOUT**

Chassis no. 15880
 Engine no. B4 4055

524ci T-Head 6-Cylinder Engine
 48bhp
 4-Speed Selective-Shift Manual Transmission
 Semi-Elliptical Front Leaf Springs and Semi-Floating Rear Axle with $\frac{3}{4}$ -Elliptic Leaf Springs
 Rear-Wheel Drum Brakes

- *Desirable "big horsepower" Pierce-Arrow, ideal for tours*
- *Restored from an original Model 48 roadster chassis and drivetrain*
- *Formerly of the Sam Vaughan and Imperial Palace collections*

**THE PIERCE-ARROW MODEL 38**

By the end of the Brass Era, Pierce-Arrow was widely considered one of the United States' most prestigious automakers, as one of the famous "Three P's" along with Packard and Peerless. The company's cars had become instantly identifiable from Herbert Dawley's distinctive, patented fender-mounted headlamps, a feature that Pierce can be credited with introducing to the American market.

The 1917 Pierce-Arrow Model 48-B-4 featured a massive 525-cubic-inch T-head inline six-cylinder engine with two valves per cylinder and hydraulic valve tappets, as well as a four-speed transmission with a reverse gear and shaft drive – all very modern for the end of the Brass Era, and good for a top speed of 55 mph in solid, luxurious comfort.

Many enthusiasts prefer these cars as "drivers," as they have abundant performance and are joys to drive. They are very popular in Pierce-Arrow Society activities and in tour events with the Vintage Motor Car and Antique Automobile Clubs of America, and can be seen in many of this country's most distinguished collections.



THE MOTORCAR OFFERED

This Model 48-B-4 was purchased in Colorado in 1970 by longtime Pierce-Arrow enthusiast, Ted Thompson, who restored it. As noted by Pierce-Arrow collector Patrick Craig, the car had been originally built as a roadster, retaining that style's unique lowered steering column and shifting rods, though much of the original body was lost. Mr. Thompson built and fitted a new roadster body with a large, comfortable driver's area and a large rear luggage platform with a folding "trap seat." All was crowned by a folding windshield and jaunty victoria top. The appearance is set off by a pale blue finish and maroon leather upholstery, matching the handsome wooden artillery wheels.

The restored Pierce was later acquired by Fred Vartz of Canada, then by noted collector Sam Vaughan of Uncertain, Texas. It was sold at Mr. Vaughan's famous 1990 estate auction and subsequently acquired by the Tupelo Automobile Museum from the Imperial Palace in January 1994; it has remained a fixture in the collection ever since.

This would be a fabulous Nickel Era tour automobile for a proud new owner, with power and dramatic good looks to spare.

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



436.**1926 RENAULT MODEL P118/24HP LIMOUSINE**

Coachwork by Felber et Fils, Paris

Chassis no. 259089

4,767cc, Side-Valve 6-Cylinder Inline Engine

Single Carburetor

24hp at 1,800 rpm

4-Speed Manual Transmission

Semi-Elliptic Leaf Spring Suspension

4-Wheel Drum Bra

- *Luxurious Renault from the Roaring Twenties*
- *Well-patinated/aged car*
- *Rarely found in USA*

**RENAULT**

From the outset Renault engineering was of the highest quality and the arrival of multi-cylinder models really put the company on the map. By 1904 Renault was building its own engines - large-capacity fours at first, followed by the AX twin - and in 1908 introduced its first six-cylinder model despite Louis Renault's aversion to such complication. Renault built tanks, trucks and aero engines during The Great War and it was not until the 1919 Paris Salon that the firm exhibited its first new passenger cars.

Through the 1920s, the company offered a range of products, topped by its luxury six-cylinder models of which this is an example. There were three models offered, the massive 40 CV, an 18/24CV, and a 15CV. The refined six-cylinder engine was said by Renault to be without any vibration, all models benefited from servo-assisted four-wheel brakes and the

transmissions were described as 'simple, but robust'. In contemporary advertising here in France, they were marketed as 'Les 6 cylindres de luxe' - and playing strongly on the quality of their aviation origins, they reminded customers that 'since the beginnings of their aviation engines they were dedicated to high precision engineering.'

Naturally the market for luxury cars reached beyond the continent and in America, advertising in *The New Yorker* magazine, the luxury Renault was marketed as 'A French Car that interprets in mechanical terms, a brilliant heritage of art and culture - A Twentieth Century expression of the French Civilization'.

Renault's distinctive 'coal scuttle' bonnet design, which was present from the very earliest days of the company's production, never looked more in vogue than in the Art Deco time of the 'Roaring Twenties'. It was at once avant garde, aerodynamic by definition and completely individual. By this stage, the scuttle mounted radiator was able to be blended into the overall styling of the car and allowed an almost exclusive purity of line for coachbuilders, its only tell-tale being louvers on the side of the body.



THE MOTORCAR OFFERED

In 1925 the company adopted the diamond shaped badge for the front of their cars, which this car proudly sports confirming that it is of that era along with the date lozenge on its radiator states that was built on 26th March 1926. On the same lozenge to its right are the letters PI suggesting that this is an example of Renault's PI Model, the mid-range 18/24hp car, although from the sheer scale of the car one could be forgiven for thinking that it was their famed 40hp NM. Regardless, the regal Renault has the same physical presence of all of its major six and eight cylinder contemporaries and it is easy to see how these cars competed on level terms in their day. In every respect this is a handcrafted machine of exceptional quality.

The car is clothed by the carrossier Felber et Fils, a company that today are less well known, but must have been of some stature in the roaring Twenties as their showroom was based a few doors down from Renault's own premises on the prestigious Champs Elysees in Paris.

Nearly a century has elapsed since the car would have left the Billancourt Works, and Felber's workshop, yet its course of trajectory is unknown throughout until it was offered for sale at the Barrett-Jackson Scottsdale auction in 1986. It was there that Frank Spain was able to purchase it, a fitting addition to his growing and broad ranging collection.

In more than 30 years of storage and then display, the Renault is not known to have been run or refurbished in any fashion and as it would appear today it seems to be an extremely original and untouched example. Its tires are dry rotted and disassemble themselves when moved, but from their condition it seems likely that they may date from even before the war and that the car has been unused at all. The interior cloth fabric has similar age to it.

There can be very few of these cars in the USA today, this rare Renault seems remarkably complete and has the potential to make quite a statement at any car gathering.

**\$50,000 - 100,000
WITHOUT RESERVE**

437.**1920 APPERSON MODEL 8-20 ANNIVERSARY
EIGHT TOURSTER**

Engine no. 21070

331.8 cu. L-Head V8 Engine

Single Carburetor

60bhp

3-Speed Selective-Shift Manual Transmission

Semi-Elliptical Front and Rear Leaf Springs

Rear-Wheel Drum Brakes

- *One of the most famous American cars of the Jazz Age*
- *A descendant of one of this country's earliest automobiles*
- *Formerly displayed at the ACD Automobile Museum*
- *Charming older restoration in attractive colors*

**THE APPERSON "JACK RABBIT"
AUTOMOBILE**

The two Apperson brothers built one of the United States' first automobiles for Kokomo, Indiana, businessman Elwood Haynes in 1897. Haynes and Apperson continued in business together, until 1901, when the two names parted. The Appersons' car was similar in mechanical specification to other upper-mid-priced automobiles of its era, but the styling, with models incorporating hidden door hinges and no external handles, was often ahead of its time. Model names promised a thrilling future to the Apperson buyer: Silver-Apperson, Roadplane, Sportster, Tourster, and most famously, the Jack Rabbit, which became a sort of "factory nickname" for all Appersons.

By the time production ended in 1926, Apperson had built many tens of thousands of "Jack Rabbits," but fewer than two dozen remain extant.



THE MOTORCAR OFFERED

The Tupelo Automobile Museum's distinctive Model 8-20 Anniversary Eight Tourster features styling derived from a special model developed by Apperson dealer Conover Silver in 1919. It was one of two Appersons – the other having been Edgar Apperson's own car – gifted by Edmund Orser of Billings, Montana, to the respected ACD Automobile Museum of Auburn, Indiana, in 1979. "Apperson's Apperson" remains a beloved part of the museum's Indiana Gallery, while the Tourster was eventually sold in 1991 to the Tupelo Automobile Museum. It has been exhibited in the museum since its opening, its jazzy design – with more than a trace of the French "skiff" about it, especially in the rear – making it a favorite of many visitors.

The car's restoration, in pale blue with black fenders, is considerable older but still solid and attractive, with the cushy, heavily upholstered leather interior being especially charming and comfortable. Disc wheels shod in blackwall tires add an additional sporting accent, as do the narrow bumpers, nickel-finished radiator shell, streamlined headlamps, and green glass sun visor.

No collection dedicated to the American automobile's illustrious, well-marketed past is complete without an Apperson "Jack Rabbit." Few are better than this one.

**\$25,000 - 40,000
WITHOUT RESERVE**

438.**1921 MARTIN WASP MODEL B RICKSHAW VICTORIA**

Chassis no. 1368

355ci Wisconsin T-head Inline 4-Cylinder Engine

Single Updraft Carburetor

36/70bhp

4-Speed Brown-Lipe Selective-Shift Manual Transmission

Semi-Elliptical Front Leaf Springs and Full Floating Timken Rear Axle

Rear-Wheel Drum Brakes

- *Among the most dramatic, flamboyant Nickel Era American cars*
- *Meticulously hand-built in Bennington, Vermont*
- *Powerful Wisconsin T-head engine and fabulous, correct coachwork*
- *One of only three surviving examples*
- *Soon to be the most eye-catching, crowd-gathering car in a collection*

**THE FABULOUS MARTIN WASP**

Karl H. Martin built quite a name for himself designing rakish bodies for various New York shops, as well as the Kalamazoo, Michigan-built Roamer, Kenworthy, and Barley automobiles. In 1919 Martin moved to Bennington, Vermont, and there established a company to build the Martin Wasp, his own complete car, featuring a Wisconsin T-head four-cylinder engine (similar to that used by early Stutzes), Brown-Lipe 4-speed transmission, and high-quality aluminum coachwork inspired by the Far West; with a delightful lack of political correctness, the Wasp was christened the Rickshaw Phaeton.

Numerous celebrities bought Wasps, most prominently Douglas Fairbanks, Sr., but only fourteen complete cars are known to have been produced by 1925. Just three have survived, one of which is proudly exhibited in the Bennington Museum.

THE MOTORCAR OFFERED

Karl H. Martin was fortunate in that his automobile was not entirely forgotten, with credit due to himself and to early enthusiasts. Even after the factory closed, Martin kept all of the leftover Wasp components, apparently in the hope that someone, someday, would want them. In 1947 that day came when Bennington resident William Gregg bought an original Wisconsin Wasp engine and, later, an original chassis and other parts, directly from the Martin stock.

Gregg was a talented craftsman and mechanic, who over the next two years painstakingly completed the Wasp, building its body, fenders, hood, windshield, top, and mudguards from surviving photographs of original cars. The result was a truly authentic, "good as new" Martin Wasp, which was sold for \$800 to Dr. and Mrs. Glade Hall of Florence,

Massachusetts. It later passed to Raymond D. Newell of Northampton, then in 1994 was acquired for the Tupelo Automobile Museum.

It is a curiosity, but a beautifully hewn and engineered one – a description that would no doubt please the memory of Karl H. Martin.

\$30,000 - 50,000
WITHOUT RESERVE

439.

1921 PACKARD 3-35 TWIN SIX CUSTOM TOWN CAR

Coachwork by Wolfington, Philadelphia

Chassis no. S24583
Engine no. S167752B

424ci V12 Engine
Single Carburetor
88bhp at 2600rpm
3-Speed Transmission
Rear Mechanical Brakes

- Striking coachwork by Wolfington
- Well preserved original example
- V12 power and incredible smoothness



THE PACKARD TWIN-SIX

By late 1915, production began on the model christened the "Twin Six." The name brought to mind Packard's six-cylinder experience and success. The resulting engine was a triumph. The smoothness, power, and flexibility were unheard of at the time. Those who were experienced with driving more conventional cars of the era were shocked by the smooth power and free-revving quality of these engines. Enzo Ferrari was so impressed with the smoothness of the Twin Six engine that he used it as inspiration for his own V-12 engines years later. Famed sportsman Briggs Cunningham regarded the Twin Six as the fastest American car of its day. Brigs owned one in his youth and boasted of its ability to out-pace anything on the road.

THE MOTORCAR OFFERED

This wonderfully well preserved third series Packard Twin-Six wears elegant coachwork by the Philadelphia firm of Wolfington. Clearly a well-loved and cared for example, this is undoubtedly a low mileage example. Fine formal cars like this often survived because their owners kept them for decades and would use them only on special occasions. Being Wolfington bodied, it is most likely the car spent its early life in Philadelphia. Coachbuilding was still a regional concern at this point and most of their clientele were local.

The Wolfington Body Company started in 1876, when British immigrant Alexander J. Wolfington set out to apply his skill as a blacksmith to carriage building. He wanted to build the best horse-drawn carriage in Philadelphia. Wolfington, like many coach builders, transitioned into motorcars. By 1910 they were well established and would eventually receive orders for Stutz,

Packard, Pierce-Arrow and Cadillac, to name just a few, that bore the sign "Body by Wolfington." Wolfington also continued to customize vehicles for its richer clientele, everything from crafting gold hubcaps and door handles to reproducing a favorite leather armchair as the driver's seat. Unusually, Wolfington still exists today as a major player in the bus industry.

Formal cars like this represent the most expensive and high-quality bodies available for a fine motorcar. There is an extra degree of quality and craftsmanship that these styles offer that the less expensive open cars lack. This fine example would be a wonderful museum piece or welcome entry in some of the most prestigious Concours preservation class.

\$30,000 - 50,000
WITHOUT RESERVE

440.**1923 BREWSTER-KNIGHT MODEL O2 TOWN LANDAULET**

Chassis no. 02372

Engine no. 02372

276.5ci Knight Sleeve-Valve Inline 4-Cylinder

Single Zenith Updraft Carburetor

54bhp

3-Speed Sliding Gear Manual Transmission

Semi-Elliptical Front and Cantilevered Rear Leaf Springs

2-Wheel Internal Expanding Rear Drum Brakes

- Cost over \$8,000 when new
- One of only about 30 surviving Brewster-Knights
- Exquisite build quality and craftsmanship
- A CCA Full Classic®

**THE BREWSTER-KNIGHT**

James Brewster established Brewster & Co. as a carriage manufacturer in New Haven, Connecticut in 1810. Beginning as a coachbuilder, Brewster would transition into manufacturing cars under its own name in 1915 with a factory in Long Island City, New York. Featuring quiet, reliable Knight-type sleeve-valve engines, the Brewster motorcars were the pinnacle of understated styling and class.

Throughout a decade of production, the 125" wheelbase provided ample space for numerous open and closed, owner and chauffeur driven body styles. Starting at \$5,250 and costing as much as \$8,500, only 473 Brewster-Knights would be made before 1925 when the company stopped production of its own cars in anticipation of its acquisition by Rolls-Royce of America.

This Model O2 features one of the most expensive body styles available on a Brewster, the regal Town Landaulet. Featuring a fully enclosed passenger compartment and open front chauffeur seat, the sheer quality of Brewster's work can be seen in the luxurious finishes and attention to detail that allow the rear passengers to enjoy open motoring on warm, sunny days. The subject of an older restoration, the car is beautifully finished in dark green with a black leather front seat and a rear cabin trimmed in fine broadcloth. The lucky rear occupants have a nicely proportioned throne from which to view the world, while two occasional seats are fitted for when a few friends are along for the ride.

THE MOTORCAR OFFERED

Formerly the property of St. Louis, Missouri collector Robert Pass, the car was purchased from him by a Georgia-based enthusiast in 1984. The Brewster joined the Tupelo Automobile Museum from an auction in Auburn over Labor Day Weekend in 1991.

It is believed that only about 30 Brewster-Knight motorcars still survive today making this an exceedingly rare change to acquire a singularly Brewster-made automobile!

\$40,000 - 60,000
WITHOUT RESERVE

441.

1923 MARMON MODEL 34 2 PASSENGER SPEEDSTER

Chassis no. 2230096

339.6ci OHV Inline 6-Cylinder Engine
Single Updraft Stromberg Carburetor
84bhp

3-Speed Manual Transmission
4-Wheel Semi-Elliptical Leaf Spring
2-Wheel Mechanical Brakes

Without Reserve

- Formerly part of the Harrah Collection
- Wonderfully restored example
- Desirable speedster body



MARMON AUTOMOBILES

The Marmon car was built in Indianapolis, by Nordyke & Marmon. The firm had produced flour-milling machinery for more than half a century before automobiles came along. Family scion Howard Marmon built their first car in 1902. This brilliant, highly regarded engineer would lead the Marmon car to worldwide fame and acceptance.

In 1911, the first Indianapolis 500 race was won by a Marmon "Wasp" racer. By the 'teens and '20s, a sporty Marmon was quite the proper car for any occasion. In 1931, the powerful and massive Marmon Sixteen was introduced. Although the last Marmon cars were built in 1933, the company went on to produce Marmon-Herrington 4-wheel drive conversions for decades.

THE MOTORCAR OFFERED

Purchased alongside the Packard 120 also found in the collection, this 1923 Marmon Model 34 Speedster carries the same distinction of hailing from the Harrah Collection. As such, the vehicle will be delivered with its Verification Certificate.

Finished in a white and black two-tone paint scheme, this sporty Marmon exists in truly wonderful condition. It is unknown when the restoration took place, but it has held up remarkably well over the years. Even the top, with its diamond shaped windows appears with very little signs of aging. The matching black interior has remained in equally good condition and the wood on the dash and steering wheel are without major blemishes.

An attractive and sporty speedster such as this is sure to find a happy home by providing many miles of open motoring.

**\$50,000 - 70,000
WITHOUT RESERVE**



442.

1923 FORD MODEL T TUDOR CENTER DOOR

Engine no. 7036116

Of the numerous body styles Ford Motor Company offered the Model T in, few are quite as charming as the Center Door. With room for 5, the spacious interior takes one back to early 20th century. Its simple layout and utilitarian tan cloth seats show with a lovely amount of patina and very much add to the inviting nature of the vehicle. It is unknown when the vehicle was last refurbished, but the state of the exterior paint would lead on to believed that some work had been carried out in the past. Photos on file dating from the early 1990s show the car in a very similar state it stands in today. The minor levels of surface corrosion further show evidence that the car has been well carried for over the course of its nearly 100-year life.

Anyone looking to jump into early motorcars would be missing out by not experiencing the Model T Ford. Its status as one of the most important cars ever produced makes it a must have piece in any collection.

\$10,000 - 20,000
WITHOUT RESERVE

443.

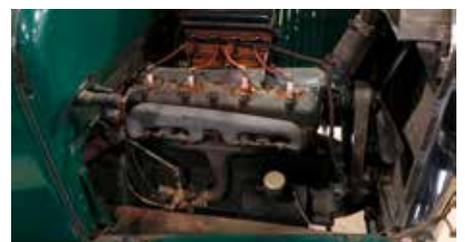
1927 FORD MODEL T ROADSTER

Engine no. 1573526

1927 marked an end of an era for Ford Motor Company as it would be the final production year of the Model T. These "Improved Ford" models were introduced in the final years of the T and gave an advanced look at what was to come for the company's new Model A. As such, restyled bodywork and even chassis improvements make these later cars standouts of the T range.

This stylish Roadster is a restored example and presents in wonderful condition. Its delightful Green paint is endlessly charming and will surely draw plentiful interest from the public. Unfortunately, the greater history of the vehicle remains unknown, but as it stands in such fantastic shape, this Model T should find a very happy new owner.

\$7,000 - 10,000
WITHOUT RESERVE



444.

1924 GARDNER MODEL 5 FIVE PASSENGER SEDAN

Chassis no. 2783C0

Engine no. CE8394

213.6ci Side Valve 4-Cylinder Engine
Single Carburetor

21.7bhp

3-Speed Manual Transmission

Semi-Elliptic Leaf Spring Suspension

2-Wheel Drum Brakes

Without Reserve

- Largely unrestored example
- St. Louis built automobile
- Twenties Family Sedan



THE MOTORCAR OFFERED

The Gardner was a well-regarded car built in St. Louis, Missouri by the Gardner Motor Co. from 1919 to 1931. Russell Gardner had entered the car business in a slightly different route to many of his competitors. Having originally foreseen the likely transition away from the Banner buggies that he was building, he elected to supply bodies for Chevrolet cars, and it wasn't long before he controlled the entire Mississippi States region for them. After a few years, he would sell his business to General Motors, but when his sons, Fred and Russell Jr., returned from their Navy service, they decided to return to the motor industry and create their own brand using the family name. For the a little over a decade the Gardners built their own cars. Perhaps not surprisingly given their experience in assembling Chevrolets, theirs was always constructed using proprietary components. At the heart of them were Lycoming power plants.

Gardner produced four- and six-cylinder models before launching its "Eight-in-Line" models for 1925. All 1928-29 Gardner models were straight-eights, although a six-cylinder line for 1930 was announced early in April, 1929.

Just shy of the heyday for Gardner, this is an example of their four-cylinder Model 5, which was in production from 1923 to 1925. Sitting on a 112-inch wheelbase and with 43hp Lycoming under the hood, in 5 passenger Sedan form it would have set its original owner back some \$1,445. It was clearly a car built to a price, with painted radiator shell, solid disc wheels and very few 'bells and whistles', but one could be sure that the coachwork was both well designed and solidly constructed.

There is no documentation to support its path of the last 95 years, but it is likely to have been acquired by Mr. Spain in the peak period of his buying in the 1980s and early 1990s. Viewed today this car appears to be a much older restoration, or perhaps for its exterior a well preserved original, while the interior has been replaced at some point in tan fabric. It is not known when the Gardner was last run.

\$10,000 - 20,000
WITHOUT RESERVE

445.

Ex-Alec Ulmann and Crawford Aviation Museum Collections

1927 HISPANO-SUIZA T49 SHORT CHASSIS DROPHEAD COUPE
Coachwork by Duple, London

Chassis no. 278300

Engine no. CE8394

3,746cc SOHC Inline 6-Cylinder Engine

Single Updraft Carburetor

90bhp at 3,000rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Servo-Assisted Mechanical Drum Brakes

- *Rare British Delivery Hispano*
- *History including ownership in major US collections*
- *Well-proportioned touring car*
- *Eligible for CCCA and Hispano-Suiza Society events*



HISPANO-SUIZA T49

Sensation of the 1919 Paris Show, the H6 featured a light yet rigid four-wheel-braked chassis that matched its state-of-the-art power unit for innovation. Indeed, so good were its servo-assisted brakes that Rolls-Royce acquired the rights to build the design under license. The H6 combined performance with flexibility, comfort with good handling, and safety with reliability in a manner which enabled Hispano-Suiza to compete successfully with Rolls-Royce, Bentley, Bugatti, Isotta-Fraschini and the United States' luxury marques.

This success led to the introduction of two smaller but closely related Birkigt designs based on his H6, which were earmarked for production at Hispano's factory in Barcelona. These were the four-cylinder 2.5-liter T48 and six-cylinder 3.8-liter T49. Chassis layout followed that of the Paris-built H6, featuring semi-elliptic springing all round and torque-tube drive, as did that of the overhead-camshaft engines, which delivered 60 and 90bhp respectively. These two 'T' series models were in production from 1924 until 1933.



THE MOTORCAR OFFERED

This classically designed Hispano T49 has all the hallmarks of its origins, which were clearly the UK market when new. Beneath its hood, a supply plaque confirms it to have been retailed by Albemarle Motors of London, and it is understood that the original coachbuilder was the lesser known company, Duple.

According to captions on photos of the car in Johnnie Green's work on the marque, the car was built with the locker that it has behind the front seat for the original owner's Bobtail Sheepdog who would rest there while his children were relegated to the rear rumble/dickey seat! By the 1950s, the car was owned by the secretary of Les Hommes a l'Hispano, the then British club for the marque, now sadly defunct.

At this point it seems that the T49 left British shores to arrive in America, where it has been ever since. Its first recorded U.S. owner was car aficionado and founder of the Sebring 12 Hours Alec Ulmann. Ulmann was also a noted authority on both Hispano and Mercedes cars.

Ulmann eventually donated the car to the Crawford Aviation Museum in the 1980s, where it would remain for nearly 2 decades. During a period of deaccessioning, the Hispano was put up for sale. It was acquired by Frank Spain at a later auction in 1996. Prior to acquisition, it seems that some work was begun on restoring the car, and a relatively unsympathetic 'blow-over' paint job has been carried out, in addition, the Hispano has gained a Kellner coachbuilding plaque, but based on its history, and design this is clearly a misnomer.

An undeniably well-proportioned and handsome example of its breed, which the British might have referred to as a Doctor's Coupe in its day, it would surely make a wonderful and practical touring car for Hispano Society or CCCA events.

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

446.**1927 STUTZ SERIES AA “BLACKHAWK SPEEDSTER”**

Coachwork in the style of LeBaron

Chassis no. AAR584425

322ci SOHC Inline 8-Cylinder Engine

Single Updraft Carburetor

113bhp at 3,300rpm

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- *One of the Sportiest American cars of its era*
- *Expertly bodied in the Style of the Lebaron Blackhawk Speedster*
- *The same specification as the “World Stock Car Champion” Stutz*
- *Fun and very usable American sportscar*

**THE STUTZ**

The Stutz motorcar was born in Indianapolis and it didn't take long for the marque to prove they had racing in their DNA. At the inaugural Indy 500, Harry C. Stutz's first car, the Bearcat prototype, scored 11th place; well earning their slogan: "the car that made good in a day."

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

The Stutz Company went through many ups and downs and Harry C. Stutz eventually lost control of his company. Fortunately for the company, however, an equally visionary and brilliant man would come in to fill his shoes: Fred Moskovics. Moskovics had made a good reputation for himself in the auto industry, his period at Marmon had led to their most charismatic and high-performance products to date. His automotive inspirations were heavily directed toward the powerful and sophisticated machines coming from Europe. Moskovics took it on himself to produce an American car that could rival the world's best.

The new Stutz Eight was a marvel of sophistication: chain driven overhead cam, ten main bearings, dual ignition, dual throat carburetion and cross flow porting. A new chassis would need to be developed to get the full potential out of this great new engine. By using a Timken worm drive rear axle the whole chassis could be lowered considerably. Braking would initially be by Timken hydrostatic then Lockheed hydraulics with oversized finned drums on all four wheels. Transmission would be first by a three-speed Warner.

The new Eight-cylinder "Safety Stutz" proved a break through. The 1927 model won every American Stock Car race entered and was declared World's Champion. Two custom Blackhawk Speedster bodies were penned by Le Baron to take full advantage of the performance. The four-passenger speedster body was



THE MOTORCAR OFFERED

designed and built so Stutz would have a car eligible for racing that required four seats.

The most famous race requiring passenger cars with four seats and a top was the 24hrs of Le Mans. This now ubiquitous event was relatively unknown at the time in America but was the Super Bowl for road going cars. A French Stutz agent entered the Stock Stutz Blackhawk Four-Passenger Speedster in the 1927 event. It was the only Stutz entered, and it held the lead for much of the race, holding off an entire team of works Bentleys. Unfortunately, a loss of high gear late in the race forced the Stutz to finish second.

This great looking Stutz Speedster came out of the UK where it was bodied in an exacting replica of the legendary Blackhawk Speedster by LeBarron. This extremely scarce model is stunning and was a wise choice for replication. This coachwork Stutz achieved some its greatest success most notably winning the Stock Car World Championship and also being the model chosen to battle Hispano-Suiza at Indianapolis.

The rest of the car matches the spec of the Blackhawk including the correct wire spoke wheels and 1927 chassis.

This will no doubt prove great fun to own. The light bodywork on the powerful Stutz chassis should make for a spirited performer. With lots of tuning possibilities with these engines and chassis it could also make the bases for a fun vintage racer or high-performance road rally machine. Whatever the use, the Stutz is an American motoring icon and one of the great American cars of its time.

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

447.**1930 HISPANO-SUIZA H6B COUPE CHAUFFEUR**

Coachwork by J. Fernandez

Body No. 541

Chassis no. 12202

Engine no. 302163

6,597cc SOHC Inline 6-Cylinder Engine

160bhp at 3,000rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Servo-Assisted Mechanical Drum Brakes

- *Luxurious French Classic Era Automobile*
- *Ordered new by Mrs. Potter Palmer*
- *Successive major collection ownerships in the US*
- *Former Pebble Beach Concours d'Elegance prize winner*

**HISPANO-SUIZA**

The choice of European royalty, Indian Maharajahs, Hollywood film stars and industrial tycoons, the legendary Hispano-Suiza was superbly engineered and imitated unashamedly by some of the world's leading car manufacturers.

The genius of Swiss engineer Marc Birkigt had been proven by Georges Guynemer's 'Escadrille Cigogne' (Stork Squadron), of Hispano-Suiza-engined Spad fighter planes in World War I. It was this same brilliance that was reflected in the sensational and finely engineered new H6 cars built in Paris at the Bois Colombes factory and unveiled to the world in 1919. The H6B model followed for the 1922 season.

For the first time in 1919 the radiator emblem 'La Cigogne Volante' appeared, the insignia of Captain Georges Guynemer's Stork Squadron

of Hispano-Suiza-engined Spads. The mascot adorned the radiator of the new H6, an all new six-cylinder car of 6,597cc capacity which was to be the mainstay of production for some fifteen years. The model was renowned for its ease of handling, the flexibility of its engine – which necessitated only a three speed gearbox – and its efficient servo-assisted brakes, a design later to be adopted by Rolls-Royce. Subsequent significant developments of the H6 included the Monza and the exciting short chassis 8-liter Boulogne.

Reflecting aero engineering technology, the new car made the other 'hyphenated greats', Rolls-Royce, Isotta-Fraschini and Pierce-Arrow, take notice. The H6B Hispano-Suiza found favor with the rich, the discerning and the famous.



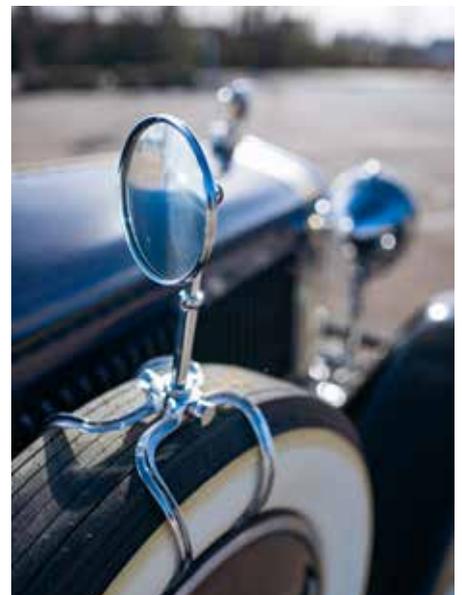
THE MOTORCAR OFFERED

Some collectors collect pairs of cars, but for Frank Spain cars had a habit of coming in threes, as with Alvis and Lagonda, this would be the third Hispano-Suiza to join the collection. In doing so, it shows the breadth of the offerings from this hallowed brand, but of the three it is this that has more of the grandeur that one associates with the marque.

Luxury automobiles of this era of Continental European manufacturing were a marriage of refined engineering and exquisite coachwork hand tailored for their clientele. As times evolved from the 1910s, when it was quite possible that one may have had the bodywork on their cars changed between summer and winter to suit the climate in which a car were used, coachbuilders began providing more and more options of versatile, transformable bodywork, particularly suited to those that might well have

required 'town and country' use. In this case, the craftsmen behind this fully convertible Cabriolet de Ville body, were the coachbuilders J. Fernandez of Paris.

Fernandez is a name more often associated with Dutch Darrin, and the Fernandez and Darrin concern that they formed in 1931. That partnership was a huge success, marrying the wealthy Argentinian born Parisian's coachbuilding business with Dutch Darrin's American flair for design. Its name frequently connected to Hispano-Suiza automobiles. This example predates the advent of that joint venture, but certainly mirrors the quality of build of those that succeeded it, making it a very appealing automobile.





Unusually, it is one that would almost certainly have been delivered new to the American market, for its first owner was Mrs. Potter Palmer of Chicago. Over time, this is perhaps not a name that still resonates in the same way today, but to put Potter Palmer in context, he was a major retail pioneer, who focused specifically on encouraging women to be comfortable and buy from his Potter Palmer & Co. store. More than 160 years ago he instilled a no questions asked returns policy and even allowed his patrons to try good at home before purchasing – things are never as new as they seem! These novel ideas served him well in retail, and even after the great fire of Chicago, his power enabled him to borrow substantially to rebuild part of the city and relocate the business district. Potter Palmer was revered for his development of the State Street section of Chicago and the building of the Palmer House

Hotel. When advised that his health was waning, he brought in Marshall Field and Levi Leiter and between them they set in motion the business that would become Marshall Field & Co.

The first Mrs. Potter Palmer, Bertha outlived her husband by some 16 years, perhaps not surprisingly having been some two decades younger than he. Their children Honoré and Potter Palmer II were born in 1874 and 1875 respectively and interestingly enough both had children christened Potter Palmer III! It is believed that the Hispano was ordered new by Pauline Kohlsaas Palmer, wife of Potter Palmer II. If so it is likely that the car was used both in America and Europe, and after its cosseted upbringing the car resided within the Palmer family for nearly 40 years.

In 1968 the Hispano was sold for the first time out of the Palmer estate. The buyer was Walter Weimer, who later sold it to Jim Stickley of Cedar Rapids, Iowa who had, interestingly enough, also owned the 1914 Hispano-Suiza in the Tupelo Museum. In 1971, Jim was juggling cars and decided to sell the Fernandez car – the buyer was noted collector enthusiast Al McEwan of Seattle. Al carried out the extensive restoration which it still wears today and was completed in time for the Hispano-Suiza Meet in 1981. On its debut post rebuild, it took First Place both with the Club and also First in Class at Pebble Beach that year. From McEwan it passed to Tom Monaghan, the famous founder of the Domino's Pizza chain, who at that time was amassing a very significant collection. After a few years Monaghan elected to disperse his collection, when the Hispano moved on to Herbie Livingston of South Carolina.



Frank Spain would become the last in a series of high-profile owners which befitted the car's status, when he purchased the H6B at an auction of the collection of Herbie's Antique Car Museum in 1995.

Since that time, the car has been in private and then public display. Over the course of nearly a quarter century it has worn well generally, but it should be noted that the whitewall tires have dry rotted and will require replacement.

With an illustrious provenance and luxurious specification, this is a highly important car of its era.

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



448.**1928 FRANKLIN AIRMAN SPORT TOURER**

Chassis no. 180777L1

Engine no. E128552

236ci OHV Inline 6-Cylinder Engine

Single Carburetor

46bhp

3-Speed Manual Transmission

Leaf Sprung Front and Rear Suspension

4-Wheel Drum Brakes

- *First model year of the Airman model*
- *Beautifully restored*
- *A fantastic touring machine*
- *Ex-Harrah Collection*

**THE FRANKLIN**

America's longest-lived and most successful air-cooled automobile, the Franklin was the work of engineer John Wilkinson, whose innovative design, produced in prototype form for the New York Automobile Company, was taken up by Syracuse-based die-casting manufacturer Herbert H Franklin. Franklin's company sold its first car - a runabout - in June 1902 and a dozen more before the year's end. In an age when the customary power unit for such a vehicle was a water-cooled single, Wilkinson's 1.7-liter, air-cooled 'four' was highly unusual. The Franklin's other advanced features included overhead valves (inlets mechanically operated

from 1905), throttle speed control, float-type carburetor, two-speed planetary transmission and full-elliptic springing. The engine was mounted transversely in the wooden chassis at first, before moving to the conventional up-front position in 1905, fan cooling being introduced at the same time on most models. Truly innovative, Franklin was among the first to adopt six-cylinder engines (1905), automatic ignition advance (1907), sedan coachwork (1913), aluminium pistons (1915) and electric carburetor priming (1921). At a time when liquid cooling systems were often unreliable, the Franklin's ability to operate in extremely hot or cold weather conferred a distinct advantage,

while the lack of a water pump, radiator and their attendant hoses greatly reduced maintenance costs.

Powered by a 3.9-liter, seven-bearing 'six', the Airman limousine offered here dates from 1928 and has the front wheel brakes introduced that year and the dummy radiator grille first adopted in 1925 in response to pressure from the dealer network, which demanded a more conventional-looking product. The Airman series was named after pioneer aviator Charles Lindbergh, a Franklin devotee.



THE MOTORCAR OFFERED

Presented here is a wonderful example of very first model year of the Franklin Airman. Befitting of the name, the Sport Tourer body affixed to the chassis thoroughly supplies the vehicle's occupants with a healthy dose of wind and sunshine. Adding to the completeness of the motorcar are numerous extras such as outboard spare tires, wing attached side mirrors, and side driver's lights. Greatly increasing the storage and aiding to the viability of the car's touring intentions is a large aft mounted trunk. The athletic body wears an attractive coat of rich red paint while contrasting black fenders complete the subdued look. Inside, the seats are finished equally attractive in tan.

It is unknown as to when the vehicle was restored, but photos on file, likely from the time of purchase by Mr. Spain in 1989, show the car in largely the same condition it appears in today. The chrome has maintained good lust over the years, yet there is some evidence of age on the bodywork and paint (in particular.) Scuffs and marks following the front tires in the fender indicate this Franklin was used on the road once the restoration was completed, but it cannot be accurately reported when the car was last running.

The Airman on offer presents a wonderful opportunity for anyone looking to acquire a sporting and attractive touring car.

**\$40,000 - 60,000
WITHOUT RESERVE**

449.**1929 CORD L-29 CABRIOLET**

Chassis no. 2925603
 Engine no. FDA927

298ci L-Head Inline 8-Cylinder Engine
 125bhp at 4,000rpm
 Single Carburetor
 3-Speed Manual Transmission
 Leaf Spring Suspension
 4-Wheel Drum Brakes

- *The most sporting and desirable L-29 variant*
- *In the present ownership for over 25 years*
- *Innovative front-wheel-drive chassis*
- *CCCA Full Classic®*

**THE FRONT DRIVE L-29**

Errett Lobban Cord introduced the L-29 in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines, the latter being totally redesigned that year. Powered by a straight-eight 'flat head' engine built by Lycoming – another one of Cord's companies – the L-29 featured front-wheel drive, then much in vogue at Indianapolis. An avid race fan, Cord had been impressed by the performance of the Harry Miller-designed front-wheel-drive Junior 8 Special, and in 1926 purchased the passenger-car rights to Miller's fwd designs. Cornelius Van Ranst was hired to assist with development, and by November 1927 the first prototype was ready for testing and assessment by Fred Duesenberg, Cord's Chief Engineer. Staff designer Al Leamy contributed the stylish coachwork, which was underpinned by Van Ranst's X-braced chassis frame – the world's first.

Production of the new car, now dubbed 'L-29', commenced at the Auburn, Indiana plant in April 1929 with a two-day press launch in June. The advantages conferred by the L-29's front-wheel-drive layout, chiefly, a low center of gravity and increased passenger space, were immediately apparent; while the freedom its low-slung frame gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic. Indeed, many connoisseurs consider the L-29 to be the most stylish American car of the period.

The L-29 was offered initially in Sedan, Brougham, Convertible Coupé and Phaeton versions, at prices ranging from \$3,095 to \$3,295. Unfortunately for Cord, just as his new baby was reaching dealers' showrooms the Wall Street Crash of October 1929 blew away a huge proportion of his intended clientele. Despite a program of price cuts, sales never took off and the world's first practical front-wheel-drive production car was discontinued in 1932. Including cars supplied in chassis form to independent coachbuilders, only 5,010 L-29s were built, of which it is thought that around 300 of all types exist today.



THE MOTORCAR OFFERED

This handsome L-29 Cabriolet hails from the first year of production of these innovative, front-wheel drive cars. Finished in pale yellow with evergreen accents over a tan top and handsome evergreen leather interior, it joined the collection at the beginning of January a quarter of a century ago. Coming from Florida, when purchased the car was described as being in 'original and in running/driving condition'.

While the early history of this L-29 not detailed, it appears that the word 'original' as used in its 1994 description was more focused on its configuration than condition. The subject of an older restoration, it was repainted and retrimmed several decades ago. The interior shows quite nicely, as does the exterior trim, but the paint has begun to shrink in places. Nonetheless, the car still has plenty of

presence. Perfect for a mild refresh and active tour use or restoration and presentation on a concours field—either way it will bring smiles to the new owner and anyone lucky enough to see him or her in their stunning cabriolet.

The L29 Cord is one of the iconic American car designs from the prewar period. Few other cars built in that period have low slung looks, and even fewer could stake the claim of being some of the first front wheel drive American road cars. Representing the pinnacle of American Motorcar technology and timeless styling, a L29 Cord is a must for any serious collectors stable.

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

450.

1934 DUESENBERG MODEL J PRINCE OF WALES BERLINE Coachwork by Rollston

Chassis no. 2575
Engine no. J-547

419ci DOHC Inline 8-cylinder Engine
Single Stromberg Downdraft Carburetor
265bhp at 4,200 rpm
3-Speed Manual Transmission
4-Wheel Hydraulic Drum Brakes

- *Original chassis, engine, firewall, and body*
- *A particularly handsome, one-off Rollston design, with elaborate trim details*
- *Formerly owned by early Duesenberg enthusiasts Allen Thurn and Homer Fitterling*
- *Part of the collection since 1996*
- *Classic Car Club of America (CCCA) Full Classic*



THE MODEL J DUESENBERG

Few names in motoring are as redolent of wealth and power as Duesenberg. The ground-breaking company advertising placed in up-market periodicals for the Model J was one of the first campaigns that deliberately did not show the product. A series of soft charcoal drawings portrayed a man in evening dress, seated in front of the fire in a great hall with a minstrels' gallery dominated by a huge pipe organ, or the silver-haired skipper of an America's Cup-type yacht, above a single line of script: "He drives a Duesenberg". Women drivers were not forgotten: under the portrait of an elegant lady giving directions to her head gardener, "She drives a Duesenberg" said it all, eloquently underscoring a scene where one could perceive an additional four gardeners in the distance, tending the immaculate grounds.

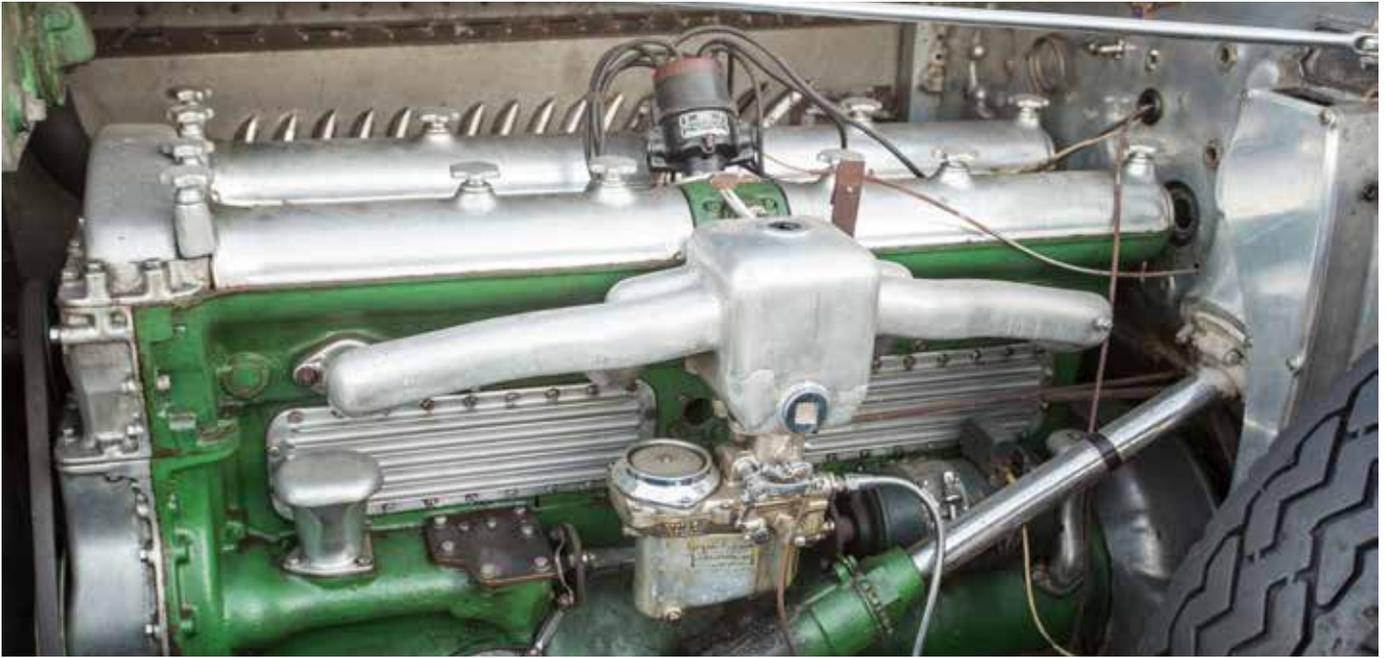
America took the new model to its heart and a new superlative was added to the language: to

this day the phrase "It's a Doozy" is a universal term of ultimate approval, just as the Model J has become the ultimate collectors' automobile. Duesenberg unveiled its Model J – the embodiment of company owner E.L. Cord and chief engineer Fred Duesenberg's vision of "The World's Finest Motor Car" – at the New York Auto Salon in December 1928.

Among its remarkable features was a twin-cam race-bred engine – a purpose-built 32-valve Lycoming 420ci straight-eight said to develop 265 bhp. With light bodywork, such as a Murphy roadster, it was possible to achieve 90 mph in second gear with a maximum speed in the region of 110 mph in high gear. Ride and handling were exceptional for the period, matched by 15 inch hydraulic brakes all around. Every chassis built was tested for 500 miles on the Indianapolis Motor Speedway before being handed over to a leading coachbuilder for the

construction of custom bodywork.

Though they were built during the Great Depression and cost more than a Rolls-Royce or a Hispano-Suiza, the Model J Duesenberg had no problems attracting customers in the beginning. Among the rich and famous who drove Duesenbergs were film stars Greta Garbo, Al Jolson, Gary Cooper, Clark Gable and Dolores del Rio, whose husband Cedric Gibbons, famed film art director and creator of the "Oscar" statuette, was also a keen Duesenberg owner. Millionaires like William Randolph Hearst, Phillip K. Wrigley and Howard Hughes, as well as royalty like King Alfonso XIII of Spain, Queen Marie of Yugoslavia, King Vittorio Emmanuel III of Italy and Prince Nicholas of Romania were all members of the exclusive Duesenberg set: in the end, fewer than 500 Model J's were built.



THE MOTORCAR OFFERED

The berline produced by famed New York coachbuilder Rollston on the elite Duesenberg Model J chassis was featured in Duesenberg's catalogues for 1931 and 1933, priced at a remarkable \$16,000 in the latter year. Over the years several variations on the design were produced, including a pair of Ladies Berlines with storage for cosmetics and accoutrements in the rear compartment, one of which was reportedly delivered to Elizabeth Arden.

Another, one-off berline variation was the car shown here, the Prince of Wales, constructed on chassis number 2575 for a customer in Los Angeles whose name has been lost; according to notes in the file from the ACD Automobile Museum, it may have been air mail pioneer and serial Duesenberg customer, Walter Varney.

Fortunately, factory photographs of the car survive, showing it as it appeared when first delivered. Interestingly, like several very late Rollston Model Js, the car adopted features of the future "JN" series, most prominently the body mounted low over the chassis, hiding the frame aprons; there were no tool boxes or battery storage behind the running board, as on a conventional, early Model J. In addition, it featured a rakish vee'd windshield, which could be opened for ventilation. The result was a large sedan that appeared unusually low and sporting for its era. Its rear compartment was lavishly appointed, with a set of instruments for the passengers, as well as a vanity/cocktail cabinet and an intercom, all housed in the division.







Dr. P.W. Sherwood of New Orleans acquired the Prince of Wales Berline in Los Angeles in 1950, and it returned to the Big Easy with him. It passed through two other local owners, Francis Russo and Don W. Bagwell, before being acquired in 1957 by early Duesenberg connoisseur and enthusiast, Allen Thurn of Bethlehem, Pennsylvania. Mr. Thurn kept the Duesenberg until 1965, after which it passed through two short-term caretakers before joining the renowned Duesenberg stable of Homer Fitterling in South Bend, Indiana.

A gentleman farmer, Mr. Fitterling built the country's first well-known collection of Duesenberg automobiles, including such renowned cars as the George Whittell aluminum-top coupe, and maintained them for many years. While some of his automobiles were displayed in the ACD Automobile Museum and featured in magazines, the Rollston Prince of Wales Berline was a quieter denizen, although it did undergo some restoration work in his ownership.

In 1991, Mr. Fitterling was persuaded to sell his entire Duesenberg fleet to Ed Weaver of Dalton, Georgia, the flamboyant carpet manufacturer who then possessed one of the world's largest car collections. Mr. Weaver passed away suddenly shortly thereafter, and in 1996 his entire collection was sold. It was then that the Prince of Wales Berline was acquired for the Tupelo Automobile Museum, and it has been on exhibit as one of the museum's centerpieces ever since.





Today offered for the first time in nearly a quarter-century, the Prince of Wales Berline retains its original chassis, firewall, engine, and coachwork, less only the front fenders, which are presently those from a Henney hearse. Some of the exterior trim, such as the running board trim strips and the original luggage rack, are missing, and the headlamps are incorrect later sealed-beam units. The drivetrain is largely complete, as is the interior, although there are some missing components to both, and some of the woodwork appears to have been dismantled; further, some of the gauges are incorrect. Overall the car is an excellent basis for extensive freshening and tour use, or an ideal beginning for a complete, concours-quality restoration, at the end of which it will be most certainly one of the finest and most beautiful Duesenberg sedans extant.

Among Classic Era coachbuilders, Rollston stands virtually without peer in the quality and fine detail of their work – making this exceptionally elegant sedan, the one-off Prince of Wales Berline, truly worthy of the Mighty Duesenberg chassis.

**\$500,000 - 600,000
WITHOUT RESERVE**

451.

1929 FIAT 525N 7-PASSENGER TOURING

Chassis no. 103248

3,739cc L-head Inline 6-Cylinder Engine
 Single Updraft Carburetor
 69bhp at 3,200rpm
 4-Speed Manual Transmission
 4-Wheel Longitudinal Leaf Springs and Hydraulic Shock
 Absorbers with Solid Front and Rear Axles
 4-Wheel Hydraulically Drum Brakes

- Fiat's most premium offering in '29
- Shares its heritage with Fiat's entries to the Mille Miglia
- Exceptionally rare machine today
- CCCA Full Classic®



THE FIAT 525

Not much associated with large luxury cars today, Fiat initially produced some powerful and formidable machines in the pre-WWII period. While it went toe-to-toe with Mercedes with its 60 HP model from 1904 to 1906, by the 1920s the model lineup had solidified into a variety of 500-series cars. While most were powered by small, four-cylinder engines, at the top of the lineup in the late 1920s was the 525. Offered in three different wheelbase options, (300cm 525 S, 326cm 525 N, and 340cm 525) everything from sumptuous limousines to sporty roadsters was available.

Powered by a large, 3.7 liter straight six with two unilateral distribution valves that made for a smooth and quiet running motor, the 525's 69bhp was sufficient to propel the car past 100km/h. In short-wheelbase S trim, a supercharge was available. The blower added 20bhp and made the 525 SS (*Supercompressa*) a formidable rally car. All 525s were noted for their fine handling and road manners and lightened 525 SS racers found success on the Mille Miglia and Cup of the Alps events.

THE MOTORCAR OFFERED

This elegant 525 N 7-Passenger Touring is one of the few of its type remaining and one of only a handful of 525s in the United States. The open coachwork and lightly raked windscreen give the car a nice, sporting presence. Finely crafted details abound, including the beautiful headlights with 'FIAT' etched in repeat around the center of the lenses. While it was repainted some time ago, the interior retains its original upholstery—a specially milled and hard-wearing cloth embossed with a lizard skin impression.

The Fiat rolled into the collection from Georgia in August of 1991. At current, there is not much known about the car prior to its purchase 28 years ago.

The 525 is one of one three Fiat models accepted by the Classic Car Club of America as Full Classics®. Combined with its Mille Miglia heritage and outright rarity, this 525 N 7-Passenger Touring is not to be passed up!

452.

1929 PACKARD EIGHT 633 CONVERTIBLE COUPE

Chassis no. 236142

319ci Inline 8-Cylinder Engine
90bhp

3-Speed Manual Transmission

Live Axle Suspension with Semi-Elliptical Leaf Springs

4-Wheel Mechanical Drum Brakes

Without Reserve

- Beautifully restored and presented
- Handsome coachwork
- Great driving, usable classic



THE PACKARD EIGHT

Packard was not bound by the conventions in the auto industry. It, with great justification, set its own standards both in its automobiles and in the way it presented them.

Packard didn't have model years, that was for the mass market manufacturers hoping to entice car owners to trade up for the newest, if little different, models to keep production lines running. Packard presented its cars in Series, not model years. It created the impression that Packard made changes to its prestigious automobiles only when Packard thought they were important enough to be warranted.

By the late Twenties, however, Packard was making annual changes. They were still presented as new Packard series, but they came annually. It did preserve the illusion, however, by choosing its own introduction

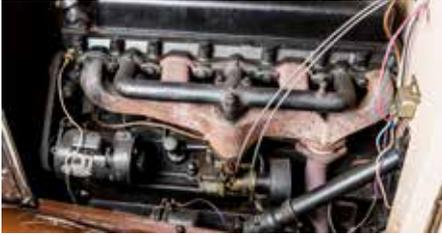
dates, usually in summer. That had the advantage of giving the new Packard series a period without competition from other marques' new models. In 1929 for the introduction of the Sixth Series. This would be Packard's most successful year to date up until the great depression. Packard's iconic styling would be fully established in this series and would be a big factor in their sales success.

THE MOTORCAR OFFERED

This is a finely presented example of Packard's smaller but sporty companion to the Super Eight. The vehicle is powered by a healthy straight eight but set in a more-nimble shorter chassis. The handsome convertible coupe bodywork looks particularly good with the full set of disc wheels including twin side-mounted spares. The front end has an optional stone guard an accessory "Pilot Ray" driving lights and the iconic "Sliding boy" mascot.

Purchased by Frank Spain at the 1994 Kruse Scottsdale auction. He was likely attracted to the fine restoration and handsome stance of this jaunty Packard. The Packard has been an admired exhibit at the Museum ever since.

\$50,000 - 80,000
WITHOUT RESERVE



453.

1929 CHEVROLET SERIES AC TWO DOOR COUPE

Chassis no. 825101

The Bowtie's offering for 1929 marked a substantial move forward for the brand. Now under the hood, a overhead valve 6-cylinder 194ci motor replaced the previous years 4 Cylinder and with it, a nice bump in power was added.

This example was purchased and brought into the museum in 1991. Photos on file show it to be largely in the same condition it can be found in today. One can presume the vehicle had undergone a restoration prior and it has largely stood the test of time. Notes further indicate additional work had been carried out under its current ownership, and the car looks very presentable in its tan paint with matching interior- the latter of which looks entirely unused. As the vehicle has been stationary for some time, a mechanical servicing is most likely needed. Once completed, however, this vintage Chevy is sure to make a great weekend driver.

\$10,000 - 25,000
WITHOUT RESERVE

454.

1930 FORD MODEL A PICKUP

Engine no. L020447

Presented here is a lovely, restored example of the venerable Ford Model A in its most utilitarian, Pick Up form. Sporting black paint, this depression era motorcar is sure to bring smiles from passersby wherever it goes. Fitted with numerous accessories both inside and out, one can find auxiliary lighting and even an interior fan adorning the Ford.

Model As make excellent starter cars for those looking to find a pre-war collector item. Their ease of maintenance and simplicity make them both easy to fix and easy to run. Furthermore, the vehicle's light weight and torque abundant 4-Cylinder motor make for a peppy driving experience. This Pick Up is sure to be a fine addition to any collection and will provide many miles of enjoyable driving to its next owner.

\$5,000 - 10,000
WITHOUT RESERVE



455.

1930 PACKARD EIGHT 733 VICTORIA COUPE

Chassis no. 236142

319ci Inline 8-Cylinder Engine
90bhp

3-Speed Manual Transmission

Live Axle Suspension with Semi-Elliptical Leaf Springs
4-Wheel Mechanical Drum Brakes

Without Reserve

- Rare and good-looking body style
- One of the better years for Packard
- Highly complete survivor



THE PACKARD EIGHT

Packard presented its cars in Series, not model years. It created the impression that Packard made changes to its prestigious automobiles only when Packard thought they were important enough to be warranted.

By the late Twenties, however, Packard was making annual changes. They were still presented as new Packard series but they came annually. It did preserve the illusion, however, by choosing its own introduction dates, usually in summer. That had the advantage of giving the new Packard series a period without competition from other marques' new models. In 1929 for the introduction of the Seventh Series it had one further advantage. The August 20 formal introduction gave Packard's Seventh Series models two months more time in the market before the stock market crashed in October and the new car

market, even for luxury cars like Packards, began its Depression plunge.

Packard's Seventh Series comprised four models, the 726 Standard Eight offered only with factory sedan coachwork, the 733 Standard Eight on a longer 134 ½ inch wheelbase with a variety of catalog coachwork, the 740 Custom Eight had a 140 ½ inch wheelbase and the 745 Deluxe Eight topped the line with 145 ½ inches between the axle centerlines. The 740 and 745 had 385 cubic inch 106hp inline eight-cylinder engine.

THE MOTORCAR OFFERED

This charming and honest Packard is nice survivor. It appears to be complete, intact, and sporting good-looking Victoria coupe coachwork. Purchased by Frank Spain at a Kruse Auction on the 1990s likely being attracted to its preserved condition and sound, straight bodywork. Well equipped, the Packard looks great with its optional wire wheels and twin side mount spares. Since acquisition it has remained in storage at the Museum awaiting service.

This is a worth-while machine to either tidy up as a survivor or lavish a more extensive restoration. Packards are always sought after and offer an excellent network of support through several active clubs. Their straightforward mechanicals and excellent quality make them simple to recommission and work on. One of the finest American cars of its time, it will continue to turn heads wherever it is driven.

\$15,000 - 30,000
WITHOUT RESERVE

456.

Ex-Harrah's Auto Collection, sole surviving example
 1931 DETROIT ELECTRIC MODEL 99 FOUR
 PASSENGER COUPE
 Coachwork by Fisher

Chassis no. 13628

15bhp DC Electric Motor
 Mechanical Speed Controller
 Rear-Wheel Mechanical Brakes
 Semi Elliptic Springs

- Remarkably well preserved
- Rare early electric
- Formerly part of Harrah's Collection



THE DETROIT ELECTRIC

Detroit Electrics were made by the Anderson Carriage Company. Originally from Port Huron, Michigan (coincidentally the home town of Thomas Edison.) Anderson, as its name implies, was founded in 1884 as a maker of carriages and wagons. Its founder, William C. Anderson, moved his company to Detroit in 1895 and in 1907 began making electric vehicles under the name Detroit Electric. While Detroit Electric was never an industry technical leader, its products were soundly engineered and constructed, especially after the 1909 acquisition of Elwell-Parker, maker of the Detroit Electric's electric motor and its controller. Elwell-Parker's products were widely regarded as the best available.

THE MOTORCAR OFFERED

This exceptional machine is the sole surviving example of Detroit's ultimate iteration of the electric car. Unlike previous electrics which made their propulsion known in formal if a bit stuffy broughams, this example takes its styling cues more from Packard. It sports a faux radiator and louvered hood mimicking its gasoline powered competitor. The design of the Detroit sheds light on the unfashionability of electric cars in this era. Detroit's attempt to regain dwindling market share proved a failure and this is believed to be the only survivor.

Despite the long hood, the engine is mounted mid-ship and drive is by shaft to the rear axle. The interior features a cluster of electric gauges and an elegant speed control stock at the steering wheel.

It was acquired by Frank Spain from the famed Harrah's Auto Museum Collection during the 1986 dispersal sales. William Harrah's network of car sleuths turned up some of the greatest automobiles and it is no surprise he ended up with this historic electric. Surviving today in largely original condition it appears to be untouched for many decades. Curiously, the Detroit shows evidence of quite a few miles showing that this machine did a good bit of service.

This Detroit Electric is without question one of the rarest and most desirable early electric cars. With such strong interest in electrics today this is bound to be a star of any collection.

\$30,000 - 60,000
WITHOUT RESERVE

457.

1931 LINCOLN MODEL K TOURING CONVERSION

Chassis no. 68978

Engine no. 46445

385ci L-Head V-8 Engine

Single 2-Barrel Downdraft Stromberg Carburetor

90bhp at 2,800rpm

3-Speed Manual Transmission

4-Wheel Internal Expanding Mechanical Drum Brakes

Without Reserve

- A handsome conversion from a sedan
- Older restoration
- A fine touring car
- CCCA Full Classic®



THE LINCOLN MODEL K

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

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

Bendix Duo-Servo brake booster reflected how thoroughly Lincoln was being transformed.

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

THE MOTORCAR OFFERED

The Lincoln 5-Passenger Touring offered here appears to be a conversion from a sedan. The car was originally completed in April of 1931 and would eventually make its way to Southern California in the collection of David Cadinali from whom it would come to the Tupelo Automobile Museum.

Finished in cream with metallic brown fenders, it appears that the roof was removed, and the car restored sometime in the 1970s or early 1980s. Fitted with a second windscreen and a touring top, the interior was retrimmed in tan, rolled vinyl with exposed upholstery studs. Outside, the running boards are crafted from light and dark timber for a slightly nautical lilt. The side windows have been moved and the doors capped for a sporting look.

\$20,000 - 40,000
WITHOUT RESERVE

458.**1931 ROLLS-ROYCE 20/25HP TOURER**

Chassis no. GOS 59

Engine no. L5W

3,669cc OHV Inline 6-Cylinder Engine

Single Carburetor

55-65bhp at 3,000 rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Early 20/25hp variant*
- *Fitted with period style touring coachwork*
- *A legendary brand, well-supported by clubs around the world*
- *Copies of factory records on file*

**THE MOTORCAR OFFERED**

No car collection should be complete without an example of what is arguably the most famous car make of them all, Rolls-Royce, but particularly here in Tupelo where the English manufacturers are so well represented, this is a natural fit for the collection. Rolls has always carefully evolved with market forces and traits to remain relevant and marketable and a car such as the 20/25hp is a perfect example of the company reacting to the trend that began in the early 1920s of owners who drove their cars. The introduction of a smaller Rolls-Royce - the 20hp - catered to those that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom.

The 'Twenty' proved eminently suited to town use yet could cope admirably with Continental touring when called upon. Its successor, the 20/25hp, introduced in 1929, updated the concept with significant improvements, featuring an enlarged (from 3,127 to 3,669cc) and more-powerful cross-flow version of the Twenty's six-cylinder, overhead-valve engine. The latter's increased power allowed the bespoke coachbuilders greater freedom in their efforts to satisfy a discerning clientele that demanded ever larger and more opulent designs. Produced concurrently with the Phantom II, the 20/25 benefited from many of the larger model's improvements, such as synchromesh gears and centralized chassis lubrication, becoming the best-selling Rolls-Royce of the inter-war period.

To many, the early 20/25hp cars have the best proportions of this series as they retain the early shorter hood of the 20hp, but with the increased performance over its predecessor and have less of the tendency for over-bodying that later cars had.

The Tupelo Automobile Museum Rolls-Royce was delivered new in 1931 to W.S. Vennell, of Westcliffe-on-Sea as an Enclosed Limousine de Ville by Park Ward. At some point in its career, its original coachwork has been replaced with the sporting open body that it wears today, which has been decorated with car club badges and insignias seemingly as a tribute to the many Rolls' which were supplied to Maharajahs in India.

\$20,000 - 50,000
WITHOUT RESERVE

- *Attractive Blue paint*
- *Early example of the Pontiac marque*
- *An excellent introductory vintage automobile*

459.

1931 PONTIAC 5-PASSENGER 4-DOOR SEDAN

Engine no. P684018

200ci L-Head Inline 6 Cylinder
Single Carburetor
60bhp at 3,000rpm
3-Speed Manual Transmission
Front Beam with Semi Floating Rear Axle Suspension
4-Wheel Drum Brakes

Without Reserve



THE MOTORCAR OFFERED

Introduced in 1926, the Pontiac was a car intended to slot in between the Chevrolet and Oakland marques of General Motors. The offering was effectively a Chevrolet fitted with a 40hp 185ci 'light six' motor. The model proved to be a massive success and outsold its Oakland counterpart by a large margin. By the end of its first year, the Pontiac was the top-selling six-cylinder car in the country.

On offer here is a 4-door sedan variant of this depression era piece of American history. Sporting a two-tone blue exterior with matching blue cloth seats inside, the car presents in lightly worn condition. Its simple, almost austere interior features seating for five with its double bench seats and a manual transmission with a floor shifter. Sitting a step above the Model A Ford, the 6 Cylinder power of this Pontiac provides a more usable driver experience to those willing to take cruise on the open road.

\$7,000 - 10,000
WITHOUT RESERVE

460.**1932 NASH 1080 SPECIAL EIGHT CONVERTIBLE SEDAN**

Coachwork by Seaman

Chassis no. B69103L

Engine no. B81753

260.8ci OHV Inline 8-Cylinder Engine

100bhp

3-Speed Manual Transmission

Semi-Elliptical Front Leaf Springs and Semi-Floating Rear Axle

4-Wheel Drum Brakes

- Formerly part of Harrah's Automobile Collection
- Extremely rare survivor with handsome Seaman coachwork
- Older restoration in positively striking colors

**THE NASH STRAIGHT EIGHT**

The Nash eight-cylinder models of 1932 and 1933 are some of the most beautiful cars of their era, with graceful, lightly streamlined styling incorporating a subtly vee'd radiator shell, long and flowing fenders, and handsomely designed bodies, the most beautiful of which were provided by Milwaukee coachbuilder Seaman. Seaman's convertible sedan, in particular, recalled the fine bodies used by Auburn in the same era, with a prominent beltline molding that emphasized two-tone color schemes. Underneath were beautiful engines, known for their reliable engineering and silky smoothness.

While the best-known of the eight-cylinder Nashes were the larger 1090 series, the slightly smaller 1080 Special Eight boasted all of its beauty and an engine that was still no slouch, with 100hp on tap. Relatively few of these automobiles have survived, especially the Seaman convertible sedan, and the more is the pity.



THE MOTORCAR OFFERED

The Special Eight convertible sedan offered here was formerly part of the famed Harrah's Automobile Collection in Nevada at least since the late 1960s. It was sold from Harrah's in 1985 as a solid, intact older cosmetic restoration. A subsequent owner restored it in the present highly striking livery, a two-tone lilac combination with a matching soft blush pink interior and tan cloth top, which along with a rear-mounted spare and the subtle chrome accents give the car a truly stunning appearance.

In 1992 the car was acquired for the Tupelo Automobile Museum, and it has now resided in the collection's halls for over a quarter century. The restoration is well-preserved and still very attractive, with the interior, in particular, showing little wear and only light patina. With mechanical freshening, the Nash could be a superb and powerful choice for any number of national AACA and VMCCA tours, in the hands of a new owner.

It is widely considered that these cars are some of the best-engineered and most elegant "forgotten automobiles" of their era. For one owner, this striking convertible sedan is an opportunity to remember!

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

461.**1934 MERCEDES-BENZ 290 CABRIOLET D**

Chassis no. 121451

Engine no. 121451

2,867cc Side-Valve Inline 6-Cylinder Engine

Single Updraft Carburetor

68bhp

4-Speed Manual Transmission

Independent Front and Coil Spring with Swing Axle Rear Suspension

4-Wheel Hydraulic Drum Brakes

- Rarely seen, elegant 4-Door Cabriolet
- A scaled down 500/540K
- An excellent basis for a restoration
- Perfect for European tours

**THE MOTORCAR OFFERED**

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

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

Capable of a maximum speed of around 70-75mph depending on the style of coachwork fitted, the 290 was available in both short and long chassis variants, the latter affording coachbuilders greater freedom of expression. In Germany, there were as many as 14 different body styles available. Mercedes-Benz ceased production of the 290 in 1936, by which time 3,476 short-wheelbase and 3,929 long-wheelbase cars had been built.

This long-wheelbase Cabriolet D is an unrestored example of one of the four different four-door droptops offered on the 290. Quickly recognizable by its front and rear doors both being hinged on the B-pillar, it looks very much like a scaled down example of a 500/540K. Handsome and nicely proportioned, its understated black exterior complements nicely with its brown leather interior. Delivered new to Europe, it is a rare opportunity to acquire an open pre-WWII Mercedes.

\$30,000 - 60,000
WITHOUT RESERVE

462.**1934 MORGAN FAMILY THREE-WHEELER**
Coachwork to Super Sports style (see text)Chassis no. D-1023
Engine no. MX/781998cc V-Twin Air-Cooled, Matchless Engine
Single Side Draft Carburetor
32bhp

3-Speed Transmission

Sliding Pillar Front Suspension Swing Axle Rear
2-Wheel Brakes

- *Iconic British Sports Car*
- *Long time US car*
- *One of a number of 3 wheelers in the collection*

**THE MOTORCAR OFFERED**

Frank Spain's collection brings together so many different chapters of the development of the automobile including a variety of three wheeled motorcars, such as the 1899 Knox and the remarkable Tritan Pizza delivery vehicle. Both may perhaps be considered as experimental; this is not. The cornerstone of the Morgan brand, they represent an incredible performance car based on the simplest power to weight ratios and the distribution of that power. They were very successful in their day—so much so that in recent years Morgan started making them once again.

Bonhams is grateful to Dennis Glavis and Duncan Charlton who have assisted with the research of this car. From their information, they have been able to confirm that the Morgan was delivered new as a Family MX model, a novel two-seater with two extra child seats over the rear wheel introduced in the late teens. It was dispatched from the Works on March 29th, 1934 to Colmore, Manchester. This location of delivery ties in with the 'ANF' prefix to its license plate which was issued in the Manchester region on the UK.

The car is known to have been in the USA since at least the late 1970s, when it was the property of Cleveland, Ohio based Morgan enthusiast Anthony 'Tony' Gayoso. According to the small file of documents with it, the car was sold from the estate of Mr. Gayoso eighteen years ago at the end of April 2001 to a Mr. Thomas Wanner of Strongsville, Ohio. Frank Spain acquired it two years later from Wanner. It is believed that Gayoso was responsible for converting the car to its more desirable 'Super Sports' body, but that otherwise under this skin, the Morgan retains its original MX series engine and running gear. On Mr. Gayoso's death the car was acquired in 2001 by Thomas A. Wanner another Ohio resident. Frank Spain acquired the car in 2003.

\$30,000 - 35,000
WITHOUT RESERVE

463.**1935 PACKARD 120 4 DOOR SEDAN**

Chassis no. 8923079

256ci L-Head Straight Eight Engine
 Stromberg Carburetor
 110bhp at 3,850rpm
 3-Speed Manual Transmission
 Independent Front with Live Rear Axle Suspension
 4-Wheel Hydraulic Drum Brakes

- Formerly part of the Harrah's Collection
- Wonderfully restored condition
- First model year for the mid-level Packard

**THE PACKARD 120**

At times there were bigger and fancier cars, as well as those that were faster, but if you could afford a Packard you were in a pretty strong position. Packards were well-engineered, good looking in a restrained way and they made the right statement. A Packard clearly said that you had some means but that you were neither a spendthrift nor flamboyant; you simply had taste and style.

Eventually, Packard decided that it made sense to drop a bit down market. There would be no going head to head with Henry Ford or Chevrolet, but there was room for a car that a young executive might want to choose instead of a Buick. That car was the Packard 120. Built on a 127-inch wheelbase, the junior Packard was powered by a cast-iron L-head straight-eight. Power output was 120 horsepower at 3,800 rpm. If you really wanted to, you could even opt for a tachometer to watch that engine speed climb. With a big, lazy engine like that, three speeds were plenty and could be chosen at will with the column shift lever. Leisurely cruising could become even more so with the extra-cost addition of overdrive.

THE MOTORCAR OFFERED

This wonderful Packard 120 has the distinction of previously belonging to the famed Harrah's Collection of Reno, Nevada. The sedan is finished in a shining pale-yellow exterior while the interior features luxurious brown upholstery. The body work stands in very good order with good fitment and tight panels which should come as no surprise as the vehicle was restored to a high standard at some point. The cabin inside presents in equally good condition.

Accompanying the Packard is a history file containing a Harrah's Verification Certificate, a shop manual, and various additional documents pertaining to Mr. Spain's purchasing of the car in 1986.

This is truly a standout example of Packard's 120 model and is ready to be shown at shows across the country.

\$20,000 - 30,000
WITHOUT RESERVE

464.

1936 BENTLEY 4¼ LITER PILLARLESS SPORTS SALOON

Coachwork by Vanden Plas

Chassis no. B189GP
Engine no. J7BYX

4,257cc 6-Cylinder Overhead Valve Engine
Twin SU Side-Draft Carburetors
100bhp (Approximate)
4-Speed Transmission
4-Wheel Servo Boosted Mechanical Brakes

- Handsome Pillarless body design
- Renowned chassis and running gear
- Copy of factory records on file



THE DERBY BENTLEY

By the end of the 1930s the Derby Bentley, introduced towards the beginning of that decade following the firm's takeover by Rolls-Royce, had undergone a number of significant developments. Thus, the new 4¼-Liter model offered more power than before while retaining the well-proven chassis with its faultless gear-change and servo-assisted brakes. It was the construction of modern highways in Continental Europe, where the car had been extensively tested by W.O. Bentley, that enabled him to suggest multiple improvements. This unlikely synergy gave birth to 'The Silent Sports Car', a car with unique qualities of precision construction and exceptional handling in a package which represented a true pinnacle of elegance.

Like any classic car chaser, Frank Spain would vociferously trawl magazines and newspapers

for information of old cars for sale, and in this case it must have been an interesting surprise to find this pre-war Bentley at a liquidation sale near his Florida home, nestled among predominantly 1980s and 1990s European and American sedans! The Bentley was quickly secured, and with help of noted Sarasota dealer Martin Godbey, the car was retrieved.

How B189GP came to be for sale there is not charted in the car's history file, but we do know that at day one, it had been delivered new to the Honorable A. Gore on September 1, 1936 and that it had worn then the handsome pillarless Vanden Plas coachwork that it retains to this day. Details on the original factory order include note of the louvers stretched back through the scuttle. Interestingly, it would appear that the seating arrangement has been altered at some point in its career as there is no

passenger seat in the front. From Schoelkopf information, the car is known to have lived with Emil J. Coppola of Deerfield Beach, Florida by 1983 and later Pembroke S. Huckins of Ponte Vedra Beach.

Clearly an older restoration, the car will certainly benefit from going through, but for those not familiar with these cars, the great news is that there is a whole support network of organizations such as the Rolls-Royce Owner's Club and restorers and parts suppliers to assist.

\$30,000 - 50,000
WITHOUT RESERVE

465.**1936 LAGONDA LG45 TOURER**

Chassis no. 12112

Engine no. LG45/224/S2 - 12112

4,453cc SOHC Inline 6-Cylinder Engine
 Twin SU Carburetors
 120bhp at 3,400rpm
 4-Speed Manual Transmission
 Front and Rear Leaf Spring Suspension
 4-Wheel Girling Hydraulic Drum Brakes

- One of Frank Spain's favorite cars
- Offered with copies of factory records
- One of only 25 LG 45 Tourers built
- Potentially a good long-distance touring car

**THE LAGONDA LG45**

Lagonda's dramatic victory at Le Mans in 1935, under W.O. Bentley's energetic leadership, inspired the LG45 model, closely based on the Le Mans Team cars, and introduced the following year. The new LG45 was enthusiastically received amid favorable reviews. "The 4½-Liter has always given a fine performance; in its latest form it provides all the performance that anyone can reasonably require, and at the same time has been silenced, smoothed out and made a much more comfortable car, so that in comparison with the earlier versions it is hardly recognizable on first driving it. It can only be said that the appeal of the car has been considerably widened, for the people who today set great store by noise and a harsh suspension are greatly outnumbered by those to whom refinement in a fast car is far more desirable." - *The Autocar*, 10th April 1936.

Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Liter model, the M45 deployed Meadows' 4.5-liter, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers the 'ton' under favorable conditions. A team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholls performed creditably at the 1934 RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

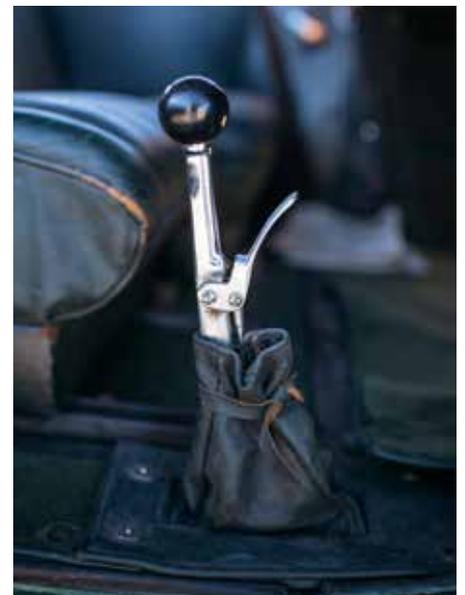
Under W.O. Bentley's technical direction, the big Lagonda became more refined, the M45's successor - the LG45 - gaining synchromesh gears, flexible engine mounts and centralized chassis lubrication among many other improvements. It was these refinements that

encouraged *The Autocar* to comment so favorably about the new model, and these sentiments were echoed by *Motor Sport*, who in May 1936, reported that they had recently taken a Sports Tourer identical to the one offered for sale today. Their test involved driving the car from the Works straight to Brooklands and out onto the track, with windshield folded 95mph had been recorded. Their summary being "Anyone who handles and examines the new Lagonda cannot fail to be impressed with the fine workmanship and the many points of practical value which have been embodied in the chassis design and the lay-out of the body. The car is one of the fastest, safest and most robust on the British market to-day and one which will delight the most inveterate road-burner, and yet contrives to cover the miles with a quietness and smoothness which spell freedom from fatigue at the end of a long journey"



The Sports Tourer tested by *Motor Sport* and as presented here was the latest creation of Lagonda's talented inhouse designer Frank Feeley, who, at the young age of 25, penned remarkably stylish and individual designs which set Lagonda apart from its peers. This design for the tourer is a brilliant combination body which echoes the racy open tourers of the 1920s, with their sporting carefree looks, but incorporates 1930s practicality offered by a convertible sedan. On a summer's day, the windshield could be folded flat, and the wind-wings turned over as 'aero' screens, yet if the weather should turn, a full-length top could be raised and stowed inside the door panels are windows to fully enclose the passenger area from the elements. Feeley would also create the iconic LG45 Rapide, and after the war is credited with the lines of Aston's DB3S, designs which were rarely bested in their day by even the most celebrated French or Italian carrossiers.

Endowed with such an impeccable pedigree, the 4.5-Liter Lagonda quickly established itself as a favorite among the wealthy sporting motorists of its day. A mere 278 LG45s were produced between 1936 and 1937 and the model remains a much sought-after classic.





THE MOTORCAR OFFERED

Long established British Midlands region dealers Patrick Motors ordered car 12112 from Lagonda on May 19, 1936, and they were clearly in need of the car soonest, as the records state 'Very Urgent'! 5 weeks later, on June 27, it was delivered to them in an understated scheme of Dark Grey Exterior, with its top and tonneau covers in fawn twill. The upholstery color is listed as Green reference LG16. The wood trim was of matt walnut and two suitcases were supplied with the Lagonda. Even though its engine number is quoted as LG45/224/S2, the same that it retains to this day, there is an annotation that actually states a Series 1 Engine. Other details on the build sheets include notes of a Bluemels steering wheel, Smiths instrumentation, Wilmot Breeden Bumpers, Vertex magnetos, twin gas fillers and luggage carried fitted on the trunk lid.

Per the owner labels on the factory records, the car passed through Hunts Garage to E.L. Rabone on July 30th, 1947, and it would continue to be maintained by the Works through to 1951. However, there is a note at the top of the service record referring to Rabone, which suggests that it was more likely particularly given the proximity to Patrick Motors, that Rabone was their original client and that he parted with the car in 1947, through Hunts Garage of Hagley Road, Birmingham.

On one of Frank's forays in the UK in the late 1980s, he visited noted dealer Richard Proctor's esteemed 'Plus 4 Motors' establishment and promptly acquired both this Lagonda and the black Alvis in the collection. Papers on file show the shipping of both cars together and arrival in Mississippi in February 1989. Mr Spain's handwritten notes suggest that prior to Mr. Proctor, the car had spent 4-5 years with another noted pre-war car collector, David Crow, and before that a Richard Fox.



The car has resided in the collection for the last 30 years. In many respects, it seems that the LG45 is as it was delivered new, even to the degree of having been preserved rather than restored in some respects, the rear bench seat seems likely to be the original as do the door panels, and the 'fawn twill' top mentioned in the factory records matches that which it still wears today, so may well be the original. At some point, the paintwork was redone in a more striking Aston Martin style metallic green, and the front seats appear to have been reupholstered.

With their Le Mans pedigree, dependable Meadows 4½ liter power unit and smoothly operating transmission, the LG45 offers a great package of heritage and modern convenience and reliability.

**\$220,000 - 290,000
WITHOUT RESERVE**



466.

1936 ALVIS SPEED 25 SB FOUR DOOR TOURER

Coachwork by Cross and Ellis

Chassis no. 13341

Engine no. 13623

3,571cc OHV 6-Cylinder Inline Engine

3 SU Carburetors

106bhp at 3,800rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Supremely elegant sports touring car*
- *In Frank Spain's collection for more than 30 years*
- *Technically advanced late 1930s automobile*
- *CCCA Full Classic*



THE ALVIS SPEED 25

Engineer T G John founded the Alvis company in 1919 when he acquired the rights to an automobile engine and with it the brand name of its aluminum pistons – ‘Alvis’. Manufactured by T G John Ltd, the first Alvis car - the 10/30hp - appeared in 1920. Conventional yet well engineered, the four-cylinder side-valve engine 10/30 was unusual among contemporary light cars in having a four-speed gearbox. Beginning in 1922 and using the 10/30 as a starting point, newly appointed Chief Engineer Captain G T Smith-Clarke and Chief Designer W M Dunn created the car that effectively established Alvis's reputation - the immortal 12/50. The latter was powered by a new overhead-valve engine of 1,496cc, and on its competition debut at Brooklands in 1923 secured a legendary victory in the premier 200-Mile event crewed by Harvey/Tattershall. The production version went on sale later that same year priced at £550.

Pre-war development of the six-cylinder Alvis, the first of which had been introduced in 1927, culminated in the announcement of two new models for 1937: the 4.3-Liter and the 3.6-liter Speed Twenty-Five, both powered by new seven-bearing, overhead-valve engines. The cruciform-braced chassis were similar and embodied the kind of advanced thinking long associated with the marque: independent front suspension and a four-speed, all-synchromesh gearbox - introduced on the preceding Speed Twenty - were retained, with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes. On test with Autocar, the Speed Twenty-Five demonstrated remarkable top-gear flexibility combined with a maximum speed of 95mph, and was found to possess qualities of, ‘quiet running and general refinement in a striking degree.’

Sturdily built and endowed with a generous wheelbase, the Alvis six attracted some of the finest examples of the pre-war coachbuilders' art, though the Speed Twenty-Five's initial chassis-only price of £775 meant that ownership was necessarily confined to wealthy connoisseurs.



THE MOTORCAR OFFERED

As his wife Jane recalls fondly today, Frank Spain loved to travel and had a fondness for the British Isles. Their vacations there were more often than not a careful balance of sightseeing and car chasing detours along the route. On this occasion, the diversion was to visit noted UK car dealer Richard Proctor at his Plus 4 Motors garage in Cheshire. The beautiful Alvis here was the bounty from one particular foray, which on a great car hunting day saw both this and the Lagonda LG45 snared for the collection. Speaking with Richard Proctor recently, he recalled the occasion with equally fond souvenirs.

Thanks to the extensive knowledge and research that has been carried out in this country by Wayne Brooks, who assisted Bonhams with all three Alvis cars in the sale, most of its life is known.

As built, the car was the 16th made and the third to receive Cross and Ellis Tourer bodywork. It was retailed through Charles Follett's London agency for Alvis and was delivered new in black, with black fenders, top and side curtains and brown upholstery, much as we see her today. Registered for the road with the London prefixed license 'DLH', it was promptly sold all the way up to Scotland to Angus March Scott of Dundee who it is understood took delivery on November 14, 1936.

By the 1960s, the car had migrated to Northern Ireland and was the property of Harry McDermott of McDermott Engineering for a while, who is on record as rating the car very highly. Later it bounced back up to Scotland to Alexander Pattullo of Forfar. It was from Pattullo, that Mr. Proctor had acquired the car.

Since that day some 33 years ago, the Alvis has remained in private and then public display. As inspected during the cataloguing and photography for the auction, it would seem that the car is a very nice original example, which may well retain some of its original upholstery in a rich brown hide that contrasts subtly with the black bodywork and is known to have been its original scheme.

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

467.**1936 ALVIS SPEED 20 SD DROPHEAD COUPE**

Coachwork by Charlesworth

Chassis no. 13298

Engine no. 13749

2,762cc OHV 6-Cylinder Engine

2 SU Carburetors

87bhp at 4,000rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Final derivative of Speed 20*
- *Long US history*
- *Archetypal combination of maker and coachbuilder*
- *Project car*

**THE MOTORCAR OFFERED**

Frank Spain also enjoyed the process of restoration and a number of projects, such as the SD Drophead Coupe were acquired. As an Anglophile, Frank Spain gravitated towards Alvis marque and it wasn't long before 3 were nestled in his stable! In one particular letter on file, by 1989 he was able to comment that he had indeed been the buyer of all three that had recently appeared for sale publicly.

Bonhams is grateful to historian Wayne Brooks for his assistance in researching this car. He has been able to confirm to us that chassis 13298 was originally delivered in light grey, with grey fenders and a grey interior and top and left the Works on October 5, 1936. It would be one of only 10 Drophead Coupes by Charlesworth. Its first owner is understood to have been John Bartlett Hilary, in the City of London, who registered the car in January 1937.

Later custodians are noted as Warren Hastings of Speldhurst in Kent, in February 1939 and a Mrs. Dixon of 20 Lincoln's Inn Fields, London WC2 in 1945. Shortly afterwards the car became the property of Roy E. Shadbolt, who is known to have been based in Capetown, South Africa, but also later British Columbia. It seems likely that it was he who brought the car to North America.

From then onward it can chart a long post war history in the US, which began with Ken Hunter of Vancouver. After this it is noted as having been here already by 1955 and was advertised then by George Creighton, also of Vancouver, in Road and Track, and featured as a salon car in the same issue.

From Creighton it passed to Richard LeRoi Newton in 1964 who was based in Portland, Oregon, but later moved to Chicago and by the time Frank was able to purchase the car it has been retired to a relative's barn in Milwaukee.

Sadly, projects such as this remained on the 'to do' list, but this has been safely preserved in this collection and can provide the next custodian with an enticing rebuild.

\$40,000 - 50,000
WITHOUT RESERVE

- Believed two owners from new
- Design that went on to change the automotive world
- Extremely rare

468.

1937 CHRYSLER AIRFLOW EIGHT SEDAN

Chassis no. 7014765

323.5ci L-Head Inline 8 Engine
Single Down-Draft Carburetor
130bhp

3-Speed Manual Transmission with Overdrive
Semi-Elliptic Leaf Springs and Live Rear Axle
4-Wheel Hydraulic Drum Brakes

Without Reserve



THE MOTORCAR OFFERED

As advertised by Chrysler as a car that, “..bores through the air”, the Airflow of the mid-1930s was the first *truly* aerodynamic, streamlined American car. At the Highland Park wind tunnel in April 1930 Chrysler engineers aided by Orville Wright sought to discover the most naturally efficient shape suitable for an automobile. The public then in 1934 was introduced to a breakthrough semi-unitized steel body. Lightweight yet rigid, the Airflow was years ahead of the competition – and the press was absolutely enamored by it. With great fanfare, dealerships stocked showroom floors only to be greeted by a public that was less than impressed – barely 11,000 cars sold against nearly 25,000 conventional 6-cylinder models – and it became apparent that sales would not meet expectations. Design consultants Raymond Dietrich and Norman Bel Geddes were called in in 1935 to help weather

depression-hampered sales. The *modern* waterfall front grill gave way to a slightly peaked unit. Functional fender louvers were reworked as decorative appointments and however still, sales fell to 7,800. Receiving yet another facelift in ‘36, sales continued their downward trend.

In its final year, Airflow now reduced to a single model, flat dashboards, recessed controls and a multitude of safety features came as standard equipment on the final 4,600 units before Chrysler canceled the program. The model offered here, a later ‘37, was delivered new to Frey Motors in Bergenfield, NJ as evident by its dealer delivery document. The early life remains unclear though through inspection of the vehicle’s history file, it is likely the dealer retained the vehicle before being purchased by a member of the Frey family. The museum purchased the Airflow from Mrs. Frey in spring

of 1991 and began a total restoration before placing it on display.

Although a failure in the marketplace for Chrysler, the legacy of the Airflow remains clear. The benefits of its design became immediately evident to designers around the world. Dr. Porsche, although highly rumored, likely designed his Beetle with the Airflow in mind, while out east, a largely copied design would become the secret to success for a new venture called Toyota. Indeed, one of the most influential vehicles ever built, the breathtaking design of this Airflow can be yours.

\$20,000 - 40,000
WITHOUT RESERVE

469.**1938 LAGONDA V12 SALOON**

Chassis no. 14100

Engine no. 14100

4,480cc SOHC V12 Engine

175bhp at 5,500rpm

2 SU Carburetors

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- Original U.S. Supplied Example
- Purchased new by Thorne Donnelley of the famed R.R.D. empire
- Offered with copies of factory records

**THE MOTORCAR OFFERED**

For the history of the model, please refer to the V12 Drophead Coupe project in the collection. Lagonda's International successes created a broad basis of buyers, and a number of them, such as 14100, came new to this county. According to copies of the factory archive materials on file, it was ordered for delivery on July 29, 1939. As supplied, it wore a light blue exterior with coded blue grey leather interior and carpet and headlining to match. The wood trim was in Burr Walnut, and other interior detail features included a Phillips Radio, with telescopic aerials. Of technical note was that the engine was to be equipped with the latest 2nd sanction type sump and oil level indicator. Bumper mountings were included, but no bumpers, nor was a British style built in license plate required, suggesting that, in these respects, local accessories would be fitted in the US.

The purchaser was Mr. Thorne Donnelley of East 22nd Street in Chicago, and the car was guaranteed from August 28, 1939. Mr. Donnelley was part of the R. R. Donnelley and Sons concern which since the turn of the 20th Century had pioneered book and periodical printing to the most modern of designs, and could count *Encyclopaedia Britannica*, *Time Magazine* and *Life Magazine*, as well as Ford and Sears Roebuck among their clientele. Today, this company is better known simply as R.R.D. and has grown to a Fortune 500 company with revenues of many \$1bns. Mr. Donnelley was the grandson of Richard Robert Donnelley, and took his name from his mother Laura nee Thorne.

According to the records the Sedan remained with Donnelley until April 1949 when it passed to W.W. Stout of McLean, Virginia. At this point the trail of the V12 goes quiet until it surfaced in the collection of Dr. Terry Bennett in New Hampshire until 1992. By then the Lagonda wore the same guise as we see today, a restoration with color choices far removed from its originals, and most likely dating from the late 1970s/early 1980s. Now well aged, its upholstery is torn in a number of places.

One of a number of cars secured by Frank Spain from Bennett, it has resided alongside two other pre-war examples of its breed for more than 16 years.

\$60,000 - 80,000
WITHOUT RESERVE

470.

1938 MG VA 4 PASSENGER TOURER

Chassis no. VA1999T

1,548cc 4-Cylinder Engine
Dual SU Side Draft Carburetors
58bhp

4-Speed Transmission – Synchros on Three and Four
Front Beam and Rear Live Axle Half Elliptical Sprung Suspension
4-Wheel Lockheed hydraulic brakes

Without Reserve

- *Classic white over tan color scheme*
- *Good example of a rare pre-war MG*
- *Very usable car with great road manners*



THE MG VA

Launched at the 1936 Motor Show, the VA was the second all-new MG model to be introduced following the company's acquisition by Morris Motors, the first being the SA. Although based on the Wolseley Super Six and aimed at the luxury car market, the SA received sufficient input from MG founder and designer Cecil Kimber to transform it into a car worthy of the famous octagon badge. Likewise the VA, or 1½-Liter, shared its 1,548cc four-cylinder overhead valve engine with the Morris 12/4 and Wolseley 12/48. As installed in the VA, this unit featured twin SU carburetors and produced 54bhp, which gave the VA spirited performance.

The VA could cruise comfortably at 60mph and had a genuine top speed of over 75mph, with more to come from the tourer once the windscreen was folded flat. Synchromesh made its appearance on 3rd and top gears for the first time in an MG saloon. A Tickford-bodied drophead coupé and Charlesworth open tourer completed the range. By the time production ceased in 1939, 2,407 VAs of all types had left the factory.

THE MOTORCAR OFFERED

Mr. Spain's time spent sifting through car classifieds paid off a number of times- The MG VA presented here is one of those lucky finds. Within the file is the original sale advertisement as shown within the Florida Custom Antique & Sportscar Trader in 1995. The vehicle was described as a "Classy rare 4 pass. Touring convertible, cream w/ tan top, tan leather upholstery, restored 1976." Today, the MG can very much be described the same way. Although, the restoration is beginning to show its age and the car is most likely due for a refresh.

An MG VA is a rare sight in America and make for wonderful and attractive touring cars. With a bit of time and work this particular example is sure to delight.

\$35,000 - 70,000
WITHOUT RESERVE

471.**1938 ALVIS SPEED 25 SC ROADSTER**

Coachwork converted from standard Charlesworth body

Chassis no. 14609

Engine no. 15090

3,571cc OHV 6-Cylinder Inline Engine

3 SU Carburetors

106bhp at 3,800rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Great looking pre-war British sports car*
- *In Frank Spain's collection for 30 years*
- *Potential to be a good touring classic*

**THE MOTORCAR OFFERED**

Wayne Brooks has kindly provided a comprehensive record of the history of this car, confirming that as new it was the second of eight Charlesworth Tourers built along the same lines as Cross and Ellis cars had been. The car left the works after war had commenced being dispatched to Liverpool agents William Watson & Co. Ltd on February 27, 1940. As new, it was painted black with red trim and would be registered on the UK license 'GKA 22'. Watson's sold the car to Lt. Col. R. H. Gregory of Messrs. Gregory's of Liverpool Ltd., Speke in Lancashire. Records show that it was in the Works in 1942 for a major overhaul, but Gregory kept the car throughout the war. After this in 1946 it passed Jack Taylor in Tiverton, in the 'West Country' of the UK. 8 years later and a move came again, this time north to Scotland, when the car was bought by A. Graig of Edinburgh. Its last British owner was Bernard Hutson, of London, SW10 in the late 1950s. At this point, the car migrated across the Atlantic to Ballard J. Crooker, Jr., of Bon Air and

later Sandston, Virginia, this being roughly 1959. Crooker Jr. did not hold onto the car for long, being it passed to Joseph D. Bye, of Sebring, Ohio, in 1960. On arrival in the US photos show it to have been light metallic green, but a repaint in a deep maroon color was carried out in this period.

In 1965, ownership changed again to George L. Horn, Jr. who was based in Baltimore and then Randallstown, Maryland in the mid-1960s. A longer term custodian was Ira Conkling who kept the car for the next decade or more, first at his place in Philadelphia and then in Fort Lauderdale, Florida, where when he elected to part with it, he auctioned the car in 1976. The buyer was one Gene Rubeck who had participated from Bloomington, Indiana. It would seem that this was either speculative, or the car didn't appeal to him as much as he'd hoped as by August 1977, the Speed 25 was offered at another auction at the Auburn Cord Duesenberg Festival. The car would then stay local for a while with D. Feagler

of Plymouth, Indiana, before moving west to two keepers, Lt. Col. John C. Bergh, Ret. of Sun City West in Arizona, who kept her through most of the 1980s. Frank Spain purchased the car at the annual Scottsdale auction in January 1989.

To judge from its looks, the original Charlesworth body has clearly been customized at some point in its career, with cut down full length fenders and a roadster style tail, with rear mounted spare tire. The front of the car is adorned with an eagle hood ornament atop the radiator and large high quality French Marchal headlamps. Mr. Brooks charts this conversion to be most likely to have occurred prior to its arrival in the US as it has always taken this guise since here. The conversion is unquestionably a success and whilst it may not be a car for the purist, it must be lighter than standard coachwork and when combined with the appealing characteristics and refined engineering of the Speed 25 model, it would no doubt provide a great touring car.

- One of 95 built in 1938
- Believed to be 11,283 miles from new
- Nicely preserved machine

472.

1938 CADILLAC SERIES 38-90 7-PASSENGER IMPERIAL LIMOUSINE

Coachwork by Fleetwood

Engine no. 5270120

431ci L-Head V-16 Engine
Dual Downdraft Carburetor
185bhp at 3,800rpm
3-Speed Manual Transmission
4-Wheel Hydraulic Brakes
Independent Front Suspension - Live Rear Axle



THE CADILLAC SERIES 90

Between 1930 and 1937 Cadillac built a steadily decreasing number of its first series 452 V-16 ending with 61 in 1940. Cadillac was mired in losses. General Motors seriously considered closing it. But for 1938 Cadillac announced a new V-16. Why did Cadillac develop, tool and produce an entirely new V-16 in 1938? The answer to that is still debated, but without debate is the fact that it was a genuinely fresh and thoughtful design.

The new V-16 was of cast iron construction with compact cylinders with "square" dimensions of 3¼ inches bore and stroke, 431 cubic inches. Its unique cylinder arrangement had a 135° v-angle. For simplicity and ease of servicing it employed side valves. Manifolds and dual carburetors within the wide-v and a pair of eight-cylinder distributors likewise were easy to service. It was 115 pounds lighter than the V-12

and 250 pounds lighter than the 452 V-16. By placing the back cylinders behind the firewall line under the toe board, it fit in the place of the V-8 in the 141-inch wheelbase chassis.

It was triumph of imaginative engineering and production design, delivering 185 brake horsepower and powering the Cadillac 38-90 to honest 100 mph top speeds in almost imperceptible silence and smoothness.

During its three years in production Cadillac built just 514 second generation V-16s and not surprisingly most of them were large sedans intended to be chauffeur driven, like this example with body style 38-9033, the 7-passenger Imperial Sedan by Fleetwood.

THE MOTORCAR OFFERED

One of 95 built in 1938, it is equipped with a rollup division window, rear compartment footrest, ash trays, electric cigar lighters, a rear compartment clock, twin rear jump seats and dual side-mount enclosures with mirrors. Purchased by at auction in Atlanta on April 29, 1988 for nearly \$100,000, the car is beautifully preserved and very original. The 11,283 miles indicated on the Art Deco odometer is understood to be from new.

\$65,000 - 110,000
WITHOUT RESERVE

473.**1931 FORD MODEL 91A DELUXE CONVERTIBLE COUPE**

Chassis no. 184949340

221ci Flathead V-8 Engine
 2-Barrel Downdraft Carburetor
 60bhp at 3,500rpm
 3-Speed Manual Transmission
 Semi-Elliptic Leaf Spring Suspension
 4-Wheel Hydraulic Drum Brakes

- *Well presented and restored*
- *Optional extras include bumper guards, clock, and whitewall tires*
- *Beautiful 1930s styling*

**THE FORD MODEL 91A**

The 1939 Ford Deluxe once again had a new frontal design distinguished by a new, lower grille that sat firmly between redesigned front fenders which now positioned the covered headlights farther apart and in the very front of the fenders for better, broader illumination of the road, a factor that was becoming even more important now that sealed beam headlights, some 50% brighter and much more reliable than the earlier separate bulb and reflector headlight assemblies, were standard.

Hydraulic brakes were the most important development for 1939's Fords, however, finally catching up with the rest of the automobile industry. The 85hp engine in the Deluxe employed a technique perfected in 1938 on the Lincoln-Zephyrs, mounting the cooling fan low on the crankshaft where it could efficiently pull air through the new lower grille opening.

THE MOTORCAR OFFERED

This DeLuxe Convertible Coupe is finished in a wonderful maroon over a tan interior. Optional extras include bumper guards, white sidewall tires, and a clock fitted into the dashboard. Unfortunately, no file exists to provide any information or backstory to this fabulous Ford, but as the car can be found in such wonderful condition today, it can be assumed that the it was subjected to a full restoration at some point in its life. As such, little imperfections can be found both on the bodywork or interior of the car.

Late 30s Fords are some of the most stylish cars of the period and make for wonderful starters into the vintage car scene. Their flathead V8s are some of the most ubiquitous engines ever built and as a result are easy to keep running. This Convertible Coupe model will surely provide many miles of happy motoring.

\$40,000 - 50,000
WITHOUT RESERVE

474.

1940 BUICK SUPER SERIES 50 CONVERTIBLE COUPE

Chassis no. 13809773

248ci OHV Inline 8-Cylinder Engine

Single Carburetor

107hp at 3400rpm

3-Speed Manual Transmission

Independent Front with Live Rear Axle Suspension

4-Wheel Drum Brakes

Without Reserve

- Restored to excellent condition
- Perfect for weekend cruises
- Delightful Art-Deco design



THE BUICK SUPER

Inventor David Dunbar Buick built his first automobile in Detroit, Michigan in 1903. More designer than businessman, Buick's lack of talent in the latter role led to numerous changes of ownership before its founder was eventually eased out in 1908, his departure from the Buick Motor Company coinciding with its establishment as the cornerstone of new owner William C Durant's General Motors. Under Durant's stewardship production rose dramatically and by the end of the 1930s Buick had become one of America's most popular cars. For a period in the 1920s the range had consisted entirely of sixes and then at the end of 1930 Buick dramatically axed its six-cylinder models, adopting an all eight-cylinder range for 1931. Stylistically and mechanically, the Buick range was comprehensively revised for 1936, featuring 'turret top' styling and improved independent front suspension, and these revitalised straight-eights would carry Buick through to WW2 and beyond.

THE MOTORCAR OFFERED

On offer is a wonderful example of the Series 50 (248ci, 4,066cc) Buick Super Eight. This car left the Flint Michigan factory in 1940, Buick's best ever production year, but unfortunately, there is scant information to be found about the larger history of this piece of American history. Although, given the wonderful condition, the car was presumably restored not to many years ago.

Today, the convertible is finished in a deep maroon paint over a matching red vinyl interior. Both show in very good order as the vehicle must have been used very sparingly since its refurbishment. Its interior is a wonder of Art-Deco design and is a delight to behold in person.

Cruising in comfort with 4-passengers is as easy as turning the key thanks to the Super's powerful 8-cylinder motor and heavily padded seating, and its dashing exterior design is sure to make this a big hit at any weekend car show.

\$30,000 - 50,000
WITHOUT RESERVE

475.**1939 GRAHAM-PAIGE MODEL 97 SUPERCHARGED SEDAN**

Chassis no. (see text)

217ci Supercharged L-Head Inline 6-Cylinder Engine
 Single Tillotson Carburetor
 116bhp at 4,000rpm
 3-Speed Manual Transmission
 Independent Front with Live Rear Axle Suspension
 4-Wheel Drum Brakes

- Striking "Sharknose" design
- Supercharged power
- Lovely Blue exterior paint

**THE GRAHAM-PAIGE**

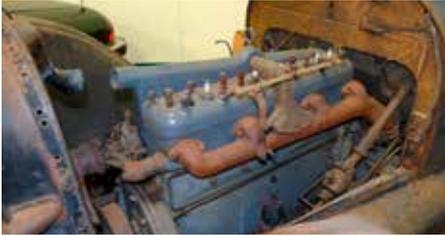
Originally commercial vehicle manufacturers, the three Graham brothers sold out to Dodge in 1926. The following year the Grahams bought the struggling Paige-Detroit Motor Car Company, continuing the existing Paige car for 1928 alongside a new Graham-Paige line-up. A staggering 73,195 cars were sold in Graham-Paige's first 12 months, a US auto-industry record at the time. High performance was a strong selling point in G-P's early years, one example setting speed records at the Brooklands track in England while another held the Mount Washington climb record. The company name was shortened to simply Graham in 1930. Despite a succession of styling innovations - its Bluestreak and 'shark nose' models are among the most striking of the 1930s - Graham never fully recovered from the Depression years and built its last car in 1940.

THE MOTORCAR OFFERED

A truly striking piece of 1930s design, the "Sharknose" Graham-Paige was truly a standout amongst its peers of the era, and this one is no exception. Finished in blue with a comfortable brown cloth interior, the car was most likely restored sometime within the last 30 years.

Within the history file is a brief listing of the known ownership history. As of the early 1990s the car was under the care of Elliot Fried of Long Beach, California. In 1994, he sold the Graham to Rob Meyers, who would soon after put the car up for auction. At which point, Mr. Spain obtained the supercharged sedan. This vehicle represents a wonderful opportunity to obtain one of the more forward thinking cars of the 1930s, and will surely attract plenty of attention at any weekend car show.

\$30,000 - 50,000
WITHOUT RESERVE



476.

1917 MITCHELL D-40 JUNIOR 5 PASSENGER TOURING

Chassis no. 70441

Manufactured in Racine, Wisconsin, the Mitchell 5 Passenger Touring presents as a solid project for anyone looking to restore this delightful open motorcar back to its former glory. Under the hood, the 6-cylinder motor appears largely intact, while the interior, can remarkably be found with what appears to be original upholstery. The body is covered in heavily worn-down blue paint. It is unknown when the vehicle entered the collection and unfortunately, the greater history of the vehicle is unknown. Those with the ability and time are sure to have a wonderful vintage motor once the project is completed.

**\$5,000 - 10,000
WITHOUT RESERVE**

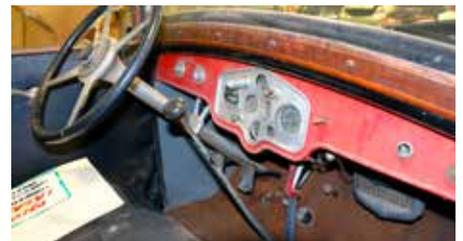
477.

1928 LASALLE 4 PASSENGER CONVERTIBLE COUPE

Chassis no. 221417

Presented here is an example of a Convertible Coupe LaSalle ready to be restored. Relatively complete, an V8 engine can still be found under the hood, and even the interior has retained numerous gauges as wells as the seat upholstery. The body appears to be fairly straight, but some corrosion is visible in spots prone to stowing away moisture. With a bit of time, this sporting example of a wonderful roaring 20s automobile is sure to provide its next owner with miles of open top motoring.

**\$20,000 - 30,000
WITHOUT RESERVE**





478.

1923 STANLEY STEEMER

The origin of the automotive industry brought many radical designs by those imaginative enough to build their own car. Stanley Steamer is one of the most widely recognized manufacturers of steam power automobiles from the industry's formative years. This Stanley Steamer is being sold as a roller, albeit, with much of its bodywork no longer mounted to the rolling chassis. Still retaining its boiler and with much of its wooden frame and body structure intact, this is a great candidate for a restoration.

\$3,000 - 5,000
WITHOUT RESERVE

479.

C.1917 OWEN MAGNETIC CHASSIS

Chassis no. GA-6-1559

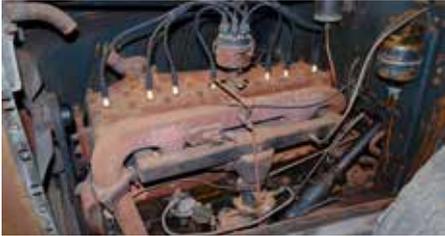
There are a few cars that are just as interesting or sometimes more interesting without their bodywork, and an Owen Magnetic might be at the top of the list. The chassis was acquired by Mr. Spain to exhibit alongside the Museum Owen Magnetic to better display the innovative drive system. Highly complete and in surprisingly good condition, this chassis wonderfully displays all the technical sophistication that the body work hides.

The chassis appears to not lack any technical components including the steering column gear and even all the original instruments, save the clock. A front wheel has some damage, but the original piece is still with the car likely allowing for a sufficient repair.

This chassis would make a wonderful museum piece or addition to any ones technically focused collection. If you enjoy admiring sophisticated engineering and machinery this Owen will provide endless pleasure.

\$10,000 - 15,000
WITHOUT RESERVE





480.

1930 AUBURN 8-95 TOURING

Chassis no. 895H3413
Engine no. GR31257A

While the body is largely intact and an engine can be found under the hood, much of what is left of this car exists in boxes of parts. The interior has deteriorated and very little of the upholstery can be found. It remains almost entirely disassembled short of several gauges located in the dash. This vehicle presents as a substantial project for its next owner and plenty of work will be needed to be done before the vehicle is back in running order.

\$20,000 - 35,000
WITHOUT RESERVE

481.

1930 CORD 1930 CORD L-29 CABRIOLET

Chassis no. FD3577A

This early front wheel drive Cord is ready for its next owner and sympathetic restoration. Many of the major components can be found where they should. The engine and transmission are both under the hood, and the interior is largely intact. It is unknown when the vehicle last ran, but the vehicle was procured by the Spain family, much like the rest of the collection, in the early 1990s.

A perfect candidate for a project, this Cord is perfect for anyone handy enough to piece together this wonderful bit of 1930s luxury.

\$60,000 - 80,000
WITHOUT RESERVE



482.**1939 LAGONDA V12 DROPHEAD COUPE**

Chassis no. 14116

Engine no. 14116

4,480cc SOHC V12 Engine

175bhp at 5,500rpm

2 SU Carburetors

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Original U.S. Delivery*
- *One of approximately 185 built*
- *Project with lots of potential*

**THE LAGONDA V12**

'In making an evaluation of the better British cars, the Lagonda V12 certainly must be considered an excellent design and one that contributed to raising the state of the art - not forgetting, of course, that it probably should be considered W O Bentley's masterpiece.' - *Road & Track*, October 1978.

A quite remarkable piece of automotive engineering, the W O Bentley-designed Lagonda V12 was one of the outstanding British models of its day and one of the exclusive handful of 1930s road cars that could exceed 100mph in standard tune. Not only that, but the magnificent, 4.5-liter, V12 engine produced sufficient torque to endow the car with a walking-pace-to-maximum capability in top gear.

For Lagonda, the year 1935 had brought bankruptcy and rescue, its benefactor being a young solicitor named Alan Good. Good

reorganized the company and recruited W O Bentley, by then disillusioned with life at Rolls-Royce, which had acquired Bentley in 1931. Bentley succeeded in refining the muscular, Meadows-engined Lagondas while working on a vastly more-advanced design that many consider the great man's finest.

First seen in 1936, the Lagonda V12 did not commence deliveries until 1938 and only 189 had been built before the coming of WW2 ended production. The advanced chassis employed double-wishbone independent front suspension and was available with a varied choice of coachwork, including limousine. As usual, the short-chassis Rapide roadster provided even more performance.

The V12's announcement demonstrated that the revitalized company was very much back in business, an impression Lagonda's decision to enter the 1939 Le Mans 24-Hour Race can only

have enhanced. The marque already possessed a creditable Le Mans record, a short-chassis 4½-Liter driven by John Hindmarsh and Luis Fontes having won the endurance classic outright in 1935. In October 1938 a Lagonda V12 saloon driven by Earl Howe had covered 101.5 miles at Brooklands in a single hour, despite having to stop to change a burst tire, and this together with other high-speed tests, during which the car had shown complete reliability, indicated that it would be a highly suitable candidate for reviving British prestige at Le Mans. Accordingly, it was decided to enter a two-car team in 1939 with the aim of securing valuable data, and then to mount a full-strength challenge the following year. In the race the two streamlined two-seater Lagondas fared better than expected, Messrs Brackenbury and Dobson finishing in third place with Lords Selsdon and Waleran fourth. Had a less conservative race strategy been employed, then either might have won.



THE MOTORCAR OFFERED

Frank Spain had an affinity with British built cars and particularly Lagondas. Rarely will you find 3 examples in the same collection on this continent and each are of particular note. In the early days of the museum, the plan had been to always have a car in restoration as part of the display, an appealing way of showing all the components that go into an automobile.

The V12 Lagonda was a perfect candidate for this, in that beneath the exquisitely clothed coachwork is an extremely modern and advanced running gear, from the pen of none other than WO Bentley.

According to records supplied by archivist Jon Leo, 14116 had been supplied new to the U.S. market, where its first owner was a Commodore J.H. Kimberly, who made the Shoreham Hotel in Washington D.C. his home in the early 1940s, having moved there from Chicago. As new, the car wore burgundy maroon paintwork and a fawn leather interior and top. Its history from that point is not recorded, but prior to acquisition for the collection by Mr. Spain it was known to have been previously registered in California as it still wears a license plate tagged for '54.

As displayed, the engine had been removed, some woodwork replaced and the car generally dismantled. From inspection today it does not appear that the restoration had actually begun, or any substantial progress made and the project must therefore be considered 'as is'.

A Lagonda V12 Drophead Coupe is really one of the finest cars of its era, from its flowing lines, created by in house designer Frank Feeley, to its technical aspect. This is deserving of a full restoration to return it to its original splendor.

**\$55,000 - 90,000
WITHOUT RESERVE**

483.**1937 CORD 812SC PHAETON**

Chassis no. 32358H

289ci Supercharged Flathead V-8 Engine
 Single Stromberg Carburetor
 170bhp at 4,250rpm
 4-Speed Pre-selector Transmission
 Independent Front Suspension - Live Rear Axle
 4-Wheel Drum Brakes

- *Gorgeous example of the iconic "Coffin-nose" Cord*
- *Powerful supercharged engine and innovative pre-selector gear shift*
- *Rewarding project vehicle*

**THE "COFFIN-NOSE" CORD**

One of the few automobiles deemed worthy of inclusion in the Museum of Modern Art in New York and arguably the most easily recognized American car of all time, the Cord 810 debuted in November 1935, where it received a rapturous reception at US automobile shows. Originally conceived as a baby Duesenberg, this amazing design was the work of a team headed by Gordon Buehrig, who had previously designed the famous Duesenberg Beverly style and the stupendous Duesenberg "Twenty Grand" for the 1933 Chicago World's Fair.

The Cord was re-designated 812 for 1937 when custom sedans on a longer wheelbase joined the range, although it is doubtful whether any independent offering ever matched Buehrig's original Beverly fastback sedan for sheer style. Supercharging was made available on the 1937 812 model, and these can be

distinguished from the normally aspirated 812s by the chrome-plated external exhaust pipes mounted on each side of the hood and grille. Priced competitively in the USD 2,000 - 3,000 range, the 810/812 should have been a huge success, but this was not to be. The Cord Corporation was in deep financial trouble, and when Mr. Cord sold up in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well. At the close, a little fewer than 3,000 810/812s had been made.

THE MOTORCAR OFFERED

The Cord 812 is definitively one of the sleekest and boldest cars of the 1930s. Its innovative design featured Cord's typical front drive setup while simultaneously being one of the first vehicles to introduce covered headlamps to the world. Documents on file lead one to believe that this lovely Supercharged Cord Phaeton was purchased for the purpose of conducting a full restoration. Unfortunately, the project was never completed, and the car remains non-operational today. Under the hood, the engine can be found along with numerous auxiliary components. Furthermore, the interior is relatively complete, but will need some serious attention like the rest of the car.

An immensely desirable classic once completed, this open top Cord is sure to be the star of any car event once complete.

\$40,000 - 60,000
WITHOUT RESERVE

484.

1932 CHEVROLET CONFEDERATE SERIES BA COACH COUPE

Chassis no. 32551
Engine no. 305737

This '32 Chevy is a nicely preserved example of that year's most popular body style. One of 132,106 Coach Coupes built (three times more than the next most popular body style—the 5-Window Coupe), it was the subject of an exterior repaint but has a largely original interior save for the seats that have later covers on them to preserve what lies beneath.

\$15,000 - 30,000
WITHOUT RESERVE



Without Reserve

485.

C.1948 JAGUAR MK IV 3 1/2-LITER DROPHEAD COUPE PROJECT

A top-of-the-line Drophead Coupe version of the Mk IV, this example appears to be very original. Fitted with the big 3.5 liter straight six, close inspection is recommended as the completeness of the vehicle is not known and rust is prevalent. One of only 376 3.5 Liter Mk IVs built for export in left hand drive, this project is perfect as a basis for a restoration or as a parts car to save another one of these rare machines.

\$3,000 - 5,000
WITHOUT RESERVE
Sold on a Bill of Sale



Without Reserve

486.

1949 JAGUAR MARK IV 2 1/2 LITER CHASSIS / PARTS

Chassis no. 637242

Here lies the remains of one of Jaguar's luxurious, range topping Mk IV Drophead Coupe. Originally fitted with the smaller 2.5 liter six—which is no longer with the car—the frame, firewall bulkhead, and partial rear bodywork remain with the car along with the doors and assorted other parts. Some must die for others to live, and this parts car is the perfect source for some of those difficult to find pieces for a Mk IV restoration.

\$3,000 - 5,000
WITHOUT RESERVE



Without Reserve

487.**1940 PACKARD 180 FIVE PASSENGER TOURING SEDAN**

Chassis no. 13422386

365ci Flathead Straight 8 Engine
 Single Stromberg Downdraft Carburetor
 160bhp at 3,500rpm
 3-Speed Manual Transmission
 Independent Coil Spring Front and Leaf Spring Rear Suspension
 4-Wheel Vacuum Servo-Assisted Internal Expanding Drum Brakes

- *Among the most elegant sedan bodies available on the 180*
- *Great AACA tour car*
- *Attractive and practical*

**THE PACKARD 180**

1939 Marked the final year of the twelve cylinder Packard and 1940 saw the up rated straight eight take over as Packard's top power plant. As the eight had nearly rivaled the twelve in terms of horsepower the eight was a bit lighter and a much simpler engine to build and maintain. Now rated at 160 hp it proved more than ample to power even the heaviest custom models.

Packard's top model was now called the 180 and was introduced with fresh styling in 1940. A successful revamp of the classic Packard front end gave the cars a more modern appearance while keeping true to Packard's iconic radiator design. The chassis had steadily been advanced over the years and were a truly modern offering. Though quite similar to the 160 model the long wheelbase 180 was reserved for Packard's custom coachwork offerings.

THE MOTORCAR OFFERED

Purchased in January of 1989 alongside the Lincoln Zephyr also found in the museum, this generously proportioned Packard exists with touches from many decades. Its bright red exterior and graceful lines are very much of the 1940s while the interior has been festooned in a wild leopard skin patterned upholstery—presumably in the 1980s. The remainder of the car appears in a rather worn condition and is due for some cosmetic and mechanical restoration.

Nevertheless, Packard's of this era are noted for their fine road manners. The smooth-running engine and effortless gear box make the car a pleasure to drive. The excellent chassis and engine combine for a surprisingly quiet and smooth driving experience. Once restored it will surely be cherished by its next caretaker.

**\$30,000 - 60,000
 WITHOUT RESERVE**

488.

1941 FORD MODEL 86 WOODY WAGON

Chassis no. 186403707

221ci Flathead V8 Engine

Single Stromberg Carburetor

90bhp at 3,800rpm

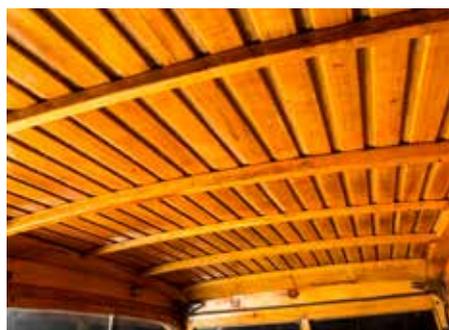
3-Speed Manual Gearbox

Front and Rear Leaf Spring Suspension

4-Wheel hydraulic Drum Brakes

Without Reserve

- *Incredibly original low mileage survivor*
- *The most usable of the prewar woodies*
- *Lovely original woodwork*
- *Mechanically reconditioned*



THE MODEL 11A

The 1941 Fords were substantially improved (read: "bigger") with a wheelbase stretched two inches to 114". A new frame with a larger, deep X-member was stiffer and stronger. At the same time Ford introduced revised body mountings – although they were deliberately less effective on the convertible coupe where the rubber isolation was eliminated in favor of a tighter connection with the body to enhance the frame's stiffness.

There had been Standard and Deluxe V-8s right from the start, the latter, as usual, being distinguished by a higher level of equipment, but from 1938 Ford gave the costlier Deluxe a different, more elaborate frontal styling.

The work of Eugene Gregorie, the Deluxe's more modern look had been adopted across the range by 1944. '41 witnessed the introduction of the Super Deluxe trim line which was distinguished by additional lower grills hugging the center one and further chrome trim, among other changes. The 'Woodie' Station Wagon was one of seven body styles available in the Super Deluxe series that year, when 9,485 of these delightful and charismatic vehicles were made, the smallest production run in the Super Deluxe line-up.

THE MOTORCAR OFFERED

Purchased in conjunction with the Ford Model R at the liquidation of the substantial Edward Towe Collection of pre-1950s Fords, this 1941 Woody is one of superb quality.

While the upholstery in the interior was most certainly replaced over the course of the vehicle's life, much of the considerable amount of wood appears to have been symmetrically cared for and is most likely original. Evidently, the rest of the car appears in equally good condition.

These wagons provide their owners with boundless utility, charming looks, and a wonderful V8 soundtrack. Ones with original woodwork such as this are highly sought after, and the example present in fine condition here will surely be cherished by its next caretaker.

\$40,000 - 60,000
WITHOUT RESERVE

489.**1941 LINCOLN ZEPHYR CONVERTIBLE COUPE**

Chassis no. H121360

292ci Flathead V-12 Engine
 Single Carburetor
 120bhp at 3,900rpm
 3-Speed Manual Transmission
 Leaf Spring Suspension
 4-Wheel Hydraulic Drum Brakes

- *Well-presented older restoration*
- *Iconic Design by ET "Bob" Gregorie*
- *One of 725 Zephyr Convertible Coupes built for 1941*

**THE LINCOLN ZEPHYR**

The Lincoln-Zephyr debuted for the 1936 model year and was instantly heralded for its stunning shape. It was streamlined and sleek, as well as beautifully sculpted with headlights fared into the front fenders. The design was by Bob Gregory, with more than a little guidance from Lincoln president Edsel Ford.

Redesigned for 1940, the Zephyr retained its external identity but benefited from a much larger glass area, the absence of running boards and sealed beam headlamps.

Beneath that stunning exterior was a larger 292 cid flat-head V-12 rated at 120 bhp. The three-speed manual transmission featured a column-mounted shift lever and took the power aft to the solid rear axle. The ladder-type chassis used transverse leaf springs front and rear, while brakes were hydraulic drums all around.

The 1941 Lincoln-Zephyr was offered in a half-dozen body styles: 3-passenger coupe, 5-passenger coupe, 4-door sedan, 2-door convertible coupe, 2-door club coupe and 4-door Brunn Town Car. Many students of automobile design would argue that the Lincoln Zephyr 3-passenger coupe was the most beautiful American car of its day. And few would argue that it has aged exceedingly well.

THE MOTORCAR OFFERED

This elegant Lincoln Zephyr was purchased alongside the 1940 Packard 180 in January of 1989. Information on previous history before this point is non-existent, but a photo within the file, presumably from around the time of purchase, shows the car much in the same condition it exists in today. It had likely been restored in the 1980s and for the most part, this work has stood the test of time. Both the deep blue exterior and red leather show minor signs of age, but the vehicle remains largely very presentable. Furthermore, a reference book for 1941 Lincolns can be found within the file.

Dramatically stylish, these Zephyrs are still head turns nearly 80 years on and make a fantastic addition to any stable of vintage motorcars.

\$40,000 - 70,000
WITHOUT RESERVE

490.**1948 JAGUAR MARK IV 3½-LITER DROPHEAD COUPÉ**

Chassis no. 637127

3,485cc OHV Inline 6-Cylinder Engine
Dual SU Side-Draft Carburetors
125bhp at 4,250rpm

4-Speed Moss Manual Transmission

4-Wheel Semi-Elliptic Leaf Springs with Solid Front and Live Rear Axles

4-Wheel Girling Mechanical Drum Brakes

- One of only 376 left drive Dropheads produced
- Nicely restored
- A CCCA Full Classic®
- Classic English motoring experience

**THE MARK IV DROPHEAD COUPÉ**

Only 376 left-hand drive examples of Jaguar's Mark IV 3½-liter model were built in the short production run spanning the period December 1947 to September 1948. The post-war Jaguars were similar in almost all respects to their pre-war counterparts and mechanical variations were essentially only to compression ratio and gearing. The 3½-liter model boasted a top speed of 91mph and, carefully driven, would return 18mpg. The Drophead Coupé cars were long awaited as initial post-war Jaguar production had been restricted to saloon cars. The new dropheads were eagerly snapped up by the home and overseas markets. William Lyons, in typically astute fashion, had seized the opportunity to purchase Standard's engine manufacturing plant at the end of hostilities, ensuring continued supply of engines for his new model at a price which enabled him to maintain his pricing structure at a level that challenged his competitors. Nevertheless the Mark IV 3½-liter car was expensive at £1,263.

THE MOTORCAR OFFERED

This left-hand drive Mk IV Drophead is attractively painted in white with superb green leather upholstery, grey carpets and excellent walnut veneer door cappings and dashboard. Driving equipment includes Lucas lighting, twin SU carburetors and a comprehensive fitted tool kit in the trunk lid. Known ownership history includes the Poleksy Family trust, who held ownership in the early 1980s. By the late 80s, Max Berryhill came to care for the car and was responsible for the refurbishment work. Then, Mr. Spain purchased the Jaguar in the 1990s.

Nicely restored, the swoopy exterior is both elegant and sporting with the richly trimmed interior is inviting and comfortable. The Three position top allows for fully enclosed, sedan, or completely open motoring. A CCCA Full Classic®, the Mark IV represents a wonderful value as a usable tour car that has the presence of a Bentley with adequate power and supreme waffability.

\$80,000 - 110,000
WITHOUT RESERVE

491.

1948 TUCKER 48

Design by Alex S. Tremulis

Chassis no. 1028

Engine no. 335-35

335ci SOHC 6-Cylinder Engine

Single Stromberg Downdraft Carburetor

166bhp at 3,200 RPM

4-Speed Manual Transmission with Bendix Vacuum-Electric Preselector

Front and Rear Independent Torsilastic Suspension

4-Wheel Drum Brakes

- One of the seven Tuckers to undergo endurance testing at the Indianapolis Motor Speedway
- Mechanically prepared by Tucker expert Richard E. Jones
- Carefully maintained since complete restoration in the 1980s
- Featured in the company's film 'Tucker the Man and the Car'



PRESTON TUCKER'S DREAM

Of all the stories of those who have dared to challenge the Detroit automotive establishment, none has been more romanticized than that of Preston Thomas Tucker. More than 70 years later, his David vs. Goliath tale continues to captivate new generations, helped by the 1988 Francis Ford Coppola film "Tucker: The Man and His Dream," and the opening of a permanent, 5,200-square-foot Tucker exhibit at the Antique Automobile Club of America Museum in Hershey, Pennsylvania.

Tucker's infatuation with automobiles began at an early age. As a teenager, he became an office boy at Cadillac, and then got a job as a police officer, so that he could drive fast cars. He sold Pierce-Arrows, Stutzes, Studebakers, Chryslers, Dodges and Packards, gaining a reputation as one of Detroit's best car salesmen.

When he was 26, Tucker met race car designer and builder Harry Miller, and the two hit it off immediately. They went into business as Miller-Tucker, the personable and persuasive Tucker being the perfect complement to the retiring Miller. With World War II on the horizon, Tucker developed the "Tucker Combat Car," a fast, maneuverable vehicle with a powered, rotating gun turret. The U.S. military had no need for such a car, but showed more interest in the turret.

The dream of building his own production car had been on Tucker's mind during the war; his plan was to partner with Miller, who would be chief engineer. When Miller died of cancer in 1943, Tucker pressed ahead, announcing in December 1945 that he was ready to take on the Big Three with his "Car of the Future." The Tucker Torpedo, later renamed the 48, was promoted as "the first completely new car in 50

years." While the big automakers were offering the public warmed-over pre-war models, Tucker had correctly judged the public's keen appetite for something radically different.

The unorthodox layout of the Tucker automobile, with a six-cylinder engine mounted in the rear of the chassis, had already been agreed upon by Miller and Tucker. The intended engine was a massive, 589-cu.in. horizontally-opposed six with hemispherical combustion chambers, fuel injection, and valve actuation by hydraulic pressure. Tucker's original plan was to mount the engine crossways in the chassis, with torque converters at either end of the crankshaft driving the rear wheels through short half-shafts. The concept included four-wheel independent suspension with bonded rubber taking the place of metal springs, and four-wheel disc brakes.



Tucker brought in Alex Tremulis, the former chief stylist at Auburn Cord Duesenberg and the author of the landmark Cord 810/812, to complete the body design. In just 100 days, he and a small team constructed the prototype that became known as the "Tin Goose." This incorporated some of Tucker's safety features, such as a "safety chamber" where the right front passenger could take shelter in the event of an impending crash, a pop-out windshield, a padded dashboard, and a third headlight that turned with the front wheels, to better illuminate corners. The doors were cut into the roof, to give better head clearance while getting in or out of the car. With three headlights and six exhaust tips, the new Tucker would be unmistakable, coming or going.

The prototype was built at the Tucker family's Ypsilanti Machine and Tool Company in Michigan, but Tucker needed much more space to put his dream car into production. He found it in the form of a decommissioned Dodge B-29 engine factory in Chicago, an enormous building that contained more than enough machinery for an automotive assembly line. In typical fashion, he obtained the factory with no money down, persuading the War Assets Administration that he would be a better tenant than the two non-automotive manufacturers that were also after it.

The prototype debuted on June 19, 1947 to a gathering of some 3,000 dealers, news reporters, shareholders, employees, members of the Tucker family, and friends at the Chicago factory. Although the car had a number of mechanical problems – Tucker instructed that the engine be left running, fearing that it would be impossible to restart – it received an enthusiastic reception. (The Tin Goose still exists, and is the fifth car to be inducted into the National Historic Vehicle Register.)



Development of the chassis, however, was not going smoothly. The novel engine was problematic, as was the twin torque-converter drive. An air-cooled, horizontally opposed Franklin six designed for helicopters turned out to be an acceptable alternative, and so Tucker bought the company that produced it, Air-Cooled Motors of Syracuse, New York. A team led by Indy car builder Eddie Offutt revamped the engine for water cooling. Engineers adapted the vacuum-electric shift gearbox from the front-wheel drive Cord, combing junkyards for the units before Ypsilanti Machine and Tool began turning out Tucker's own similar, but improved Y-1 transmission.

As plans for the car were coming together, trouble was brewing in Washington. The federal Securities and Exchange Commission delayed Tucker's \$20 million stock offering, finding that Tucker had falsified some entries, either deliberately or innocently, and had engaged in some misleading advertising. The sale was finally approved, but with strings attached.

In Chicago, the production staff began assembling what would eventually become a fleet of 50 handmade prototypes. In September 1948, Preston Tucker had seven of his cars – #1028 among them – driven to the Indianapolis Motor Speedway for endurance testing. One of the cars, #1027, went out of control at 95 mph, rolling three times.

The driver, Offutt, walked away from the crash, and the car could still be driven, needing only one new tire. Although it was a highly effective demonstration of the Tucker's safety features, the episode resulted in some bad press.

With demand for new cars running at a fever pitch, Tucker hit upon a novel idea: He offered prospective buyers an opportunity to secure their place on a waiting list by buying one of the car's accessories – a radio, seat covers, or a set of luggage. This netted the company nearly \$2 million in badly needed revenue, though it raised some red flags with federal regulators.



Then came a bombshell: Journalist Drew Pearson made the unsubstantiated claim on his nationally syndicated radio program, Drew Pearson Comments, that federal investigators were about to launch a major investigation that would bring down the Tucker Corporation. The company's stock nosedived from a high of \$5 to just over \$2 overnight, and sources of credit evaporated. In 1949, the SEC took Preston Tucker and his associates to court on mail-fraud and conspiracy charges.

Although Tucker was found innocent, his dream was over. The Tucker Corporation was placed into receivership. In October 1950, all of the assets of the corporation, including 23 Tuckers, were sold at auction. The example on offer was among them.

Tucker went to Brazil, where he tried to launch the production of a sports car, the Carioca. All that remains of that effort are some tantalizing artist's sketches. Soon afterward, Tucker was diagnosed with lung cancer. He died in Michigan in 1956, leaving his wife and five children.

In 1999, Tucker was inducted into the Automotive Hall of Fame. "Preston Tucker was a gifted entrepreneur and technological visionary who challenged the automotive establishment," the Hall declared. "Despite his company's failure, Tucker will always be remembered as one of the great revolutionaries of the automobile industry."

Perhaps the last word should go to Tremulis, who had this to say about his former employer in 1973: "The \$28 million it took to design the car, nurture the design through its development program, tool it for mass production, purchase the facilities to build and test it, organize a dealer network ... and to reach a point of starting mass production within five weeks ... was one of the financial miracles of the automotive world. Ford, General Motors and the Chrysler Corporation could not, in my professional opinion, have done as well with an expenditure of \$100 million apiece."



THE MOTORCAR OFFERED

Tucker #1028 was one of 51 cars assembled, 47 of which survive. Factory records show that it was completed on September 19, 1948 with engine number 335-35, which it has to this day. It was the third car built after the relocation of the gasoline tank from the rear of the car to the front, a change necessitated by the installation of an automatic transmission, the Tuckermatic, in car #1026.

It was one of seven cars brought by Tucker to the Indianapolis Motor Speedway for endurance testing. Between September 19 and October 6, 1948, #1028 accumulated 2,931 miles at the hallowed Brickyard.

The ownership of Tucker #1028 can be traced back to the early 1950s, when it was one of six Tuckers owned by Robert J. "Bob" Turner of Minneapolis, Minnesota. Given the year and

the number of cars, it seems plausible that he may have purchased them when the company's assets were liquidated in October 1950.

At some point, Turner sold the Tucker to Thomas Goff of Utica, Michigan, who had an interest in collecting postwar luxury and special interest cars. In September 1984, Goff sold the car to Dr. Charles Lehnen, who had located it through Tucker collector Allan Reinert of Burlington, Wisconsin. Lehnen hired Car Craft Inc. of Hartland, Wisconsin, to undertake a complete restoration of the car. It was refinished in its original color, Beige.

Lehnen moved from Wisconsin to Florida, and brought the Tucker with him. He had driven the car little since its restoration, and entrusted Richard E. Jones of Orange Grove, Florida, with the task of putting the car into excellent

running condition. Jones, a Tucker collector and authority, had helped to found the Tucker Automobile Club of America in the early 1970s, and was a highly knowledgeable advocate for the marque.

Over the course of six months, Jones tended to the car's needs. He replaced a gear in the Tucker Y-1 transmission to quiet its operation, and diagnosed to a cold-running condition before pronouncing the car in good mechanical health and returning it to its owner.

It was during Lehnen's ownership of the Tucker that it was featured in a photo shoot for the 1993 Snap-On Tool calendar, pictured with Brittney York, also known as Alison Armitage, a model and actress who later appeared in the television series *Acapulco Heat*.

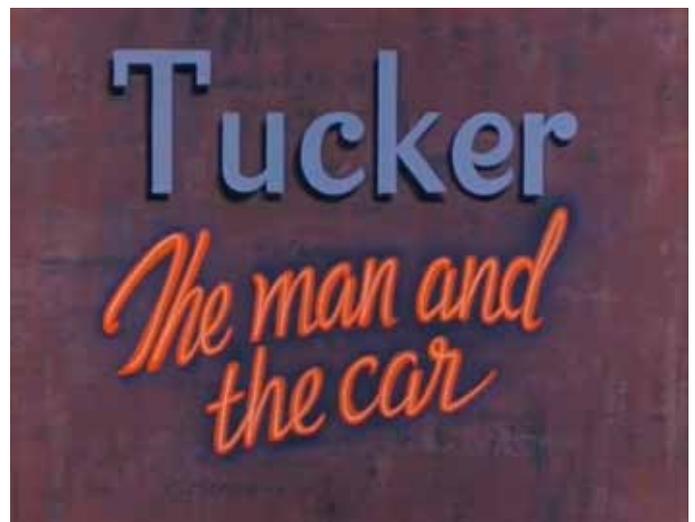


In September 1996, Frank Spain purchased the Tucker through Vintage Wholesale of Sarasota, Florida, and had it shipped to his new Tupelo Automotive Museum in Tupelo, Mississippi, where it became a headline attraction.

The Tucker is accompanied by an original company stock certificate, a set of fitted luggage, original sales brochures and a photo album illustrating the restoration process.

Each Tucker automobile is the hand-built manifestation of one man's soaring dream. This represents a rare opportunity to become part of this uniquely American story.

\$1,250,000 - 2,000,000
WITHOUT RESERVE



Title card from the company film Tucker the Man and the Car

492.

1949 TRIUMPH 2000 ROADSTER

Chassis no. TRA1832

2,088cc OHV Inline 4-Cylinder Engine
Single Solex Carburetor
68bhp at 4,850rpm
3-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- *The last series-produced automobile built with a rumble seat*
- *One year only model*
- *Definition of traditional English sports car*



THE TRIUMPH 2000

Triumph drove into reorganization just before the onset of hostilities and Sir John Black's Standard picked up the pieces. At the time MG was highly successfully exporting its TC Midgets, earning badly needed dollars for Britain's postwar economy. Black wanted a sports roadster to compete for the American market. "Triumph" had a more appealing ring to it than "Standard", so it was under the Triumph name that development began.

Introduced in 1946 the Triumph 1800 featured rollup windows and a top that folded completely out of sight. Its most significant feature, however, was the dickey seat under the rear deck with a cover that had two glass panels, forming a protective windshield for the two passengers when the cover was opened. The Triumph 1800 was the last production automobile to be built with a rumble seat.

THE MOTORCAR OFFERED

It was succeeded in 1949 by the vastly improved 2000 with 2,088cc Standard Vanguard overhead valve four-cylinder engine, a single Solex carburetor and 68 horsepower. Coil springs replaced the 1800's transverse leaf spring in the independent front suspension and the column shifted gearbox was synchronized on all three gears.

At the same time as the 2000 was introduced Triumph was hard at work on its replacement which would be introduced in 1953 as the TR2. Production of the 2000 ceased after only one year.

\$20,000 - 30,000
WITHOUT RESERVE

493.**1949 ALLARD M-SERIES DROPHEAD COUPE**

Chassis no. 851

221ci Ford Flathead V8
Single 2-Barrel Carburetor
90bhp at 3,800rpm

3-Speed Manual Transmission

Independent Front and Transverse Leaf Spring Suspension

4-Wheel Hydraulic Drum Brakes

- Presented in excellent restored condition
- Excellent car for vintage rallies and driving events
- Legendary Ford Flathead V8

**THE ALLARD M-SERIES**

After WW2, Allard progressed from special-builder to motor manufacturer, though the latter activity was really little more than a means of financing the company's competition program. Allard's post-war cars combined the same virtues of light weight, independent front suspension and an abundance of American V8 power, which had been features of that first trials special of the mid-1930s. These favorable characteristics enabled Allard to establish a formidable competition record in the immediate post-war years. Despite its small size and limited resources, Allard's achievements were legion, Sydney himself finishing 3rd at Le Mans in a J2 sports-racer and winning outright at the Monte Carlo Rally in a P-Type saloon.

Introduced in 1947, the M-type (retrospectively M1) was a more civilized version of the contemporary L model and employed Allard's trademark independently suspended 'split' front axle and transverse-leaf rear end in a chassis 6" longer than that of the K-type - the extra length being used to accommodate two rear passenger seats. Like the vast majority of production Allards, the M used Ford components, which were readily obtainable from Ford in the UK, its engine being the Blue Oval's famous 3,622cc 'flat head' V8. Approximately 500 examples were produced between 1947 and 1950.

THE MOTORCAR OFFERED

While the vehicle lacks a detailed account of the ownership history, records on file indicate the car spent some time in Sacramento, California prior to being purchased by Mr. Spain in the 1990s.

What can be assumed, however, was that the Allard had been well cared for and most likely restored at some stage as it stands in wonderful condition today. The Flathead V8 under the hood appears in good order and the well finished interior looks equally splendid. The wood shows no serious cracks or blemishes and the supple tan leather has barely been sat in. In summation, this open top Allard will be a wonderful weekend cruiser for its next lucky owner.

\$35,000 - 60,000
WITHOUT RESERVE



494.

1951 STUDEBAKER STARLIGHT COUPE

Design by Raymond Loewy

Chassis no. G-894147

Presented here is a restored example of one of the 1950's boldest designs. Numerous receipts on file indicate a plethora of mechanical and cosmetic work being conducted in 2006. Thousands of dollars were spent bringing this Atomic age automobile back to its former glory.

Photos within the file show the car in a state with minor patina prior to the restoration and painted in a pale green color. Today, the vehicle sports delightful salmon pink paint with a grey patterned textile interior. Some mild wear on the dash indicates that some of the components were not treated to the restoration and could very well be original. In 2013 the vehicle was donated to the Museum and was reported to be in running and driving condition. As it has sat since entering, a mechanical servicing is most likely need to get the car in fully operating condition.

\$4,000 - 8,000

WITHOUT RESERVE

495.

1955 PACKARD CARIBBEAN CONVERTIBLE

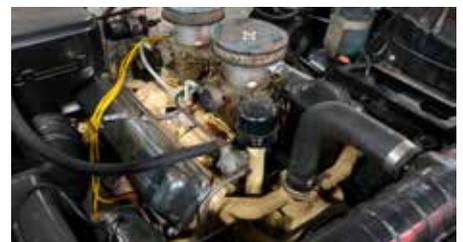
Chassis no. 5588-1403

At the time of purchase by the Mr. Spain in the early 2000s, this wonderful Packard Caribbean was described as being almost totally original. It is stated that most of everything, short of the carpets has been with the car from the very beginning. Prior to purchase, a rebuilding of the front suspension and brakes had occurred, and the car was further noted as being a running and driving example. In addition, the body still appears to be straight and in good condition. Although, it has been sitting for quite some time, so a mechanical service would best serve this piece of American steel in getting back on the road.

Regardless, this is a wonderful opportunity to get behind the wheel of a highly original automobile and should not be missed!

\$40,000 - 75,000

WITHOUT RESERVE



496.**1953 CHEVROLET 210 CONVERTIBLE**

Chassis no. (see text)

235.5ci OHV Inline 6

Single Downdraft Carburetor

108bhp at 3,600rpm

3-Speed Column-Shifted Manual Transmission

Independent Coil Spring Front and Longitudinal Leaf Spring Rear Suspension

4-Wheel Hydraulic Drum Brakes

- *Top down motoring*
- *Lovely Horizon Blue over dark blue interior*
- *The final year before the Tri-Fi's*

**THE MOTORCAR OFFERED**

Chevrolet had an all new look and model line for 1949 and that was good news, despite an all new model from arch-rival Ford. Styling of the new Chevrolet was conservative and not nearly as modern-looking as the new products for Dearborn, yet the fenders were much better integrated into the main body shell than on the company's prior models.

What the new '49s gave up in styling, they certainly regained when it came to durability and usefulness supplied by sound and good build quality. There was nothing sporty about the new Chevy's, but the handling was safe and predictable thanks to GM's "knee-action" independent front suspension and solid rear axle located by longitudinal leaf springs. Braking was by way of 11-inch hydraulic drum brakes at all four wheels. Under the sculpted hood sat a straight six with overhead valves.

Four years on, the '53s were still very much like the models introduced back in 1949. The sub-models and body styles were reorganized and carried their own designations. Base Chevrolets were called the 150 Series, and then came the 210 Series, followed by the Series 2400C Bel Air models. All manual transmission models used a 235.5 cid L-head inline six rated at 108 horsepower by way of a 7.1:1 compression ratio and a single-throat Carter or Rochester carburetor. That base solid-lifter engine came with the column-shifted three-speed manual transmission, while a buyer of a 210 or Bel Air could opt for the two-speed Powerglide automatic transmission.

The Horizon Blue 210 Convertible offered here appears to have been subject to some restorative work—but is otherwise looks to be largely unrestored. Little is known about the car at the time of cataloging, but it should be noted that the VIN tag in the door has long since been removed and the engine number pad relieved of its number, so the vehicle will be sold on a state-issued vehicle identification number.

\$15,000 - 30,000
WITHOUT RESERVE

497.**1954 BUICK ROADMASTER CONVERTIBLE**

Chassis no. A5012926

322ci OHV "Fireball" V8 Engine
 Single Downdraft Carburetor
 200bhp at 4,000rpm
 4-Speed Dynaflo Automatic Transmission
 4-Wheel Hydraulic Brakes
 Independent Front – Longitudinal Leaf Spring Rear Suspension

- *A top-of-the-line example of one of Buick's most famous models*
- *Classic '50s color scheme*
- *Complete with fuzzy dice*

**THE BUICK ROADMASTER**

From the economical Special to the prestigious Roadmaster, Buick offered a full line of automobiles from just over \$2,000 to just over \$4,000. Its production reached 444,609 cars in 1954. Power for the full Buick line came from Buick's new (in 1953) and unique V8 engine, offered in two sizes, the 150 horsepower 264 cubic inch Special V8 and the larger 322 cubic inch engine making 182 horsepower in the Super and 200 horsepower in the Century and Roadmaster. This was a period when each of GM's divisions built its own engines and Buick had come up with a particularly interesting and innovative cylinder head design that had excellent breathing and also let Buick employ the highest compression ratio, 8.5:1, in the industry in 1954.

As expected from Buick in the Fifties the new 1954 Buicks were distinctively restyled, most notably with a wraparound windshield – Buick called it the "panoramic" windshield – and a

very different trunk and rear fenders. The interior featured a new instrument panel with aircraft-style controls and a horizontal moving band speedometer.

The most expensive and most prestigious automobile in Buick's 1954 line was the Roadmaster convertible. Buick held nothing back on this showboat, equipping it with the 322 cubic inch V8, Dynaflo, power steering (newly designed this year for less effort), power brakes, power top, power windows and even power vertical adjustment of the front seat. The Roadmaster announced itself to the outside world with rear fender emblems but most importantly and visibly the Roadmaster had four ventiports on its front fenders. The Special, new Century and Super all had to make do with only three ventiports. Only 3,305 Roadmaster convertibles were built in 1954, just 6.4% of total Roadmaster production of 51,767.

THE MOTORCAR OFFERED

The 1954 Buick Roadmaster Convertible offered here is finished in Condor Yellow over matching black and yellow interior. Someone thickly repainted with the panel in-situ, and likely reupholstered at some point, the engine bay and dash appear to be largely original. The acres of chrome appear to be in good condition. Complete down to the fuzzy dice hanging from the mirror, this Roadmaster still commands plenty of respect and attention.

Although built in greater quantities than the Skylark convertibles, today Roadmasters seem to be available much less often. Rarely seen in the first place, they are even more rare and desirable in this wonderful combination of arresting colors and excellent preparation and presentation.

\$75,000 - 120,000
WITHOUT RESERVE

498.

1954 MERCURY MONTEREY SUN VALLEY

Chassis no. 54ME49045M

256ci OHV V8
Single Carburetor
161bhp

3-Speed Merc-O-Matic Automatic Transmission
Independent Front with Live Rear Axle Transmission
4-Wheel Drum Brakes

Without Reserve

- Fully restored in the 1980s
- Charming Yellow and Green color scheme
- A wonderful highway cruiser
- Brilliant slice of Americana



THE SUN VALLEY

The designations of Sun Valley and Sky Liner first appeared on the Mercury and Ford books in 1954 and referred to the bubble top or Perspex covering forward of the B pillars, designed to provide the driver with a much more airy cabin and therefore enhanced driving experience. The reality was that its effect was more akin to that of a glass house and for this reason their production was relatively short lived. That first year, Mercury based the concept on its Monterey line of coupes and they must have had very distinct ideas as to how they wished the car to be seen as its color palette was limited to either pale yellow or mint green.

THE MOTORCAR OFFERED

As the records show in the history file of this beautifully presented Mercury Sun Valley, the vehicle benefits from a relatively well understood ownership history. From some point in the early 1990s, the car was under the care of a Mr. Ralph Wells. An undated letter addressed to him from the car's previous owner, Anthony Nizza, describes a full frame off restoration being conducted on the vehicle. Numerous sheets of paper further show the extent of the work by listing the various components that were either mended or replaced. Unsurprisingly, by the time the museum came to own the vehicle in 1994, it was in truly splendid condition. Its pale yellow and green paint both appear with good shine as does the chrome. Inside, the matching vinyl interior presents in very much the same good condition.

Reported to be a lovely long-distance driver thanks to the ample visibility and light provided by the plexiglass roof, this Mercury will make for a purely enjoyable weekend cruiser for its next lucky owner.

\$30,000 - 60,000
WITHOUT RESERVE

499.**1954 KAISER DARRIN SPORTS CONVERTIBLE**

Chassis no. 161-001022

161ci OHV Inline 6-Cylinder Engine
 Single Downdraft Carburetor
 90bhp at 4,200rpm
 3-Speed Manual Transmission with Overdrive
 Independent Front Suspension – Live Rear Axle
 4-Wheel Drum Brakes

- *22 out of 435 produced*
- *Largely original and unrestored*
- *Innovative and epic automotive styling*
- *A legend of 1950s motoring*

**THE KAISER-DARRIN SERIES 161**

To compete with the imports, swift action was needed, so Kaiser enlisted the famed industrial designer Howard “Dutch” Darrin to produce a fiberglass-bodied sports car based on the compact Henry J. economy car.

The first prototype appeared at the New York Auto Show in 1953, just besting Chevrolet’s Corvette to become America’s first fiberglass production sports car. Beyond the sweeping profile and heart-shaped grille, the Darrin was most famous for its pocket doors that disappeared into the front fenders on sliding tracks. Construction of the fiberglass bodies was outsourced to Glaspar of California. Power is courtesy of the 161 cubic inch Hurricane F-head inline six. Just 435 of these stunning cars were built, making them both rare and desirable. All sold as 1954 models and came equipped with a three-position Landau top, which was considered quite novel at the time.

THE MOTORCAR OFFERED

Being number 22 out of the 435 produced, this Kaiser-Darrin represents one of the few examples of the unique roadster from its limited the production run. As rare as it is innovative, this Kaiser-Darrin was finished new in the popular color scheme of Champagne Lacquer (white) over Scarlet Pincrush vinyl.

Entering the collection in February of 1997, it was previously owned by Emily LaRosa of Pompano Beach, Florida. Unfortunately, there is little known history prior to that at the time of cataloging. The subject of an exterior repaint and carpet retrim at some point before coming to Tupelo, this rare three-position droptop appears otherwise to be largely as it left the factory. The engine bay could use some cleaning but is well organized while the interior shows nicely and includes the (at the time) optional seat belts. Additionally, the car is equipped with the desirable wire wheel covers—however only 75% of them are still with the car.

Few cars possess the style and elegance of the Kaiser-Darrin. With so few examples left in existence, this great car is sure to command attention. To own Kaiser-Darrin 22 is an opportunity to enjoy a rare, iconic American sports car.

\$80,000 - 100,000
WITHOUT RESERVE

- *Early example of the famous Chrysler Hemi V8*
- *Excellent restoration projection*
- *Handsome, not over-the-top styling*

500. 1954 CHRYSLER IMPERIAL CUSTOM SEDAN

Chassis no. 7776251

331ci OHV 'FirePower' Hemi V8
 Single Carter WCD Carburetor
 180bhp at 4,000rpm
 3-Speed Automatic Transmission
 Front Coil Spring and Rear Leaf Suspension
 4-Wheel Power-Assisted Disk Brakes



THE SIXTH GENERATION IMPERIAL

The Imperial as it was designed then and for decades on, was the crown jewel of Chrysler's offerings. Conservatively styled in the immediate post-war years, Imperials at the start looked little different from mainstream Chryslers - not until 1949, in its sixth generation did a new look appear. Based on the New Yorker, the new-for-'49 Imperial featured a canvas-covered roof, superior leather and broadcloth upholstery while its classic Chrysler 331.1ci Hemi V8, mated to a 'Fluid Drive' (clutch-less) transmission made for a most stylish and performance-oriented ride. Imperial production was never large but the marque more than paid for itself by the

prestige it brought Chrysler, while at the same time giving its dealers the means to compete with Cadillac and Lincoln. Although originally an up-market Chrysler, Imperial became registered as a marque in its own right in 1955, a move which enabled Chrysler to develop a separate identity for the cars. Offered in a wide range of body styles, Imperials were generously equipped. Six-way adjustable power seat, power windows, vanity mirror and license plate frame as well were all to be found as standard equipment for Imperial.

THE MOTORCAR OFFERED

With features installed by Derham, the vehicle offered here is one such example of a Chrysler prior to Imperial becoming a registered independent marque. Believed to have been acquired by the museum in the early 1990s, the vehicle appears to be in remarkably original condition. As viewed, the brightwork, paintwork and interior trimmings mirror that of a well-used and well-loved driver. A restoration could be in order for this Imperial so as to return it to its glamor days, and with much of the believed original equipment intact, there is no better place to begin. However you choose to proceed, this is one lovely Imperial, worthy of consideration.

**\$15,000 - 30,000
WITHOUT RESERVE**

501.

1955 MESSERSCHMITT KR200 KABINENROLLER

Chassis no. 55522

191cc Fichtel & Sachs Air-Cooled Two-Stroke Single-Cylinder Engine
10bhp at 5,000rpm
4-Speed Manual Transmission (Both Forward and Reverse)
3-Wheel Hydraulic Independent Suspension
Cable-Operated Mechanical Drum Brakes

- *From the first year of production of the more powerful KR200*
- *Perfect for tight parking spaces and invading local French car shows*
- *A nicely preserved example of the iconic German microcar*



THE MESSERSCHMITT K200

In an era when American cars were becoming longer, lower, and wider, Germany gave us the Messerschmitt KR200. The aircraft manufacturer built the kabinenroller ("scooter with cabin") in response from being banned from building planes after World War II. Initially designed by aeronautical engineer Fritz Fend as an "invalid carriage", he noticed able-bodied folks seeking basic transportation and approached Messerschmitt to build the three-wheeler.

Starting with the Messerschmitt KR175 in 1953, the improved 1955 KR200 featured an enlarged 191cc Fichtel & Sachs air-cooled single-cylinder two-stroke motor in front of the rear wheels. Reflecting its aircraft roots, left and right turns were handled by a steering bar that was operated by pushing instead of turning. Seating position was in tandem, one in front

of the other, giving the Messerschmitt a low center of gravity and great handling. Entry for both passengers was through an acrylic hinged canopy, although Kabrio and Roadster models substituted a tonneau cover. Messerschmitt was permitted to build planes again in 1956, thereby losing interest in kabinenroller production. The factory was sold to Fend, who formed FMR and continued to produce this and subsequent bubble cars through 1964.

THE MOTORCAR OFFERED

This example of the iconic Messerschmitt microcar joined the collection at the beginning of August 1994. Purchased from St. Louis, Missouri, little history is known about this three-wheeler. Finished in cream over burgundy sill and fender accents, it appears to be in relatively well-preserved condition. Up front, the former mounting points of a bumper guard that has long since departed the car are present. Opening the iconic bubble top that is reminiscent of a Me262 cockpit reveals the interior, which is nicely trimmed to match the exterior in burgundy vinyl with cream piping.

It is understood that the car has not been run in some time, so some degree of recommissioning will be required prior to taking it out to invade the local French restaurant.

Next time you have the urge to get a Big Gulp at the 7-Eleven, why not ditch the Smart car and go in style in this KR200?

502.**1955 JAGUAR XK140MC ROADSTER**

Chassis no. S810413

Engine no. G1600-8S

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,750rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

Without Reserve

- *Desirable MC example fitted with C-Type heads*
- *Numbers matching*
- *Documented by its Jaguar Daimler Heritage Trust Certificate*
- *Perfect for numerous sought-after tour events*

**JAGUAR XK140**

While it has been said that the MG TC was the car that introduced America to the joys of sports cars in the late 1940s, it is arguably the Jaguar XK series that gave the sports car movement its style and dash. It is today difficult to believe that the company conceived the XK120 in 1948 as a limited-production specialty model to introduce and showcase the new twin-cam engine. By 1954 - 12,000 examples later - it was clear that it was something else altogether. The XK140 was launched in 1954, giving buyers what they loved about the 120, but with benefits of vastly improved steering, better cooling and brakes and most importantly, increased legroom thanks to a relocation of the engine and firewall.

Also new was the option of a 'C-Type' cylinder head, borrowed from the Le Mans winning competition car. Jaguars so equipped were called 'SE' in the UK and 'MC' in the 'States'. The package also included dual exhaust, wire wheels and fog lamps. The added power and improved breathing of the C-Type head gave the MC cars a quicker and more exciting response and this specification is much prized by enthusiast drivers.

THE MOTORCAR OFFERED

In accordance with its Jaguar Daimler Heritage Trust Certificate, this delightful XK140 was completed on December 7th, 1954 and dispatched on January 6th of the next year. At that time, it was finished in Cream and trimmed in Black leather with White piping and a matching black top. The roadster was shipped to Jaguar's East Coast distributor, Max Hoffman of New York, where it was sold new to its first owner. The first owner must have been a speed junkie since this Jaguar was specified from new with the desirable MC option that added 20 extra horsepower thanks to the C-Type heads fitted to the engine. The Roadster was acquired by the collection in January 1994 from an auction in Scottsdale, Arizona. At the time of purchase, the car had received an interior retrimmed in red leather and a fresh paint job—although the engine bay appears to be largely untouched.

\$60,000 - 85,000
WITHOUT RESERVE



503.

1955 PONTIAC CHIEFTAN

Chassis no. P755H48232

1955 served as a landmark year for the storied Pontiac marque as their very first V8 engine, displacing 287ci, would be introduced into their lineup.

The Chieftain presented here is an attractive 2 door variant sporting a classic two tone Red/White color scheme. A more recent addition to the collection, this Pontiac was donated from an individual in the Memphis area just 15 years ago. The car presents in generally wonderful condition with lustrous chrome and a clean interior. Based on this condition, it is presumed that the vehicle had been restored at one point but the limited documentation on file provides no evidence to the matter. Inside, one can find a simple interior with stylish gauges, a radio, and a column mounted shifter for the automatic transmission. This Chieftain is surely a prime vehicle for boulevard cruising and is simultaneously a fantastic representation of mid-century American jet-age styling.

\$15,000 - 30,000
WITHOUT RESERVE

504.

1957 BMW ISETTA 300 BUBBLE WINDOW Z-BAR

Chassis no. 423609

The BMW bubble-window Isetta with the Z-bar trim and the 300cc engine is considered by many to be the most desirable of the Isettas. This particular Isetta joined the collection in January of 1997. Described as an older restoration when it was purchased, the little bubble car appears to be a US delivery example that was re-painted and retrimmed in the 1970s or 1980s.

Isettas have always been among the most blue-chip of microcars, with owners delighting in the way these little cars turn heads and ignore gas stations. This rare z-bar version is sure to delight where ever it goes!

\$20,000 - 50,000
WITHOUT RESERVE



505.**1957 CHEVROLET BEL AIR CONVERTIBLE**

Chassis no. VC57N118258

283ci OHV V8 Engine

Single Rochester 4-Barrel Carburetor

220bhp at 4,800rpm

2-Speed Powerglide Automatic Transmission

Independent front and Semi-Elliptic Leaf Spring Rear Suspension with Live Rear Axle

4-Wheel Power-Assisted Hydraulic Drum Brakes

- *Single owner for three decades*
- *The most recognizable of the Tri-Fi's*
- *Chevy's top-of-the-line convertible*
- *The perfect car for a drive-in movie*

**THE BEL AIR**

When Chevrolet introduced "The Hot One," its new small block V8 engine for 1955, few realized that within three years it would achieve the Holy Grail of one brake horsepower per cubic inch. More remarkable was the fact that it was offered by one of the "low-priced three." But that's exactly what happened, with a displacement increase to 283 cubic inches, 10.5 to 1 compression, solid lifters and Rochester fuel injection. Often forgotten, however, is the fact that there were four "lesser" 283s in 1957 that developed in excess of 200 bhp. One of these was fuel-injected, with lower compression and hydraulic lifters, another, rated at 220 bhp, used a single four barrel. Accompanying them were two dual quad engines, both with 9.5 to 1 compression, a 245 bhp unit with hydraulic tappets and a 270 bhp version using solids. The most powerful engines were available only with a three-

speed transmissions, because the automatics available, the venerable Powerglide and new variable-pitch Turboglide, simply weren't up to the torque.

Chevy built nearly 48,000 Bel Air convertibles in 1957. Most carried two- or four-barrel V8s with Powerglide. This car is unusual in that it has the 245 bhp dual-quad 283 with a three-speed column-shift transmission. Aggressively accessorized, it has nearly every available option, including Wonderbar radio, heater, power windows, power seat, dual rear-mounted antennas, dual exhausts with chrome extension tips, continental kit, spinner wheel covers and door handle guards. Unusual on a Chevrolet is the Autronic Eye automatic headlight dimmer.

Assembled in Norwood, OH, this Bel Air appeared to be delivered new in Imperial Ivory with matching wheels and a Red with Silver Pattern vinyl interior. While the early history of this Bel-Air is not known, it was the recipient of a repaint in Matador Red with matching rims. The interior appears to be largely retrimmed, but the dash looks to be rather original save for the addition of a c.1980s Alpine cassette deck head unit. Coming from Georgia at the time of purchase, this Tri-Fi Chevy joined the collection at the end of April 1988.

As American as baseball, ice cream, and apple pie, this Tri-Fi Bel-Air is the quintessential American droptop and the perfect car for parades, tours, drive-in movies, or any event requiring open motoring and style.

\$40,000 - 80,000
WITHOUT RESERVE

506.**1957 CHEVROLET FUEL INJECTED CORVETTE ROADSTER**

Chassis no. E57S105526

283ci OHV V8 Engine

Rochester Mechanical Fuel Injection

283bhp at 6,200rpm

3-Speed Manual Transmission

Independent Front and Semi-Elliptic Leaf Spring Rear Suspension with Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- *Classic color scheme*
- *Numerous options present*
- *Top of the line fuel-injected motor*
- *The ultimate 1950s American sports car*

**THE CORVETTE “FUELIE”**

Chevrolet's introduction of the option of fuel-injection for the 1957 season was inspired for it provided the now bored out 283 cubic inch V8 with a matched number of horses under the hood. It was first tested as a solution to gas 'sloshing' of carburetor aspirated cars turning into bends under race conditions at Sebring in 1956, and then rolled out as an option for the next production season. Retrospectively it is amazing to think that Chevrolet was able to offer this contemporaneously with Mercedes-Benz's 300SL, while on other high end machinery it would be more than a decade before this would be the commonplace. And all at once, the term 'fuelie' was born.

In 1957, 6,339 Corvettes were produced, but only 714 were ordered with the RPO (Regular Production Order) 579B option box ticked for the \$484.20 Ramjet fuel injected V8 that delivered one horsepower for every cubic inch of engine capacity. It's little wonder so few were ordered given that a base Corvette retailed for \$3,176.32.

THE MOTORCAR OFFERED

The Corvette offered here joined the collection from Scottsdale in January 1994. A nicely optioned example, it presented today with its fuel-injected motor mated to the rare and desirable 4-speed manual that was fitted to just over 10% of the Corvettes hailing from '57. Other options fitted to the car today include RPO 440 (two-tone paint), 102 (AM radio), and 426 (power windows—one of a mere 379 '57 Vettes to have them). Finished in Venetian Red with Polo White coves and beige leather, it is truly an elegant and sporting machine.

Between the clean design of the 1956 and '57 Corvette with its elegant lines, dual headlights, and scalloped front quarters combined with the power of the most spirited engine available, this Corvette offers phenomenal value.

\$50,000 - 80,000
WITHOUT RESERVE

- Mercury's finest offering in 1958
- Beautifully presented
- Filled with wonderful 50s touches
- A true piece of Americana

507.

1957 MERCURY TURNPIKE CRUISER

Chassis no. 175AK57549756

368ci OHV V8
 Single 4-Barrel Carburetor
 290bhp at 4,600rpm
 3-Speed Automatic Transmission
 Independent Front with Live Rear Axle Suspension
 4-Wheel Drum Brakes

Without Reserve



THE TURNPIKE CRUISER

Sitting atop the Mercury model range in 1957 was the mighty Turnpike Cruiser. Very much a product of its era, the car featured a wild variety of features one could have only found in the 1950s. From the electric retractable rear window to the twin air intakes sitting atop the "Skylight Dual Curve" windshield, the Cruiser had it all. Most remarkable was the "Seat-O-Matic" memory function. The driver would set the dial to a certain height and fore/aft position and once the car was turned on the seat would automatically return to the desired location. Furthermore, a full suite of gauges sat in front of the operator. These included: the "Computer Clock" displaying average speed while a trip odometer displayed alongside the standard speedometer and optional tachometer. When bundled together, the Turnpike Cruiser represented the ultimate highway machine for the 1950s traveler complete with every creature comfort available.

THE MOTORCAR OFFERED

While little can be gleaned from the small amount of documentation on file, this dazzling yellow and white Mercury was mostly likely a recipient of a thorough restoration at some time in its life. The exterior presents very well with lustrous chrome and shining paint. Inside, a marvel of 1950s design can be found. All of the little details from the patterned metal dash to the two-tone white/black seats present wonderfully and show precisely what luxury meant to the midcentury consumer. Under the hood, the engine bay appears remarkably tidy.

The Turnpike Cruiser shown here drips 1950s Americana and is certainly most at home humming along down a long stretch of highway moving across the country. It will make a fine addition to any collection and is surly an opportune not to miss!

\$30,000 - 60,000
WITHOUT RESERVE

508.**1957 DODGE CORONET LANCER CONVERTIBLE**

Chassis no. 35192795

325ci OHV V8 Engine
 Single 4-Barrel Carburetor
 285bhp
 2-Speed Power-Flite Automatic Transmission
 Torsion Bar Front Suspension, Leaf-Spring Rear Suspension
 4-Wheel Drum Brakes.

- *Step into the wonderful world of Autodynamics*
- *Pristine, 'Christine'-like styling*
- *Swept wing design*

**THE MOTORCAR OFFERED**

Chrysler, facing its first of many more to come bankruptcy scares in the early 1950s, once armed with a \$250M bailout from Prudential, outfitted its offerings for the 1955 season. With stunning Virgil Exner design and tremendous performance on tap, Dodge, sandwiched within the hierarchy of the Corporation, positioned itself as an industry leader. Coronet, Royal, Custom Royal and La Femme hit the ground running as offerings that year with a vast assortment of optional extras to be selected.

Entering the 1957 model year with the mantra, "Suddenly it's 1960". All five of Chrysler's car lines came complete with tall, iconic fins, and NASA-esq wedge-shaped profiling. Dodge differentiated itself from its siblings via treatment of its quarter-panel mounted fins. Rather than the more simplistic, although elegant, wedge profile of its family members, the stylists at

Dodge perched triangular tailfins atop rounded rear fenders. This provided the outline for a most elegant brightwork and laid the groundwork for the then innovative two-tone color schemes. The swept wing cars for '57 were offered in four trim levels: Custom Royal, Royal, Coronet and Station Wagon - convertibles were offered solely as either a Coronet Lancer or Custom Royal Lancer. It is believed, that the vehicle offered here is an example of the former, fitted with a most desirable performance-oriented D500 package. The Super Ram Engine, with its polyspherical combustion chambers had ample power to move the standard Dodge's mass – though failed to excite those with a heavy-foot. With hemispherical combustion chambers, dual rocker arm shafts, hydraulic valve lifters, a Carter 4-barrel and a true duel exhaust system (amongst other improvements), performance massively hiked to 285bhp and 345lbs-ft.

Records on file show this car was once offered to the public at Barret Jackson's Scottsdale 1994 auction, likely the nature in how it was acquired by the museum. This Flame Red over Glacier White D500 Dodge is an irresistible classic and a clear indication that muscle cars existed long before the Mustang and GTO.

\$30,000 - 60,000
WITHOUT RESERVE

509.**1957 FORD FAIRLANE 500 SKYLINER**

Chassis no. D7UW180971

312ci OHV V8

Single 4-Barrel Carburetor
225bhp

2-Speed Automatic Transmission

Front Independent with Live Rear Axle Suspension
4-Wheel Drum Brakes

- *Innovative power hard top*
- *Fully Restored*
- *Plenty of V8 Power*
- *Redolent 1950s two tone paint*

**THE FAIRLANE 500 SKYLINER**

The Ford Fairlane Skyliner can claim to be America's first production convertible to feature a retractable hardtop. Introduced as Ford's top-of-the-range model in 1955, the Fairlane was rival to Chevrolet's successful Bel Air and came in six different body styles with a choice of six-cylinder or V8 engines. The range was re-styled for 1957, gaining new, lower bodies adorned with the latest styling fad – tail fins – and the Fairlane 500 introduced as the ultimate trim level. '57 was also notable as the year of the Skyliner's introduction. Considerably more expensive than the conventional Sunliner convertible, the Skyliner featured a hardtop that, at the touch of a button, automatically retracted back into the boot. For its last, 1959, year of production the Skyliner was both re-engineered and re-styled, becoming part of the new range-topping Galaxie line-up, though continuing to be badged as a Fairlane 500.

THE MOTORCAR OFFERED

This splendid two tone white over red 1957 Ford is a spectacular example of one the company's most innovative vehicles. While little is known about the car's earliest history, photos on file show that the car was subject to a substantial restoration project in what appear to be the late 1980s or early 1990s. The frame and body are shown to have been separated for reconditioning, and as such, have been thoroughly sorted out along with the drivetrain. Furthermore, the motor now found under the hood was the top range 312ci "Thunderbird Special" which provides more than enough power for the convertible. The Ford was purchased at some point during the 90s to be included within the Tupelo Automobile museum and appears in very good condition today.

Representing Ford at their most creative, the Skyliner is a wonderful look at 1950s engineering solutions and will surely be a welcome addition to any collection.

\$45,000 - 65,000
WITHOUT RESERVE

510.

1958 PACKARD HARDTOP SPORTS COUPE

Chassis no. 58L6229

289ci OHV V8

Single 4-Barrel Carburetor

225bhp at 4,500rpm

3-Speed Automatic Transmission

Independent Front with Live Rear Axle Suspension

4-Wheel Drum Brakes

- *The final year for the storied Packard marque*
- *Rare Sports Coupe model*
- *Evocative 50s Styling*



THE FINAL PACKARDS

By the early 1950s the once great Packard company was in trouble, unable to refresh its model range with the frequency that the post-war market demanded, unlike its larger corporate rivals. Forced to respond, Packard introduced an all-new line-up powered by its first V8 engine for 1955, tooling for which it could ill afford. Seeking a financial partner, Packard had bought the ailing Studebaker Corporation in 1954 but the latter's continuing losses and the costs of its newly introduced range effectively ruined Packard, which was purchased by Curtiss-Wright in 1956. Curtiss-Wright ended car production at Packard and consolidated its automotive operations at the Studebaker factory in South Bend, Indiana, from whence the next generation of Packards would emerge. Predictably, these were based on existing Studebaker designs.

THE MOTORCAR OFFERED

In an attempt to keep things up to date for 1958, Packard stylist Duncan McRae took inspiration from Dodge's 'Forward Look' and affixed taller fins and 4 light headlight pods up front to the expanded 4 model range. Just 675 hardtop coupes, like the one shown here, left the factory floor that year making this particular surviving example quite rare.

The car was purchased by the Museum in 1995 and records on file show a bit of work being conducted around the same time. Some mechanical issues were addressed along with replacing various odds and ends in the interior and lighting. The vehicle sports deep red paint and a lovely period patterned textile interior—both of which present in fair condition. Under the hood, the story is very much the same as the vehicle has not been operated in quite some time.

A rare, final year Packard makes for a solid addition to any collection and with a bit of restorative work, this example will surely be a standout.

\$30,000 - 50,000
WITHOUT RESERVE



511.

1958 NASH METROPOLITAN CONVERTIBLE

Chassis no. E50992

During a time when most U.S. automobile makers were following a design trend centered believing that "bigger-is-better," Nash Motor Company wanted to offer American buyers an economical transportation alternative. The Metropolitan was designed in the U.S. and it was patterned from a concept car incorporating innovative features such as symmetrical body design for interchangeable assembly and a unit-body design that eliminated the need of a traditional chassis design. This Metropolitan is a great candidate for a restoration. The body has been protected in primer and the car contains many original parts.

\$35,000 - 50,000
WITHOUT RESERVE

512.

1959 CADILLAC SERIES 62 4-DOOR CONVERTIBLE

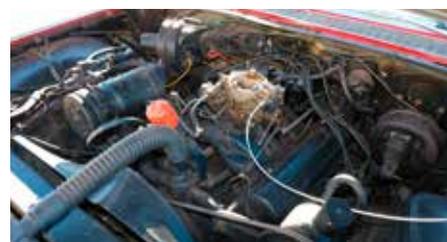
Chassis no. 59L105844

In 1959, the automotive landscaped reached its most literal peak when Cadillac introduced its offerings. While a 4-door convertible version of the series 62 was never officially offered, the example seen here has been chopped into this unique body style.

While the story of this conversion remains veiled in mystery, a series of titles provided a small amount of ownership history. An Arkansas title dated to 1977 can be found in the file along with a more recent title revealing its acquisition into the museum in 1989. Its red paint and matching two tone interior complete the period look and the car appears tidy all around. It has been sitting for some time however, so it is most likely due for some mechanical work.

Regardless, no other vehicle possesses the same level of bold style offered by this Cadillac.

\$35,000 - 55,000
WITHOUT RESERVE



513.

1950 TALBOT-LAGO T26 RECORD THREE
POSITION CABRIOLET
Coachwork by Veth & Zoon

Chassis no. 101058

4,482cc Twin-Cam 6-Cylinder Engine
2 Zenith-Stromberg Carburetors
172bhp at 4,200rpm
4-Speed Wilson Pre-Selector Transmission
Independent Front Suspension – Live Rear Axle
4-Wheel Drum Brakes

- *Believed to be the sole surviving Talbot-Lago by this coachbuilder*
- *Former Pebble Beach Concours d'Elegance exhibit*
- *Not shown publicly for more than 20 years*

**THE TALBOT-LAGO**

The Talbot Lago story had commenced with the dissolution of the Sunbeam-Talbot-Darracq combine in 1935, when Venetian-born Major A F 'Tony' Lago bought the Darracq factory at Suresnes and continued production, selling his cars as Darracqs in the UK and Talbots in France. The revitalised marque embraced both sports car and Grand Prix racing, and in 1937 achieved victories in the French Grand Prix and the Tourist Trophy; from then on it was an uphill struggle against the might of the German and Italian opposition. There were, however, many notable successes in the immediate post-war years, including three Grand Prix wins for French Champion Louis Rosier and victory at Le Mans.

The first Lago-built cars retained the existing X-braced, independently front suspended chassis, but were powered by new six-cylinder engines designed by Walter Becchia, in sporting guise featuring inclined overhead valves set in hemispherical combustion chambers and opened via pushrods by a single camshaft mounted in the block. The marque's ultimate pre-war road car - the 4.0-liter Lago Special - produced 165bhp and was good for more than 160km/h (100mph). This successful series of cars was later renamed 'Talbot Lago' and Becchia's engine would be one of the few that saw service in Grand Prix cars both before and after WW2.

The model was revived in 1946 as the 'T26 Record', now sporting hydraulic brakes, a Wilson pre-selector gearbox and a 4½-liter, twin-cam version of the classic long-stroke overhead-valve engine producing 170bhp. Its 'T26' designation had been used before – for the 4½-litre GP racers in the late 1930s – and referred to the car's taxation rating of 26CV. For serious competition work there was the short-wheelbase 'Grand Sport' with a 190bhp version of the new '2AC' engine featuring an aluminium-alloy cylinder head and triple carburetor induction, and it was this model that formed the basis of the Rosiers' 1950 Le Mans winner as well as the monoposto Grand Prix car. Further development kept the Talbot Lago competitive at Le Mans for a few more seasons.



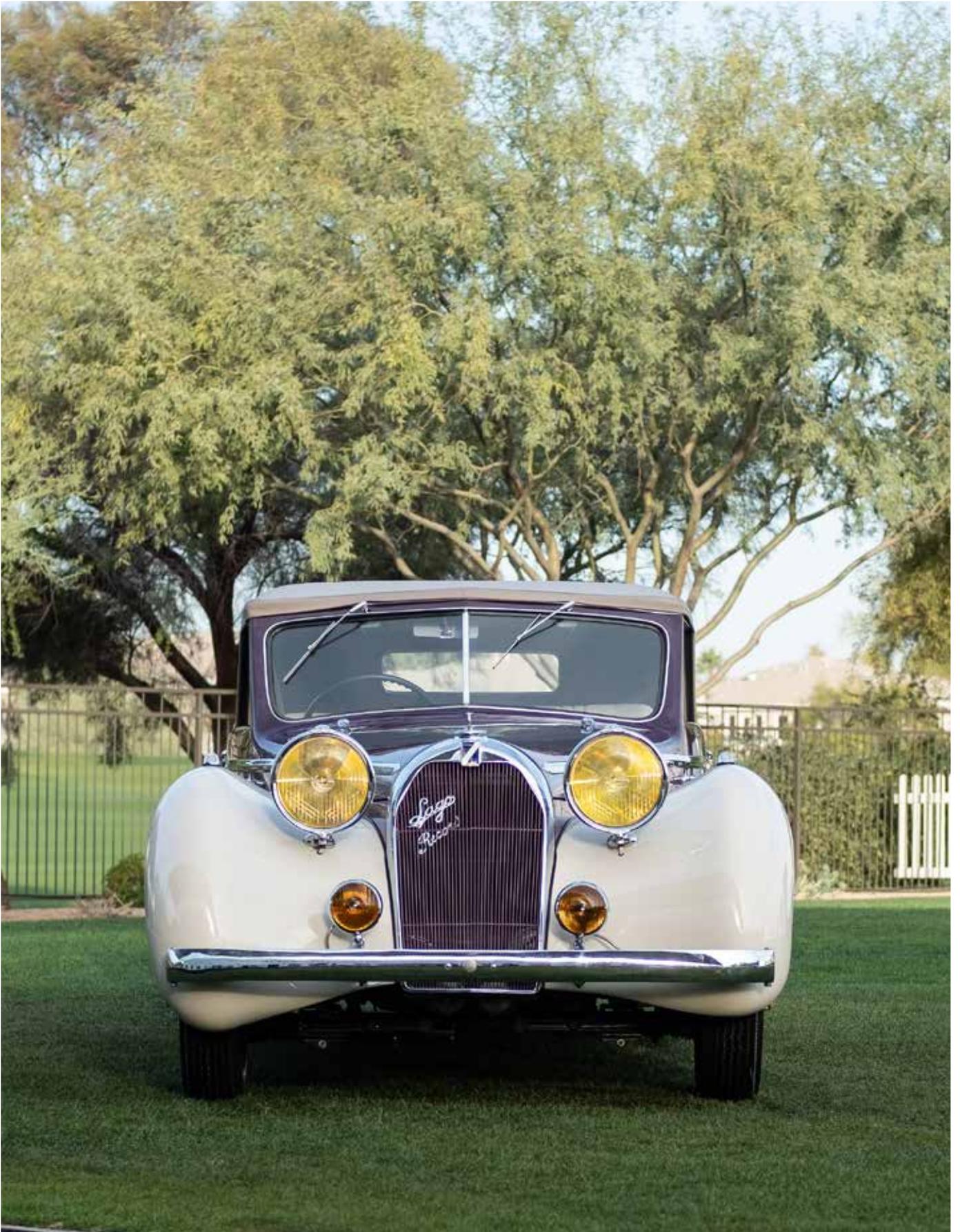
THE MOTORCAR OFFERED

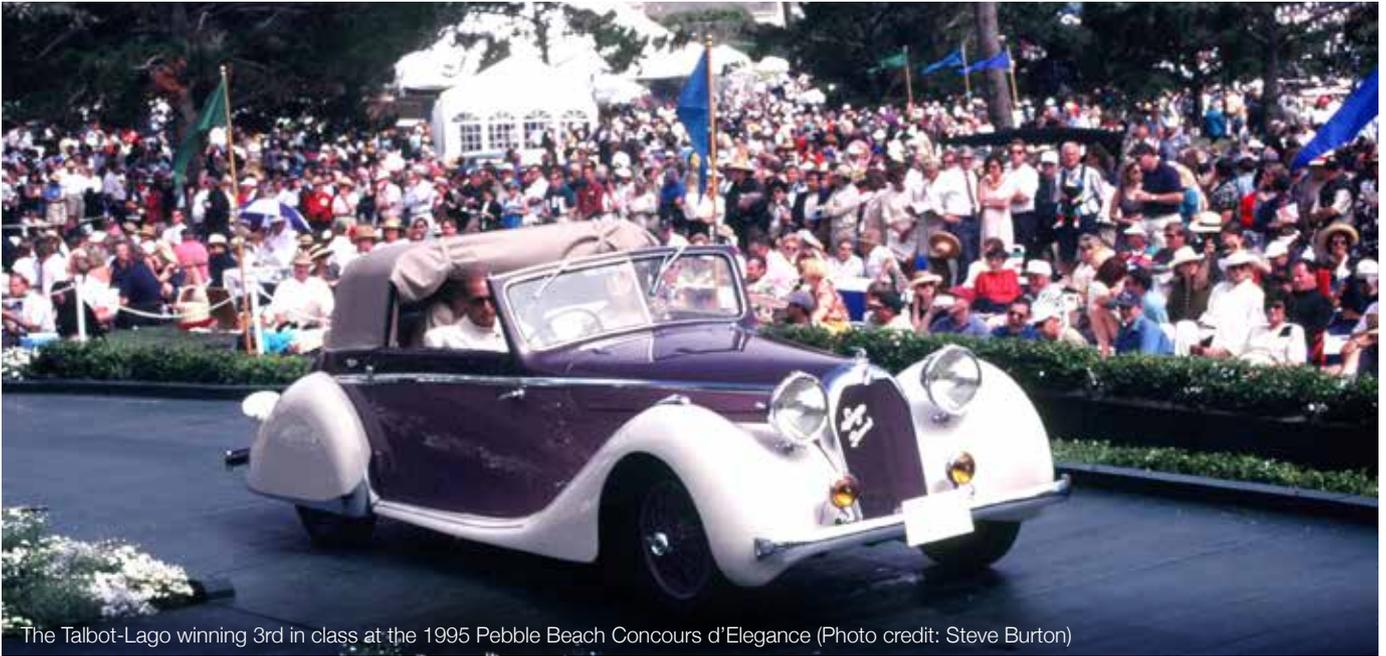
However, by the early 1950s the company was in serious financial difficulty as a result of the French government's taxation policies which heavily penalised cars of over 3.0 liters; sales fell from 433 in 1950 to just 80 in 1951. Despite the fact that a Saoutchik-bodied Record had been chosen as the official car of French President Vincent Auriol to symbolise national automotive prestige, the country's socialist government introduced a vindictive regime of taxation, based on engine capacity, which destroyed the French luxury car industry overnight.

The Record was available with factory bodywork or as a rolling chassis for bodying by independent coachbuilders, but as a civilized grande routière to match those of rivals Delage and Delahaye, the Talbot-Lago also attracted coachwork of the finest quality executed in a wide variety of styles- the unusual cabriolet body carried by this example being the work of Veth & Zoon (Veth & Son). Established in 1840 in Arnhem, Holland, Veth & Son started off constructing horse-drawn carriages before diversifying into powered transport towards the end of the 19th Century. The company grew quickly and in 1914 was appointed the official coachbuilder to the Dutch Royal Family. Before WW2, bodies were fitted to chassis of quality marques such as Bugatti, Hotchkiss, Talbot-Lago, Bentley and Packard. After the war, Veth & Son escaped the fate of many of their contemporaries by branching out into

the manufacture of truck and van bodies. The company still exists building commercial and public service vehicles but has not bodied a car for over 60 years.

This striking Veth and Zoon cabriolet was discovered by collector Ron Pinto in Pennsylvania in the 1990s and was understood by him to have arrived there from California decades earlier. As found, the car was described to him as a Faux Cabriolet, i.e. with a fixed head disguised as a drophead by using soft fabric for the roof. As a seasoned collector who had restored a number of cars, the guise in which he saw the car peaked his curiosity and he decided to purchase it. When it arrived back with him, he immediately set about investigating whether his instincts that the car was a true cabriolet were accurate. Wasting no time, he cut at the faux top and it wasn't long before a





The Talbot-Lago winning 3rd in class at the 1995 Pebble Beach Concours d'Elegance (Photo credit: Steve Burton)



full top mechanism and structure were revealed! The car was certainly in a sorry state, but this revelation certainly increased his will to restore her to former glory and he relished the project.

Over the course of the next couple of years and at a cost we understand of something approaching \$200,000 (when labor was considerably less than today), the car was restored. At some point its pre-selector had been replaced with a GM Hydramatic, but a correct unit was still with the car. Albeit, the bands and other pieces were missing. These ended up being retrieved from a derelict donor Talbot sedan.

The car's wood frame required major refurbishment which was entrusted to Pete Brunelli, while AL Cortez handled the engine rebuild. All told, it was an exhaustive rebuild, but by 1993 the car was finished. It was later shown at the Pebble Beach Concours d'Elegance and in 1996 was offered for sale through Blackhawk from whom Frank Spain purchased it.

Today, the 25-year old restoration has stood the test of time well, having mainly been shown and or then displayed here in Tupelo. In preparation for the auction, the car was checked over and returned to life with relative ease and can now be described as running, although it would be wise for a more thorough recommissioning to be carried out.

The magic name of Talbot-Lago combined with what is almost certainly unique coachwork will always be a duo that will command attention on a concours lawn.

**\$180,000 - 240,000
WITHOUT RESERVE**

514.

1959 EDSSEL CORSAIR CONVERTIBLE

Chassis no. W9UR727160

331ci OHV V-8 Engine

4-Barrel Carburetor

225bhp at 4,400rpm

3-Speed Automatic Transmission

Coil Spring Independent Front Suspension, Semi-Elliptic Leaf Spring Live Axle Rear Suspension

4-Wheel Power Drum Brakes

- *One of only 1,343 Edsel convertibles built for 1959*
- *Very rare color scheme*
- *Ideal for restoration or as a family weekend driver*
- *One of the milestones of American car history*



THE EDSSEL CORSAIR

The story of the Edsel is well known and still serves as a lesson in product planning gone awry.

The original concept was simple enough, to build a distinctive marque that would fill the aspirational progression gap between Ford and Mercury giving Ford Motor Company customers an economical step upward in presence, features and prestige. It worked for General Motors, with Pontiac between Chevrolet and Oldsmobile and for Chrysler with Dodge between Plymouth and DeSoto.

As it turned out, though, Edsel became a stepchild almost as soon as it was, with great fanfare, introduced.

It was an opportunity whose time had passed, one that Chrysler also recognized in 1961, only three years later, when it, too, pruned its model lineup and killed off DeSoto.

Ford must have noticed what was happening even before Edsel hit the market. The 1959 Edsel lineup was much smaller, offering only the Ford-based Ranger and Corsair. Engine choices were whittled down. The distinctive face with its vertical central element and the gull wing rear fenders remained but other than that there were only some individual trim elements. The drastic change between '58 and '59 were that could not have been accomplished in the scant year since Edsel's introduction and had to have been realized and planned in the years before Edsel's introduction.

The 1959 Edsels effectively ended the marque's history with 44,891 built, but they are important and easily recognizable contributors to the growth of the American automobile market in the 1950's.

THE MOTORCAR OFFERED

This 1959 Edsel Corsair convertible is a sound and nicely present example in Snow White with a black accent panel, red and black upholstery and interior trim and a black vinyl top. The 1,343 Edsel Corsair convertibles that were built in 1959 were the lowest production of all Edsels that year. In 2017, it was described by the Edsel Club as the 329th '59 Corsair documented by the club and one of only three examples in Snow White with Black inserts. Hardtops and sedans are collectors' favorites but the convertibles like this one are especially sought and appreciated.

It would be ideal as the basis for a sympathetic restoration but also would be a desirable and practical car for cruising and weekend tours. Rest assured that, other than at an Edsel meet [and there are such things], it is unlikely ever to meet a similar Edsel coming the other way.

\$20,000 - 30,000
WITHOUT RESERVE

515.

1960 CHRYSLER 300F CONVERTIBLE

Chassis no. 8403129575

413ci Overhead-Valve V8 Engine
375bhp

3-Speed Torqueflite automatic transmission

Torsion Bar Independent Front Suspension, Live Rear Axle with Semi-Elliptic Leaf Springs

4-Wheel Power-Assisted Drum Brakes.

Without Reserve

- One of 248 300F convertibles- less than 80 known survivors
- Excellent contours – dramatic Vermillion Red paint
- Red hot and rambunctious



THE MOTORCAR OFFERED

Personal luxury cars of a rather glorious anachronism, Chrysler's 300 "letter series" cars established a firm footing for Chrysler as a chief leader in performance and style. For ten successive years, each were given an assigned alphabet letter suffix and through their development, are considered to be an early ancestor of the muscle car. With Chrysler's most powerful FirePower 331ci Hemi, a 300bhp homologation C-300, introduced in 1955 and the first of the series, enjoyed considerable NASCAR racing success. In its sixth form, a 413ci Golden Lion V8 with Chrysler's soon-to-be legendary Ram Induction dual four-barrel carburetor set-up powered the 300-F, pushing horsepower nearest 400bhp. When paired with Chrysler's push-button Torque-Flite automatic transmission and specialized heavy-duty front suspension, the 300F possessed astonishing performance. A modified example would go on to hit 189.99

mph at Bonneville, while another set a Flying Mile class record at Daytona Beach.

Virgil Exner's "Forward Look" styling is especially memorable on the 300F model. In addition to some of the wildest tailfins seen on any American car, the 1960 model introduced a "cross-hairs" grille design and unibody construction. Spectacular four contoured bucket seats, which swivel outward to ease passenger entry and exit trimmed in tan with perforated inserts, stylize this example's Vermillion Red perfectly. At night, the gauge pod's "Panelescent" lighting gives off an intriguing space-age glow making up arguably the most breath-taking interior fitted to a 300. Big and fast, these cars harkened to the 1930s classic era—when the largest, most luxurious and prestigious cars on the road were also some of the fastest and best handling machines available.

In 1960 less than 1,250 F series cars were produced, 248 of which came as code 845 2-door 4-passenger convertibles. Is it believed that Spain acquired this car from a Miami Beach auction, in winter 1992. The 300's presentation today suggests a life of timely and sympathetic maintenance. The odometer, believed to be on its second time around, shows 0068782 miles which we believe to be on the chassis and engine. This long-fin rare 300 series car is nothing short of superb.

\$90,000 - 200,000
WITHOUT RESERVE

516.

1960 MERCEDES-BENZ 190SL ROADSTER

Chassis no. 121040-10-015368

1,897cc SOHC Inline 4-Cylinder Engine
2 Weber Carburetors
115bhp at 5,700rpm
4-Speed Manual Transmission
4-Wheel independent suspension
4-Wheel hydraulic drum brakes

- Restored for Jane Spain
- Barely driven since restoration
- Handsome SL Mercedes



THE MERCEDES-BENZ 190SL

For those insufficiently wealthy to afford its hyper-expensive, race-bred sports car - the 300SL - Mercedes-Benz offered the less exotic but no less refined 190SL. Announced in 1954 and based on the 180 saloon, whose all-independently-suspended running gear it used, the 190SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. "Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz," observed *Road & Track* magazine.

Mounted on a detachable subframe along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four, the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburetors, this M121 power unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 100km/h in 14.5 seconds and on to a top speed of 171km/h. The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports cars could outperform it while costing a good deal less, did nothing to deter sales. The model was a big hit in the US, where a good percentage of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

THE MOTORCAR OFFERED

This nicely presented 190SL was restored in house for Frank Spain's wife Jane in the 1980s. Photos on file document the restoration and show the car was torn down to its constituent parts and refinished. Painted in the unique shade of Medium Blue with a matching hard top, beige soft top, and saddle brown leather interior, the color combination shows very well. As part of the work, a set of throatier Weber carburetors replaced the original twin Solexes.

While a much-admired vehicle, it was almost too nice to drive when it was finished and fear of getting the car damaged while it was parked in town resulted in it only hitting the road a handful of times after the completion of the restoration. Today, the fetching two-top Roadster is ready for its new home. The little cousin to the brawny 300SL, 190SLs are stylish and elegant machines that are sure to delight whether cruising or parked.

517.

1964 FORD MUSTANG CONVERTIBLE

Chassis no. 5F08F158864

260ci OHV V8 Engine

Autolite Carburetor

164bhp at 4,400rpm

3-Speed Automatic Transmission

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

Without Reserve

- *Early production 1964 model*
- *Desirable factory options*
- *Attractive Prairie Metallic paint*
- *An American Pony Car icon*



THE FORD MUSTANG

Introduced in April 1964 at the New York World's Fair, and conceived by Lee Iacocca, the Ford Mustang created an overnight nationwide sensation. It offered a winning combination of sporting performance, personal luxury, and crisp styling that spawned a new 'Pony Car' market and encouraged stiff competition from Detroit's other major automakers. Part of the Mustang's appeal was the wide range of options; Ford offered the ability to truly personalize a Mustang. A buyer could specify anything from a relatively tame six-cylinder coupe to a fully equipped convertible with one of three high-performance V-8 engines.

While Ford projected first year sales of around 100,000, this mark was reached in a mere four months, making the Mustang's introduction the most successful in automotive history. By 1966, one million Mustangs were being driven on American roads. To this day, the Mustang is the only one of the original pony cars, Camaro and Firebird included, to have remained in continuous production since its unveiling.

Due to its mid-year introduction in 1964, the earliest examples of the Mustang were titled as 1965 models but are known unofficially as 1964 ½ cars.

THE MOTORCAR OFFERED

This Prairie Tan Metallic Ford Mustang with a matching interior is fine example of the legendary Mustang's first model year.

Unfortunately, much of the vehicle's early history is unknown, but it was acquired by the museum in the early 1990s from an auction. At the time, it was wearing the same color scheme seen today and presented in equally good condition. Well optioned, this Mustang is fitted with the 260ci motor, automatic transmission, and even air conditioning.

An effortlessly attractive model, the Mustang is synonymous with youth culture and American freedom. With the top dropped and the V8 rumbling, its next owner is sure to spend many happy miles behind the wheel.

\$20,000 - 40,000
WITHOUT RESERVE

518.

1964 LESLIE SPECIAL

Chassis no. CAR 3

- The legendary hero car from *The Great Race*
- One of four Leslie Specials built for the movie
- Constructed from scratch in Warner Brothers' prop shop
- A proven winner in cinematic of round-the-world races and in getting the girl
- Rare opportunity to always be the hero



THE MOTORCAR OFFERED

In the pantheon of motoring movies, the 1965 big budget comedy *The Great Race* certainly ranks highly for its vehicular focus and slapstick reinvention of the legendary 1908 New York to Paris Race. Loosely based on that event, *The Great Race* was directed by Black Edwards (of *Breakfast at Tiffany's* and *Pink Panther*—and later “10” fame) and featured a star-studded cast including Tony Curtis as the hero Leslie “The Great Leslie” Gallant III, Jack Lemmon as the villainous Professor Fate, and Natalie Wood as fellow competitor/love interest Maggie DuBois.

The original New York to Paris Race was started by six cars representing Germany (Protos), France (De Dion-Bouton, Motobloc, and Sizaire-Naudin), Italy (Zust), and the United States (Thomas-Flyer) and was the most grueling test any motorcar or operator had endeavored to

complete. The race would cross thousands of miles of rugged terrain with largely unpaved and unmarked roads. The Thomas helmed by George Schuster ultimately won the event by 26 days—a record that still stands for the largest margin of victory in motorsports event (the Protos—which had arrived four days before the Thomas—was penalized 30 days for skipping the entirety of Alaska and shipping the car via railcar part of the way. The Zust came in arrived third in over a month after the Thomas). The vaguely related film adaptation stuck to the theme of the event but was largely divergent from there.

Leslie (Curtis) and Professor Fate (Lemmon) are presented as daredevils competing at the turn of the 20th century—Leslie is the quintessential handsome-dressed-in-white hero while Fate is the mustachioed-dressed-in-black

melodramatic villain. They both enter a New York to Paris race in cars of their own design and build—Leslie driving “The Leslie Special” and Fate driving the “Hannibal Twin-8”. Maggie (Wood), a beautiful photojournalist and vocal suffragette, is driving a Stanley Steamer entered by a prominent newspaper covering the event.

Through many twists and turns, the racers cross the globe encountering hilarious challenges in the American West, Alaska, and the tiny kingdom of Carpania—with the largest pie fight in movie history taking place in that last destination. All the while, Fate deploys several hidden devices within his car to sabotage Leslie and his machine. Along the way, Maggie’s car runs out of steam, putting her into the passenger seat of Leslie’s machine.

A photo of a car from the film to be included in the file.



The movie ended up being the most expensive comedy ever made at the time, with a final cost of \$12 million (equivalent to nearly \$100 million in 2019)—double its original budget. For the production, the hero and villain cars were entirely built in house in Warner Brother's prop workshops. Five Hannibal Twin-8s were produced—some specifically for various scenes demonstrating the various hidden devices—and four Leslie Specials were produced.

Taking its inspiration from the original New York to Paris-winning Thomas-Flyer, the Leslie Special was built to look for-all-the-world like a Brass-Era monster but was in fact, as is often the case in film, not quite as it seems. Starting with four 1957 Ford F100 Pickups that had outlived their useful lives as work trucks on the Warner Brother's lot, the trucks were stripped to their frames and fitted with contemporary Ford

260ci V8s mated to automatic transmission (apparently, Kurtis couldn't drive a manual). All of the bodywork was fashioned from fiberglass and PVC while all of the lighting and trim was custom made in house for the car. While inspiration for many of the pieces may have come from what one might find on the fields of the Hershey Swap Meet—none of the actual items were so sourced.

After completion of filming, the various Leslies found useful lives in other movies. One was featured in the 1969 film *The Good Guys and the Bad Guys* where it met the unfortunate fate of being hit by a train. Another was repainted green and used for the last half hour of the 1970 move *The Ballad of Cable Hogue*.

This Leslie Special, car number 3, joined the Tupelo Automobile Museum's collection in January 1994. Sold from the collection of Bob McRae and Corky Rice in Sherman Oak, California, it is an incredible piece of movie prop-shop work. The lot is complete with a hand painted movie sign, an original film copy of the preview of *The Great Race*, copies of an article in the April 1956 issue of *Rod & Custom* magazine about the prop shop that built the car, and original purchase paperwork from when Frank Spain acquired the car.

Few cars have as much visual wallop—or recognition—as the Leslie Special. Don't miss this unique opportunity to vanquish the Professor Fate underbidding you and win the day—and car!

**\$80,000 - 100,000
WITHOUT RESERVE**

519.**1964 MERCEDES-BENZ 300SE CABRIOLET**

Chassis no. 112023-10-00087

2,996cc SOHC Inline 6-Cylinder Engine
 Bosch Indirect Fuel Injection
 170bhp
 4-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Presented in largely original condition
- 1 of 706 300SE models built in 1964
- Powerful Mercedes-Benz luxury sedan

**THE MERCEDES-BENZ 300SE**

The 300 SE was Mercedes-Benz's flagship model at the time of its introduction in 1961, superseding the 300 'Adenauer', and would remain so until the arrival of the 600 'Grosser Mercedes' in 1963. One of four models to share the new 'fin tail' body style first seen at the Frankfurt Auto Show in 1959, the 300 SE (Type W112) entered production in saloon form, with coupé and cabriolet models arriving the following year. Although similar in appearance to the contemporary 220, the 300 SE was mechanically more refined, featuring self-levelling air suspension that would later feature on the 600, power assisted steering, servo assisted disc brakes on all four wheels and, from August 1963, dual-circuit braking. From 1964 the 2,996cc, Bosch fuel-injected, six-cylinder all-alloy engine produced 170bhp (DIN),

an output sufficient to propel the luxuriously equipped 300 SE to around 200km/h, or 195km/h when equipped with the optional four-speed automatic transmission.

As is the case with all of Mercedes-Benz's many flagship models, ownership of the 300 SE was confined to a wealthy few; indeed, at the time of its launch in 1961, coincidental with that of the Jaguar E-Type, one could have bought two of the British sports cars for the price of a single 300 SE! Production of the 300 SE saloon ended in 1965 while that of the coupé and convertible continued into 1967, by which time 3,127 of the latter two models had been made. Today all examples of these classic coupés and cabriolets are highly sought after.

THE MOTORCAR OFFERED

Mr. Spain evidently liked to purchase cars in pairs or triplicate. This 300SE Cabriolet joins the restored example as a part of the collection, and largely presents in what appears to be mostly original condition. Scant information exists regarding the vehicle's history of how it came to be, but it is currently finished in a white on white color scheme. The level of wear would lead one to believe that the car has never been restored. Still, the large sum of components have remained intact and with a bit of restoration work, this Mercedes could be a real show stopper.

**\$60,000 - 80,000
 WITHOUT RESERVE**

520.**1964 STUDEBAKER AVANTI**

Chassis no. R-4956

289ci OHV Supercharged V8 Engine

Single 4-Barrel Carburetor

289bhp at 4,800rpm

4-Speed Manual Transmission

Independent Front with Live Axle Rear Suspension

4-Wheel Disc Brakes

- *Made in the Final Months of Avanti Production*
- *One of Several Thousand Examples made in just two model years*
- *Desirable model fitted with Paxton Supercharger*
- *Forward thinking American design*

**THE STUDEBAKER AVANTI**

The Loewy design retained all the distinctive features in production, which have made the Avanti's collectors' favorites for generations. Its most immediately apparent feature is the unique nose, rendered completely without a conventional grille and taking its cooling air in through a wide, nearly hidden, gap under the bumper. The front fenders, too, are distinctive blades extending well forward of the nose. The fenders have a pronounced Coke bottle sweep and the wheel wells are shaped with unique parabolic curves.

Under the hood Studebaker put its well-proven 289 cubic inch V-8 engine, energized with a 4-barrel carburetor, high lift cam, dual point distributor, clutched cooling fan, high compression heads and revised intake and exhaust system including dual exhausts with low restriction mufflers to bring output up to about 240 horsepower.

THE MOTORCAR OFFERED

Produced near the very end of the Avanti's very short (initial) production run, this Studebaker left the Indiana Plant during the hot summer month of August. As a R2 specification vehicle, the 289ci V8 motor received forced induction via a centrifugal supercharger sourced from Paxton. Output figures increased to 289 horsepower—more than enough grunt to propel the light, fiberglass bodied car. Tasked with delivering this substantial grunt is a 4-speed manual transmission.

Subdued and sporty Maroon paint can be found adorning the exterior and Black vinyl can be found inside. As the vehicle has traveled some mileage, the interior does show a fair amount of wear and can be bettered with some new upholstery. Outside, the car presents generally well with only a handful of blemishes.

A wonderful alternative to other sporty cars of the same era, the Studebaker Avanti offers heaps of style and seating for 4. With some restorative work, this Avanti is sure to be a welcome addition to any collection.

\$20,000 - 35,000
WITHOUT RESERVE



521.

1963 PONTIAC BONNEVILLE CONVERTIBLE

Chassis no. 86384741

Featuring a fresh design for 1963, the Bonneville now sported vertical stacked headlights and a deeper recessed grill providing an aggressive and sporty look for the firm's full-size offering.

This 2-door convertible model features a deep Nocturn Blue exterior with a matching blue vinyl interior. Both inside and out present in good condition with little in the way of wear to be found especially within the interior. A restoration was likely conducted at some point in the vehicle's life. However, documentation on file is limited and so the date of the project is unknown. A title on hand indicates the vehicle being in the possession of the museum as soon as 2011. Under the hood is a 389ci V8 mated to a Hydra-Matic transmission- a combination perfect for a relaxing cruise. Big open sedans like this are truly a relic of a by-gone era and make a fantastic addition to any gearhead's garage

\$30,000 - 40,000
WITHOUT RESERVE

522.

1962 AMPHICAR MODEL 770 CONVERTIBLE

Chassis no. 100536
Engine no. K361HE

Hans Trippel's experiments with amphibious vehicles began in the 1930s, bearing fruit in wartime in the form of the Volkswagen based Schwimmwagen. Trippel revived the concept post-war with the Amphicar (originally called the Eurocar). Necessarily of unitary construction, the cabriolet-style Amphicar was powered by a four-cylinder engine mounted in the rear and driving the rear wheels. A special transmission drove the two propellers that afforded a maximum cruising speed on water of around 6 knots (7mph), the top speed on land being around 70mph. The design certainly worked, as demonstrated by a well-publicized stunt that saw an Amphicar successfully cross the English Channel from France to England in 1962. This Amphicar was delivered new to the United States, but little about its early history is currently known. Coming to the collection in the 1990s from California, it appears to have received some restoration work many years ago and will now require recommissioning before hitting the highway or high seas.

\$30,000 - 40,000
WITHOUT RESERVE





523.

1964 CHEVROLET CORVAIR MONZA

Chassis no. 40967W272596

Easily one of the most infamous cars within the American culture, no thanks to Ralph Nader, is the Chevrolet Corvaire. Its decidedly European influenced, rear engine design was a major departure for the American Manufacturer and has grown to become iconic in subsequent decades. Marketed as a sporty compact, numerous body styles were available from the coupe to the Greenbrier van.

Seen here is the Convertible variant in Monza Trim with an attractive red and black color combination. It was brought into the collection in 1991 and has sat since. Overall the vehicle shows with some wear both on the exterior and interior, but a through restoration should bring this sporty classic back to its former glory. With its air-cooled flat 6 humming away and the top down, this Chevy is destined to provide its next owner with plenty of sunshine filled weekend cruises.

\$5,000 - 15,000

WITHOUT RESERVE

524.

1967 CITROËN 2CV CHARLESTON

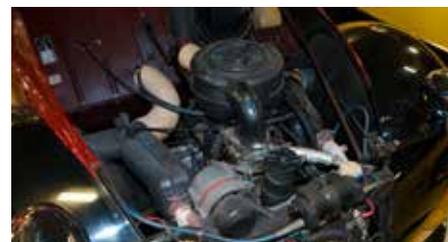
Chassis no. 1135228

An endlessly charming piece of French history, the 2CV is truly one of the country's finest creations. Much like the Fiat 500 and England's Mini, the Citroen served its purpose putting the inhabitants of rural France on the road (or most likely gravel.)

This two tone, maroon and black example entered the collection in the year 2000 from a dealership located in Florida. Much is unknown about the vehicle's earlier history, but a number of documents on file detail the purchase and acquisition of the vehicle into the museum. 31,000 odd miles appear on the dashboard, and the vehicle appears very tidy all around. A piece of rustic France is truly an oddity to behold on American roads and is sure to draw the attention of passersby. Equally at home on the farm or in dense city streets, this Citroen is prepared for it all.

\$4,000 - 12,000

WITHOUT RESERVE



525.**1967 MERCEDES-BENZ 300SE CABRIOLET**

Chassis no. 112-02-312009609

2,996cc SOHC Inline 6-Cylinder Engine
 Bosch Indirect Fuel Injection
 170bhp
 4-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Wonderful restored condition*
- *1 of 253 300SE models made in 1967*
- *Powerful Mercedes-Benz luxury sedan*

**THE MERCEDES-BENZ 300SE**

'Hidden beneath the beautiful exterior of every Mercedes is the most advanced automobile engineering to be found anywhere in the world. The Mercedes-Benz 300 SE Convertible is a case in point. Symbolising luxury, power and the ultimate in sophistication, it is a car that has few equals for elegance and superb styling... for sheer technical perfection it is in a class of its own. A thoroughbred in appearance, a tiger in performance, the Mercedes-Benz 300 SE Convertible stands alone. Like every Mercedes-Benz it possesses an air of distinction and quality that reflects the unique personality of its fortunate owner.' - Mercedes-Benz.

The 300 SE was Mercedes-Benz's flagship model at the time of its introduction in 1961, superseding the 300 'Adenauer', and would remain so until the arrival of the 600 'Grosser Mercedes' in 1963. One of four models to

share the new 'fin tail' body style first seen at the Frankfurt Auto Show in 1959, the 300 SE (Type W112) entered production in saloon form, with coupé and cabriolet models arriving the following year. Although similar in appearance to the contemporary 220, the 300 SE was mechanically more refined, featuring self-levelling air suspension that would later feature on the 600, power assisted steering, servo assisted disc brakes on all four wheels and, from August 1963, dual-circuit braking. From 1964 the 2,996cc, Bosch fuel-injected, six-cylinder all-alloy engine produced 170bhp (DIN), an output sufficient to propel the luxuriously equipped 300 SE to around 200km/h, or 195km/h when equipped with the optional four-speed automatic transmission.

As is the case with all of Mercedes-Benz's many flagship models, ownership of the 300 SE was confined to a wealthy few; indeed, at the time of its launch in 1961, coincidental with that of the Jaguar E-Type, one could have bought two of the British sports cars for the price of a single 300 SE! Production of the 300 SE saloon ended in 1965 while that of the coupé and convertible continued into 1967, by which time 3,127 of the latter two models had been made. Today all examples of these classic coupés and cabriolets are highly sought after.



THE MOTORCAR OFFERED

An automatic-transmission model, the 300 SE convertible offered here was treated to a complete restoration sometime in its not too distant past. Finished in an attractive color combination of a pale green with a dark brown top, the luxurious interior has been completed with grey leather seats and a taupe dashboard. Both the exterior and interior show in splendid condition with barely any signs of age or abuse. Recently, the team at the museum were able to run and drive the vehicle. That being said, it has remained sitting for a good deal of time, so a further mechanical inspection would best serve the car in returning it to proper road use.

Accompanying the convertible are a multitude of Mercedes booklets and its spare tire found in the trunk. Effortless stylish and incomparably comfortable, this rare Cabriolet will make for the perfect weekend cruiser.

**\$70,000 - 100,000
WITHOUT RESERVE**

526.

1967 "BIG DADDY" ROTH "WISHBONE"

- Unique "Big Daddy Roth" Creation
- A piece of automotive history
- Volkswagen Boxer powerplant
- A real showstopper

**THE MOTORCAR OFFERED**

Born in 1932 to a German speaking household in Beverly Hills, California, Ed Roth's passion for design began early. In his youth, he spent plenty of time drawing pictures of airplanes, hot rods, and monsters, but it would take him roughly two decades before his transportation into "Big Daddy," the hot rod Kustom Culture icon of southern California, was fully formed.

After a spell in the Air Force and pin striping cars after his day job at Sears, Roth decided to further supplement his income in order to provide for his growing family. Utilizing his artistic abilities, he began to sell airbrushed t-shirts of his whacky characters at car shows and within the pages of *Car Craft* magazine. These "Weirdo Shirts" proved to be immensely popular and Roth soon became famous for his "Rat Fink" character. Soon after, he went full time into the car business with "the Baron" and

his grandson Kelly in 1958. Utilizing fiberglass and junkyard parts, their first creation was the "Outlaw."

Roth developed a proper business selling his art to finance further automotive custom creations for the purpose of presenting at car shows. His operation eventually became sizable enough to set up in a new shop located in Maywood, California. By this point, popular model producers Revell held a contract with Roth to offer small scale versions of his creations.

Revell soon would begin to fund the creations themselves-enter the Wishbone. Always the man to push boundaries Big Daddy Roth sought to prove the viability of Volkswagen's ubiquitous boxer 4-cylinder powerplant within a custom. As the story goes, Roth turned out to not be a particularly big fan of the car, and

Revell themselves held issue with the thin front suspension components being too delicate for their plastic models.

Roth ordered for the car's body and frame to be cut into pieces and thrown away, never to be seen again. Fortunately, a member of the team, Dirty Doug, was quite fond of the vehicle, so he requested to keep it for himself. Roth agreed under the condition it was never reassembled. Naturally, this promise was not kept and the car was pieced back together and reentered the show circuit. Roth was understandably upset about the situation, as his name was still very much attached to the car and in addition, he was incapable of making money with the creation after relinquishing ownership.



The interim period of ownership is not well known, but the car resurfaced in the early 1990s and was sold at Auction to the Tupelo Automobile Museum.

Of all of the oddball creations dreamed up within Big Daddy's workshop, the Wishbone stands out on its own being one of the only one to be powered by a Volkswagen Motor. To this day, the vehicle is a showstopper and will surely gain the attention of anyone who has the pleasure of passing by. Now is truly a unique opportunity to buy a piece of hot rod history!

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



Roth's plaster and fiberglass building method can be seen here as he (right) oversees work on 'the Wishbone.'
Photo by Bud Lang/The Enthusiast Network/Getty Images)



527.

1955 DE SOTO FIREDOME V8 4-DOOR SEDAN

Chassis no. 55253042

De Soto's Firedome was released just before the marque's 25th anniversary. During its initial release, the model was offered as De Soto's top-of-the-line offering. Interestingly, later on it was sold as an entry and later still, a mid tier. It was in 1955 that the Powermaster series was dropped pushing the Firedome to entry status. Though not a cheap car, the offered vehicle was weightier and better equipped. A Hemi could be found under the hood (first seen since the early 1930s) producing 185bhp and inside, the unique dual-cockpit instrument panel and dash-mounted, "flite-control" lever set a new trend in driving continence and style. Offered as a sedan, coupe, station wagon and convertible, the former, as viewed today, wears a most handsome southern patina. The bench seating inside is covered still by dealer installed covers leading us to believe the original interior has yet to see the light of day. A car of enormous presence, this De Soto is ready to spark into action, and worthy of a restoration.

\$10,000 - 20,000
WITHOUT RESERVE

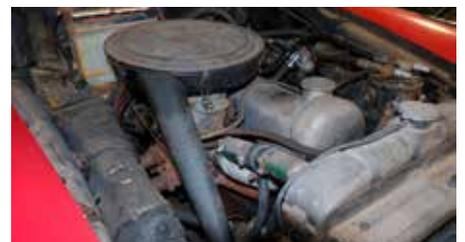
528.

1958 MERCEDES-BENZ 220S SALOON

Chassis no. 8514095

Introduced in 1956, the 220 S Saloon was one of a trio of new models featuring unitary construction bodyshells employing large, box-section side-members - hence their nickname, 'Ponton' - the others being the 190 and 219. All-round coil-sprung independent suspension had long been a fixture of the Mercedes-Benz range, and that of the newcomers benefited from the newly developed single-pivot rear swing axle. Powering the 220 S was a 2,195cc overhead-camshaft six producing 100bhp initially and 106bhp from August 1957. Top speed was 160km/h (99.5mph) with 100km/h (62mph) coming up in 17 seconds. This red over brown 220S Saloon is one of 55,279 produced throughout the run of the model. A nicely preserved example, it is fitted with an aftermarket air conditioning system. The interior appears to be largely original and shows well. With a bit of refreshing, this lovely little sedan would be perfect for family drives!

\$15,000 - 30,000
WITHOUT RESERVE





529.
1966 LINCOLN CONTINENTAL SEDAN

Chassis no. 6YA2G427648

The Lincoln Continental moving into the 1960s was Lincolns attempt at gaining a larger market hold that was being dominated by Cadillac's luxury sedans. Recognizing that their sedans were much too large, Lincoln would give the new Continental a much smaller footprint and an elegant mid-century modern restyling. Known for its long sleek lines and "suicide" doors, the fourth-generation Lincoln Continual is an icon of the 1960s. This handsome example appears today in complete condition but will surely need a mechanical overhaul to return the car back to service.

\$10,000 - 25,0000
WITHOUT RESERVE

530.
1950 STUDEBAKER COMMANDER STARLIGHT

Chassis no. 4839200

The Starlight coupe was a unique 2-door body style offered by Studebaker Corporation from 1947 to 1952. One of the most polarizing designs of the 1950s, the Studebaker Commander is easily recognized by its exaggerated proportions and tail section reminiscent of a front hood, leaving passersby's wondering which direction the car is facing. This Commander presents today in unrestored condition, appearing to be in very complete condition. This example could either be restored to its original glory or simply given a mechanical overhaul and kept as a preservation car.

\$15,000 - 30,000
WITHOUT RESERVE





531.

1954 SUNBEAM-TALBOT 90 MKIIA DROPHEAD COUPE

Chassis no. A3010610

Launched in 1948, the Sunbeam-Talbot 90 employed an overhead-valve version of the Humber Hawk engine in a modified Sunbeam-Talbot 2-Liter chassis. A works rally program was the driving force behind Sunbeam-Talbot developments, the policy bearing fruit in 1950 with the introduction of the independently-front-suspended MkII. The engine was enlarged from 1,944cc to 2,267cc at the same time, maximum power increasing from 64bhp to 70bhp. Further improvements resulted in the MkIIA of 1952. Maximum power increased by a further 7bhp and the braking system was up-rated with larger drums cooled by ventilated disc wheels. This lovely Satin Bronze over Buff leather Drophead Coupe is a model rarely seen in the United States. Likely delivered new to the United States, it is a luxurious and capable machine that would be competent on tours—be it around the block or across Bermuda as Queen Elizabeth and Prince Philip did in a similar machine in 1953.

\$5,000 - 15,000
WITHOUT RESERVE

532.

Ex-Congressman William "Fishbait" Miller 1947 DODGE D24 CUSTOM

Chassis no. 30833683

Introduced in 1946, here is one such example of Dodge's top trim level, the D24 Custom. What D24 lacked in aesthetics, it made up for in proven engineering features. This D24 appealed to non-other than Mississippi native William Miller. Known for his flamboyant personality and affinity for public spotlight, "Fishbait", having served the 83rd Congress is mostly fondly remembered for his distinctive announcement of, "Mr. Speaker, the President of The United States". It is believed that "Fishbait" purchased the vehicle off his then friend Pop Curtis. The car would be seen caravanning notable passengers and parked on the Capitol Grounds, nearby the building itself. Regularly used and serviced, the car was donated to the University of Mississippi in the mid-1980s before being acquired by the Museum in the early 2000s. Seldom if ever again will a car of this type with this provenance be offered, one better hook and reel this Dodge in.

\$4000 - 5,000
WITHOUT RESERVE



533.

1970 MERCEDES-BENZ 280SE SEDAN

Chassis no. 108018-12-037385

2,778cc SOHC Inline 6-Cylinder Engine
Bosch Mechanical Fuel Injection
160bhp at 5,200 rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- *Believed to be in largely original condition*
- *Immensely usable vintage Mercedes*
- *Smart and useful Mercedes-Benz in timeless design*



THE MERCEDES-BENZ 280SE

Publicly displayed for the first time at the Frankfurt Auto Show in 1967, Mercedes-Benz's fifteen 'New Generation' models went on sale the following January. But although the fuel-injected 280SE saloon shared its bodywork with the 'New Generation' 280S, the 280SE Coupe and Cabriolet retained the elegant looks of the outgoing 250SE that had debuted back in 1959 on the 220SE; the 2,778cc overhead-camshaft six-cylinder Type M130 engine though, was all new. In fuel-injected 'SE' form the M130 produced 160bhp at 5,500rpm, an output sufficient to propel the manual transmission model to 118mph, with the automatic not far behind.

Just as important in an age when automobile induced atmospheric pollution was becoming a hot political issue, was the fact that the M130 brought with it improved fuel economy and more efficient control of emissions.

THE MOTORCAR OFFERED

While the earlier history of this Mercedes cannot be confirmed other than the fact the car was delivered new to the United States, the data tag found under the hood confirms that the car was delivered as new in its Dark Olive-Green paint with an AM/FM Becker radio. Both of which are still present which lends to the idea this 280SE is found today in original condition. Furthermore, the leather, wood, and trimmings show in good order and it is evident the car was sympathetically taken care of over the years. The exterior, particularly the paint shows some age, but given the car has been sitting for some time, it is still very presentable.

The W108 Mercedes makes for a fine vintage automobile. They feature many modern creature comforts and possess good road manners making them endlessly usable.

\$20,000 - 30,000
WITHOUT RESERVE

534.**1967 MERCEDES-BENZ 300 SEL SEDAN**

Chassis no. 109.015-12-001954

2,996cc SOHC Inline 6-Cylinder Engine
 Bosch Indirect Fuel Injection
 178bhp at 5,500rpm
 3-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Rarest W109 configuration*
- *Original 040 G Black over well-preserved Cognac Interior*
- *Excellent candidate for restoration*

**THE MOTORCAR OFFERED**

Mercedes sedans of the 109 chassis, indeed a once forgone and ill-considered motorcar are as of late, an ever increasingly desirable machine. Presented to public view at Frankfurt in 1965, 108 and 109 chassis cars, so outwardly distinguishable from the preceding fintail sedans, offered a sleek bodysell with low roof and waistline. The 109 chassis, nearly identical to the 108, is a most luxuriously appointed automobile. Endowed with superb ride quality thanks to its lengthened wheelbase (approx. 4.5in) and self-leveling suspension, its excellence notwithstanding, ensured this new generation went on in timeless elegance.

As trade values of select cars approach the near six figure range, this early production 300SEL represents a lovely candidate for restoration. Originally finished in exceedingly and surprisingly rare 040 G Schwartz, the now pea-green sedan continues to wear what is believed to be its original, and well preserved must we add, cognac leather interior- a desirable color scheme among enthusiasts. Inside the macassar ebony wood shows little distress and further styles the car. Above is a factory sunroof, which while cuts the roofline nicely, we find to be rather strange equipment on an early inline-6 car. The aforementioned M189 unit, which appeared nearly a decade earlier, appears complete, intact and original.

Known for their remarkable durability and reliability, the 108 and 109 chassis are vehicles of amazing success. Largely responsible for reestablishing the brand's reputation as one of the World's automotive leaders, the time to celebrate one of these impressive sedans has come. With a restoration, addressing the self-leveling suspension, reapplication of that textbook Mercedes Black, and an extremely stylish example of the rarest configuration 109 chassis awaits!

\$15,000 - 25,000
WITHOUT RESERVE

535.

1951 MG TD PROJECT

Chassis no. TD/6271
Engine no. XPAG/TD/LHX6599

This MG TD project is itching to be put back on the road or track. Presented in primer, the gutted interior is filled with much of what was formerly installed there along with the hood. When completed, a TD like this would be a perfect entry into any number of racing events.

\$2,000 - 5,000
WITHOUT RESERVE



Without Reserve

536.

1951 MG TD PROJECT

Chassis no. TD/6592

Finished in red—albeit faded with time—over heavily patinaed cream leather, this TD project has its interior largely intact and in place. The engine bay is similarly largely complete. Whether put back to road specification or made into a racer, it will certainly be a hoot to drive.

\$2,000 - 5,000
WITHOUT RESERVE



Without Reserve

537.

C.1974 MG MIDGET MKIII PROJECT

Engine no. FP2214014E

This Midget MkIII project is presented in primer with the engine in place but the majority of the interior trim not included. Midgets are cheap fun on the race track and this would make an excellent budget racer—with most of the interior stripping already done for you!

\$1,000 - 14,000
WITHOUT RESERVE



Without Reserve



538.

1951 STUDEBAKER CHAMPION SEDAN PROJECT

Chassis no. G1105355

In May 1946 Studebaker became the first major American manufacturer to announce an all-new design with the introduction of its 1947 range. Created by two of the greatest automobile stylists of all time - Raymond Loewy and Virgil Exner - the sensational new Studebakers featured a straight-through front wing line, lowered bonnets and, in the case of the Starlight Coupe, an astonishing wrap-around rear window. For 1950 the company introduced another example of landmark automotive styling in the form of the 'Bullet Nose' Studebakers that had clearly been influenced by the coming of the 'Jet Age'. This bullet-nosed Champion hails from the final year of these unique machines. Missing its drivetrain and interior, the seats have been replaced with those from a c.1991 Cadillac Brougham d'Elegance. Rather uniquely, the seats and car have—despite a four-decade age difference—become about as equally patinaed.

\$1,000 - 3,000
WITHOUT RESERVE

539.

1953 SUNBEAM-TALBOT 90 MKIIA SALOON

Chassis no. A3015777

Launched in 1948, the Sunbeam-Talbot 90 employed an overhead-valve version of the Humber Hawk engine in a modified Sunbeam-Talbot 2-Liter chassis. A works rally program was the driving force behind Sunbeam-Talbot developments, the policy bearing fruit in 1950 with the introduction of the independently-front-suspended MkII. The engine was enlarged from 1,944cc to 2,267cc at the same time, maximum power increasing from 64bhp to 70bhp. Further improvements resulted in the MkIIA of 1952. Maximum power increased by a further 7bhp and the braking system was up-rated with larger drums cooled by ventilated disc wheels. By the time the MkIII came along in 1954, the Talbot badging had been dropped. This black over red sunroof Saloon appears to be original and unrestored. Requiring restoration, it would make a fine tour or event car when finished.

\$6,000 - 10,000
WITHOUT RESERVE





540.

C.1950 JAGUAR MARK V DROP HEAD COUPE

Chassis no. 647116

A considerable improvement on what had gone before, the Mark V saloon's cruciform-braced chassis featured torsion bar independent front suspension, designed pre-war by the company's Chief Engineer William Heynes, and all-round hydraulic brakes. Jaguar's existing Standard-based, six-cylinder, overhead-valve engine was continued in both 2½- and 3½-liter forms in the Mark V, whose bodywork likewise maintained the pre-war tradition, though with minor up-dating in the form of faired-in headlamps, deeper bumpers, and rear wheel spats. This Drop Head Coupe example shown here is sure to be a rewarding project for its next owner. Although much work is needed as much of the car is found loosely pieced together. Furthermore, the original Jaguar 6-cylinder has been swapped for a Chevrolet Blue Flame motor.

\$50,000 - 80,000
WITHOUT RESERVE

541.

1969 CADILLAC FLEETWOOD BROUGHAM

Always known as a luxury brand, Cadillac used the "Fleetwood" name to mark their most expensive models that captured an elevated level of luxury and design. This 4-door Brougham proudly wears its Cadillac badge across the large grille leading the angular body and large proportions.

The body is painted dark blue, matched by its heavily optioned interior, even having rear passenger fold-down foot rests. This Cadillac's large displacement V8 will need mechanical service to bring this car back to road use.

\$2,000 - 5,000
WITHOUT RESERVE



542.**1970 LINCOLN CONTINENTAL SEDAN**

Chassis no. 90Y82A8258123

460ci OHV V8 Engine
 Single Downdraft 4-Barrel Carburetor
 365bhp at 4,600rpm
 3-Speed Automatic Transmission
 Independent Front and Hotchkiss Rear Suspension
 Power-Assisted Front Disc and Rear Drum Brakes

- *In the Spain family since new*
- *Under 30,000 miles on the clock*
- *From the first year of the 5th generation Continental*
- *The best way to be blue*

**THE MOTORCAR OFFERED**

The new-for-1970 fifth generation Lincoln Continental drew on the success of the Mark III. The first total redesign in nearly a decade, the new Continental employed body-on-frame construction, but brand engineering meant that the platform was shared with the Mercury Marquis which doomed the iconic suicide doors to history. The sedan would also inherit some of the Mark III's features, such as vacuum operated hidden headlights.

This stunning Continental Sedan was ordered new by Frank Spain's mother and has been in the family ever since. Specially fitted with a 'W.D. Spain' plaque on the dash, the car is finished in Medium Blue Metallic over a Dark Blue interior. The elder Mrs. Spain was not stingy when it came time to picking options, ticking the boxes for such features as the Power Door Lock Group, Twin Comfort Lounge Seats (for power driver and passenger seats), air conditioning, a vinyl roof, among others. With a sticker price of \$5,800, the additional options would have carried the final tab to over \$7,000—not chump change!

Well kept and sparingly used, under 30,000 miles appear on the odometer—a figure that is believed to be from new. Showing nicely today, it has gobs of presence and plenty of room inside for you, five friends, and all of their luggage for a three-week vacation in the commodious trunk.

As a single-family owned, low mileage, well-optioned example, the only real consideration to bear in mind is that you'll need an extra long garage to fit all 225 inches of the car under one roof and still close the door.

\$20,000 - 50,000
WITHOUT RESERVE

543.

1970 MERCEDES-BENZ 280SL

Chassis no. 113044-12-014339

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

Without Reserve

- Timeless 'Pagoda' Mercedes
- Matching hardtop
- Fitted with air conditioning system and elegant Becker radio



THE MOTORCAR OFFERED

In 1967, Mercedes-Benz introduced the third and final iteration of the “Pagoda,” the 280SL, and it then became apparent that some cars do not change, they just get better. “The Mercedes-Benz 280SL, the latest version of a line that began as the 230SL in 1963, is the same as ever, just better,” concluded Road & Track after testing a 280SL in 1968. “For those who value engineering, finesse and high-quality construction, it’s alone in the field,” enthused the highly respected American motoring magazine.

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

standards. To compensate, the rear-end ratios were changed in these US-market cars to offer greater low-end acceleration.

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

This white over beige 280SL looks to be a largely original machine. Originally painted Tobacco Brown, it received a later repaint to its current configuration—but that work did not include the remove the of the engine. The other

major change for original is the addition of a Frigiking air conditioning system—likely a dealer installed feature.

The interior is nicely presented and original, down to the highly sought-after Becker radio still in the dash. Not much used in recent years, it would benefit from recommissioning prior to active use.

From the point of introduction, the W113 has been praised for both its attractive looks and technical advancements and will surely continue to be a desired motorcar by enthusiasts for decades to come.

\$35,000 - 45,000
WITHOUT RESERVE

544.**1970 FORD MUSTANG MACH I 428 COBRA JET COUPE
"THUNDER BOLT"**

Chassis no. 0T05Q115109

428ci OHV V8

Twin 4-Barrel Carburetor Inglese Induction System

370bhp at 5,400rpm (est)

3-Speed Automatic Transmission

Independent Front and Semi Elliptic Leaf Spring Rear Suspension with Live Rear Axle

Front Disc and Rear Drum Brakes

- *Superfly-period modifications*
- *Groovy, glittery paintjob*
- *Out of sight Chesterfield interior*
- *Can you dig it?*

**THE MOTORCAR OFFERED**

This Mustang Mach 1 is a stunning example of period 1970s style and tuning. Understood to have been modified when new by the selling dealer, it started as a Metuchen, New Jersey-built Mach 1 powered by the seven-liter, Q-Code V8, to which a full helping of Superfly Stardust was administered. Repainted in glitter-inflected pale primrose pearlescent paint with six thin and one fat black glittered stripes replacing the original single stripe, things only got groovier from there.

The plain-Jane interior was retrimmed in full-Chesterfield tufted black vinyl—including the seats, door panels, center console, and even the headliner. Under the hood, the massive V8 was hotted up with a more aggressive Inglese dual carb setup and manifold and every fuel, oil, coolant—heck even spark plug—line covered in steel belting. Replacing the old ‘Shaker’

hood setup was just a larger gapping rectangle through which the twin, chromed air cleaners could be seen—and no doubt still shake when the car is running. All that power was laid down by a set of faux knock-off wire rims, with the rear wheels wide enough to do double duty as steam rollers. And in case you weren’t sure where the ‘Cobra’ part of the name came from, cobra snakes are etched onto the quarter windows, hand painted in large scale on the front fenders, and even rendered under the hood on the top of the battery cover.

Throw on the bell bottoms, unbutton the top four buttons of that wide-collar polyester shirt and tune-up the Steppenwolf, you’re going on a Magic Carpet Ride.

**\$30,000 - 60,000
WITHOUT RESERVE**

- Roughly 40,000 miles showing on the odometer
- Striking Daytona Yellow paint
- Desirable early model year
- Showing in wonderful condition

545.

1969 CHEVROLET CORVETTE

Chassis no. 194379S735030

350ci OHV V8 engine

Single Four-Barrel Carburetor

300bhp at 5,000rpm

4-Speed Manual Transmission

Fully independent Front and Rear Suspension

4-wheel disc brakes

Without Reserve



THE STINGRAY COUPE

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

Chevrolet engineers addressed many of the criticisms to make the 1969 Corvette a better car. The big news was a 350 replacing the 327, now in 300- and 350-horsepower tunes. For the Big Block 427 there were five choices, from the L36 with 390 horsepower to the aluminum ZL1. The press and the public appreciated the tweaks to the tune of a record-breaking 38,762 built.

THE MOTORCAR OFFERED

Presented here is a very clean, roughly 40,000-mile example of the 1969 model year Corvette. Optioned with striking Daytona Yellow paint and a Black vinyl interior, this Stingray is quite the attractive machine. A 4-speed transmission links its standard 350ci powerplant to the rear and supplies ample power to kick the rear tires loose.

Unfortunately, the greater of the history of the vehicle is unknown. Its relatively low mileage, however, indicates a pampered life of limited use. As it sits today, the vehicle presents very clean all around. The seats show no tears or rips, but the dash and console have accumulated some dust as a result of sitting for some time. The Corvette was purchased and brought into the museum in 1991 as a wonderful specimen of an early C3.

A staple of the American automotive landscape, the Corvette has always been one of the country's finest offerings, and this 1969 example is no exception.

**\$60,000 - 80,000
WITHOUT RESERVE**



546.

1971 DODGE CHARGER R/T HARDTOP

Chassis no. WS23U1A138171

The completely restyled Charger for 1971 was as out of sight then, as it is now. With R/T model sales massively in decline in part due to higher insurance and gasoline costs, performance engines and hi-impact paint made their final hurrah. Having completed assembly early in December of 1970, this car is one of approximately 2,700 cars built for the '71 model year. Finished in Hi-Impact FE5 Bright Red over D6XW white bucket seats, stylized by a black vinyl roof and tape stripe, this handsome R/T is powered by Chrysler's largest offering, a U-code 440 Magnum, mated to the legendary Torqueflite 3-Speed automatic. With Keystone Classics all around, this is one such Charger that you can dig. Ask yourself, are you too young for square wheels? If yes, then you can't afford not to be Dodge Material!

\$30,000 - 60,000
WITHOUT RESERVE

547.

1971 VOLKSWAGEN SUPER BEETLE CONVERTIBLE

Chassis no. 1512620908
Engine no. B 5546 AD- 340507

Soft-top versions of one of the most cherished and long-lived motorcars, the Volkswagen Beetle, arrived in 1949 by coachbuilders Hebmüller and Karmann. When VW introduced the Super Beetle, with MacPherson strut front suspension and improved luggage space in 1971, the Cabriolet adopted these characteristics and retained them even when Super Beetle sedans were discontinued after 1974. This Karmann built convertible, finished in a striking combination of orange over black upholstery, is an exceptional example of a highly collectible Beetle variant with a most lovely patina.

With 84,321 miles reading on the clock at the time of cataloging, this Beetle remains very much as it left the Osnabruck factory more than four decades ago. With a light restoration to the cosmetics and mechanicals, your summertime driver awaits.

\$6,000 - 18,000
WITHOUT RESERVE





548.

1973 MERCEDES-BENZ 450SL

Chassis no. 107.044-12-005125

Being an early model year R107 Platform Sport Licht, this roadster remains highly desirable thanks to its short bumpers. Safety regulations going into effect shortly after the car's introduction led to hefty rubber bumpers protruding out of the vehicle for the remainder of its production as a North American Market car. Complementing its uninterrupted lines, delightful yellow paint adorns the restrained bodywork of this German classic.

A very well-preserved example, this SL shows very little wear to its luxurious brown leather interior. A previous owner is responsible for an aftermarket stereo and speakers being found on the dash but are wonderfully period correct. Little is to be found on file, other than a Florida Title dated to 1980.

\$15,000 - 25,000
WITHOUT RESERVE

549.

1974 VOLKSWAGEN SP2

Chassis no. L007471

Although any given America would brush off the notion, indeed Brazil is one of automotive history's greatest cash cows. With a rather hefty import tax and restrictions on imports, Volkswagen do Brazil began developing a sportscar for its home market to replace the aging Karmann-Ghia. Penned in house by designers Marcio Piancastelli, José Vicente Novita Martins and Jorge Yamashita Oba, the result was stunningly pretty, brooding, and later inspired Porsche's transaxle series. The low production coupe, in its second-generation form, fit a 'pancake' 1.7-liter air-cooled rear-engine flat 4 at the rear, which it carried over a 4-year production life. The stylish SP2, criticized for its lack of power and with a looming water-cooled replacement, was produced in numbers no greater than 11,000 units. Born from a company independent from its German bosses, it is arguably the prettiest and one of the rarest Volkswagens ever built.

\$3,000 - 5,000
WITHOUT RESERVE





550.

1974 PORSCHE 914 1.8

Chassis no. 4742914065

The joint Porsche-Volkswagen project first debuted in 1969 at Frankfurt's Auto Show. A car of overall simplicity, the 914 in both 4 and 6 models had at the time, revolutionary equipment: a mid-engine layout and an electronic fuel injection system- the latter of which was cutting edge in the then carbureted world. The Porsche whose biggest problem was one of perception didn't seem to matter for Tupelo Museum curator Frank Spain, he purchased this example brand new! Spain took delivery of the car in September of '74 at the Cajun-based Pan-Am Porsche-Audi dealership in dazzling Sunflower Yellow. Wearing its original ET 40, 5½ Jx15 steel wheels and mostly original paint, with its books still in the glovebox and nearly 185K miles on the clock, this 914 is as honest as the day is long and deserving of a close inspection.

\$6,000 - 10,000
WITHOUT RESERVE

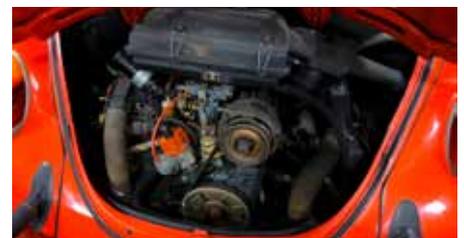
551.

1974 VOLKSWAGEN SUPER BEETLE

Chassis no. 1342136302
Engine no. AH151964

The immortal Beetle, recognized almost immediately, is one of the 20th century's truly great automobiles. Updated continuously from the time post-war production commenced in 1945, this '74 model can be categorized as nothing less than super. Like the Convertible offered just 4 lots earlier, this Super Beetle Sedan comes complete with upgraded Macpherson strut and coil spring setup, and a 2-inch longer wheelbase, the summation of which improved the Bug's turning radius and increased ride quality. The last year of both the carbureted Bug and the Super model, this red over black sedan provides a fantastic way to enjoy classic motoring and all that accompanies this great hobby.

\$3,000 - 5,000
WITHOUT RESERVE





552.

1974 JENSEN INTERCEPTOR III CONVERTIBLE

Chassis no. 2310-9883

Arguably the most glamorous and prestigious of all Interceptor variants, the Convertible represented the West Bromwich manufacturer's highest aspirations at the time of its arrival in 1974.

This Jensen was acquired by the Spain family in 1993. Photos on file show the vehicle sporting a dark brown leather interior upon purchase which was subsequently redone in the lighter shade present in the car today. In addition, sporty Recaro seats were fitted along with the wood rimmed steering wheel. Today, the car shows 90,000 miles on the odometer indicating that the car was used as intended over the course of its life. Some wear can be found on the reupholstered interior, but the body appears to be straight with only small imperfections present. As the vehicle has been sitting for a stretch of time, a mechanical servicing is most likely needed for the car to return to its duty as a grand tourer.

\$35,000 - 50,000
WITHOUT RESERVE

553.

1978 LINCOLN CONTINENTAL TOWN CAR

Chassis no. 8Y82A827875

Before WWII, the name Town Car was often applied to the most regal and formal of limousine coachwork. Lincoln began using the moniker on its top-of-the-line sedans in 1959 but wouldn't really use the name in earnest until the late 1960s when 'Town Car' would be used to apply to the high level of trim available on the Continental Sedans. This snazzy Lincoln Continental Town Car from the penultimate year of production of the fifth generation Continental is a time capsule example of what you got when you'd finally gotten to the corner office. Finished in Light Champagne over comfy Champagne velour tufted seats, a full complement of options was selected including interval wipers, power locks, full vinyl roof, and an AM/FM stereo with Quadrasonic 8-track tape system. With the 5mph bumpers, these Contis are the longest cars the Ford Motor Company has ever produced—so as the old sang goes, go big or go home!

\$2,000 - 5,000
WITHOUT RESERVE





554.

1975 BRICKLIN SV-1 TWO-SEATER GULLWING COUPE

Chassis no. 00041BX5S002198

Manufactured from 1974 until early 1976, the car was the creation of Malcolm Bricklin, who had previously founded Subaru of America, and designed by Herb Grasse, the designer of TV's original Batmobile.

The model name (SV-1), stood for "safety vehicle one". The original idea for the Bricklin SV-1 was a safe and economical sports car, with an integrated roll cage, 5mph bumpers, and side beams. The body was fiberglass with bonded acrylic in five "safety" colors. The Bricklin was the only production vehicle in automotive history to have powered gull-wing doors.

The SV1 we offer here is finished in its original scheme of Safety White, contrasted with a tan interior. It was acquired by the museum in November 2011 from a local Chevrolet dealership. One of only 2,854 examples produced, Bricklin cars represent an interesting chapter in the tale of the automobile.

\$10,000 - 20,000
WITHOUT RESERVE

555.

1976 AMC GREMLIN

Chassis no. A6A465E337743

This AMC Gremlin was initially purchased by a resident of Salem Indiana who daily drove the car for roughly 20 years before the harsh midwestern winters had taken its toll on the vehicle. Spots of corrosion began to be cause for concern and so it was decided to refresh the vehicle. The rust was cut out and new metal was welded in to bring the vehicle back to its original condition. Lastly, a fresh coat of paint was applied to the entire car. Its original owner would continue to drive the car for the next decade before another major project was undertaken- this time mechanical. A thorough overhaul of the running gear was completed in order to sort out several leaking components. From that point the vehicle was sparingly driven and garage kept. In 2013, the family of the original owner had decided to place the car under the care of the Tupelo Automobile Museum, and it has spent its time there ever since.

\$2,000 - 5,000
WITHOUT RESERVE





556.

1977 PONTIAC TRANS AM

Chassis no. 2W97Z7N182152

1977 marked the introduction the face lifted Firebird Trans Am made famous by Smokey and the Bandit. Power was supplied via a tremendous 400ci V8 putting out 200hp and 325lb-ft of torque.

The example seen here has been remarkably well preserved and shows just under 21,000 miles on the odometer. Unfortunately, not much is known about this Firebird's history, but it entered the collection in Tupelo upon purchase at an auction in 1991. As it stands, this Pontiac is in remarkably well-preserved condition and is a real time warp back to the late 20th century.

The car's white paint, tan interior, and Firebird decal on the hood combine for a purely 1970s aesthetic and is sure to draw attention wherever it goes. In addition, T-tops ensure plenty of sunshine filled cruising for its lucky next owner.

\$30,000 - 40,000

WITHOUT RESERVE



557.

1977 CHEVROLET CORVETTE STINGRAY

Chassis no. 1Z37L7S411279

Entering the Collection in the early 1990's, this Corvette was purchased through a classic car dealership located in Georgia as noted on a bill of sale within the file. At the time, just under 70,00 miles appeared on the dashboard. Unfortunately, little can be reported about the vehicle's early history. An attractive two tone Grey exterior color scheme compliments the grey interior. As the vehicle presents in such good condition today, one can assume it has been well cared for by its owners over the decades. Although, it has been sitting for quite some time on the museum floor. As a result, a good servicing should get this classic piece of 70s Americana back on the road. Synonymous with the Corvette, power is provided by a small block V8 while an automatic transmission makes easy cruising.

\$12,000 - 18,000

WITHOUT RESERVE

558.**1981 DELOREAN DMC12**

Design by Giorgetto Giugiaro

VIN. SCEDT26T9BD004328

2,849cc OHC V6 Engine

Electronic Fuel Injection

130bhp at 5,500rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Power-Assisted Disc Brakes

- Sought-after 5-speed manual transmission
- Under 42,500 believed-to-be-original miles
- Clean CARFAX
- The ultimate time machine!

**DE LOREAN**

The brainchild of ex-General Motors executive John Zachary De Lorean, the DeLorean sports car project was touted around the world before finding a home in Northern Ireland thanks to generous grants from the British Government. Designed by ex-Pontiac engineer Bill Collins, the DMC12 was extensively reworked by Lotus prior to production, emerging with the latter's trademark steel backbone chassis and all-independent suspension, and powered by a rear-mounted Peugeot/Renault/Volvo 2.9-liter overhead-camshaft V6 engine. Apart from its larger-than-life creator, it was the car's stylish coupé body that attracted most attention by virtue of its method of construction - a combination of fiberglass inner panels and stainless-steel outer skin - and doors that opened gull-wing fashion à la Mercedes-Benz 300 SL.

The much-hyped DMC12 finally arrived in 1980 and immediately ran into quality control problems, a not altogether surprising occurrence considering the local workforce's unfamiliarity with automobile manufacture. No doubt the company would have sorted out the glitches given time, but sales never approached projected levels and De Lorean's 1982 indictment on drugs charges - he was subsequently acquitted - brought the project to its knees. By then some 9,200 DeLoreans had been built, of which approximately 6,500 survive today. They are now seen as highly collectible, thanks in no small part to the one that starred in the 1985 motion picture, *'Back to the Future'*.

THE MOTORCAR OFFERED

This DeLorean is in virtually time-machine condition. As with all DeLoreans DMC-12s (save for the rare American Express examples), it is finished in polished stainless steel with grey leather inside. The PRV V6 is mated to the desirable 5-speed manual transmission, a feature that lends a good measure of sportiness to the driving experience to match the Giorgetto Giugiaro styling.

Coming to the collection in the 1990s from California, the 42,480 miles currently indicated on the odometer is believed to be original and from new. A clean CARFAX report indicates that 4,000 of those miles have been added since 1992.

With its creased styling that is only getting better with age and the growing enthusiasm for vehicles of this era as evidenced by the wild growth of events like Radwood, there's never been a better chance to go back in time and slide into a DeLorean!

559.**1982 GEORGE BARRIS "BARRISTER"**

VIN. 1G1AY876X85106167

350ci OHV Corvette V8
Cross-Fire Fuel Injection
200bhp at 4,200bhp

4-Speed 700-R4 Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Ventilated Disc Brakes

- One of only about a dozen 'Barristers' built
- Crafted from an '82 Corvette
- Purported to have been owned by Liberace
- Built by the King of Kustomizers

**THE MOTORCAR OFFERED**

Among the world of hot rodders and car customizers, few have reached the fame and recognition of George Barris. Born in Chicago in 1925, he moved with his brother, Sam, to the Sacramento area as a toddler shortly after the death of his mother. Growing up he became enamored with California car culture and moved with Sam to Los Angeles after WWII. Initially getting his start doing private commissions, modifying cars for individuals, his work soon got recognized by folks both in the car community—such as the budding, young publisher Robert E. Petersen—as well as movie studio executive as stars. From his Barris Kustom Industries, George Barris would go to define not only Kustom Kulture, but also build numerous famous movie cars, and outrageous Kustoms for famous stars and millionaires alike.

The Corvette was a personal favorite of Barris's and he would go on to customize a variety of them over his career. This 1982 Chevrolet Corvette-based "Barrister" is one such example. Part of a run of about a dozen cars, one parts of the interior design of the 'Vette was retained. Stripped to frame, which was lengthened several inches, an outlandish and unique retro-chic body was fitted. The new coachwork combined many of the best bits of pre-WWII cars—such as a long hood, [faux] external exhaust pipes, v-windscreen, and a bold radiator shell—with modern design elements including a tapered tail and fastback humps behind the headrests. A velour interior with tufted buckets seats and wood paneling topped it all off.

Ordered new by celebrities such as Bo Derek and James Caan, this example was believed to have been delivered to one of the most famous ivory tickler's of all time—Liberace. Purchased by the collection from an auction in Scottsdale, Arizona in 1993, it was described at the time as having belonged to Liberace (the only evidence of that assertion) and had 19,000 original miles.

Complete with a candelabra between the seats, in a nod to its supposed-former owner, this impossible to miss Kustom is a rare opportunity to acquire a genuine Barris machine.

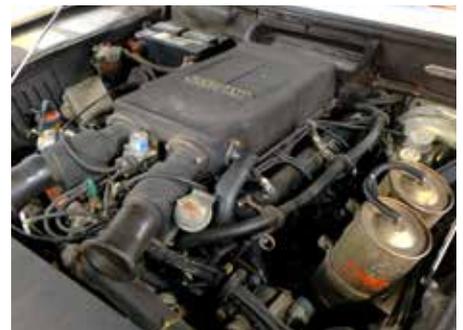
\$50,000 - 80,000
WITHOUT RESERVE

560.**1982 MASERATI QUATTROPORTE**

VIN. ZAMBC110XCA301874

4,930cc DOHC V8 Engine
 4 Weber Carburetors
 280bhp at 5,600rpm
 Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Plenty of V8 power*
- *Luxurious full leather interior*
- *Wonderful condition inside and out*
- *Easy access into the famed Italian marque*

**THE MOTORCAR OFFERED**

Definitively a vehicle hailing from the 1980s, this Maserati's cool shade of pale-yellow paint and caramel leather colored interior provided an alternative, European style of luxury.

According to the documents on file, the vehicle was located in California during the first portion of its life and was later under the ownership of the Spain family for many years. Used as a daily driver, the 4 doors were used to their full potential thanks to many trips runs with the children to school. Despite its frequent use however, the car has remained in wonderful shape and the many cow's worth of leather

barely show any wear. Outside, the story is the same with only minor blemishes to be found on the body and paint. Little is to be found in the way of maintenance records unfortunately, and a servicing is most likely needed prior to returning the car to daily road use.

A well-preserved example such as this should make an interesting addition to any collection, and is a fine showcase of what luxury meant in the 1980s.

\$20,000 - 30,000
WITHOUT RESERVE



561.

1984 PORSCHE 944 COUPE

VIN. WP0AA0946EN455937

“Racing is good advertising for every car” Mr. Fuhrmann said, then executive of Porsche Motorcars. The feeling at the time was that the 911 had run its course and that Porsche’s future in the showroom and track, was in front engine, water-cooled models. The 924 GTP LeMans racer and 937 street cars then laid the groundwork for the later type 944. The production car first arrived in 1983. The criticized Audi 2.0 liter gave way to a 2.5 liter naturally aspirated inline 4 and disc brakes went all around. The combination of power, mid-range torque and flexible gearing made for an extremely well-balanced sports car. Rather than Guards Red, the color we see most frequently on 944s, our museum car is special color Sapphire Metallic. Equipped with optional heavy duty 23mm sway bars, 930-styled sport seats and a sports steering wheel, this 944 certainly deserves notice. With enthusiasts such as Jerry Seinfeld adding transaxle cars to their collections, be sure to grab this one while you can.

**\$20,000- 30,000
WITHOUT RESERVE**

562.

1983 CHEVROLET CAMARO DRAGSTER “OVERALL CONNECTION”

VIN. 1G1AP87H7DN164311

Starting with a 1983 Camaro Coupe, little about this machine has remained stock. Under the hood—or at least the part that can manage to cover the engine—is a 350ci OHV V8 from a Corvette that has been topped with a massive 6-71 roots-type blower fed by two towering dual 4-barrel Holly carburetors. The coolant system, fuel pump, injection, and ignition systems have all been updated and steel braided lines have replaced most of the rubber hoses. And just in case that isn’t extra enough, a 16-port nitrous oxide injection system is installed for extra boost, literally. Everything breathes through massive straight sidepipes. Outside, the rear end has been fitted with C4 Corvette bodywork and a massive spoiler. Most impressive is the impossible to miss custom paintjob that was said to have cost more than a new Corvette when it was completed. Named “Overall Connection”, you can practice your response to the Christmas tree by raising your paddle rapidly.

**\$10,000 - 15,000
WITHOUT RESERVE**

The CARFAX report for this car mentions a 1986 accident with damage to the right side of the vehicle.



563.**1984 ASTON MARTIN LAGONDA SEDAN**

Chassis no. L00L13179

5,340cc DOHC V8 Engine
 4 Weber 42DCNF Carburetors
 289bhp at 5,000rpm
 3-Speed TorqueFlite Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Power-Assisted Disc Brakes

- *Cost over \$270,000 new*
- *Perfect for Radwood*
- *Iconic 1980s 'razor edge' design*

**THE ASTON MARTIN LAGONDA**

Aston Martin's periodic revival of the Lagonda name saw it applied to a stretched, four-door AM V8 in the mid-1970s, a mere handful of which were constructed. When the concept re-emerged, it was the sensation of the 1976 London Motor Show. Clothed in striking 'razor edge' bodywork by William Towns, the new Lagonda saloon used the same long-wheelbase V8 chassis as its immediate predecessor, while breaking new ground in terms of electronic instrumentation and switchgear. Production got into its stride towards the end of 1978, with one car per week being completed at the Newport Pagnell factory. Even today, almost 30 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda.

THE MOTORCAR OFFERED

Finished in sinister black finish over blue-grey hides with dark grey piping, this executive shuttle oozes '80s style. Originally sold outside the United States, it was later imported and homologated by Walden Group. The car found its way from the Northeast into the collection in 1999. Largely a stock, unmolested example, the only major derivation from the factory has been the replacement of the original wheels with a set of faux knock-off wire wheels.

Complete with its original owner's handbook and costing an inflation adjusted \$270,000 when new, this Series 2 is primed to head to its next home. Wedge cars of this era have new-found popularity among the enthusiast set primed to show them at events like Radwood. Paired with a boxy, double breasted pin-stripe suit, this car is perfect for heading to a local show or hostile corporate takeover.

\$25,000 - 35,000
WITHOUT RESERVE

564.

1985 TRITAN A2 AERO CAR

VIN. 00040B65S002198

440cc SP-440 Rotary Engine

30bhp at 5,500rpm

Automatic V-belt Transmission

Leading Link Front with Trailing Arm Rear Suspension

Rear Drum Brakes

Without Reserve

- One of just 10 known to be produced for Dominos
- Exceptionally aerodynamic bodywork
- The perfect pizza pie portage



THE MOTORCAR OFFERED

Designed by Tritan Ventures of Ann Arbor, Michigan, the goal of the A2 was to create a highly aerodynamic vehicle for extreme fuel efficiency. Remarkably, they achieved a drag coefficient of just .15 while simultaneously achieving immense stability thanks to airfoils that help create further forward thrust thanks to a sail effect. Additionally aiding in the efficiency of the vehicle is a monocoque and largely fiberglass construction which resulted in a 900lb curb weight. Power is sent to the rear wheels via a 440cc air-cooled Syvaro rotary engine producing 30 horsepower and was capable of 80 miles per gallon.

Both its legal status as a motorcycle (thanks to its 3-wheel layout) and high efficiency caught the eye of new by pizza giant Dominos. 10 were contracted to be built and later trialed by Dominos at various locations to test

the viability of the vehicle as a new delivery machine. Unfortunately, there was no future for the Aerocar in this line of work and it was not adopted for nationwide use. Just a few are believed to be extant with one presented here within Tupelo.

This Tritan, chassis #10, was acquired by the Museum sometime several decades ago, and is provided with several documents from the manufacturer to Dominos detailing the original purchase price of \$15,000. Also on file is the original Michigan title. A true oddity, the Aerocar will surely make a fascinating addition to any collection and would be a showstopper at any local car event. Now is the opportunity to acquire just a smite bite of the grand and storied history of the Pizza Pie.

\$10,000 - 15,000
WITHOUT RESERVE

565.

1982 JET ELECTRICA 007

Chassis no. ML24AAD369417

Direct-Current All-Electric, 20 Batteries

23bhp

4-Speed Manual Gearbox

Front MacPherson Strut with Semi-Trailing Arm Rear Suspension

Front Ventilated Discs with Drum Rear Brakes

- *Design by Jet Industries, in conjunction with General Electric*
- *One of only 50 built*
- *Combines fine lines and comfort with the economy of electric propulsion*
- *Advancing transportation through electricity: the future is from 1982*



THE MOTORCAR OFFERED

The Malaise Era of automobiles is not one that is looked back on with admiration or thought. Most cars produced, especially what came out of the President Ford-era have, although sadly, met in the great junkyard in the sky. One must be hesitant in their assertion that which came from the period should be denied a space in our history books. Technologies which today are not just prevalent but expected all draw their ancestry from this vintage.

Iococca's L and K series cars can be characterized by their most prideful accomplishment: saving Chrysler. Previous generation F-body Aspens and Volaries paled in comparison to their Japanese rivals. The Omni 024, a car which was then receiving subsidies for research in aerodynamic design, soon took on another assignment: the Electrica 007. During the second energy crisis, the U.S.

Department of Energy awarded contracts to four companies to develop and sell electric-powered cars. The ambitious plan called for the production of upwards of 30,000 vehicles. Interrupted by the reality that battery and electric technology was in a most primitive state, along with a later unexpected drop in fuel and oil prices, caused Congress to axe the project, not before however Austin, TX-based snowmobile manufacturer Jet Industries let out a couple thousand cars. By converting traditional gasoline cars, the offered here Electrica 007 is one such example of those Government-backed eco-cars. Based off the already subsidized Omni 024, the 1.7-liter VW gasoline engine, gave way to a 23bhp direct-current electric motor. With 15 six-volt batteries installed in the rear trunk area, it is said that this conventional, yet futuristic car of the past, once charged by its 110volt

charger, offers a range of 60 miles and can reach a top speed of 70mph whilst averaging the equivalent of 70mpg. The Electrica, 1 of only 50 known to exist, presents today in a remarkably clean condition with just shy of 2,500 miles on the clock.

The early 1980s brought with it fashionable Ray-Ban glasses, synthesizers, and the departure from badge engineering. The accomplishments from Detroit mustn't go unnoticed as it was this era, with innovative projects such as the Electrica 007, that introduced to the public what manufactures could do even in times of distress.

\$5,000 - 10,000
WITHOUT RESERVE

- Exceptionally well-preserved 1st generation Viper
- Under 20 miles present on odometer
- Striking Viper Red over Grey
- The raw American Supercar

566.

1994 DODGE VIPER

VIN. 1B3BR65E9RV102193

488ci OHV V-10 Engine
 Electronic Fuel Injection
 400bhp at 4,600rpm
 6-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

Without Reserve



THE MOTORCAR OFFERED

Bearing a powerful engine, a minimalist, straightforward design, muscular and aggressive styling, and high performance, the Viper was conceived as a historical take on the classic American sports car. The Viper debuted as a concept in January of 1989 and soon found its way onto the production line, with the first customer cars getting delivered in early 1992. From the start, the car was a raw beast, powered by a massive V-10 engine heavily modified by Lamborghini, which at the time was owned by Chrysler. Still as aggressive as ever, the Viper soldiers on today as an unabashed example of how supercars are built in America.

The Viper seen here was purchased from Charlie's Dodge dealership in St. Pierce Florida. Since being delivered, however, the car was immediately stored away for safe keeping and has been preserved with just 12 miles

appearing on the odometer. Quite clearly, this is one of the finest examples of the Dodge Viper in the country as it is still in factory fresh condition. A thoroughly exciting driving experience, the factory Tremec 6-speed transmission gives one great control over the massive 8.0-liter V-10 engine, and the all-aluminum suspension adds precise handling. These early Vipers are starting to show their potential as collectibles. Their raw power and simple nature is akin to the great muscle cars of the cars of the 1960s. Lacking the complexity of most super cars, the 1st generation Viper offers raw and pure driving experience at a tremendous value. This must be one of the best kept Vipers in existence.

**\$40,000 - 60,000
 WITHOUT RESERVE**



567.

1986 JAGUAR XJS CONVERTIBLE

VIN. SAJNV3842GC131277

Conceived as a comfortable and long-legged Grande Routière, rather than an out-and-out sports car like the preceding E-Type, the XJ-S debuted in 1975 as a V12-powered coupé, with six-cylinder and soft-top versions following later. In 1983, the Targa-style cabriolet was introduced - the first open Jaguar since the E-Type's discontinuation. The XJ-S had not been designed with an open version in mind, so the Targa-style arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof. Invoices on file indicate the vehicle to have been owned by a Florida resident in the 1990s. The car appears to have been well maintained with a good amount of work having been conducted at the time. Both inside and out this Jaguar shows in overall good condition, although it has been sitting for some time and is most likely due for a good servicing. It sports traditional British Green paint while the inside wears grey leather hides. Effortlessly stylish, the XJS makes for a fantastic weekend cruiser thanks to its torque abundant V12 powerplant.

\$10,000 - 15,000
WITHOUT RESERVE

568.

1986 FTI FX4S LONDON STERLING TAXI CAB

VIN. SCRRUB75L1FD461907

Introduced in 1984, London Taxis International took over production of the famed Black Cab. Still a design stretching all the way back to the original Austin built vehicles of the late 1950s, this FX4S variant received some modernizing both mechanically and within the interior. The engine was increased to 2,495cc while still retaining the basic design of the previous Land Rover diesel unit. The interior's toggle switches were replaced by rockers and several of the stalks were repositioned. However, most of the vehicle remained true to its form of the last 30 years.

This particular car entered the collection in 2007 after it was kindly donated by a patron of the Museum. Not having transported the populace around a major city in quite some time, the vehicle has remained in good condition all around.

\$5,000 - 8,000
WITHOUT RESERVE





569.

1990 CADILLAC ALLANTÉ

Coachwork by Pininfarina

VIN. 1G6VS3380LU127026

With the success of Mercedes' SL series, Cadillac wanted in on the two-seater game. With an illustrious, European-inflected name selected from a list of 1,700 computer generated names, the General was determined to pull out all of the stops. The famed Italian styling-house Pininfarina was chosen to not just design, but also build, the bodies for the Allantés with completed specimens going from Turin to Detroit aboard customized 747s. Featuring heavy use of electronics on the dash and a 4.5 liter V8, the new Caddys cost as much as a Porsche 911 when new.

This Allanté was completed in May of 1990 and delivered new to Pennsylvania. A resident of the Northeast for first 15 years of its life, it came to the Magnolia State in 2005 with 112,000 and came here one year later. With few additional miles added since then, it is offered today with a clear CARFAX, an original brochure, and the owner's manual.

\$3,000 - 6,000

WITHOUT RESERVE

570.

2002 TOYOTA PRIUS

VIN. JT2BK18U320046949

Toyota was one of the market leaders in developing and deploying hybrid gas/electric vehicles with the Prius being its first hybrid to come to market. Original debuting in Japan in 1997, it hit American shores four years later. Combining a 1.5 liter, 70bhp inline four with a 44bhp DC electric motor, the Prius could convert a single gallon of dead dino-juice into 40 miles of range—all the while carrying five people in climate-controlled comfort.

This Aqua Ice Opalescent example was delivered new to the Spains through a dealership in Georgia in December of 2001 and spent the vast majority of its life in Florida. It has been regularly serviced and has about 150,000 miles on the clock, as documented by its clean CARFAX report. In a sea of hybrids today, the new owner can proudly claim to be driving a pioneering example in this Prius!

\$3,000 - 5,000

WITHOUT RESERVE





571.
2003 TOYOTA PRIUS

VIN. JT2BK18UX30071476

Just like a Ferrari LaFerrari, McLaren P1, or Porsche 918, this Toyota Prius employs an ingenious pairing of internal combustion technology with electric motors to both provide get up and go, but more importantly, squeeze as many miles as possible out of a tank of gas. While those aforementioned supercars may be quicker off the line, they were well behind the curve when it came to introducing the technology, with Toyota beating them to the punch by 15 years.

This Electric Green Mica Prius was completed in September of 2002 and shipped to the Spain family in Mississippi. It has spent its entire life in the Magnolia State covering less than 4000 miles a year (which, at 40 miles to the gallon, means it has consumed less than 100 gallons of gas a year!). Regularly serviced at the local Toyota dealer, this low mileage Prius would go perfectly next to that hybrid supercar—you know, for those occasions when you need more than two seats.

\$3,000 - 5,000
WITHOUT RESERVE

572.
1973 OPEL GT

A compact sports-car transported from an era defined by sleek, aerodynamic automotive design, the Opel GT consists of unit-body construction and is powered by an inline 4-cylinder engine with rear wheel drive; a combination to make any gearhead lust for the next drive through a local canyon or country road. This Opel GT is wonderfully painted red over a black interior. Presented in quite good cosmetic condition, this example could benefit from a mechanical overhaul to ensure it can continue turning heads and logging miles for years to come.

\$5,000 - 10,000
WITHOUT RESERVE



573.

1933 PONTIAC EIGHT FOUR DOOR SEDAN CUSTOM

Chassis no. AG 388

455ci V8 Engine
4-Barrel Carburetor
355bhp at 4,800rpm
3-Speed Automatic
Leaf Spring Suspension
4-Wheel Brakes

Without Reserve

- *Exquisitely executed custom*
- *V8 Power*
- *On exhibition in the Museum for many years*



PONTIAC

The Pontiac companion marque originated within another member of the General Motors family: Oakland. Located in Pontiac, Michigan, Oakland had grown out of the Pontiac Buggy Company and thus the name of the eponymous Indian Chief seemed a natural choice for its new model. The latter had been conceived as a quality six-cylinder car for the price of a four and was a runaway success, setting what was then a record for debut-year sales of almost 77,000 units, which was more than its Oakland parent achieved that year. Contributing to the Pontiac Six's success was the fact that it boasted up-to-the-minute styling yet was mechanically entirely conventional.

By the early 1930s there was an eight-cylinder car in the range alongside Standard and Deluxe six-cylinder models. For 1933, the look of the car was updated dramatically, the Fisher bodies being simple, aerodynamic and modern with a beaver tail design. They were accented by four sloped louvers to the hood, valances to the front fenders as was becoming the early 1930s style across the American brands and atop the radiator a brave's head ornament.

THE MOTORCAR OFFERED

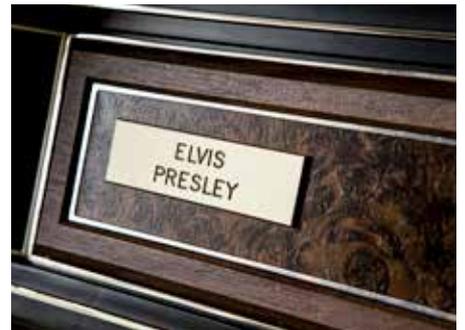
This Pontiac is an exquisitely rendered hot rod based on the 1933 Four Door Sedan, being the most expensive body option for that year. The stock look has been lightly updated by smaller chrome wire wheels and beautifully repainted in a pearlescent two tone finish. Beneath the calm exterior is a running gear that is anything but. It is fitted with a Pontiac 455 with four-barrel carb, automatic transmission and flame thrower exhaust! With all this power you can ride in style as the interior has been totally refurbished in plush burgundy hides with a modern steering wheel and instrumentation. All in all, it is unquestionably a great success and not surprisingly has garnered many show awards. On exhibit here at the Museum for many years, it is offered by its private owner with the permission of the Museum.

\$50,000 - 60,000
WITHOUT RESERVE

574.**1976 LINCOLN MARK IV**

460ci OHV V8
 Single Carburetor
 225bhp at 4,000rpm
 3-Speed C-6 Automatic Transmission
 Independent Front with Live Axle Rear Suspension
 Front Disc - Rear Drum Brakes

- Purchased by Elvis Presley new
- A longtime Texas car
- Fewer than 9,800 original miles
- An excellent highway cruiser

**THE LINCOLN CONTINENTAL**

When Lee Iococca of Ford discussed the styling of the new Lincoln model with top designer Gene Bordinat, he basically directed him to put a 'Rolls-Royce grille on a 1965 Thunderbird'. The result was the iconic Lincoln Mark III—a grandiose and boxy fusion of the fourth generation Lincoln Continental and the fifth generation Thunderbird, designed specifically to compete with Cadillac's popular and luxurious Eldorado. A resounding success from its initiation in September 1968, Lincoln chose an evolutionary design path for the Mark IV that debuted in 1972. Carrying a similar profile, the car grew in size slightly, incorporated opera windows in the c-pillar, and added 5mph bumpers in 1974.

THE MOTORCAR OFFERED

A true, honest piece of Tupelo history, this Lincoln has the honor of being purchased by the man himself, Elvis Presley. Intended as a gift for Police Captain Jerry Kennedy of Denver, Colorado, Presley wished to thank the man for his service providing security for his appearances in Cantwell and Pietrafeso. Documents on file clearly show the vehicle being purchased, via scanned checks and invoices, by Mr. Presley from Kumpf Lincoln-Mercury of Denver Colorado on January 14, 1976 for \$13,386.

This substantial piece of American Luxury entered the collection in Tupelo early in 1995 after being bought at auction and has remained a staple part of the collection ever since.

Being well taken care of for its entire life, it should come as no surprise that the vehicle presents in wonderful condition today. The pristine interior appears as though very few people have ever sat within the car, and the exterior shows equally without blemish.

A representation of the King's generosity and a fantastic opportunity to purchase a piece of Elvis history (in his hometown no less,) this Lincoln Mark IV is a true piece of Americana.

\$20,000 - 40,000
WITHOUT RESERVE

END OF SALE

TUPELO ACKNOWLEDGMENTS

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CONDITIONS OF SALE FOR MOTOR VEHICLES AND AUTOMOBILIA

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

1. DEFINITIONS

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

1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local or affiliated entity Bonhams may engage to assist with the Sale.

1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).

1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).

1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.

1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.

1.6 'Lot' means each lot of property purchased at the Sale by the Buyer.

1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.

1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.

1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.

1.10 'Sale' means the auction held at the Tupelo Automobile Museum in Tupelo, Mississippi, on Friday, April 26 and Saturday, April 27, 2019.

1.11 'Seller' means the person who offers the Lot for sale.

2. BONHAMS AS AGENT

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

3. CURRENCY CONVERTER

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

4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.

4.2 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

5. Injury on Bonhams' Premises; Damage to Lots on View

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

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

6. BIDDER REGISTRATION

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

7. THE BUYER

7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.

7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to TWELVE PERCENT (12%) on the first Two Hundred and Fifty Thousand Dollars (\$250,000) of the Hammer Price of such lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds Two Hundred and Fifty Thousand Dollars (\$250,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-SEVEN AND A HALF PERCENT (27.5%) on the first Three Thousand Dollars (\$3,000) of the Hammer Price of such Lot, TWENTY-FIVE PERCENT (25%) on the amount of Hammer Price above Three Thousand Dollars (\$3,000) up to and including Four Hundred Thousand Dollars (\$400,000), TWENTY PERCENT (20%) on the amount of Hammer Price above Four Hundred Thousand Dollars (\$400,000) up to and including Four Million Dollars (\$4,000,000), and THIRTEEN AND NINE-TENTHS PERCENT (13.9%) of any amount by which such Hammer Price exceeds Four Million Dollars (\$4,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

9. CONTRACT OF SALE

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

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

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, or wire transfer, in United States currency, no later than 5:00 PM local Central Time on Monday, April 29, 2019. Additionally, for purchases of automobilia and other non-motor vehicle property only, the Buyer may make payment to Bonhams by Visa, MasterCard, American Express or Discover credit or charge card for such purchases. Upon prior arrangement with Bonhams, the Buyer also may pay by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any

CONDITIONS OF SALE FOR MOTOR VEHICLES AND AUTOMOBILIA

returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

11. REMOVAL OF LOT

11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.

11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. RISK OF LOSS OR DAMAGE TO LOT

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

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.

13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation

and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

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

15. NON-PAYMENT OF PURCHASE PRICE

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

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

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

to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

17. BONHAMS' COPYRIGHT

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

18. MISCELLANEOUS

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

Mediation and Arbitration Procedures

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

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

CONDITIONS OF SALE FOR MOTOR VEHICLES AND AUTOMOBILIA (CONTINUED)

to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

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

(i) the arbitration shall occur within 60 days following the selection of the arbitrator;

(ii) the arbitration shall be conducted in San Francisco, California; and

(iii) discovery and the procedure for the arbitration shall be as follows:

(A) All arbitration proceedings shall be confidential;

(B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;

(C) Discovery, if any, shall be limited as follows:

(I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor;

(II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law;

(D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days;

(E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof.

To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

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

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

of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control.

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

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

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

18.7 Time is of the essence of this agreement.

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

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

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

If live online bidding is made available for this Sale, additional terms and conditions will apply to bidders participating in the Sale via Bonhams' live online bidding system, which supplemental online terms and conditions shall be deemed a part of these Conditions of Sale. Please see www.bonhams.com/WebTerms for more information.

Sample Bank Letter Of REFERENCE

BANK LETTERHEAD

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

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

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

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Tupelo Automobile Museum Auction on April 26 and 27, 2019.

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

Sincerely,

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

Sample Bank Letter Of Guarantee

BANK LETTERHEAD

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

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

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

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Tupelo Automobile Museum Auction on April 26 and 27, 2019.

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

Sincerely,

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

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

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

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

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

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

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

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

BIDDER REGISTRATION FEE:

\$50 Automobilia Registration Fee in addition to the purchase of a catalog for entry. \$100 Motorcar and Automobilia Registration Fee in addition to the purchase of a catalog for entry.

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

Bonhams Client Services Department
580 Madison Avenue
New York, NY 10022
Tel +1 (800) 223 2854
Fax +1 (212) 644 9009
bids.us@bonhams.com

Bonhams

Sale title: The Tupelo Automobile Museum Auction	Sale date: Fri April 26, Sat April 27 2019
Sale no. 25593	Sale venue: Tupelo Automobile Museum
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here	
Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

Shipping	
Shipping Address: (if different than above)	Motorcars:
Address: _____	I will collect purchases myself by 5pm April 29 <input type="checkbox"/>
City: _____	I will arrange transport via a third party shipper <input type="checkbox"/>
Country: _____	Shipper: _____
Post/ZIP code: _____	

Please note that all telephone calls are recorded.

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

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

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

By signing this form you agree that you have read and understand our conditions of sale and shall be legally bound by them, and you agree to pay the buyer's premium, any applicable taxes, and any other charges mentioned in the buyer's INFORMATION or conditions of sale. This affects your legal rights.

Your signature:

Date:

Bonhams

AUCTIONEERS SINCE 1793



THE ASTON MARTIN SALE

Important Aston Martin and Lagonda Motor Cars
Wormsley Estate, High Wycombe | 19 May 2019

ENQUIRIES

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

ENTRIES NOW INVITED

1963 ASTON MARTIN DB4
SERIES V CONVERTIBLE

Bonhams

AUCTIONEERS SINCE 1793



GREENWICH

CONCOURS D'ELEGANCE

AUCTION

Greenwich, Connecticut | June 2, 2019

CONSIGNMENTS
NOW INVITED

INQUIRIES

+1 (212) 461 6514, East Coast

+1 (415) 391 4000, West Coast

motors.us@bonhams.com

bonhams.com/greenwich

*Documented, award winning
concours restoration*

**1949 ALFA ROMEO 6C 2500 SUPER
SPORT CABRIOLET**

Coachwork by Pinin Farina

Bonhams

AUCTIONEERS SINCE 1793



THE CHANTILLY SALE

Exceptional Collectors' Motor Cars

Château de Chantilly, France | 30 June 2019

ENTRIES NOW INVITED

Bonhams are delighted to return to Château de Chantilly in 2019 for The Chantilly Sale of exceptional collectors' Motor Cars.

ENQUIRIES

Philip Kantor
+32 (0) 476 87 94 71
eurocars@bonhams.com
bonhams.com/motorcars

MERCEDES-BENZ 500 K ROADSTER 1935

Sold for €5,290,000
The Chantilly Sale, 3 September 2016

Bonhams

AUCTIONEERS SINCE 1793



GOODWOOD FESTIVAL OF SPEED SALE

Important Collectors' Motor Cars and Automobilia

Chichester, Sussex | 5 July 2019



ENTRIES NOW INVITED

Bonhams is delighted to announce the 26th annual auction at the world-renowned Goodwood Festival of Speed. Some of the world's finest motor cars have been sold at the Bonhams Goodwood Festival of Speed Sale and this year will continue that tradition with these magnificent motor cars.

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ukcars@bonhams.com
bonhams.com/cars

*The Ex-Nigel Mansell, Riccardo Patrese,
five time Grand Prix-winning,
Adrian Newey-designed*
1992 WILLIAMS-RENAULT FW14B
Chassis no. FW14-08

Bonhams

AUCTIONEERS SINCE 1793



GOODWOOD REVIVAL SALE

Important Collectors'
Motor Cars and Automobilia

Chichester, Sussex | 14 September 2019



The Goodwood Revival Meeting is the world's most prestigious historic motor racing event and, as a founding sponsor, Bonhams is privileged to present another exceptional sale of Sports, Competition and Touring motor cars.

ENQUIRIES

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ukcars@bonhams.com
bonhams.com/cars

ENTRIES NOW INVITED

1935 BUGATTI TYPE 57
ATALANTÉ



1972 FERRARI DINO 246 GT
Sold for \$373,500



1929 BENTLEY 4 1/2 LITER SPORTS TOURER
Sold for \$1,435,000



2015 PORSCHE 918 "WEISSACH" SPYDER
Sold for \$1,407,500



1956 FINA SPORT CONVERTIBLE
Sold for \$775,000



1948 TALBOT-LAGO T26 RECORD SPORT COUPE DE VILLE
Sold for \$962,000



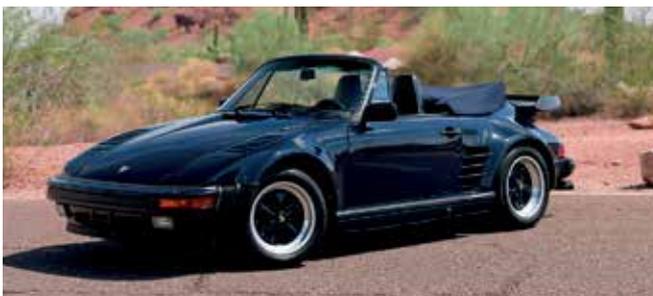
1953 SIATA 208S SPIDER
Sold for \$1,655,000



1958 PORSCHE 356A T2 1600 SPEEDSTER
Sold for \$577,000



1960 FERRARI 250 GT SERIES II CABRIOLET
Sold for \$1,682,500



1989 PORSCHE 930 TURBO SLANT NOSE CABRIOLET
Sold for \$456,000



1955 MERCEDES-BENZ 300SL GULLWING COUPE
Sold for \$1,875,000

Bonhams

AUCTIONEERS SINCE 1793



QUAIL LODGE AUCTION

Carmel, California | August 16, 2019

**CONSIGNMENTS
NOW INVITED**

INQUIRIES

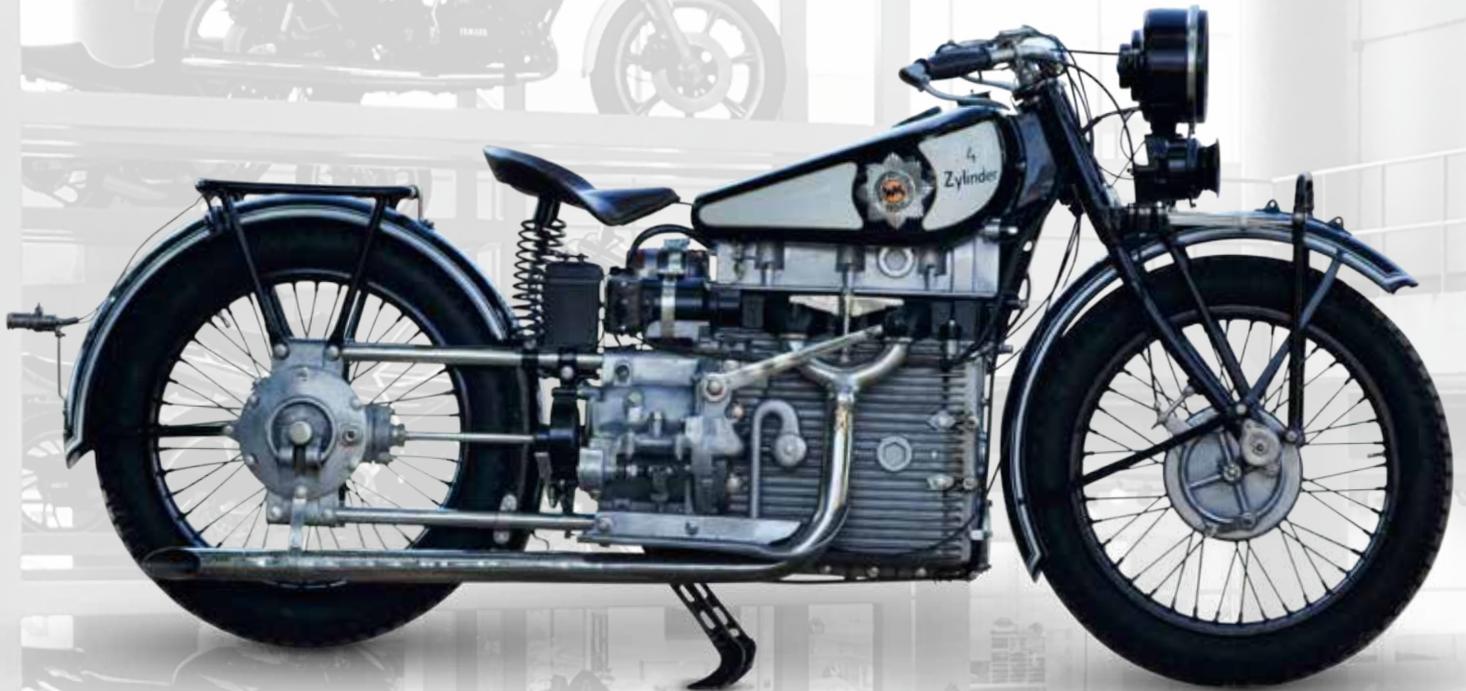
+1 (415) 391 4000, West Coast
+1 (212) 461 6514, East Coast
motors.us@bonhams.com
bonhams.com/quail

**1948 ALFA ROMEO 6C 2500
COMPETIZIONE**
Sold for \$3,525,000

Bonhams

AUCTIONEERS SINCE 1793

ENTRIES NOW INVITED | *CONSIGN TODAY*



COLLECTORS' MOTORCYCLES AT THE BARBER MUSEUM

Birmingham, Alabama | October 5, 2019

COMPLIMENTARY AUCTION APPRAISAL

To discuss any aspect of selling or buying collectors motorcycles at auction, please contact the LA or London office or visit [bonhams.com/motorcycles](https://www.bonhams.com/motorcycles) to submit a complimentary auction appraisal request.

ENQUIRIES

Craig Mallery
+1 (323) 436 5470
craig.mallery@bonhams.com
[bonhams.com/motorcycles](https://www.bonhams.com/motorcycles)

1928 WINDHOFF 746CC FOUR
Sold for \$230,500 *

GREENWICH

Concours d'Elegance

May 31st – June 2nd, 2019



2019 will feature special classes of Zagato, Bentley, Arnolt,
Pre-War Supercharged Cars & Orphan Marques

Charitable Beneficiaries – Americares and The Hometown Foundation

For more information please visit: www.greenwichconcours.com

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DEDICATED TO COLLECTIBLE VEHICLES.



Please visit us at
Bonhams
The Tupelo Automobile Museum Auction
26th/27th April 2019
The Tupelo Automobile Museum
Tupelo, MS

Warren Barnes will be on site
email: warren@sclusa.com
tel: 310 626-7117



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SECURE**
Confidence in transport.

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557	1977	Chevrolet Corvette Stingray	485	c.1948	Jaguar Mk IV 3 ½-Liter Drophead Coupe Project
562	1983	Chevrolet Camaro Dragster "Overall Connection"	486	1949	Jaguar Mk IV 2½-Liter Drophead Coupe
468	1937	Chrysler Airflow Eight Sedan	540	c.1950	Jaguar Mark V Drop Head Coupe
500	1954	Chrysler Imperial Custom Sedan	502	1955	Jaguar XK140MC Roadster
515	1960	Chrysler 300F Convertible	567	1986	Jaguar XJS Convertible
524	1967	Citroën 2CV Charleston	552	1974	Jensen Interceptor III Convertible
415	1908	Columbus 10HP Two-Cylinder Autobuggy	565	1982	Jet Electrica 007
449	1929	Cord L-29 Cabriolet	499	1954	Kaiser Darrin Sports Convertible
481	1930	Cord L-29 Cabriolet	424	1899	Knox Model A 5HP Single-Cylinder Three-Wheel Runabout
483	1937	Cord 812SC Phaeton	465	1936	Lagonda LG45 Tourer
527	1955	De Soto Firedome V8 4-Door Sedan	469	1938	Lagonda V12 Saloon



482	1939	Lagonda V12 Drophead Coupe	510	1958	Packard Hardtop Sports Coupe
477	1928	LaSalle 4 Passenger Convertible Coupe	411	1910	Paterson Model 30 Touring
518	1964	Leslie Special	404	1914	Peerless Model 48 Town Car
457	1931	Lincoln Model K Touring Conversion	435	1917	Pierce-Arrow Model 48-B-4 Runabout
489	1941	Lincoln Zephyr Convertible Coupe	433	1928	Pierce-Arrow Model 81 Rumble Seat Convertible Coupe
529	1966	Lincoln Continental Sedan	459	1931	Pontiac 5-Passenger 4-Door Sedan
542	1970	Lincoln Continental Sedan	573	1933	Pontiac 4-Door Sedan
574	1976	Lincoln Mark IV	503	1955	Pontiac Chieftan
553	1978	Lincoln Continental Town Car	521	1963	Pontiac Bonneville Convertible
428	1915	Lozier Model 82 Speedster	556	1977	Pontiac Trans Am
441	1923	Marmon Model 34 2 Passenger Speedster	550	1974	Porsche 914 1.8
438	1921	Martin Wasp Model B Rickshaw Victoria	561	1984	Porsche 944 Coupe
560	1982	Maserati Quattroporte	417	c.1906	Queen Model K Touring
461	1934	Mercedes-Benz 290 Cabriolet D	436	1926	Renault Model P118/24HP Limousine
528	1958	Mercedes-Benz 220S Saloon	421	c.1905	REO Single Cylinder Runabout
516	1960	Mercedes-Benz 190SL Roadster	458	1931	Rolls-Royce 20/25HP Tourer
519	1964	Mercedes-Benz 300SE Cabriolet	402	1914	Saxon Model A
534	1967	Mercedes-Benz 300 SEL Sedan	409	1911	Sears Model P Four-Passenger Wagon
525	1967	Mercedes-Benz 300SE Cabriolet	434	c.1918	Stanley Steamer 735 Touring
533	1970	Mercedes-Benz 280SE Sedan	478	1923	Stanley Steamer
543	1970	Mercedes-Benz 280SL	430	c.1915	Studebaker Two-Seater Roadster
548	1973	Mercedes-Benz 450SL	530	1950	Studebaker Commander Starlight
498	1954	Mercury Monterey Sun Valley	538	1951	Studebaker Champion Sedan Project
507	1957	Mercury Turnpike Cruiser	494	1951	Studebaker Starlight Coupe
501	1955	Messerschmitt KR200 Kabinenroller	520	1964	Studebaker Avanti
470	1938	MG VA 4 Passenger Tourer	446	1927	Stutz Series AA "Blackhawk Speedster"
535	1951	MG TD Project	539	1953	Sunbeam-Talbot 90 MkIIA Saloon
536	1951	MG TD Project	531	1954	Sunbeam-Talbot 90 MkIIA Drophead Coupe
537	c.1974	MG Midget MkIII Project	513	1950	Talbot-Lago T26 Record Three Position Cabriolet
406	1913	Minerva Model GG Five-Seater Touring	570	2002	Toyota Prius
476	1917	Mitchell D-40 Junior 5 Passenger Touring	571	2003	Toyota Prius
462	1934	Morgan Family Three-Wheeler	564	1985	Tritan A2 Aero Car
460	1932	Nash 1080 Special Eight Convertible Sedan	492	1949	Triumph 2000 Roadster
511	1958	Nash Metropolitan Convertible	401	1914	Trumbull Model 15-B Cyclecar
422	1902	Oldsmobile Model R Curved Dash Runabout	491	1948	Tucker 48
572	1973	Opel GT	547	1971	Volkswagen Super Beetle Convertible
429	c.1916	Owen Magnetic Tourer	549	1974	Volkswagen SP2
479	c.1917	Owen Magnetic Chassis	551	1974	Volkswagen Super Beetle
439	1921	Packard 3-35 Twin Six Custom Town Car	405	1913	Westcott Model 4-40 Roadster
452	1929	Packard Eight 633 Convertible Coupe	420	c.1904	White Model 'E' 15HP Steam Car Rear Entrance Tonneau with Canopy
455	1930	Packard Eight 733 Victoria Coupe			
463	1935	Packard 120 4 Door Sedan	407	1912	White Model 30 G.A.D. Roadster
487	1940	Packard 180 Five Passenger Touring Sedan	427	1915	Winton Model 15 5-Passenger Touring
495	1955	Packard Caribbean Convertible			





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