

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

Monday October 5, 2015

The Simeone Foundation Automotive Museum

Philadelphia, Pennsylvania



# **Bonhams**



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

Monday October 5, 2015

Automobilia 11am

Motorcars 2pm

Simeone Foundation Automotive Museum

Philadelphia, Pennsylvania

## PREVIEW & AUCTION LOCATION

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

## PREVIEW

Saturday October 3, 10am to 5pm  
Sunday October 4, 10am to 5pm  
Monday October 5, Motorcars only  
from 9am to 2pm

## AUCTION TIMES

Monday October 5  
Automobilia 11am  
Motorcars 2pm

## INQUIRIES

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## General Information and Automobilia Inquiries

Samantha Hamill  
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+1 (917) 206 1669 fax  
samantha.hamill@bonhams.com

## Vehicle Documents

Veronica Duque  
+1 (415) 503 3322  
veronica.duque@bonhams.com

## BIDS

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

From October 2-7, to reach us  
directly at the Simeone Foundation  
Automotive Museum:  
+1 (415) 391 4000  
+1 (415) 391 4040 fax

Automated Results Service  
+1 (800) 223 2854

Online bidding will be available for  
this auction. For further information  
please visit:

[www.bonhams.com/simeone](http://www.bonhams.com/simeone)

**SALE NUMBER:** 22793  
Lots 1 - 276

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

## ILLUSTRATIONS

Front cover: Lot 265  
First session page: Lot 8  
Second session page: Lot 254  
Back cover: Lots 257, 273, 281  
and 260



# CONDITIONS OF SALE - MOTOR VEHICLES & AUTOMOBILIA

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

## 1. DEFINITIONS

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

1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local or affiliated entity Bonhams may engage to assist with the Sale.

1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).

1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).

1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.

1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.

1.6 'Lot' means the property purchased at the Sale by the Buyer.

1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.

1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.

1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.

1.10 'Sale' means the auction held at the Simeone Automotive Museum in Philadelphia, Pennsylvania on Monday, October 5, 2015.

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

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.

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

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.

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

## 6. BIDDER REGISTRATION

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

## 7. THE BUYER

7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.

7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

## 8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to TEN PERCENT (10%) of the Hammer Price of such Lot, together with any applicable sales or use tax and any fees or duty due on the Lot.

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

## 9. CONTRACT OF SALE

8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to TEN PERCENT (10%) of the Hammer Price of such Lot, together with any applicable sales or use tax and any fees or duty due on the Lot.

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

## 10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer or debit card transaction made in person with a PIN, in United States currency, no later than 3:00 p.m. local Eastern Time on Tuesday, October 6, 2015. Additionally, for purchases

of automobilia and other non-motor vehicle property only, the Buyer may make payment to Bonhams by Visa, MasterCard, American Express or Discover credit or charge card for such purchases. Upon prior arrangement with Bonhams, the Buyer also may pay by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

## 11. REMOVAL OF LOT

11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.

11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

## 12. RISK OF LOSS OR DAMAGE TO LOT

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

## 13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.

13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

## 14. EXPORT LICENSE

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

## 15. NON-PAYMENT OF PURCHASE PRICE

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



# CONDITIONS OF SALE - MOTOR VEHICLES & AUTOMOBILIA

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 New York City, New York or San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

### MEDIATION AND ARBITRATION PROCEDURES

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

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt

of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service: (i) the arbitration shall occur within 60 days following the selection of the arbitrator; (ii) the arbitration shall be conducted in the designated location, as follows: (A) in any case in which the subject auction by Bonhams took place or was scheduled to take place in the State of New York, Connecticut, or Florida or the Commonwealth of Pennsylvania or Massachusetts, the arbitration shall take place in New York City, New York; (B) in all other cases, the arbitration shall take place in the city of San Francisco, California; and (iii) discovery and the procedure for the arbitration shall be as follows: (A) All arbitration proceedings shall be confidential; (B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences; (C) Discovery, if any, shall be limited as follows: (i) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request 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](http://www.bonhams.com/WebTerms) for more information.

# BUYER INFORMATION

## CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

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

## IMPORTANT NOTICE

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

Lots 201-205 are presently on display at the Museum of Science and Industry in Chicago, Illinois and are being offered without reserve and in situ. These lots require special arrangements for viewing and collection. Please note that Lots 201-205 may not come with their original bases.

**Viewing by Appointment:** To make an appointment to preview any of these lots in situ and for further information, please contact Samantha Hamill in the NY Motorcars department (+1 212 461 6514, Samantha.Hamill@bonhams.com).

**Removal & Collection:** Disassembly (if required) and removal of these lots from the Museum's premises will be undertaken by the Museum of Science and Industry at its own risk and expense, on a date within 30 days following the auction. The purchaser of any lot from this section will be responsible for accepting custody on such date, and for transporting the purchased lot at its own risk and expense from the Museum's premises to its destination.

## AUCTIONEER

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

## ADMISSION TO PREVIEW & AUCTION

All Bonhams auctions are open to the public. Admission to viewing days October 3 and 4 is free of charge. Admission to the auction on Monday, October 5, is by purchase of a catalog only. One catalog permits two people entry.

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

## BUYER'S PREMIUM, TAXES & LICENSE FEES

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

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

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

Motor vehicle lots collected in Pennsylvania are also subject to applicable sales tax, based on the buyer's "garage address" (place of residence/storage of the vehicle). State sales tax will be imposed unless one of two exemptions is met:

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

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

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

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

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

## BUYER INFORMATION (CONTINUED)

### MOTOR VEHICLE CUSTOMS DUTY

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

### INSPECTION OF MOTOR VEHICLE LOTS

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

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

### BIDDER REGISTRATION

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

### REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 3pm on Tuesday October 6.

### ESTIMATES

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

### RESERVES

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

### BIDDING AT AUCTION

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

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

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

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

### ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9009, or to Bonhams in Philadelphia, PA from Friday, October 2 to Monday, October 5 at +1 (917) 206 1613.

### TELEPHONE BIDS

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

### ONLINE BIDS AND BIDDING

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at [www.bonhams.com](http://www.bonhams.com).

In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see [www.bonhams.com/22793](http://www.bonhams.com/22793) or contact the Client Services Department to obtain information and learn how you can register and bid online.

### CURRENCY CONVERTER

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

### DAMAGE

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



# PAYMENT & COLLECTION OF LOTS

## PAYMENT

Payment for purchased lots must be made no later than 3pm local time on Tuesday October 6. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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

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

## PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Monday October 5, and then again on Tuesday October 6 from 8.30am to 3pm. Please notify us of your collection plans upon payment.

## COLLECTION OF LOTS

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by 3pm on Tuesday October 6. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 3pm Tuesday October 6. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

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

**Uncollected Automobilia lots** will be removed to a storage facility by Box Bros for shipping or collection by the buyer or its authorized agent. Please note these lots will not be available for collection after 3pm on Tuesday October 6 until Friday October 9 at 9am. Automobilia lot removal and storage charges will be assigned by Box Bros depending on volume, size and fragility.

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

## TRANSPORT AND SHIPPING

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 3pm Tuesday October 6.

## REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 3pm on Tuesday October 7, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

### Domestic Motorcar Transport

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

### International Motorcar Transport

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

### Domestic and International Motorcar Transport

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

## BONHAMS AT THE SIMEONE FOUNDATION AUTOMOTIVE MUSEUM



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

From Friday October 2 to 12pm Wednesday October 7, we can be reached at:

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

### **DRIVING DIRECTIONS**

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

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

### **FROM CENTER CITY PHILADELPHIA**

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

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

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

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

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

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

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

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

The Museum is ¼ mile further on your left.

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The following information is recorded and available 24 hours a day, 7 days a week, through our telephone system:  
- Auction and Preview Information  
- Directions to Bonhams's salesrooms  
- Automated Auction Results

\* Indicates saleroom

† Indicates independent contractor



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

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

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

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

-Eric Minoff, on behalf of the Bonhams Motoring Team



Mark Osborne



Jakob Greisen



Rupert Banner



Nick Smith



Eric Minoff



Evan Ide



THE WHITE & DAGLEY COMPANY  
Oil Lubricants and Greases

If Motors Could Speak  
we wouldn't need to Ad



Oilzoo



# AUTOMOBILIA

October 5, 2015 at 11am

Lots 1-126

Additional images for  
each lot can be found at  
[Bonhams.com/Simeone](http://Bonhams.com/Simeone)







2

**LOTS 1 – 8 PROPERTY OF THE BLACKHAWK MUSEUM**

1<sup>o</sup>  
**A LOT OF TWO FLOOR JACKS,**  
\$100 - 200

2<sup>o</sup>  
**A COCKER PNEUMATIC TIRE,**  
\$75 - 100

3<sup>o</sup>  
**A PRESSED STEEL TRUNK TOGETHER WITH A BATTERY BOX.**  
\$150 - 200

4 **NO LOT**

5<sup>o</sup>  
**PETER DOLKEITH: “DUELING GIANTS”, GERMAN, 1953,**  
*signed Peter Dolkeith 1938 Donington Grand Prix, Nuvolari and von Brauchitsch, Dueling Giants, emotional colors and great sense of speed describe this neck and neck battle. Framed. Visual image 35½ x 23½ ins., overall 41 x 29 ins.*  
**\$750 - 1,500**

Artists describes this to be Nuvolari and Von Brauchitsch but Bonhams believes the painting depicts Nuvolari(#4) battling Dick Seaman in the #8 Mercedes-Benz.



5

6<sup>o</sup>  
**PETER E. MAIER: DUESENBERG,**  
oil on canvas, an impressive large Duesenberg Convertible SJ La Grande Dual-Cowl Phaeton 1935, entire canvas is encased within shadow box-like frame.  
*Art piece 77 x 48 ins., shadow box 86½ x 57½ ins.*  
**\$750 - 1,500**

7<sup>o</sup>  
**A WELL ILLUSTRATED BRASS ERA PAINTING COLLAGE.**

*gouache on artist paper, three images matted and framed. Overall 13 x 33 ins.*  
**\$100 - 200**



6

8<sup>o</sup>  
**ORIGINAL ‘OILZUM’ ADVERTISING DIORAMA,**

believed to be the only known example and presumably used for trade shows and large exhibitions. Motorized, three dimensional automation illustrates moving Teens-era road and racing cars. Some minor loss of paint with age, but primarily intact and exceptional. In original shipping crate with a note painted on reverse stating \$500.  
*Approximately 55 x 37 x 15 ins.*  
**\$8,000 - 12,000**



10

**LOTS 9 – 55 PROPERTY FROM THE COLLECTION OF JOEL FINN**

9<sup>o</sup>  
**THREE LOCOMOBILE HUBCAPS**  
\$100 - 200

10<sup>o</sup>  
**JUHASZ ALUMINUM CARBURETOR**  
\$200 - 300

11<sup>o</sup>  
**A BOSCH 6-VOLT A-COIL, NO. 37980, UNRESTORED/UNPOLISHED**  
\$300 - 500

12<sup>o</sup>  
**BOSCH PARTS, NO. 51595, AND TWO COILS rebuilt 99.**  
\$200 - 300

13<sup>o</sup>  
**A BOSCH 6-VOLT A-COIL, NO. 105966**  
\$300 - 500

14<sup>o</sup>  
**MISCELLANEOUS HUBCAPS, PAIGE FIAT (NEW)**  
\$100 - 200

15<sup>o</sup>  
**FOUR RADIATOR CAPS, TWO NEW, TWO OLD**  
\$100 - 200

16<sup>o</sup>  
**A CHARMER EXHAUST WHISTLE**  
\$100 - 200

17<sup>o</sup>  
**SPARES FOR EARLY BOSCH COILS**  
\$100 - 200

18<sup>o</sup>  
**AN ELECTRIC LAMP IGNITER**  
\$200 - 300

19<sup>o</sup>  
**AN EARLY WARNER SPEEDO DRIVE**  
\$100 - 200

20<sup>o</sup>  
**A TACHOMETER DRIVE**  
\$200 - 300

21<sup>o</sup>  
**A STEWART 500 RATIO DRIVE**  
\$100 - 200

22<sup>o</sup>  
**A JOHNSON SPARE TIRE LOCK & KEY, 21509, FS SPARE TIRE LOCK**  
\$100 - 200

23<sup>o</sup>  
**REPRODUCTION PRIMER-BRASS**  
\$50 - 100



8



7



16



19



22



25



27

24<sup>o</sup>  
**A MISCELLANEOUS NUMBERPLATE,  
LIGHT, SPEEDO HARDWARE**  
\$100 - 200

25<sup>o</sup>  
**A BRASS DOUBLE TWIST HORN WITH  
BULB AND BRACKET**  
restored  
\$100 - 200

26<sup>o</sup>  
**AN ACETYLENE PRIMING SYSTEM**  
\$300 - 500

27<sup>o</sup>  
**A BOX OF INSTRUMENTS, SMALL,  
INCLUDING MASERATI (2)**  
\$800 - 1,200

28<sup>o</sup>  
**A LOCOMOBILE MODEL I LAMP BRACKET**  
\$100 - 200

29<sup>o</sup>  
**LUNCKENHEINER CAPS/GREASERS**  
\$100 - 200

30<sup>o</sup>  
**A BRASS FOOT PUMP**  
\$100 - 200

31<sup>o</sup>  
**A QUANTITY OF SMALL SPARES FOR  
BRASS ERA CARS**  
\$200 - 300

32<sup>o</sup>  
**AN UNMACHINED 8CTF MASERATI  
MAGNESIUM INTERCOOLER**  
\$100 - 200

33<sup>o</sup>  
**A MASERATI 300S FUEL TANK, '57 MILLE**  
\$300 - 500

34<sup>o</sup>  
**A MASERATI ZF GEARBOX, NO. 1010 408 076**  
\$100 - 200

35<sup>o</sup>  
**HOUDAILLE SHOCK PARTS, 250F**  
\$50 - 75

36<sup>o</sup>  
**TWO DRY SUMP OIL TANKS**  
\$100 - 200

37<sup>o</sup>  
**CARBURETORS AND DISTRIBUTOR  
PARTS, BRASS ERA**  
\$100 - 200

38<sup>o</sup>  
**A GROUP OF JAGUAR INSTRUMENTS**  
\$800 - 1,200

39<sup>o</sup>  
**AN INDY STARTER**  
\$1,000 - 1,500

40<sup>o</sup>  
**A SCOT SUPERCHARGER**  
\$800 - 1,200

41<sup>o</sup>  
**A SCOT SUPERCHARGER**  
\$800 - 1,200

42<sup>o</sup>  
**AN ALFA ROMEO-TYPE SUPERCHARGER,  
BELIEVED TO BE REPRODUCTION**  
\$800 - 1,200

43<sup>o</sup>  
**A MAGNETO D4 BOSCH SINGLE  
SQUARE CAP**  
\$100 - 200

44<sup>o</sup>  
**A MAGNETO D4**  
no. 149815  
\$100 - 200

45<sup>o</sup>  
**TWO MAGNETOS, DU4**  
\$100 - 200

46<sup>o</sup>  
**A TWIN SPARK 4-CYLINDER BERLING  
MAGNETO**  
\$200 - 300

47<sup>o</sup>  
**BOXES OF JAGUAR PARTS/LIGHTS - TWO  
INSTRUMENTS, XK150S AIRCLEANER**  
\$200 - 300

48<sup>o</sup>  
**LOTUS 20 BODYWORK PANELS**  
\$300 - 500

49<sup>o</sup>  
**A LOTUS 79 GEARBOX**  
\$100 - 200

50<sup>o</sup>  
**LOTUS 18/19, 23 PARTS GROUP,  
AND WHEELS/MAGNESIUM, LOTUS  
TRANSAXLE 10001**  
\$400 - 600

51<sup>o</sup>  
**TWO CHAIN DRIVE SPROCKETS  
AND CHAINS**  
\$100 - 200

52<sup>o</sup>  
**AN ARNOT SUPERCHARGER**  
\$400 - 600



33



40



41



42



53<sup>□</sup>  
**A LOT OF MISCELLANEOUS JACKS**  
\$50 - 75

54<sup>□</sup>  
**A FITCH GAS TANK**  
\$100 - 200

55<sup>□</sup>  
**A LOT OF PRIMARILY NOS FORD GALAXIE  
LIGHTWEIGHT AND STANDARD PARTS**  
includes: a NOS Galaxie lightweight tachometer,  
a NOS 427 air cleaner, NOS shock absorbers  
and hubcaps.  
\$3,000 - 5,000

56 **NO LOT**

**LOTS 57 – 106 PROPERTY FROM THE  
COLLECTION OF SAM MANN**

57<sup>□</sup>  
**A ROLLS-ROYCE KNEELING LADY MASCOT**  
\$200 - 300

58<sup>□</sup>  
**A CHEVROLET EAGLE MASCOT**  
\$100 - 200

59<sup>□</sup>  
**A CHEVROLET EAGLE MASCOT**  
\$100 - 200

60<sup>□</sup>  
**A CHEVROLET WINGED LADY MASCOT**  
\$100 - 200

61<sup>□</sup>  
**A LINCOLN GREYHOUND MASCOT**  
\$100 - 200

62<sup>□</sup>  
**A WINGED LADY MASCOT**  
\$100 - 200

63<sup>□</sup>  
**A CADILLAC MASCOT, C. 1930S**  
\$50 - 100

64<sup>□</sup>  
**A SET OF THREE TAIL LIGHTS**  
\$50 - 100

65<sup>□</sup>  
**A CARELLO TURN SIGNAL LIGHT**  
\$200 - 300

66<sup>□</sup>  
**A STOP LIGHT ASSEMBLY,**  
cast aluminum by Sterling Auto Device, Chicago  
\$200 - 300

67<sup>□</sup>  
**A PAIR OF TRIPPE SAFETY LIGHTS,**  
appear to be in very good, restored condition  
\$200 - 300



57



58



59



60



61



62



63



64



65



66



67



68



69



70

68<sup>o</sup>  
**A BOSCH HORN,**  
model UK12B, 12 volt.  
\$100 - 200

69<sup>o</sup>  
**A LUCAS TRUMPET HORN**  
\$100 - 200

70<sup>o</sup>  
**A MARCHAL HORN,**  
haute-frequence 6 volt, Bakelite housing.  
\$100 - 200



69



70

71<sup>o</sup>  
**A SPARTAN HORN**  
\$50 - 100

72<sup>o</sup>  
**A LARGE BRASS BULB HORN BY RUBES,**  
with bracket.  
\$100 - 200



72



74



78

73<sup>o</sup>  
**A PAIR OF AUBURN DASH INSTRUMENT PANELS,**  
reproductions, unused.  
\$50 - 100

74<sup>o</sup>  
**A FOLDING RUNNING BOARD SEAT**  
\$100 - 200

75<sup>o</sup>  
**A NEVEROUT PEDESTAL SPOTLIGHT,**  
\$200 - 300

76<sup>o</sup>  
**A BUGATTI CENTENNIAL PORTFOLIO,**  
by Paul Kessler.  
\$100 - 200



75



76

77<sup>o</sup>  
**A HIGH QUALITY DICKIE WINDSHIELD,**  
bronze and brass, no glass.  
\$300 - 400

78<sup>o</sup>  
**A SET OF FIVE FERRARI 275 GTB ALLOY WHEELS,**  
with four Michelin XWX tires.  
\$1,000 - 1,500

79<sup>o</sup>  
**AN ORIGINAL CHRYSLER IMPERIAL STONE GUARD**  
\$100 - 200



77



79

80<sup>o</sup>  
**A SET OF FOUR BORRANI WHEELS, NUMBER RW3874,**  
size 14" x 6½"  
\$1,000 - 2,000

81<sup>□</sup>  
**A SET OF FOUR RESTORED MASERATI  
GHIBLI WHEELS,**  
and one unrestored fifth wheel, Borrani  
RW4198, 15 x 6½  
\$1,000 - 2,000



80



81

82  
**A PAIR OF DUESENBERG MODEL J  
BUMPERS, ORIGINAL**  
\$5,000 - 10,000



82



83

83<sup>□</sup>  
**A PAIR OF DERBY BENTLEY BUMPERS,**  
original, good chrome  
\$300 - 500

84<sup>□</sup>  
**A PAIR OF ORIGINAL DUESENBERG  
MODEL SJ SIDE PANELS**  
\$300 - 500



84



85

85<sup>□</sup>  
**A PAIR OF ATWOOD SEARCHLIGHTS**  
\$100 - 200

86<sup>□</sup>  
**A PAIR OF FRENCH MARKER LIGHTS,**  
appear to be NOS  
\$100 - 200



86



87

87<sup>□</sup>  
**A GOOD PAIR OF MARCHAL AEROLUX  
HEADLIGHTS,**  
restored condition.  
\$1,500 - 2,500

88<sup>□</sup>  
**A PAIR OF MARCHAL BIFOX 1931  
HEADLIGHTS,**  
original condition.  
\$800 - 1,200



88



89

89<sup>□</sup>  
**A PAIR OF MARCHAL 662 DRIVING LIGHTS,**  
in original condition.  
\$100 - 200

90<sup>□</sup>  
**A SET OF FOUR FERRARI  
WHEEL KNOCKOFFS**  
\$50 - 100



90



91

91<sup>□</sup>  
**A PAIR OF MARCHAL 520 BACKUP LIGHTS**  
\$200 - 300

92<sup>□</sup>  
**A BUGATTI TYPE 57S RADIATOR SHUTTER**  
\$1,000 - 1,500

93<sup>□</sup>  
**A DUPONT BRANDED PILOT RAY  
SPOTLIGHT,**  
with bracket.  
\$200 - 300





92



93

94<sup>□</sup>  
**A PAIR OF DUESENBERG PILOT RAY DRIVING LIGHTS,**  
complete with brackets. Appear to be a high quality reproduction.  
**\$500 - 1,000**

95<sup>□</sup>  
**A RADIO FOR A 1941 CADILLAC**  
**\$100 - 200**

96<sup>□</sup>  
**A PAIR OF DUNLOP RACING 6.00-16 TIRES**  
**\$100 - 200**

97<sup>□</sup>  
**A PAIR OF DUNLOP RACING 5.50,6.00-18 TIRES**  
**\$100 - 200**

98<sup>□</sup>  
**A PAIR OF UNIVERSAL SPORT 185R15 TIRES**  
**\$100 - 200**

99<sup>□</sup>  
**A SET OF FIVE CHROME WIRE WHEELS FOR A BUGATTI TYPE 57,**  
18" custom laced steel wheels.  
**\$500 - 1,000**

100<sup>□</sup>  
**A SOLAR ACETYLENE BRASS GENERATOR**  
**\$200 - 300**

101<sup>□</sup>  
**A STEWART BRASS 60MPH SPEEDOMETER,**  
with cable and drive.  
**\$300 - 400**

102<sup>□</sup>  
**A CADILLAC V16 RADIO**  
**\$300 - 400**

103<sup>□</sup>  
**SIX MERCEDES 300SL HUBCAPS,**  
in original condition.  
**\$100 - 200**

104<sup>□</sup>  
**A MILLER-STYLE RACECAR NOSE**  
**\$100 - 200**

105<sup>□</sup>  
**A 1930S RACING CAR COWL AND ASSORTED PARTS,**  
includes: oil tank, gauges, steering wheel, Franklin-type steering box, hood former and hood assembly. Parts are from the Orange Blossom Special.  
**\$500 - 1,000**



94



95



96



97



98



104



99



100



101



102



106

106

**EX-CHARLES CHAYNE, A.O. "BUNNY" PHILLIPS, C.1959 PRE-PRODUCTION PROTOTYPE BUICK 215CI ALUMINUM V-8 ENGINE,**  
Serial no. SC-001

This pre-production engine was fitted to the former head of General Motors Buick division Charles Chayne's Bugatti Type 57S. The Bugatti was restored by General Motors and the car served as a test bed for the 215 engine, then in development. Numbering indicates that this was a high compression example with a four barrel carburetor. This 215 engine was known to power the Bugatti to over 120mph when fitted - a testament to the power output of this lightweight engine.

Though relatively short lived in the American car industry, the Buick 215 engine would have a lengthy career powering British Rover and MG vehicles. The Buick engine would also be adapted into the Repco Formula 1 engine that would power Brabham to World Championship victory in 1966.

Historically significant on many levels, this Buick V-8 is a fascinating piece of automotive history.

**\$8,000 - 12,000**



106 (detail)





107



108

**LOTS 107 – 123: PROPERTY FROM THE DU PONT FAMILY**

107<sup>Q</sup>

**FIVE NOS DUNLOP RACING TIRES**

two 4.50-15 and three 4.00/4.25-15.

**\$200 - 300**

108<sup>Q</sup>

**A SET OF FOUR COOPER 15 INCH MAGNESIUM WHEELS, NOS**

still in the original shipping crate.

**\$800 - 1,200**



109



110

109<sup>Q</sup>

**SIX COOPER MAGNESIUM WHEELS**

**\$200 - 300**

110<sup>Q</sup>

**A PAIR OF COOPER WHEELS, CRATED**

**\$200 - 300**

111<sup>Q</sup>

**A NORTON MANX 500CC LONG STROKE GASOLINE ENGINE**

number 11M8275.

**\$1,000 - 2,000**



111



113

112<sup>Q</sup>

**A NOS COOPER FORMULA III ALLOY BODY**

still in the original crate.

**\$1,000 - 2,000**

113<sup>Q</sup>

**A NORTON MANX ENGINE**

appears to be short stroke, seems to be number 16011. Complete with magneto and carburetor

**\$1,000 - 2,000**

114<sup>Q</sup>

**TWO NORTON MANX CYLINDER HEADS**

with associated spares, one cylinder head seems to be damaged

**\$100 - 200**



114



115



116

115<sup>Q</sup>

**A NORTON MANX ENGINE CASE**

number K11M62100, along with one extra case half and one damaged engine case

**\$100 - 200**



112



117

116<sup>o</sup>  
**ASSORTED COOPER FORMULA III SPARES**  
\$100 - 200

117<sup>o</sup>  
**A MCCULLOUGH SUPER CHARGER BELT TENSIONER**  
\$400 - 600

118<sup>o</sup>  
**ONE HALLIBRAND MAGNESIUM RACING WHEEL FROM A CUNNINGHAM RACE CAR**  
with a 6.50-16 Dunlop racing tire  
\$200 - 300

119<sup>o</sup>  
**FOUR 28X3" CLINCHER WHEELS, NOS**  
possibly early sidecar wheels  
\$100 - 200

120<sup>o</sup>  
**COOPER JAP ASSORTED SPARES**  
\$100 - 200

121<sup>o</sup>  
**COOPER FORMULA III BODY PANELS**  
\$200 - 300

122<sup>o</sup>  
**A JOE HUNT MAGNETO, 8-CYLINDER**  
\$100 - 200

123<sup>o</sup>  
**A 2-CYLINDER WOODEN COIL BOX, WITH COIL**  
\$100 - 200

#### OTHER PROPERTIES

124<sup>o</sup>  
**C.1901 MOTORCAR BODY,**  
said to be from a 1901 Thomas. This lot includes: a hood, fender, body base and tonneau skins. Some parts are clearly numbered and have original paint.  
\$1,000 - 2,000

125<sup>o</sup>  
**MOTORIZED MINIATURE 1959 FORD T-BIRD CONFIGURATION,**  
\$3,000 - 4,000



117



119



120



121



122



123



124



125





126

126<sup>o</sup>

***BELIEVED TO BE THE ONLY EXTANT EXAMPLE OF THIS CALIFORNIA MADE ENGINE  
C.1925 BALBOA 8-CYLINDER, SUPERCHARGED 100HP ENGINE***

The technically sophisticated Balboa was one of the very few motorcars entirely manufactured in California at the time. Sporting a highly innovative design with over-head cam, hemispherical combustion chambers and twin rotary-valves that allowed the crankcase to create positive pressure used to charge the induction, the 178ci motor produced significantly more power than other motors of its size.

No Balboa cars are known to exist and this is thought to be the only surviving intact engine.

This is offered as one largely complete engine along with an extensive collection of spares. While this motor has been stored inside for many years, one should expect a full recommissioning prior to attempting to run this engine.

This engine is a tremendously important piece of California motor history as well as a fascinating piece of engineering in its own right.

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

# MOTORCARS

October 5, 2015 at 2pm

Lots 201-276

Additional images for each lot  
can be found at [Bonhams.com/Simeone](http://Bonhams.com/Simeone)





## THE MUSEUM OF SCIENCE AND INDUSTRY, CHICAGO (LOTS 201 - 205)

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

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

The Museum of Science and Industry's halo exhibits include the World War II submarine U-505 and the Chicago, Burlington and Quincy railroad's futuristic, streamlined Pioneer Zephyr train. The Museum's lavish collection of automobiles and transportation apparatus was assembled in part during its early days by

Museum President Major Lenox Lohr. With legendary collector D. Cameron Peck and a team of enthusiasts, Major Lohr, a passionate enthusiast for the history of the automobile, put together a thoughtful and coordinated collection of important automobiles, carriages, wagons, apparatus, trolleys and locomotives, which celebrated Chicago's position at the center of North America's lifelines of transportation.

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

With its elaborate interactive exhibits and many special displays over the years, Chicago's Museum of Science and Industry has





established a standard for similar museums which Julius Rosenwald and his contemporaries could only have dreamed of witnessing.

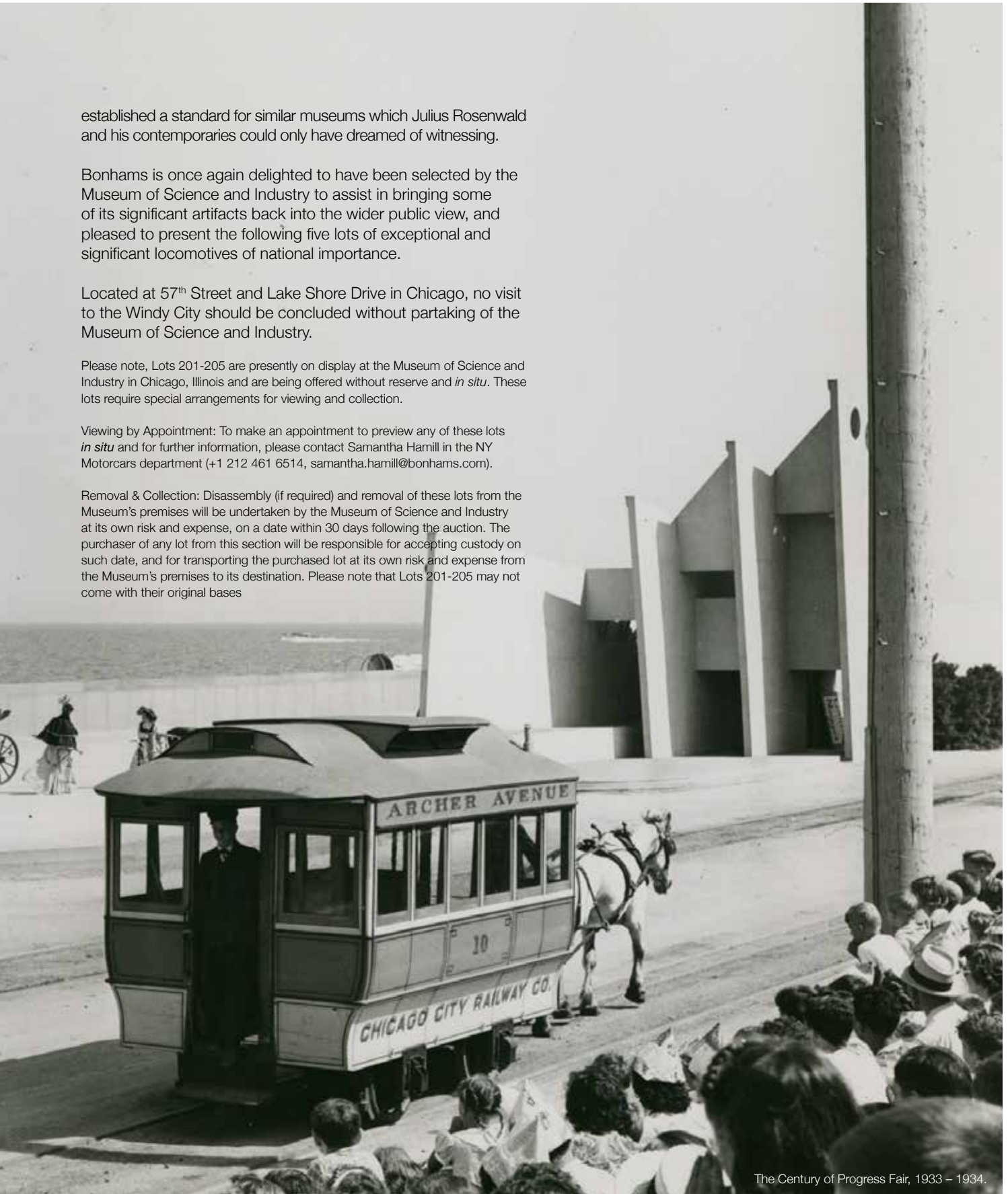
Bonhams is once again delighted to have been selected by the Museum of Science and Industry to assist in bringing some of its significant artifacts back into the wider public view, and pleased to present the following five lots of exceptional and significant locomotives of national importance.

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

Please note, Lots 201-205 are presently on display at the Museum of Science and Industry in Chicago, Illinois and are being offered without reserve and *in situ*. These lots require special arrangements for viewing and collection.

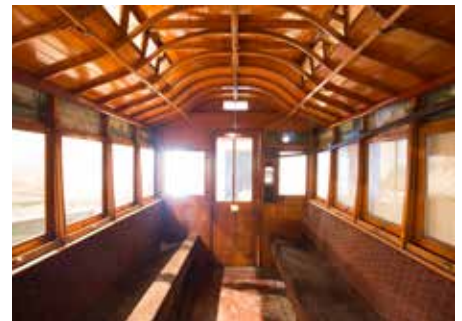
Viewing by Appointment: To make an appointment to preview any of these lots *in situ* and for further information, please contact Samantha Hamill in the NY Motorcars department (+1 212 461 6514, [samantha.hamill@bonhams.com](mailto:samantha.hamill@bonhams.com)).

Removal & Collection: Disassembly (if required) and removal of these lots from the Museum's premises will be undertaken by the Museum of Science and Industry at its own risk and expense, on a date within 30 days following the auction. The purchaser of any lot from this section will be responsible for accepting custody on such date, and for transporting the purchased lot at its own risk and expense from the Museum's premises to its destination. Please note that Lots 201-205 may not come with their original bases



The Century of Progress Fair, 1933 – 1934.

*Built for the 1933-34 Century of Progress Fair in Chicago*  
 c.1929 CHICAGO CITY RAILWAY BUILT "1870 ARCHER AVENUE NO. 10" HORSECAR



**THE HORSECAR**

The horse drawn streetcar, typically contracted as 'horsecar,' was a significant early step in the evolution of urban transport. In this context, the term 'car' refers specifically to a railway vehicle and does not imply an internal combustion engine automobile (now commonly known as a 'car').

The horsecar was an important advancement to the omnibus. This innovation allowed a single horse to draw a heavier vehicle while providing a smoother and more comfortable ride. Among the drawbacks of the horsecar operation were that the mode was severely limited where cars encountered ascending grades, while busy lines required many more horses than cars because it was only possible to work horses for a few hours a day. In some instances mules were preferred over horses because of their greater stamina. By one estimate, Chicago street railways employed 8,400 horses in 1893.

The overwhelming cost and operating advantages of electric operation rapidly displayed horsecars on city streets. By 1900, the horsecar had vanished from most cities. In Chicago, some horsecar and cable car routes survived until 1906 owing to a regulation or law that prohibited the erection of overhead wires in downtown areas. Once this obstacle was overcome the electric streetcar prevailed. Nationally, horsecars disappeared very quickly from the scene and despite their early prevalence very few were preserved for posterity.

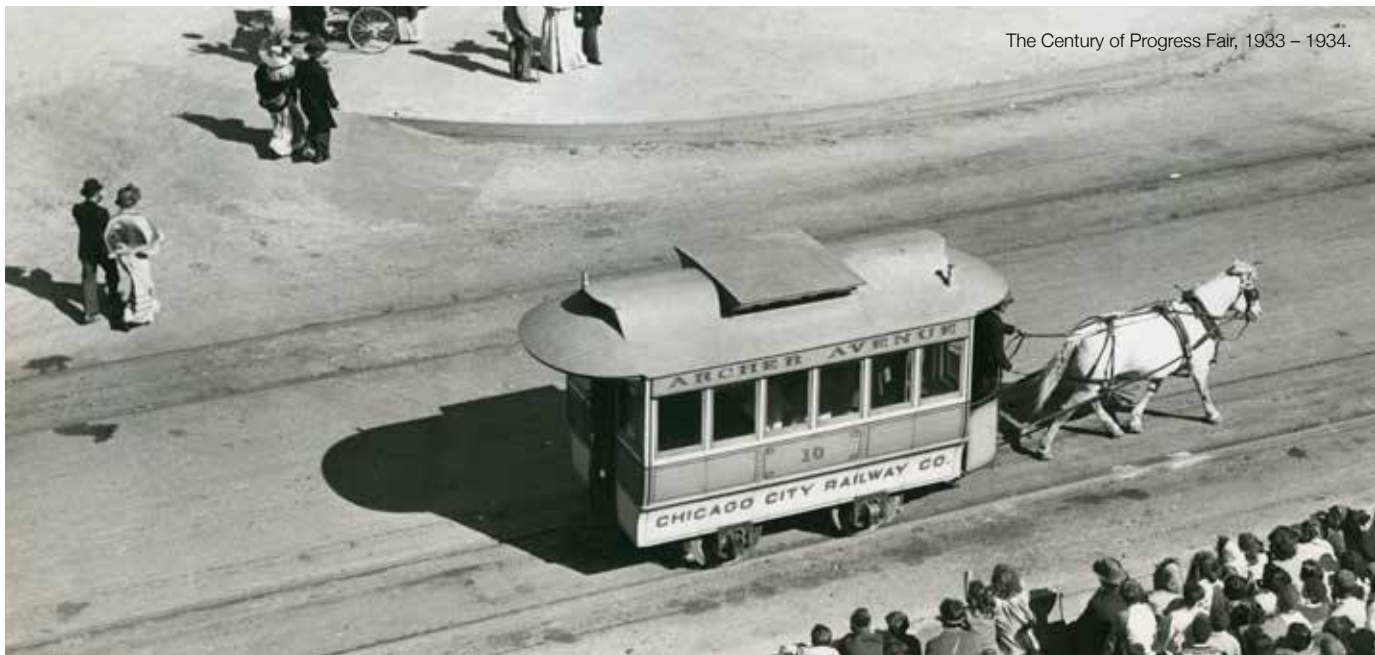
**THE HORSECAR OFFERED**

Chicago Horse Car No. 10 is a replica constructed by the Chicago City Railway at its South Shops for the Chicago Museum of Science & Industry during 1929 and 1930 and is believed to be the second object donated to the museum. Although a replica, the car is an accurate rendition of a period street railway vehicle. At the time of construction, it had been less than 25 years since similar horse cars had worked Chicago streets and thus the cars were still in the living memory of men working for the company.

The replica was intended to represent one of Chicago's first horse cars built in 1859. This is a comparatively small car, measuring about 9 feet 9 inches tall, 7 feet ½ inches wide, 16 feet and 1 ½ inches long. It weighs 4,560 lbs. The car was designed for one-man operation with a single horse drawing it. Average speed



The Century of Progress Fair, 1933 – 1934.



The Archer being installed into the Museum



The Century of Progress Fair, 1933 – 1934.



would have been between 3-5 mph. It had space for 18 seated passengers.

Passengers are believed to have entered via a door at the back of the car and paid their fare by dropping a coin into a slot that delivered it by gravity to the driver. This clever system was intended to avoid unnecessarily distracting the driver while the car was in motion. The car uses a 'Bob-tail' design, so-called because it only has a platform at the drivers' end. The driver rode on the small exterior platform at the front of the car that was covered by a roof extension. Other than horse reins, his only other control was a hand brake consisting of a metal arm used to slow and stop the car and prevent it from colliding with the horse, or rolling backward when on an upgrade. Other equipment includes a stovepipe exhaust stack from the passenger compartment, although

there doesn't appear to have been a stove installed in this replica.

In its early years the replica was displayed as Archer Avenue No. 10 of the Chicago City Railway Company. It was one of three replica streetcars used as part of a larger exhibit to demonstrate the evolution of urban transport in Chicago. The other two cars were replicas of the cable-hauled grip car and its trailer. (Between 1892 and 1906 Chicago had a cable car system, similar to that still in use in San Francisco, that was the most extensive of its kind in the world). Horsecar No. 10 was among the exhibits at the 'Wings of a Century' pageant for the Chicago Century of Progress Exposition held during 1933 and 1934.

**\$25,000 - 35,000**  
**Without reserve**



As indicated in the special notice above, this lot will require special arrangements for viewing and collection. Please contact Samantha Hamill in the NY Motorcars department (+1 212 461 6514, samantha.hamill@bonhams.com) to arrange a viewing and for further information. Please note that this lot may not come with its original base.



**THE LOCOMOTIVE CAB OFFERED**

This full-size steam locomotive cab was built by the Pennsylvania Railroad (PRR) in the late-1920s or early 1930s to be used as part of a larger exhibit illustrating the role of the Pennsylvania Railroad. The cab includes an overhanging canopy, a mockup of the boiler/ firebox back-head, plus related control valves and gauges.

Part of Pennsylvania Railroad's exhibit at the 1933-1934 Century of Progress fair in Chicago, it was among artifacts that by priori intent remained with the Chicago Museum of Science and Industry after the close of the fair.

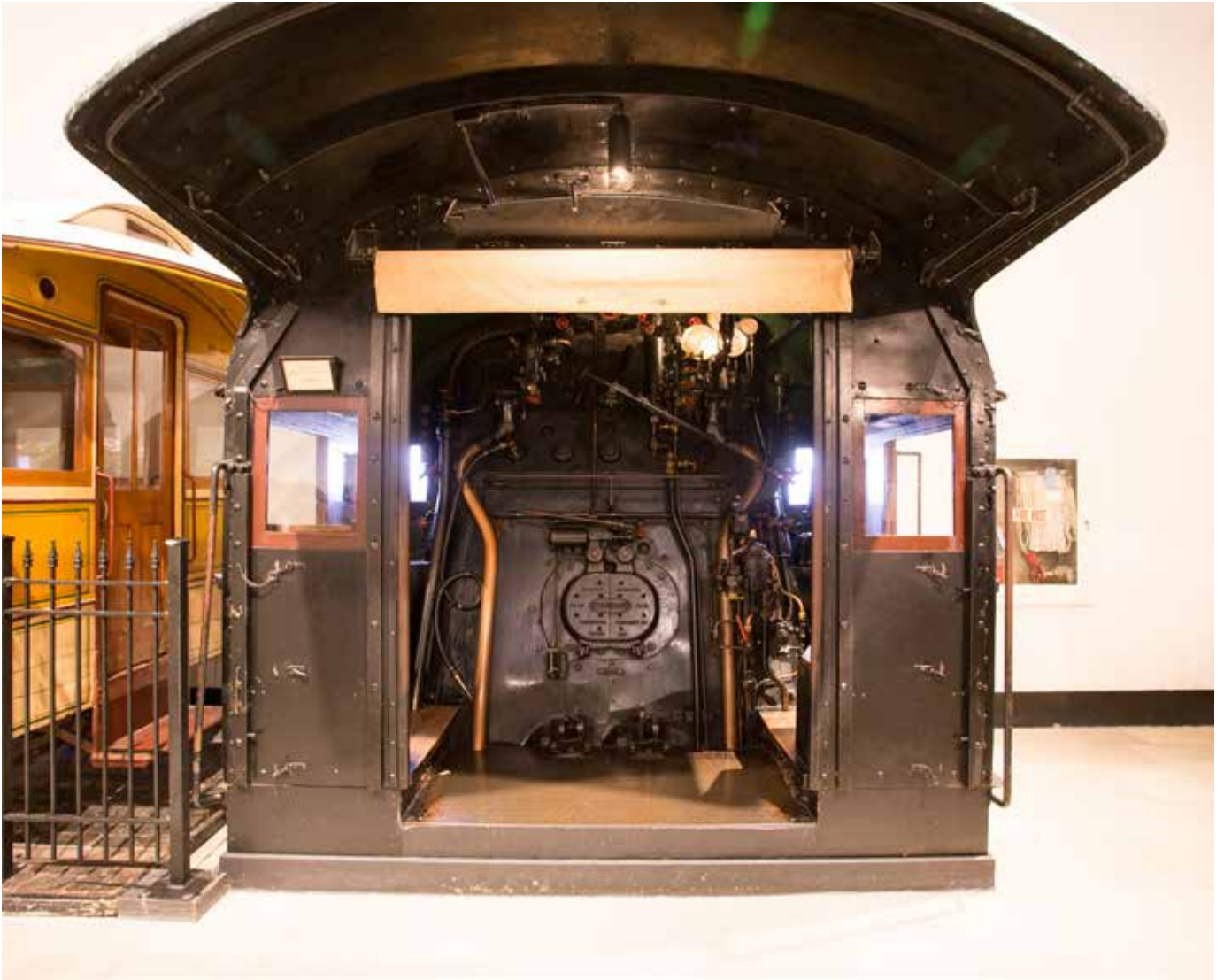
Significantly, the cab faithfully represents the used by PRR on its most famous class of steam locomotive, its K4s Pacific. ('s' inferred 'superheated' and not plural, much to confusion of historians). In the 1920s

and 1930s, PRR was the largest American Railroad the largest passenger carrier. Its K4s Pacifics were well known for their exceptional operating characteristics and would have been familiar to a generation of travelers. The type was developed by the railroad at Altoona, Pennsylvania between 1914 and 1918 and was built in large numbers into the mid-1920s. They worked famous named trains including PRR's flagship *Broadway Limited* that ran on a fast express schedule between New York and Chicago. The K4s Pacifics made their final revenue runs in 1957. Two were preserved. One is a static exhibit at the Railroad Museum of Pennsylvania in Strasburg, the other has been a candidate for operational restoration, and had been exhibited at the Horseshoe Curve for many years.

**\$12,000 - 18,000**  
**Without reserve**

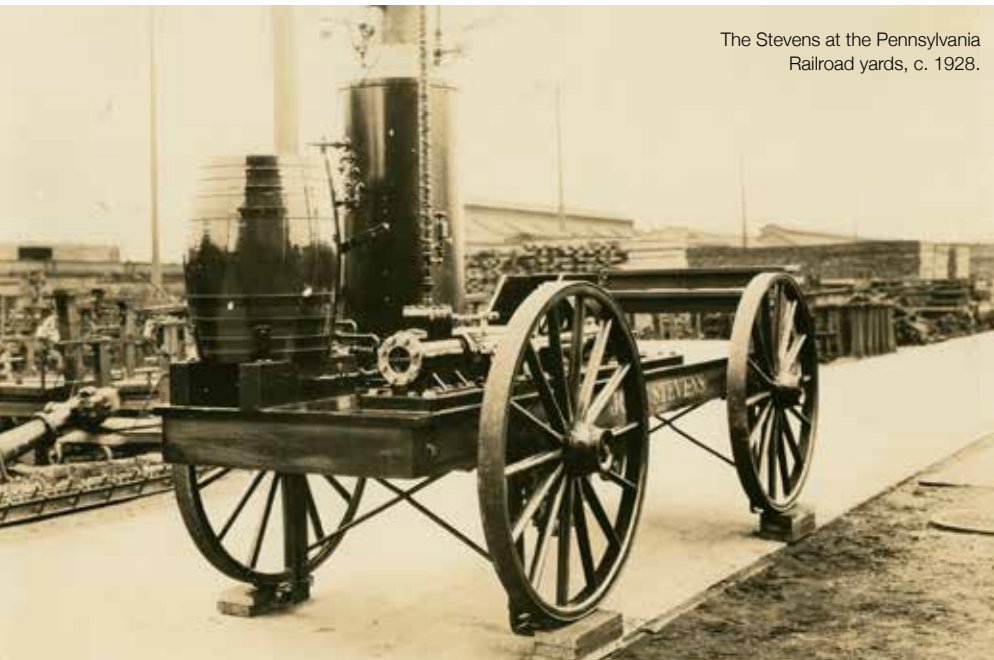
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The Cab as part of the Pennsylvania Railroad exhibition at the Century of Progress Fair, 1933 - 1934



1928 PENNSYLVANIA RAILROAD BUILT  
"1825 JOHN STEVENS" LOCOMOTIVE

The Stevens at the Pennsylvania Railroad yards, c. 1928.



### THE JOHN STEVENS

Colonel John Stevens (1749-1838) was Revolutionary War veteran, one-time treasurer of New Jersey, engineer, inventor, and prolific steam propulsion advocate. As early as 1788 he met with American steam boat pioneer John Fitch, which led to Stevens immediately seeking ways to forward steam power. In 1789, he invented an improved vertical boiler for marine applications.

Although a generation ahead of his time, Stevens' foresight and bold ideas greatly shaped and influenced later development. The concept of a steam locomotive was still in its infancy in Great Britain, when in 1811 Steven began publicly advocating steam railroads in the United States. He took action in 1815, obtaining a charter to build a railroad in New Jersey—believed to be the first of its kind in North America. At the time canal-fever dominated transportation scheme, and discouraged

progress toward actually constructing a railroad. His later efforts failed to attract serious investors and did not make it past the charter stage.

Undaunted, he sought to demonstrate the potential of a steam railway, and in 1825, he built his fully operational experimental "steam wagon" and ran it on a half mile of circular track on his Hoboken, New Jersey estate. His demonstration attracted hundreds of visitors, and as a result of this promotion, his sons obtained a charter for the Camden & Amboy Railroad across New Jersey in 1830. This pioneer line was one of Pennsylvania Railroad's predecessors, and was one of the earliest importers of British locomotives with its famed *John Bull* of 1831.

Stevens' locomotive also influenced development of early American-built

locomotives. Locomotive pioneer Peter Cooper (a successful New York glue maker) demonstrated his locomotive (later called 'Tom Thumb') to the Baltimore & Ohio on August 28, 1830, where it hauled thirteen tons at four mph, and reached speeds in excess of 15 mph. Cooper had intended to build a fleet of similar machines for B&O but was unable to fulfill his promise. Instead, Phineas Davis picked where Cooper left off, and his locomotive *York* was an advancement of John Stevens' demonstration engine. Aided by Ross Winans, Davis developed the Grasshopper type, bought by Baltimore & Ohio. Winans went on to become one of the first significant locomotive builders in the United States and supplied American-designed engines to several pioneer railroads. His early engines continued to employ vertically orient marine style boilers and these represented a distinct







### THE LOCOMOTIVE OFFERED

technological line and presented a contrast to most locomotives that were descended from British imports derived from Robert Stephenson's famed *Rocket* of 1829.

A century after Stevens' demonstration, Pennsylvania Railroad sought to promote its own history and highlight the significance of early railway development. PRR focused on Stevens' pioneer engine and its 1928 replica was part of a working display at the Stevens Institute in Hoboken (an organization founded in 1870). Later, the Chicago Museum of Science desired to display PRR's *John Stevens* (as the replica had become known) at the Century of Progress fair held in 1933-1934. The museum coordinated with the Pennsylvania Railroad to ship it to Chicago. During the 1930s the locomotive became part of the museum's permanent collection, although previously it had been considered for donation to the Henry Ford Museum in Dearborn, Michigan. In 1939, PRR constructed a similar replica for public display which now resides at the Railroad Museum of Pennsylvania in Strasburg.

This John Stevens is a replica locomotive constructed in 1928 by the Pennsylvania Railroad at its company locomotive shops at Altoona, Pennsylvania. It was designed as a full-size working model of the demonstration locomotive built a century earlier by pioneer railroad proponent, engineer and inventor, Col. John Stevens in 1825. The original machine is understood to have been the first full-size steam locomotive built in the United States to have operated on tracks.

The locomotive uses a primitive design derived from contemporary (1820s) marine practice, and was described in period sources as a steam wagon. It consists of a painted wooden platform frame 16 feet long, 4 feet 2 inches wide with the boiler mounted at one end. This marine-style vertical multi-tube boiler is 45.5 inches tall. Reports indicate that original boiler



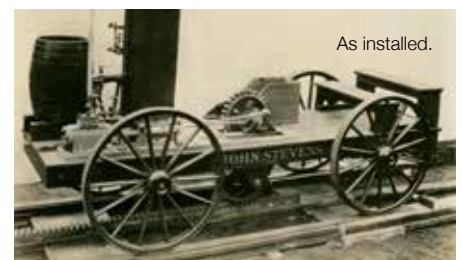
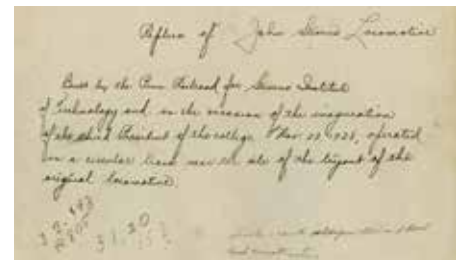
The Stevens at the Pennsylvania Railroad yards, c. 1928.



was of the water-tube type, and was designed by Stevens for steam boat operation. The replica is made from iron with iron tubes. The locomotive features spoked wheels. Significantly, the running wheels are flangeless, instead using vertically orient roller guides (projecting from below the platform) at the back of the wheels to engage the inside face of the running rails. Unlike conventional railroad locomotives that rely upon the principle of adhesion (friction between drive wheels and rails) for propulsion, the Stevens locomotive uses a rack system. The boiler feeds a single 5x12 inches (bore and stroke) cylinder that drives a system of gears with a spur gear below the platform used to engage a centrally placed rack rail. The cylinder-piston crossheads are constructed from wrought iron with cylindrical journals.

**\$30,000 - 50,000**  
**Without reserve**

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*Run in the 1933-34 Century of Progress Fair in Chicago*  
 1928 BALTIMORE AND OHIO RAILROAD BUILT  
 "1831 YORK" LOCOMOTIVE



### THE YORK AND THE B&O RAILROAD

During the 1820s, the British-born steam railway quickly caught the attention of American businessmen and engineers who saw its value as practical transportation. By that time Britain had a well-developed industrial economy with collieries, iron mines, foundries, textile mills and other industrial concerns, furthermore a complex and extensive canal network laced the country, providing slow, but adequate, industrial transportation. America was still primarily an agricultural nation with only formative industry and minimal heavy infrastructure. The opening of the Erie Canal in 1825 precipitated a host of similar schemes and railroad projects.

Among these was the Baltimore & Ohio, chartered in 1827, which envisioned connecting the port of Baltimore with the Ohio River (a gateway to further western trade with access

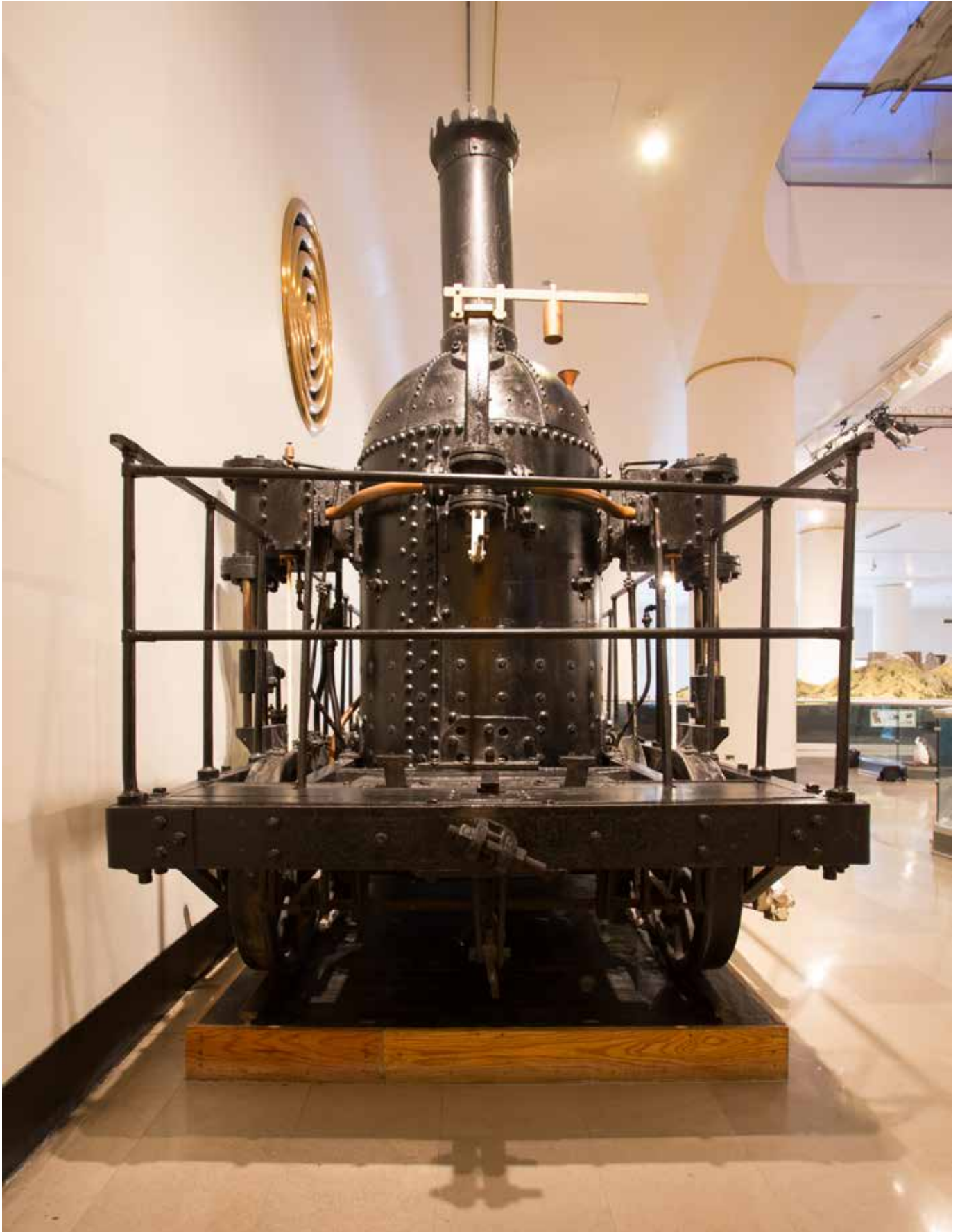
to the interior of the country). Baltimore hoped to benefit from its railway in the same way that New York City had profited from the Erie Canal.

Initially, the B&O's founders planned to operate the railroad with horses, but soon investigated locomotive technology and in the late 1820s sent representatives to Britain to make inquiries. While impressed with the technology, they found that British locomotives were not only very expensive, but their relatively long rigid wheel base was poorly suited to B&O's light track structure.

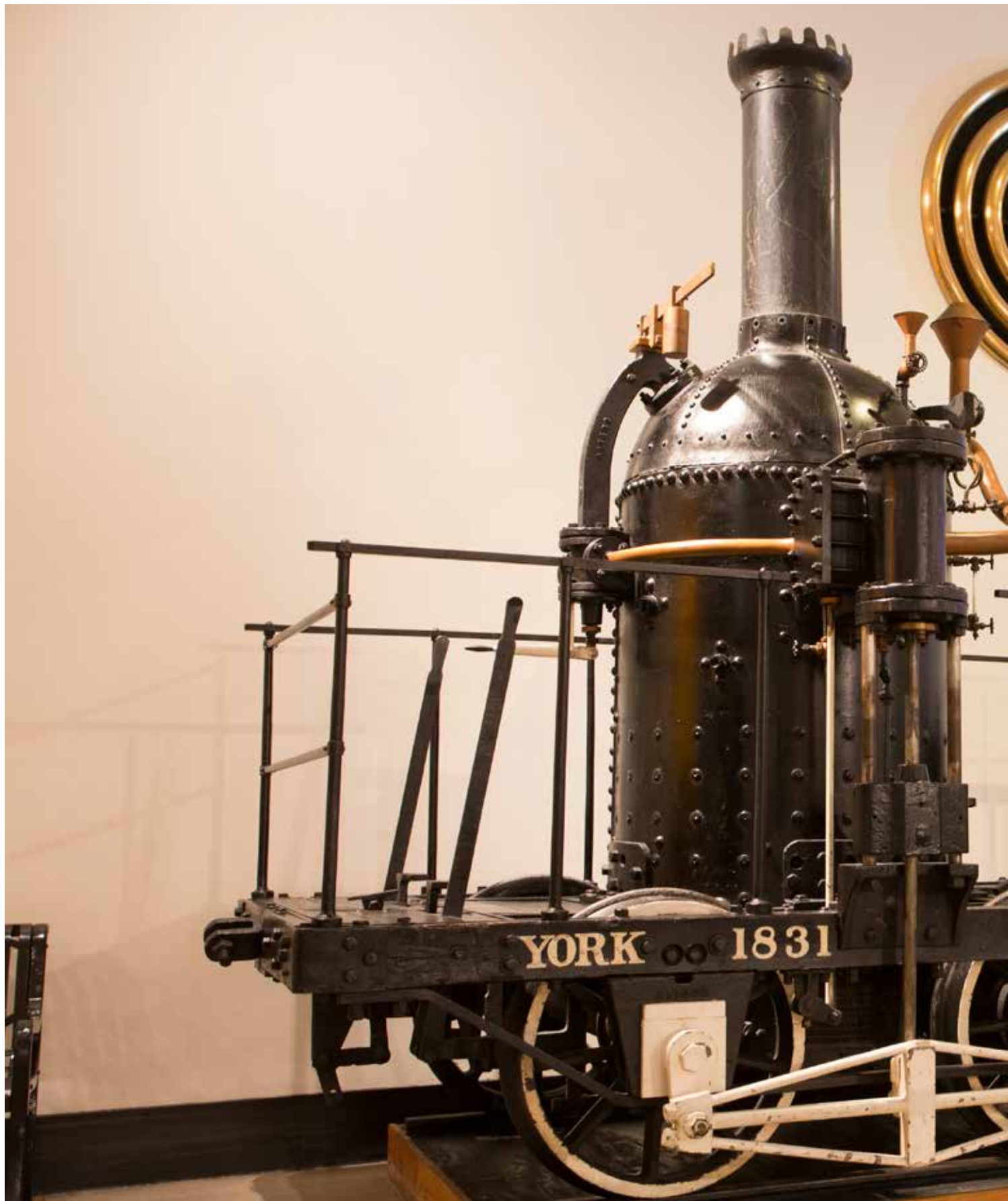
New York businessman Peter Cooper, who had financial interests in Baltimore, had a better idea – and he convinced the B&O into testing a domestically designed locomotive. An early 'buy American' proposal and with B&O's consent he organized the construction of a small one-

ton steam locomotive (later known as 'Tom Thumb'). [Cooper later ran for President of the United States among other endeavors, and later on published some fanciful recollections of his locomotive experiences.]

Following Cooper's successful demonstration in 1830, B&O planned a locomotive competition similar to Liverpool & Manchester's famous Rainhill trials of 1829 in England. Five locomotives were entered in the competition, held between January and June 1831. Curiously, Cooper's was not among them. The winning locomotive was the *York*, named for York, Pennsylvania where the locomotive was constructed. This was the work of Phineas Davis (1895-1835), a watchmaker and early steam advocate, and built with the help of his partner Morris J. Garner (sometimes spelled Gartner).









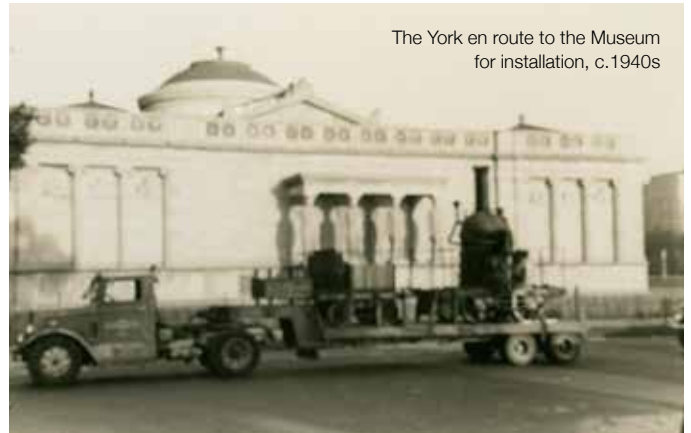
BALTIMORE & OHIO



The York en route to the Museum for installation, c.1940s



At the time of the Century of Progress Fair,



The York en route to the Museum for installation, c.1940s

Significantly, *York* was a short-wheel base four-wheel, vertical boiler locomotive similar to Coopers. It featured a pair of vertical cylinders that drove vertical main rods that connected to horizontal side rods, which powered the wheels. Designed to burn anthracite, the *York* was deemed most successful of the five locomotives and after some alterations entered service on the B&O, where it hauled passenger trains on the line from Baltimore to Ellicott City, Maryland. In July 1831, it was reported to have hauled a five car train with 150 passengers on board. It was capable of hauling 15 tons at 15 mph on level track, and could reach speeds of 30 mph, which were considered impressive statistics for the period.

Embracing Cooper's ideas, Phineas Davis improved upon his *York* design. Aided by Ross Winans, Davis constructed a second, better

designed locomotive called the *Atlantic*—the first “Grasshopper type,”—which employed Cooper's vertical fire tube boiler. The *Atlantic* weighed about seven tons and had two vertical cylinders. The Grasshopper design proved reasonably successful, and twenty such locomotives were constructed at B&O's Mount Clare shops.

Sadly Phineas Davis, like Dr. Frankenstein, was killed by his creation. On the 27th of September 1835, he was thrown from one of his locomotives when it derailed on its way toward Washington DC. Ross Winans took over from David, and using Davis' and Cooper's designs went on to become one of the first successful American locomotive manufacturers. These were locomotives of strictly an American pattern, and represent an alternative technological solution to British-designed

engines, most of which were based on Robert Stephenson's Rocket of 1829. Ultimately, most successful steam locomotives built in the United States were patterned after the Rocket, which makes the *York* even more interesting as its line became extinct a century before the steam locomotive itself was phased out.





At the time of the Century of Progress Fair.



The York en route to the Museum for installation, c.1940s

## THE LOCOMOTIVE REPLICA OFFERED

The *York* was one of three working replicas of early American locomotives built in 1927 by Baltimore & Ohio at its Mt. Clare shops in preparation for the railroad's *Fair of the Iron Horse* centenary celebrations in Baltimore. As the first chartered common carrier railroad constructed in the United States, and a significant pioneer of railroading and railroad technology, B&O had long played a key role in preservation and promotion of its own history. Since the original *York* built in 1831, had been lost (scrapped) decades earlier, some of its descendants had survived, and to provide historical context, the *York* was faithfully recreated.

As built, the replica measured 12 feet tall (to the top of the smoke stack), 10 feet 11 inches long, and 7 feet 4 inches wide. In addition to the engine was a tender for carrying fuel and

water that was 8 feet long. Together, *York* and its tender were 19 feet long. The engine features a primitive marine-style vertical boiler with 108 tubes and 6.75 square foot firebox grate. This supplied steam to a pair of vertically oriented cylinders 5.25 inch by 12 inches (bore x stroke). Although Davis' original engine was supposed to have weighed 3.5 tons, the replica is reported to weigh 13,540 lbs. Drive wheels were 30 inches in diameter.

After its performance at the *Fair of the Iron Horse*, the locomotive was sent to Chicago to participate in the Century of Progress fair held in 1933 and 1934. Afterwards, Baltimore & Ohio donated the replica to the Chicago Museum of Science and Industry for its permanent exhibit. In 1966, it was loaned for display in York, Pennsylvania, where it resided until 1978, when it was then loaned to the Chessie System's

Baltimore & Ohio Railroad Museum as part of Baltimore & Ohio's 150th anniversary displays. Although Chessie System coveted the replica and hoped to keep it long term, in 1980 it was returned to the Chicago Museum of Science and Industry as part of a railroad-themed display. Chessie System is one of the components of modern day CSX Transportation, one of America's largest freight railroads.

**\$50,000 - 70,000**  
**Without reserve**

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Used under both Union and Confederate forces during the Civil War and  
Believed to be the oldest Southern locomotive in existence

## c.1835 BRAITHWAITE AND ERICSON "MISSISSIPPI" LOCOMOTIVE



The Mississippi, c. 1890s

### THE BIRTH OF THE AMERICAN RAILROAD AND THE *MISSISSIPPI*

The *Mississippi* has been often heralded as the first locomotive of the South. It is probably the oldest known locomotive to have operated in the state of Mississippi. It is believed that commercial locomotive manufacturer Braithwaite and Ericson of New Road London and Liverpool built the engine in about 1834. This manufacturer is known to have exported approximately 14 locomotives to the United States in the 1830s. Braithwaite and Ericson is probably best known for its locomotive *Novelty* that competed unsuccessfully against Robert Stephenson's *Rocket* in the famous Rainhill Trials conducted near Manchester in 1829. *Rocket* proved to be a seminal design that influenced the most subsequent steam locomotive design, including the *Mississippi*. It was the first locomotive to successfully combine a fire-tube boiler with forced draft caused

by cylinder exhaust and direct connections between cylinders and drive wheels. In 1836, Braithwaite and Ericson changed its name to Braithwaite, Milner and Company and it appears to have exited the locomotive business about 1841.

Although the locomotive's construction is very detailed, one source indicates that Braithwaite built a locomotive for the 'Natchez and Hamburg', and was possibly assembled on site in Mississippi. Other sources indicate that the locomotive was sent in pieces (probably packed in shipping crates) by ship to New York City where it was assembled and sent to the Mississippi Railroad at Natchez. Its cost has been stated as \$2,000.

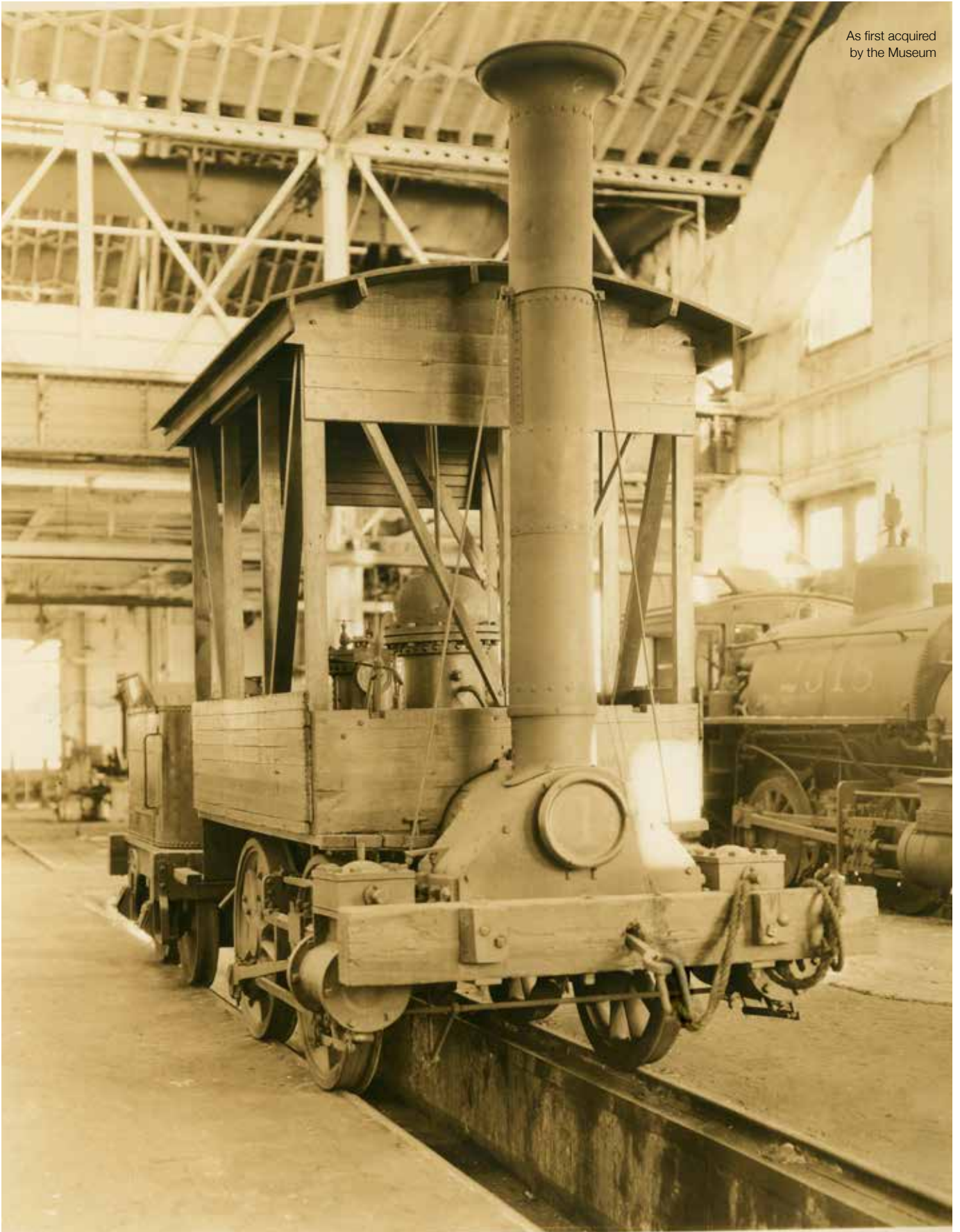
In either case, the locomotive was among British exports to the United States during the

formative years of railroad development, and remains among the oldest extant locomotives in the United States and the World. It forms a technological link between Great Britain and America during the crucial years when railroad technology was transferred between the two countries.

Significantly, America was one of the first nations outside of Great Britain to adopt the steam railway as conceived by its pioneer George Stephenson (also a locomotive builder, and the father of Robert Stephenson). This technology transfer began in the 1820s, when several prominent American engineers were sponsored by formative railroad companies (notably the Delaware & Hudson, and Baltimore & Ohio) to travel to England. They spent weeks and months learning about railway developments, meeting with key inventors,



As first acquired  
by the Museum









The Mississippi when first acquired by the Museum.



including the Stephenson, and arranged to import locomotives and rails back to America. Among the surviving British locomotives in the United States is the famed *John Bull*, imported by Pennsylvania Railroad predecessor Camden & Amboy, which is now displayed at the Smithsonian Institution in Washington D.C.

Accounts of *Mississippi's* early years vary. It appears to have entered service in 1837, and may have pulled the first train on the Mississippi Railroad, which is reported to have occurred on April 24, 1837. It seems that its service with this original owner only lasted for a few years.

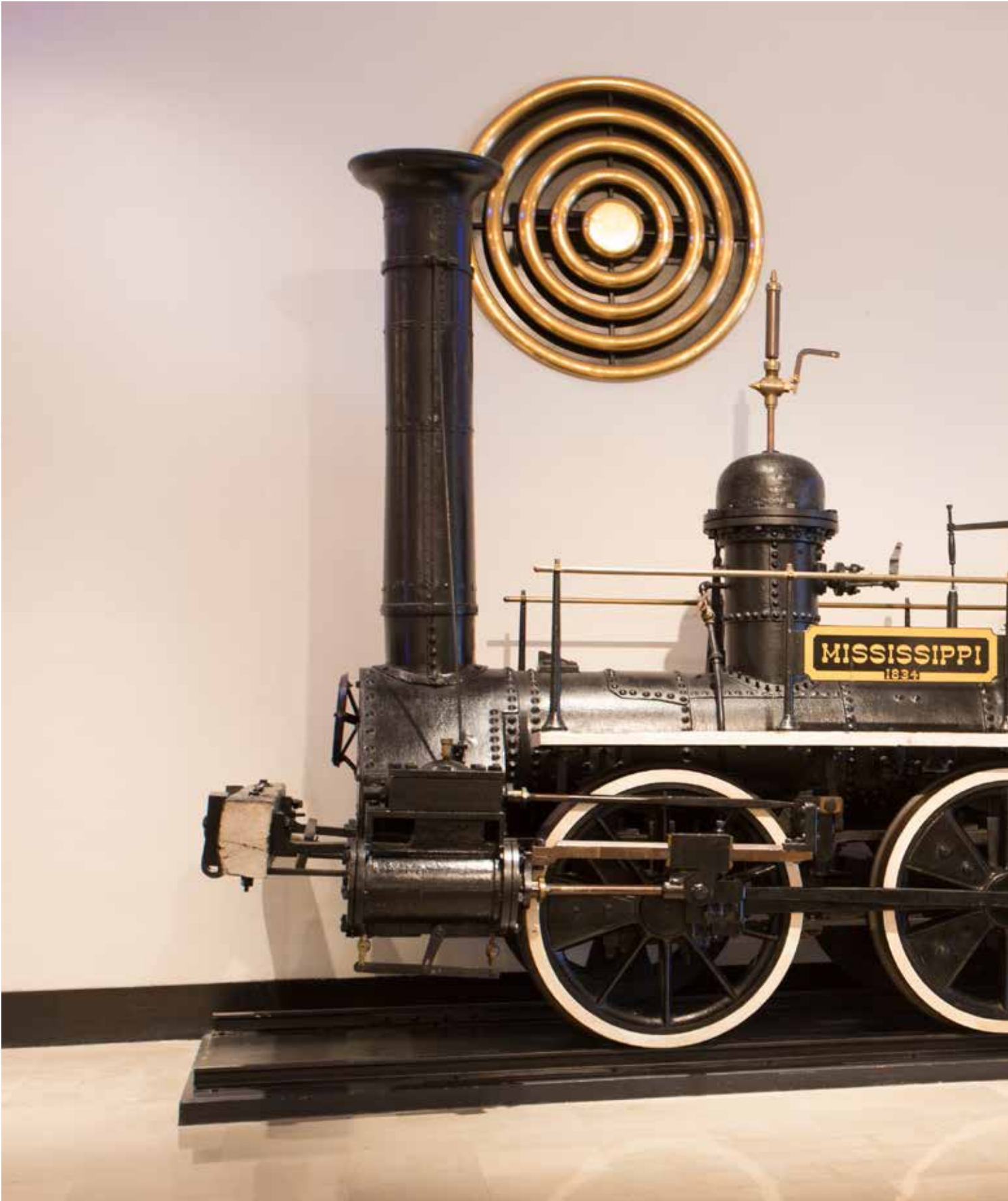
It was also reported that during the American Civil War the locomotive served the Confederates during the Union Army's Siege of Vicksburg in 1863. Ultimately the engine was captured by the Union, and pressed into

service to aid in the supply of Union troops. After the war the locomotive's history again becomes hazy. Around 1880, after a period of disuse, the engine was salvaged by railroad contractor J. A. Hoskins and restored for service hauling gravel. Illinois Central inherited the engine in 1891, and recognized it as being far more than an ordinary antique. At that time it was thoroughly restored and dressed up as a 'Natchez and Hamburg' engine, and operated under its own power to Chicago to participate in the Columbian Exposition of 1893. (The 'Natchez and Hamburg' doesn't appear to have existed, and may be a colloquial term for the Mississippi Railroad).

In this guise, the *Mississippi* served a roll kin to that of other very early engines that were similarly displayed at that time by their host railroads. Over the next forty years

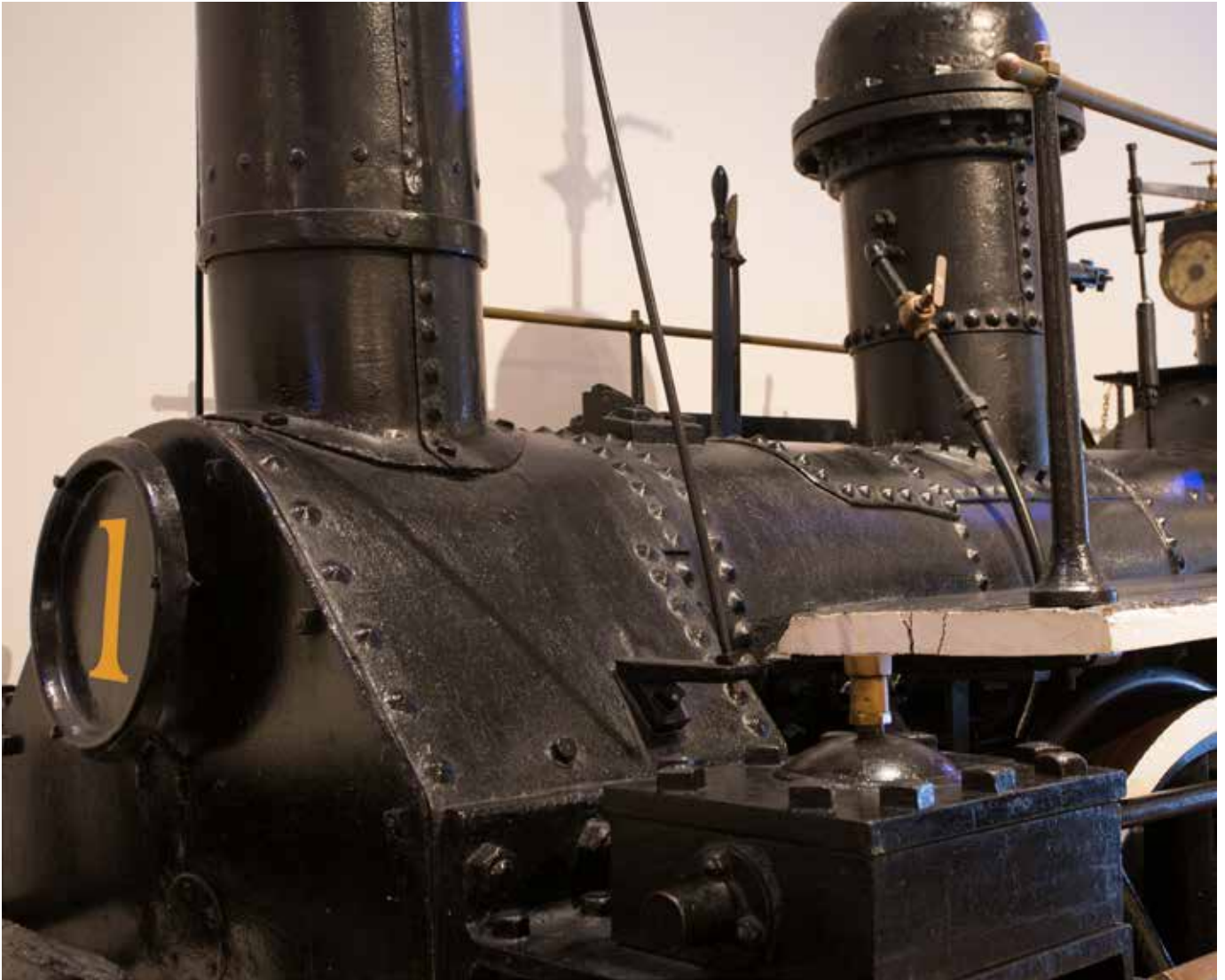
the *Mississippi* made numerous prominent public appearances and was viewed by millions of people. During the late-1920s, Illinois Central made arrangements to convey to the locomotive to the newly formed Chicago Museum of Science and Industry. It made appearances at the *Century of Progress World's Fair* in Chicago held in 1933 and 1934. And it was finally made a part of the museum's permanent collection in 1938. At that time it was displayed with an awkward, and historically questionable wooden frame cab.

In 1965, Illinois Central gave the locomotive a thorough restoration for the museum. This was aimed to restore the engine's appearance to as close as possible to the way it would have looked more than 130 years earlier. However, since commercial photography didn't exist at the time of *Mississippi's* construction, how









### A RARE SURVIVOR

the locomotive actually appeared when it was built can only be surmised by contemporary sketches of similar engines.

The *Mississippi* is a unique locomotive with great historical importance. It is one of only a handful of surviving British-built locomotives exported to North America during the formative railroad period and it demonstrates the comparatively small size and primitive construction typical of early steam locomotives. It has both local and national significance as result of the roles it played as possibly the first engine to work in Mississippi, and likely the oldest surviving engine to have served a Southern railroad, plus its service during Civil War. The engine served as a prominent historical showpiece beginning in 1893, which made it a familiar display to millions of people over the last twelve decades. It was used to help convey the dramatic changes to American railroading since its beginnings in the 1830s.

The core of locomotive *Mississippi* is a British-built engine dating to 1834-1836 and

representative of locomotives exported to America during the formative years of railroad building. This an 0-4-0 type with flanged wheels using a Stephenson type firebox of metal-plate riveted construction. Inside the firebox are flattened rivets, while those at the firebox door are half round, and rivets around the boiler barrel are of a conical shape. The boiler is small compared to those used on later 19th century engines; the firebox barely rises above the boiler barrel. A steam dome at the top of the boiler served to collect steam to power the cylinders. Other elements of the locomotive likely date to later overhauls in the mid-19th century. Rebuilding and alteration of steam locomotives was a common practice, and during the course of any active locomotive's career, old components were routinely replaced when these broke, wore out, or were deemed functionally obsolete.



Artist's rendering of the installation into the Museum



The Mississippi in its original installation.

The *Mississippi's* service life spanned more than fifty years which in itself is remarkable for railway locomotive of the period. In the 1920s, then owner Illinois Central reported that the engine's weight was 19,700 lbs. (Not including the tender). An inspection in 1928 found that the locomotive was probably still capable of being steamed. Its present condition is largely the result of a substantial restoration in 1965 (see below).

**Refer to Department**

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## OTHER PROPERTIES:

206

### 1930 PIERCE-ARROW MODEL A 7-PASSENGER TOURER

Chassis no. 3025617

Engine no. 300606

366ci L-Head Inline 8-Cylinder Engine

Single Stromberg Updraft Carburetor

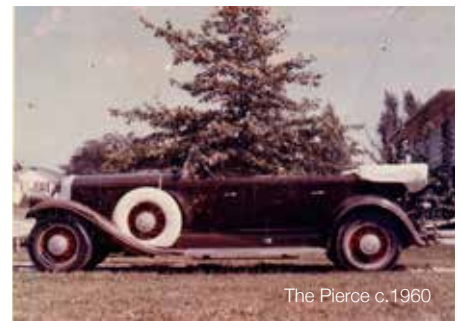
125bhp at 3,000rpm

3-Speed Manual Transmission (see text)

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

4-Wheel Bendix Mechanical Drum Brakes

- *Continuous single family ownership since the late 1940s*
- *Original and unrestored*
- *Unused and dry stored since the late 1960s*
- *Excellent basis for a restoration*
- *CCCA Full Classic®*



#### THE PIERCE ARROW MODEL A

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 particular 144-inch wheelbase Model A 7-Passenger Tourer was purchased 64 years ago by the late J.R. Miller. J.R., a long-time car and motorcycle enthusiast, owned a number of interesting vehicles throughout his lifetime but the one that stayed in his garage the longest was this Pierce-Arrow. The car's previous owner was J.R.'s cousin who, along with two friends, had purchased the Pierce in 1948 or 1949 from a used-car dealer in the Kansas City area. He used the car as a daily driver and a mobile stage for his 7-piece jazz band (The Seven Sultans) performing in parades and other venues in Kansas and Missouri.

Many engine parts, spares and accessories to accompany the car are to be found in the passenger compartment. A spare Pierce-Arrow engine block, oil pan, manifold, driveshaft, steering column, and steering wheel are sold with the car but must be collected by the successful bidder at the buyers' expense from the Estate in Indiana within 90 days of the sale.

**\$30,000 - 50,000**

**Without reserve**

207

## 1954 MG TF ROADSTER

Chassis no. HDE432667

Engine no. 39054

1,778cc Volvo B18 OHV Inline 4-Cylinder Engine

2 SU Carburetors

Approximately 100hp

4-Speed Volvo Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Fastidiously restored example*
- *Volvo drivetrain with nearly double the stock HP*
- *Excellent door fit*
- *A true sleeper TF with Volvo durability*
- *High quality conversion with a stock appearance*



### The MG TF

Although MGs had been available in the United States in the 1930s, the marque's great popularity really began after World War II. The classic TC model, with its large wire wheels, right-hand drive and exposed rear fuel tank, was regarded as the quintessential British sports car. In 1949, the improved TD offered independent front suspension, rack-and-pinion steering, disc wheels and left-hand drive for New World markets and in 1952 MG became the best-selling import in America.

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

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

### THE MOTORCAR OFFERED

On the outside this looks like a nice, well-restored TF. Under the hood reveals the 1800cc Volvo engine putting out nearly twice the power of the MG power plant. Mated to Volvos exceptional 4-speed all-synchro transmission, this conversion transformed the beloved and lightweight TF into a bit of a rocket. Being able to reach nearly 100hp in a 2000lb car really ups the fun factor.

Fully restored about 15 years ago to a high standard, this TF presents very nicely today. The body is noteworthy as it has excellent door fit and nice, straight panels. The car runs well and the Volvo engine has a particularly sporty exhaust note. A full top, side curtains and many of the original tools are included with the car.

This is a great example of a sleeper MG TF. With excellent reliability and vastly improved performance and usability this TF is sure to be great fun.

**\$18,500 - 22,500**



## 208

### *Buick Nationals Silver Award Winner* 1917 BUICK D-4-34 ROADSTER

Chassis no. 23183

170ci OHV Inline 4-Cylinder Engine  
Single Carburetor  
35hp  
3-Speed Sliding Gear Manual Transmission  
4-Wheel Semi-Elliptic Leaf Spring Suspension  
Rear-Wheel Mechanical Drum Brakes

- *Sophisticated overhead-valve 4-cylinder engine*
- *Buick Nationals Silver Award winner*
- *Adorned with many period accessories*



#### THE BUICK D-4-34

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 a number of changes of ownership in the firm's early years 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 from 750 cars in 1905 to 8,802 in 1908 when Buick's most popular model was the four-cylinder Model 10, priced at \$900 and a direct competitor for Ford's Model T. The four-cylinder Buicks were replaced by smaller sixes for the 1916 model year, but the 'four' was back for 1917 in the shape of the D-34 two door roadster and D-35 four-door tourer, both powered by a new 170 cubic inch overhead-valve engine with detachable cylinder head.

#### THE MOTORCAR OFFERED

This 1917 D-4-34 Roadster, fitted to Buick's shorter 106-inch wheelbase chassis, is an excellent example of Buick's sporty two-seat roadster targeted at customers wishing to drive themselves. Starting in 1998, this D-4-34 became the subject of a meticulous and comprehensive restoration, addressing all components from the original 4-cylinder engine to the rebuilt wooden wheels. In 2011, the car was shown at the Buick Nationals in Danvers, Massachusetts, where it won a Silver Award, an honor reserved for vehicles scoring over 370 points out of 400. Finished in a smart red and black color combination with a black leather interior, this roadster remains in remarkable condition and comes complete with many period accessories, including a white and red fire chief's spotlight.

Thanks to its excellent condition and accessories, this roadster is well-suited to

parades and shows or, as stated in the original sales brochure, "drivers who want to do their own about-town motoring".

**\$20,000 - 25,000**  
**Without reserve**



209

## 1964 FORD FALCON RANCHERO COUPE UTILITY

- *Underwent restoration in 2012*
- *Interesting coupe utility body style*

Chassis no. 4H27U180177

170ci OHV Inline 6-Cylinder Engine  
Single Barrel Carburetor  
105bhp at 4400rpm  
3-Speed Manual Transmission  
Front Independent Suspension - Live Rear Axle  
4-Wheel Drum Brakes



### THE FORD RANCHERO

In 1932, an Australian farmer's wife wrote to Ford requesting "a vehicle to go to church in on a Sunday and which can carry our pigs to market on Mondays". With that, the coupé utility was born. In 1961, Ford released the Falcon Ranchero, a coupe utility based on the small Falcon platform. Featuring seating for two, car-like handling, and a purposeful truck-like bed, this intriguing crossover offered practicality with style. In 1964, the Ranchero adopted the same stylistic changes as the Falcon, including a redesigned dash and slight increase in overall size.

### THE MOTORCAR OFFERED

This Ranchero, finished in the suitable and attractive combination of Prairie Tan over a tan interior, features Ford's 170 cubic-inch 'Falcon-Six' engine paired to a three-speed transmission. After travelling fewer than 80,000 miles since leaving the Lorain, Ohio assembly plant in 1964, this coupe utility underwent a comprehensive restoration in 2012, bringing new life into this fine example of one of Ford's more peculiar models. The car is now offered in fine overall condition and is well suited for both practical use and stylish cruising.

**\$10,000 - 15,000**

**Without reserve**

210

# 1935 ROLLS-ROYCE PHANTOM II ENCLOSED LIMOUSINE DE VILLE

Coachwork by Barker & Co.

Chassis no. 147 TA  
Engine no. BN 85

7,668cc OHV Inline 6-Cylinder Engine  
Single Carburetor  
120bhp at 3,000rpm  
4-Speed Manual Transmission  
4-Wheel Leafspring Suspension  
4-Wheel Drum Brakes

- *Delivered new to Scotland*
- *Offered in 'as found' condition*
- *Desirable Phantom II chassis*
- *Offered with copies of Rolls-Royce factory paperwork*



Mr. Gilchrist-Macbeth with his 1911 Silver Ghost.

## THE MOTORCAR OFFERED

Chassis 147 TA was laid down at the works early in 1935, its order/date of sale being listed as January 19, 1935. The acquiring agent was The Clyde Automobile Co. Ltd of Renfrew Street in Glasgow for their client William Gilchrist-Macbeth of Dunira in Comrie, Perthshire in Scotland. Famed carriage makers turned automobile coachwork builders Barker & Co. were slated to equip the luxurious Rolls-Royce chassis with an 'Enclosed Limousine de Ville' body, the nomenclature standing for a formal Limousine but with opening cover over the chauffeur, a style more often known as Sedanca de Ville.

The highly detailed notes, so well preserved in the Rolls-Royce Enthusiasts Club in the UK, list the specific features of the car as a bonnet (hood) with flap shutters, and moldings suitable for painting, dual side mounted spares, untarnishable front and rear bumpers and finally

a 'noise insulation scheme' - the details of which are not elaborated upon.

Mr. Gilchrist-Macbeth, who had been a client of Rolls-Royce from their earliest days, acquired a 1911 40/50hp 'Silver Ghost', chassis 1757 in 1911. A true exponent of the marque, by 1938 when he finally parted with this car it had covered more than 200,000 miles. With a guarantee effective from June 1935, although unknown factually, it might well be surmised that it was this very car that replaced his trusty Silver Ghost.

Shortly before his death in 1948, he parted with the Phantom II selling it to G. Jeffrey of Stirling, further north in Scotland. Within two decades the car had migrated across the Atlantic in 1966, where it has been ever since. The following year it was shown at the Canadian Centennial Rolls-Royce Owners Club Meet at the Toronto Inn on the Park.

In the course of the ensuing half century it would appear that the car's use has been very limited, such that today as we find it, its condition is very much in older order and it is not known when it might have been run. To judge from its condition it appears ostensibly complete, retaining original period features such as the patent Barker retractable 'Sedanca' mechanism and its full set of instrumentation. Beneath the hood, the engine bay clearly shows some missing parts including the circular inspection covers on the passenger side of the engine.

As presented today, its paintwork in black over Royal Blue is somewhat aged, but the interior leather while old is not damaged and is seemingly complete including the occasional seat covers. Conceivably, if the next owner should so wish, it may well be able to be preserved.

**\$45,000 - 65,000**  
**Without reserve**



211

## 1981 FERRARI 308 GTSI

VIN. ZFFAA02A9B0036295

2,927cc 32-Valve SOHC V8 engine  
Bosch K-Jetronic Fuel Injection  
205bhp at 6,600rpm  
5-speed Manual Transmission  
4-Wheel Independent Double-Wishbone Coil Over Suspension  
4-Wheel Disc Brakes

- *Delivered new to the United States*
- *Less than 30,000 miles on the odometer*
- *Accompanied by its books, manuals, and recent service history*
- *Magnum P.I.'s favorite Ferrari*



### THE MOTORCAR OFFERED

This Ferrari 308 GTSi from was completed in March of 1981, bound for the American market. From the second year of production for injected "i" models, it is a rare example from the briefest era of 308 production featuring both fuel injection and the single-overhead cam architecture of the original 308s—one of only 1,743 GTSi's produced between 1980 and 1982. The fuel injection helped ensure that the car would pass more stringent U.S. emissions while improving reliability to some extent, but at the cost of a bit of power.

The early history of this car is unknown at the time of cataloging, but it appears to have been registered in Oklahoma City from at least 1989 until the present California owner acquired the car in 2008. Originally finished in Rosso Corsa over tan hides, the car was professionally retrimmed in black leather with matching red

trim in 2012. The car has also been fitted with slim, hard-to-find and as yet unpainted Koenig bumpers and mirrors (although the original parts accompany the car) and a new stereo with Bluetooth capabilities.

Sparingly used in the present ownership, less than a few hundred miles have been added since its purchase with about 29,500 currently showing on the car. Accompanied by numerous receipts documenting its recent service history, its original books and manuals, and a copy of its CarFax, this 308 is sure to turn heads wherever it goes.

**\$40,000 - 50,000**

A mileage discrepancy is noted on the CarFax but not the title. The discrepancy was listed in 1989 as the very first entry on its CarFax when the car was listed as having 26,588 miles with

the notation that the odometer had 'exceeded mechanical limits'. As no prior history is listed on the CarFax and the car is fitted with a six digit odometer, it is likely that this was a clerical error as the car's mileage since has been consistent with a functioning odometer.



## 212

### 1958 JAGUAR XK150 3.4-LITER ROADSTER

Chassis no. S830831

Engine no. V4419-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Highly original, low mileage example*
- *Largely original paint and convertible top*
- *Great entry for Preservation Class Concours showings*
- *The final evolution of the original XKs*



#### THE JAGUAR XK150

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and 4-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided and increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings; the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK

had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupe forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed.

'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity as most were sold in SE

(Special Equipment) specification with center-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

In the autumn of 1959 the XK150 became available with the 3.8-liter engine first seen in the Mark IX saloon. 'Standard' (220bhp) or 'S' (265bhp) states of tune were offered (the latter featuring overdrive as standard) and in either form the XK150's increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests.



## THE MOTORCAR OFFERED

This highly original XK150 has a wonderful look to it. Finished in a handsome dark red over a deeply patinated black interior, this XK150 has a charming look that just can't be duplicated in restoration. This well-known Connecticut car has finally emerged from many years of hibernation. In the same ownership for much of its life, the Jag had not seen the light of day for decades. It was recently lightly recommissioned and made running but will still need some sorting prior to regular road use.

The car's overall condition is quite remarkable. The paint shows a few areas where it has been polished through or is flaking, but in general it is a complete example and in good order. The dashboard is remarkable, and the trunk shows the original mat and paneling. Equally, the engine bay looks largely original and correct. The black leather upholstery – though not

perfect – is extremely appealing and generally solid and sound. The dash even sports an original period radio.

True survivor cars like this XK150 are difficult to find. To discover one that has been so well maintained and pampered is very rare indeed. The collecting community is appreciating cars with this sort of unrepeatable patina more and more, as they stand out from the throngs of restored examples; authenticity can be neither recreated nor restored.

Always prized for their looks and road manners, XK150s have become particularly desirable in the last few years. The market always has a few restored examples but a survivor like this one rarely find their way to the market. This XK150 represents a great opportunity indeed.

**\$55,000 - 65,000**



## 213

### 1955 ARNOLT-MG COUPE

Coachwork by Bertone

Chassis no. 26873

Engine no. 27325

Body no. 4351

1,250cc OHV Inline 4-Cylinder Engine

Twin SU H2 Semi-Downdraft Carburetors

54bhp at 5,200rpm

4-Speed Manual Transmission

Independent Front and Semi Elliptic Leaf Spring Rear Suspension

4-Wheel Lockheed Hydraulic Drum Brakes

- One of only 65 Arnolt-MG Coupes built
- Well preserved and unmodified
- Italian coachwork, English mechanicals, American flair
- Cost nearly as much as an XK120 when new
- A rare survivor and recent barn find



#### THE ARNOLT-MG

Stanley Howard 'Wacky' Arnolt from Chicago was a based Chicago industrialist who had made his money during WWII selling marine motors for the war effort. After the war he started an automobile business as a distributor of British marques including MG, Riley, and Morris. At the 1952 Turin Auto Show, Arnolt spotted an elegant coupe with a body styled by Franco Scaglione of Batmobile fame and bodied by Italian Bertone in Turin on the Abingdon-built MG TD rolling chassis. Arnolt struck up a conversation Nuccio Bertone and a deal was struck to build 200 Bertone-bodied, MG TD based cars to be marketed as Arnolt-MGs with the first examples prepared in time for the 1953 New York Auto Show. The aluminum intensive design gave the TD a more contemporary look and a pair of extra seats, but also bumped the price up by over 30% to bring the sticker to \$3,145—just \$500 shy of the

more powerful Jaguar XK120. In the end, MG's demand for their own cars and the forthcoming TF meant that Arnolt could no longer get chassis and drivetrains allocated to him and only 65 Arnolt-MG Coupes and 35 Convertibles were built before Arnolt switched his attention to Astons, Jaguars, and Bristols. One of only 36 Arnolt-MGs of all stripes believed to survive today, it's a sure fire way to grab attention at the next British Car Meet or local cruise.

#### THE MOTORCAR OFFERED

Recently discovered in Wisconsin, this Arnolt-MG Coupe was delivered new in the elegant color scheme of Peacock Blue over Grey Connolly leather. A long-time resident of the Midwest, this car, Arnolt car number 293, was clearly sparingly used and only seasonally driven during the warmer, salt-free months. An attendee of the Chicago Historic Races at Road America in Elkhart Lake, Wisconsin—which ran in the in the 1980s and 1990s—as indicated by a windscreen decal alludes to when the car was last actively campaigned. Besides an exterior repaint to emerald green, the car presents very much as it was when new. Laid up in dry storage for the last nearly two decades, the interior is still trim in grey hides with red piping and the original Peacock Blue paint shows on the dash and elsewhere in the cabin. Complete, unmodified and unmolested, this Arnolt-MG is the perfect basis for a restoration.

**\$20,000 - 30,000**

**Without reserve**



214

## 1960 TRIUMPH TR-3A ROADSTER

Chassis no. TS 57907 L0

Engine no. TS58043E

1,991cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

100bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

Front Disc Brakes – Rear Drum Brakes

- *Highly original example*
- *Single family ownership for most of its life*
- *Great color scheme*
- *The classic Triumph sports car*
- *Wonderful upholstery with great patina*



### THE TRIUMPH TR3

Introduced in October 1955, the TR3 was, indeed, little different from the preceding TR2. Changes to the 2.0-liter engine boosted power from 90 to 95bhp, but the most obvious difference was the adoption of an 'egg box' radiator grille. The engine developed 100bhp courtesy of a new cylinder head by mid-1956; then in August, Girling front disc brakes were introduced. The TR3A was introduced during 1957, with cosmetic changes including new front-end styling featuring a full-width grille incorporating sidelights/indicators, and locking door and trunk handles plus an improved interior. Today these charismatic Triumph sports cars remain popular for their usability, ease of maintenance, good looks and the fact that they are immense fun to drive.

### THE MOTORCAR OFFERED

Offered here is a wonderful example of a survivor Triumph TR-3A. A left hand drive example, this Triumph was most likely delivered new to the US. In loving single ownership for most of its life, this Triumph has escaped being restored. Driven only selectively during summer months, this car has avoided any of the corrosion issues that plagued these cars. Finished in a classic British Racing Green and riding on the good looking disc wheels with the lovely Triumph cloisonné globe emblems, this Triumph has a white leather interior that is in remarkable condition with a lovely warm patina. The odometer at the time of cataloging reads around 61,000 miles; there is no reason to think this is not correct.

An original top, tonneau cover and extensive library of original literature accompany this

TR-3A. A true survivor, this lovely Triumph is great fun to use and it will always be admired for its excellent originality.

**\$20,000 - 22,500**

Please note that this car is titled under chassis number T557907L0.

## 215

*Nearly fifty years of one family ownership*

### 1963 MERCEDES-BENZ 300SE COUPÉ

Chassis no. 112.021-10-004361  
Engine no. 189.985-10-000145  
Body no. 112.021-10-00319  
Gearbox no. 000272

2996cc Mercedes-Benz Inline 6-Cylinder Engine  
Bosch Mechanical 6 Plunger Fuel Injection  
Rare Optional 4-Speed Manual Transmission  
Factory Air Suspension

- *The pinnacle of the Mercedes-Benz closed lineup for 1963*
- *Fully sorted following 15 years' Storage in Western Pennsylvania*
- *New fuel system, braking system and overhauled air suspension*
- *Very low original kilometers and numbers matching*
- *A wonderful and unusual Grand Touring Mercedes-Benz Coupé*



#### THE MERCEDES-BENZ 300SE

Introduced by Mercedes-Benz in 1961, the top-of-the-range W112 was sold to the public as the 300SE, the ultimate Mercedes in the early 1960s. While sharing the same platform and timelessly elegant, Paul Bracq designed bodywork as the W111 220, the W112 coupe and convertibles were fitted with the smooth, powerful, fuel-injected M189 Type big-block straight -six power unit. They were also equipped with advanced self-levelling pneumatic rear suspension, power steering and automatic transmission along with a more luxurious interior. Externally, the W112 could be distinguished by significantly more brightwork as well as larger 14-inch wheels.

There was a choice of four-speed manual or automatic transmission, while a 300SE fixed head was good for 120mph and 60mph could be achieved in 12 seconds. Costing nearly

twice as much as a 220SE, more than a Rolls-Royce at the time, a 300SE was always going to be an exclusive purchase. Indeed, just 3127 were made before the long-established body style left the catalogue. Relative rarity and enduring good looks mean therefore that these forever classic Mercedes models have become highly sought after.

#### THE MOTORCAR OFFERED

Discovered earlier this year in a garage with a 230SL that had been its long-term stablemate, this terrific 1963 300SE is one of a very small handful of W112 Coupes to come off the production line at Sindelfingen. In fact, it is the 319th of just 2,419 built throughout the six year production run. Per its original Mercedes-Benz file card from the factory, it was dispatched new on July 5, 1963 and to the best of the consignor's knowledge was purchased shortly thereafter by a western Pennsylvania doctor who brought it home with him sometime in the following two years, as it has since been titled as a 1965 model Mercedes-Benz coupe. On his death in the late 1970s, the car remained in the family, passing to his brother, who drove it sparingly and then not at all following the summer of 2000. Following its initial discovery, very little coaxing was needed to make the car run and all but one corner car rose up on its original air suspension.





On purchase, the car was immediately transported to the home workshop of Mercedes-Benz USA engineer Jaime Kopchinski in northern New Jersey, a recognized expert in the air suspension W109 and W112 chassis cars as well as an experienced all-rounder in 1950s and 1960s Mercedes-Benz automobiles. While in his care, the entirety of the front suspension, braking system and fuel delivery system was removed from the car, overhauled and restored to proper working order, while all other systems were inspected, serviced and thoroughly tidied up. When not possible to source new parts, no level of detail was overlooked; examples include the exceptionally rare leveling valves used only on the W112 that were restored by Star Motors of Endicott, NY and the braking hydraulics were re-sleeved and rebuilt by White Post Restorations of White Post, VA. All new repair parts were sourced from Mercedes-Benz unless not

available from the Classic Center including the fuel tank, pump, front suspension items as well as driveline and tune-up parts. As a result of all of this work, the car is reported to run and drive well and should be able to be used regularly or sparingly as any new owner might desire.

The paintwork and body are very sound throughout with little evidence of any repair work. Going by the paint code on the car's body card as well as on the body tag, this 300SE was originally finished in Anthracite Gray when new, yet no family member of the original owner remembered the car in gray, nor does it exhibit any trace of that color inside door jambs, under the hood or in the trunk compartment, leading all to believe that it has been black for the better part of the last half-century. Inside the passenger compartment, the leather, wood and floor carpeting appear correct, original

and unmolested throughout; the instrument panel even retains a period-correct tube-amplified Becker Mexico radio which has just been serviced as well by Becker Autosound in New Jersey. All cosmetic aspects of the car were thoroughly cleaned and carefully detailed following its long hibernation in the garage.

A fast-appreciating classic Mercedes-Benz due to the rarity of its engineering, design and luxurious amenities, this timeless example of the top of the line coupe offering from Sindelfingen is certain to please any enthusiast or collector desirous of a well-sorted car.

**\$40,000 - 50,000**

Please note this car is titled as a 1965.



1957 STUDEBAKER GOLDEN HAWK COUPE

Chassis no. 6100991

289ci OHV Supercharged V8 Engine  
 Single Stromberg Two-Barrel Carburetor  
 275bhp at 4,800rpm  
 Flight-O-Matic Automatic Transmission  
 Independent Front Suspension – Live Rear Axle  
 Front Disc and Rear Drum Brakes (see text)

- Eligible for many vintage motoring events
- Long-time California delivery car
- The most powerful and pricey Studebaker available in 1957
- Gorgeous two-tone color scheme
- Recent restoration to exacting standards



**THE STUDEBAKER GOLDEN HAWK**

Studebaker’s Golden Hawk was a performance themed version of their standard Hawk Coupe, a personal luxury high-performance GT car from America. The styling was essentially an evolution of the earlier Raymond Loewy designed cars from 1953, the Studebaker Starlight and Starliner, with a raised hood and a large egg crate grille at the nose, and more prominent tailfins at the rear in keeping with the times.

Introduced in 1956 as an alternative American luxury performance car to the Chrysler 300B, the Golden Hawk put performance first, offered with the big Packard 352ci V8 delivering 275bhp. The resulting power-to-weight ratio gave the Golden Hawk 0-60 times in the 7.8 second range and a top speed of roughly 125mph.

After Packard’s Michigan-based engine plant was leased as part of the winding down of that company’s operations, power switched to Studebaker’s 289ci V8 for the 1957 model year, aided by the addition of a McCulloch supercharger also giving 275bhp. The Golden Hawk became a popular American alternative sports car thanks to its combination of strong performance and Loewy lines. Even campaigned in some motorsport circles, it is noted that a 1956 Golden Hawk took part in the 2013 edition of the Mille Miglia, signifying possible eligibility into that event.

**THE MOTORCAR OFFERED**

This striking example of Studebaker’s Golden Hawk was ordered on October 19, 1956 as a 1957 model, as confirmed by its original Studebaker-Packard Corporation Production Order. This Golden Hawk was ordered to perhaps the most performance-oriented specification one could opt for. One of only 4,356 Golden Hawks produced that year, it had the new high-performance Studebaker V8 with the VS 57 Variable Speed McCulloch supercharger. It was factory equipped with the Flight-O-Matic 2-speed automatic transmission and a Twin-Traction posi-traction rear end. The factory build sheet also confirms its original, elegant two-tone scheme of P 5736 Arctic White over Tiara Gold Metallic—a color not typically seen on a Golden Hawk—a scheme it still wears to this day.

While the Golden Hawk was already the priciest car in the Studebaker lineup, more option boxes



were ticked for power steering, brakes, seat, and front windows along with an electric clock in the dash, Stratoline automatic tuning radio, a rear seat speaker and more. It is understood from the consignor that the supercharged Studebaker stayed in the sunny Southern California climate for much of its life, with copies of California documents going back to the early 1970s in the file.

In more recent years, the Golden Hawk has benefitted from a high quality restoration completed two years ago to a rather high standard. Its lavish brightwork, two-tone paint, stylish interior, gold taillfins, and Kelsey-Hayes style wire wheels shod in whitewall tires give the true feeling of a luxury high-performance personal coupe; the sound of its supercharged V8 engine breathing through dual chrome exhaust tips is more than a hint

towards its performance capabilities. With a nod toward driveability, the engine was carefully tuned and original drum brakes were replaced with discs—a popular modification that greatly improves the stopping power of the car and assists matching the abilities of the brakes with that of the engine. In addition to the correct and complete emblems and accessories, the engine compartment has been detailed as has the fully finished and very tidy trunk compartment.

Understood to have only three owners from new, this striking Golden Hawk gives its next owner the chance to enjoy the show circuit while the restoration is still fresh, or take advantage of the many classic motoring opportunities afforded by its 1957 build year and highly desirable performance specification. **\$90,000 - 120,000**





## 217

### 1930 BLACK HAWK BY STUTZ TWO-PASSENGER SPEEDSTER Coachwork Styled by LeBaron

Car No. L6-4-DA-40L  
Engine No. 17400

3900cc Straight-Six Overhead-Cam Twin-Ignition  
Single Dual-Throat Zenith Carburetor  
85hp  
4-speed Constant-Mesh Transmission  
Double Drop, X-Based Chassis, Semi-Elliptic Leaf Springs, Hydraulic Dampers  
4-wheel, Hydraulic, Vacuum Boosted, Drum Brakes

- *Highly original running and driving example*
- *Most desirable Black Hawk with every option*
- *Rakish coachwork styled by LeBaron*
- *Sporty high performance motor and 4-speed transmission*
- *One of the best handling chassis of the period*



#### THE BLACK HAWK

In 1928, Stutz lent the name of its heralded sports car to the new brand: Black Hawk. It was a great name, as the Black Hawk Stutz had achieved stellar racing success both here and in Europe. Stutz had a hard time downgrading its new offering and instead made a car as high quality and handsome as the Eights but just a bit smaller. An all-new, 6-cylinder version of the vertical Eight motor was developed for the Black Hawk, signifying Stutz's commitment to the new brand. Because the Eight was such a triumph of sophistication and proved to be a strong performer, Stutz did not want to tamper with success in the Black Hawk.

Stutz felt confident in the performance potential of this new car. The Six had a little less power than the Eight but was 500 pounds lighter and on a more nimble and

better handling chassis. The sport body styles were usually constructed in aluminum or fabric (in the case of the Weymann) to further benefit the performance.

Unfortunately for Stutz, the American public was not all that interested in European type performance. Stutz was realizing this with its 8-cylinder cars. Expensive to develop and produce, Black Hawk was turning out to be a poor seller. The timing of 1929 and the resulting economic despair obliterated Stutz sales. The Black Hawk name was discontinued the next year though the cars were still in stock and sold as Stutz for two more years. The company barely existed from 1932; in 1935 the doors were finally shut.

Like many legends, dying young can be good for the reputation and the fact that Stutz never

made very many cars and always produced an exciting product has made their reputation live on, cementing a legendary status.





## THE MOTORCAR OFFERED

This attractive and rare Black Hawk Speedster is a highly original example. The aluminum, LeBaron designed roadster body is gorgeous and is complimented nicely by the elegant Stutz fenders, hood, and cowl with horizontal louvers. It is worth noting that this was sold as LeBaron when mounted on the Eight chassis. Perhaps the most compelling feature is the ultra-low windshield, a feature not seen on the early production cars, which therefore dates this car to later in the production run.

The body looks particularly good on this low-slung chassis. So low is this frame that the running boards attach directly to the frame rails that are fully visible. This car was nicely restored many years ago and still presents very well. Finished in an attractive combination, it is enhanced by the optional wire wheels with dual side mounted spares. Another desirable option

on this Black Hawk is the B&K brake booster with dash-mounted control. This car has most of the expensive options one could get on a Black Hawk.

Several unusual features of this Black Hawk are worth noting. It is one of only a very few 1930 Black Hawks, and it is trimmed in a non-standard shark skin printed leather. With every option available present, it has been suggested this may have been a motor show example.

This highly original Black Hawk was discovered several years back after many years of hibernation. Purchased out of a Central Massachusetts estate of what was said to be its original owner, a careful recommissioning was undertaken. The fuel system was fully cleaned and repaired, the brake system was completely renewed with all new cylinders and

rebuilt master, and the wheels were fitted with a set of Dunlop Racing tires. The engine pan was dropped and cleaned, a NOS head gasket was sourced, the ignition system was fully renewed with NOS parts and its advance and point synch fully tested. The chassis wiring was renewed with the correct type and all lighting was made to function correctly.

Offered today in running order and highly original cosmetic condition, this is likely the most original Black Hawk Speedster extant.

**\$90,000 - 120,000**

## 218 1935 LASALLE SERIES 50 CONVERTIBLE COUPE

Chassis no. 2207498

248ci L-Head Inline 8-Cylinder Engine  
Single Stromberg EE-15 Duplex Downdraft Carburetor  
105bhp at 3,600rpm  
3-Speed Manual Transmission  
Front Coil and Rear Semi-Elliptic Leaf Spring Suspension  
4-Wheel Hydraulic Drum Brakes

- *Subject of a two decade restoration at a cost of over \$200,000*
- *Beautifully appointed but never shown*
- *An icon of automotive styling from the Art Deco Era*
- *A CCCA Full Classic®*



### THE LASALLE SERIES 50

By the mid-1920s, GM president Alfred P. Sloan had done a fine job of aggregating a hierarchy of brands for “every purse and purpose.” However, he realized that there was a large price gap – over \$1000 – between Buick and Cadillac. What was a Buick owner to do when he wanted a new, more elegant vehicle? Chances were he went to Packard, which had become America’s favorite luxury brand. Sloan was intent to keep the customer within the GM fold, so the LaSalle was born.

The LaSalle wasn’t just a car to fill in a price gap; it was a new brand with a sporty, stylish character. To help him with his objective, Sloan hired a young stylist from a custom body shop that was owned by Cadillac’s California distributor. His name was Harley Earl, and what started as a one-time project to design the inaugural LaSalle ended up being a 32-year career that changed the rules in Detroit.

The 1935 LaSalle maintained much of the previous year’s good looks that proved LaSalle to be the most stylish of American brands in an era full of streamlined Art Deco-classics. Building upon the 1934 model with improvements both mechanically and stylistically, the ‘35 Series 50 sale body production shifted from Fleetwood to Fisher but performance increased thanks to some tweaking of the engine and a significant reduction in weight. Offering a full line-up of different bodies, including a Coupe, two Convertibles – one with two seats and a truck, the other with a rumble seat in place of the trunk – and both a four- and two-door Sedan, prices were kept below that of Cadillac but aimed squarely at the likely of Chrysler and Mercury. In total, 8,635 Series 50s of all types would roll off of the production line in the 1935 model year.

### THE MOTORCAR OFFERED

The Convertible Coupe was the priciest offering in the Series 50 line-up with a list figure of \$1,325. As such, less than 10% of Series 50 production were Convertible Coupes with only 820 rolling off the line in 1935. This particular car spent the better part of its life in the U.S. before being acquired by the Scandinavian vendor in 1989. Brought to Europe, the LaSalle was the subject of a nut-and-bolt restoration that spanned about two decades and cost over \$180,000 in parts alone.

Finished in Diana Cream over brown leather with a beige cabriolet top, the quality and thoroughness of the restoration is evident upon inspection of the car. Complete with the option sidemount covers and in-dash electric clock, this head turning rumble seat Convertible Coupe represents the pinnacle of Art Deco design. With its gleaming chromed hood scallop





vents and blocky LA SALLE lettering on its chromed centercap wheels, there are few more stylish ways to show up to a tour or concours.

With the restoration completed only three years ago and only sparingly used since then, this CCCA Full Classic® is a most welcome addition to any collection and a great ticket to numerous desirable events.

**\$140,000 - 160,000**





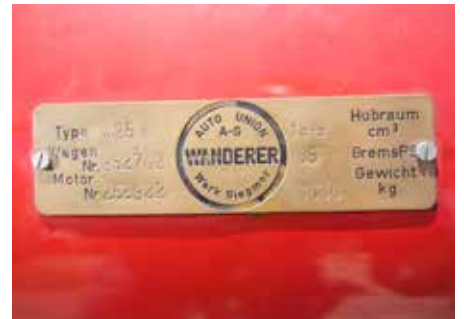
## 219

*Offered from a prominent European Collection*  
1936 WANDERER W25 K ROADSTER  
Coachwork by Wendler

Chassis no. 252702  
Engine no. 252922

2000cc OHV Supercharged 6-Cylinder Engine  
Single Supercharger Mounted Carburetor  
85hp  
4-Speed Transmission  
4-Wheel Hydraulic Brakes

- *Extremely rare, supercharged, German sports car*
- *Porsche designed competitor of the BMW 328*
- *Product of the Auto Union consortium*
- *Wonderful roadster coachwork by Wendler*
- *From a major European Collection*



### THE WANDERER

The 1930s saw a growth in German motorsports. More and more private individuals wanted cars that were high performance for both street and competition use. Cars like the BMW 328 set the pattern for a performance machine of the era and Wanderer, wanting a piece of this glamorous market, turned to Dr. Ing. h.c. F. Porsche GmbH to design a sports car.

Porsche, well known for his forced induction work at Mercedes-Benz, used a similar practice here. By supercharging the robust and reliable two-liter Wanderer engine he produced an engine that had identical power to the BMW 328, but with a far simpler valve train. The BMW had a reputation for wonderful performance but at the expense of fragility in the cylinder head.

From a marketing standpoint, supercharging had a certain allure that a normally aspirated

engine would never have. The few blown pre-war cars today are some of the world's most desired machines; the whale of a vintage roots blown car is something that stirs the heart of most motoring enthusiasts.

The rest of the new sports model, which was dubbed the W25 K for Kompressor, would be on the leading edge of Thirties' design. Built on a tubular steel chassis with independent suspension all around, the engine would drive through a crisp 4-speed transmission. Stopping would be handled by hydraulic-brakes on all four wheels. The car would be dressed in fine sporting coachwork built by Wendler.

The W25k, though distinctive, could arguably be considered as the BMW 328's sibling. Dimensionally almost identical, with the same engine size, horsepower and wheelbase, the

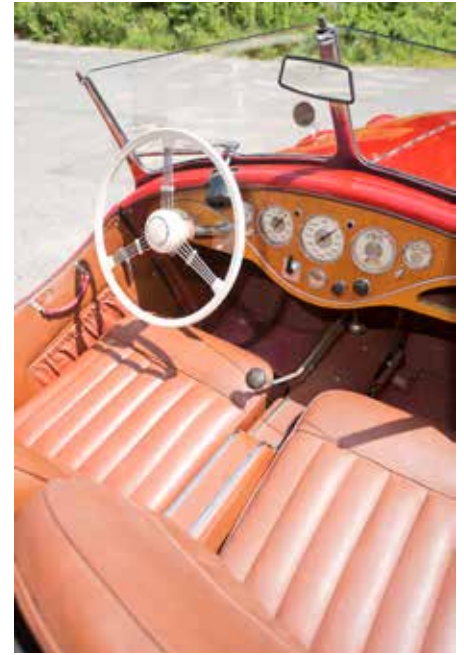
two cars differed only in philosophy. Wanderer preferred a supercharged robust motor while BMW chose to push the limits of their fine normally aspirated design.











### THE MOTORCAR OFFERED

This Wanderer W25 K Roadster has been part of two major European collections for many decades. It is being offered for the first time publicly and represents the first supercharged Wanderer W25 K to be offered at auction in decades. Lightly used but well cared for, the Wanderer is offered in nice yet older, restored condition. Close examination of the car shows that it was restored from a good original car and has received fairly sympathetic work. Despite its age the restoration looks very good and the car is even and pleasing. The condition is quite appropriate for a true sports car of this era.

The car has recently seen a number of miles and has been subject to a good deal of mechanical fettling. Having primarily been displayed for the last ten years it has been subject to routine work to bring it back to road going condition. Reported to be running well,

Bonhams would still advise a proper checking over before any lengthy touring.

This is a rare opportunity to acquire a pre-war German supercharged sports car. With its connection to the legendary Auto Union and its striking Wendler coachwork, this Wanderer would be a charismatic addition to any fine collection.

**\$350,000 - 450,000**

**220 NO LOT**

## LOTS 221 – 243 PROPERTY FROM THE EVERGREEN COLLECTION

### 221

Formerly the Property of Sam Garrett

#### 1910 WHITE MODEL GA 20HP TOURER

Chassis no. GA1628

226.4 cu.in., 4-Cylinder Inline Engine

Single Carburetor

4-Speed Manual Transmission

2-Wheel Brakes

Leaf Spring Suspension

- From the prestigious collection of the late Sam Garrett
- A fine, Brass Era touring car
- Finely detailed



### WHITE

Thomas White was an old-line Cleveland manufacturer, primarily of sewing machines, which allowed him the luxury of an automobile, and he bought a Locomobile steamer before the turn of the 20th Century and was unhappy with both its quality and reliability. His son 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.

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 1908.

### THE MOTORCAR OFFERED

The White in this sale is a 1910 GA 20 horsepower 4-cylinder Tourer. It has many signature items from the brass age, including wood spoke wheels, oil lamps, right hand drive, crank start and a gravity-fed fuel system. The interesting body has two doors at the rear and a step-through design in the driver's compartment. Maroon coach lines mirror the maroon buttoned leather seats. A beautiful period clock dominates the dashboard. The windshield is huge and upright and brass outriggers run from the leading edge of the top to the frame rails.

Much missed for this humor and charm, Sam Garrett was a well known collector in the Pebble Beach area, and over the course of numerous years of visiting the annual Monterey auctions he amassed a stable of a variety of cars which amused him or, more often than not, which

were the result of appeasing the auctioneers who he befriended! One of those was this White, which Bonhams sold from Mr. Garrett's Estate in 2010 and remains ready for the host of tours for this era of automobile.

**\$30,000 - 50,000**

**Without reserve**







222

## C.1911 OVERLAND SPEEDSTER (MARION REPLICA)

Chassis no. 10-8118 (see text)

Engine no. 798693

35hp Side Valve, 4-Cylinder Engine

3-Speed transaxle

2-Wheel mechanical Brakes

Leaf Spring Suspension Front and Rear

- A unique 'hotrod'
- Sporting character



### THE SPEEDSTER ERA

A truly iconic era of American motoring, the 'Speedster' days came to symbolize all that the burgeoning automobile industry represented in the years of 1908-1914 as it progressed from high-wheeler, to formal conveyance to a sporty, light and fun machine. Mercer with their Raceabout and Stutz with their Bearcat are probably the most famous of their day, however, there were quickly other alternatives as Hudson offered their Mile-a-Minute Roadster; one other was Marion, who, penned by Harry Stutz, produced their own answer to this: a 'Bobcat'.

As time has progressed, it was quickly realized that the handful of surviving real speedsters was few and far between, while the genre created has perpetuated such that, to many, any car from the brass era ought to consist of a spartan two seater body, barrel gas tank and monocle screen. For this reason numerous,

more substantial brass cars when discovered in poor order later in their lives were revived into Speedsters. Even LaFrance fire engines were not immune to this result, providing some of the largest sporty reincarnations.

### THE MOTORCAR OFFERED

The car we offer here is one such machine, which was actually built to represent that famed Stutz design of the Marion Bobcat. In fact the essence of it is almost all 1915 Overland parts – from its engine to axles and frame – and it is more accurately described that way, although carrying applied identification on the radiator and hubs celebrating Stutz's 'Bobcat'.

From its dash mounted spot lamp and monocle windscreen down to the choice of rich dark red as its coloring, the car looks every bit the sporting Edwardian Speedster and, for a modest outlay, it will certainly provide some 'wind through your hair' motoring.

**\$20,000 - 30,000**

**Without reserve**



223

## 1916 MECCA THIRTY TOURING

Chassis no. 441

188ci Side Valve Inline 4-Cylinder Engine  
Single Schebler Carburetor  
23bhp  
3-Speed Manual Transmission  
4-Wheel Semi-Elliptic Leaf Spring Suspension  
Rear Wheel Mechanical Drum Brakes

- *Exceptionally rare, one-year only marque*
- *Likely one of the only, if not the only, surviving examples*
- *An interesting footnote in the history of the motorcar*
- *Sure to draw crowds of followers*



### THE MECCA

Created in an era when starting a motorcar company was still a project endeavored by entrepreneurs with little more than a garage and some can-do spirit, the Mecca was born out of a repair shop. The Times Square Automobile Company in New York City was principally involved in rebuilding used cars when it decided to enter in the new car business by building a car of its own. Sourcing its name from the fact that Broadway was the place to which the theater world flocked—not the city at the center of the Muslim world, ironically enough—its first car was a cycle car that was shown in October 1914 and was to be built in Teaneck, New Jersey. However, there is little to say that the assembly line ever started combined with the fact that Times Square had decided cycle cars were not the best avenue.

Switching gears, Times Square contracted the Princess Motorcar Company in Detroit to build a version of its own Model 30 as a Mecca branded “Thirty”. Debuting in mid-1915, a reference from *Motor Age* indicated that the company had disappeared before the start of 1917.

### THE MOTORCAR OFFERED

Only three bodies were offered for the Mecca, a five-passenger Touring along with a pair of two-passenger models: a Roadster and a Runabout. This Touring, surely one of the few surviving Meccas, is reported to have been stored from the 1950s until only a few years ago. Appearing to have been gently refreshed over the years with a paint job and interior done some time ago, the car is understood to fire up and run.

A rarely seen marque, the next owner is unlikely to come upon another one at a local or national car show. Not having been shown publicly in some time, the opportunity to watch the masses flock to your Mecca awaits.

**\$15,000 - 25,000**

**Without reserve**

## 224

### 1917 CHALMERS 6-30 ROADSTER

Chassis no. 13792

224 cu.in. Sidevalve, 6-Cylinder Inline Engine  
Single Carburetor  
30hp  
3-Speed Manual Transmission  
2-Wheel Drum Brakes  
Leaf Spring Suspension

- Formerly in the Collection of Gerald Sichel
- Rare derivative of marque and model
- Offered from a Private Collection



#### THE MOTORCAR OFFERED

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. When the venture fell apart the cars sold as the 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, although the company management was a bit divided over which market direction to go. Run by namesake Hugh Chalmers, Howard Coffin, and Roy Chapin, Coffin and Chapin wanted to produce less expensive cars for the growing \$1000 car market. Chalmers had grander visions and wanted to make a higher-quality performance oriented car. Chalmers ended up with sole control of his company as 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. Already the marque had distinguished itself on the racetrack. The resulting success and reputation had given the Chalmers company an impressive list of owners including Vanderbilts, Rockefellers, J. Herreschoff, and soon to be Packard chief engineer, Jesse Vincent. The name of the company was officially changed to Chalmers Motor Car Company in 1910 and Chalmers rose to become one of the nation's most popular builders. By 1915, they were building 20,000 cars annually.

Offered on the shorter 115 inch wheelbase, the handsome and sporting Roadster body style was in the market at \$1,070 in its day, and would no doubt have sold well among the 12,000 units that left the Chalmers works in 1917. The car's history is not charted except

for the fact that in recent years it was sold in 2010 as part of the collection of Gerald Sichel, of Schenectady, New York, a noted Northeast Collector of mostly pre-war automobiles who is thought to have owned the car for many years.

**\$18,000 - 24,000**

**Without reserve**



225

## 1917 BRISCOE TOURING

Chassis no. 23990

Engine no. 27183

4-Cylinder, Side-Valve

3-Speed Sliding Gear Transmission

Front and Rear Suspension by Semi-Elliptic Leaf Springs

2-Wheel Brakes

- *Rarely seen marque*
- *Nicely detailed*
- *An early footnote in the American motorcar industry*



### THE MOTORCAR OFFERED

Benjamin Briscoe established his fortune as a sheet metal manufacturer in Detroit and part of that fortune he invested in David Dunbar Buick's infant motor company. Anxious about that investment, he hired Jonathan D. Maxwell, who had already had experience with both Oldsmobile and Northern, to set up his own motor car manufacturing plant. With the financial backing of J.P.Morgan he established the Maxwell-Briscoe Motor Company in Tarrytown, New York. Sound engineering was complemented by a series of headline-grabbing publicity stunts that helped boost sales, none more successful than a transcontinental trip from New York to San Francisco undertaken by a team of four lady drivers in 1909. The following year the firm sold over 20,000 cars, a total exceeded only by Ford and Buick.

The visionary Briscoe could see the consolidation that this industry has experienced in more recent times and tried to negotiate a merging with his competitors, Ford, Buick and REO; when that failed he established the United States Motor Company which aimed to attempt a conglomerate on the same scale. By 1912 U.S. Motors went into bankruptcy and Briscoe himself was forced out. Undeterred they headed to France to try to produce a car in Europe along the lines of the systems now familiar in the U.S. setting up close to Renault in Billancourt.

As the saying goes, 'if at first you don't succeed...', and it wasn't long before the Briscoes were back in the U.S. now offering what they termed a French designed American car. Built in Jackson, Michigan, this era of production is where the car we offer hails from.

A handsome but simple four-cylinder car, it appears to retain its original rexine cloth interior as well as appealing details such as its 'fleur de lys' Briscoe logo and hub caps.

**\$18,000 - 24,000**

**Without reserve**

c.1919 CLEVELAND MODEL 40 TWO-PASSENGER ROADSTER

Chassis no. 3813

OHV, 6 Cylinder Inline Engine  
 Single carburetor  
 45hp  
 3-Speed Transmission  
 2-Wheel Drum Brakes with Hydraulic assist (see text)  
 Leaf Spring Suspension

- Rare example of marque
- Sporting specification with good power to weight ratio
- Smaller version of Chandler automobile



**THE MOTORCAR OFFERED**

Hailing from its namesake city in Ohio, the Cleveland Automobile Company operated from 1919 through to 1926, building what were essentially more modest versions of Chandler automobiles, despite the continued denial by Chandler themselves of a connection. The cars used the same overhead valve inline six-cylinder motor of Chandler, but placed it in a shorter wheelbase and with lighter weight spartan coachwork styles.

Sitting on a 112 inch wheelbase, buyers had the option of a Five-Passenger Touring or Sedan, Four-Passenger Coupe, or Two-Passenger Roadster, of which this is an example of the latter. As new it would have set its original purchaser back some \$1385. Based on its low chassis number '3813' and on published information which accounts for 4836 units built in the first full

1919-20 season, it would seem that this dates from the early years of their production.

Known to have passed through a local Pennsylvania dealer in recent years, it is understood that the car came to this area from Maine, where it had benefited from a sympathetic home restoration. To judge from the car's condition today, its former owner must have had an authentic example of the model to begin with, seeing as it retains nice period details such as the company 'bowtie' style logo on its radiator, radiator cap and wheel hubs. Additional period features include a two piece windshield and a rather appealing 'SLO' license tail lamp. Assisting its driveability, its brakes have been updated with hydraulic assistance.

Finished in a 'toffee and cream' paint scheme and running on wooden artillery style wheels,

this appears to adhere to period adverts for the models, which would proudly proclaim 'one ride a revelation' and that 'the Cleveland Six is one of the finest performance cars ever designed'!

**\$15,000 - 25,000**  
**Without reserve**



227

## 1918 FORD MODEL T BRISBANE RUNABOUT

Coachwork by Queensland Motors Limited

Engine no. C163463

177ci L-Head Inline 4-Cylinder Engine  
Single Updraft Carburetor  
20bhp at 1,800rpm  
2-Speed Planetary Gearbox  
Front and Rear Transverse Semi-Elliptical Leaf Springs  
Service-Band Transmission Brake and Rear Wheel Drum Brakes

- Rare, Canadian-built Model T
- Originally delivered to Australia
- Right-hand drive from new
- Unique, Australian coachbuilt Model T
- One of only three surviving Queensland bodied Ts



### THE MOTORCAR OFFERED

While Ford's Model T is famous in the U.S., it was sold worldwide with the bulk of the export market for Canada, Great Britain, and Australia being built in Canada in Walkerville, Ontario by the Ford Motor Company of Canada in order to take advantage of lower import tariffs. This T is an original right hand drive example that was imported new to Australia by Ford's Aussie import partner, Queensland Motors Limited. More than just an importer, Queensland did some body work and this car features unique Runabout coachwork.

It is understood that the car was delivered new to a retired school teacher in Gympie, Queensland about 100 miles north of Brisbane. She named her T "Swanhilde", Teutonic for Swan Battle Maiden, would retain the car for 43 years before selling it to an American film production company in 1962. Registered in

Queensland at that time—as evidenced by a registration label still on the car, it was later shipped to the Detroit where it was to be put into storage, for several decades.

One of only three known surviving Queensland Motors Limited bodied Model Ts and believed to be in the best shape of the bunch, it is honest old car, it has clearly enjoyed a life of use and is the perfect basis for a fun winter project or a weekend road burner.

**\$8,000 - 12,000**  
**Without reserve**



228

Ex-Harrahs Auto Collection, JB Nethercutt Collection

### 1923 DORT 25-K FIVE-PASSENGER SPORT TOURING

Chassis no. 100329

Engine no. DT5236

C196ci OHV Falls Inline 6-Cylinder Engine

Single Updraft Carburetor

45bhp

3-Speed Manual Gearbox

Rigid Axle Suspension with Semi-Elliptical Leaf Springs

2-Wheel Mechanical Drum Brakes

- *Unrivaled provenance of two of the greatest collections of all time*
- *Historically important to the history of General Motors*
- *Attractive touring coachwork*
- *High quality restoration*



#### THE DORT 25-K

William Crapo Durant and Josiah Dallas Durant formed the Durant-Dort Carriage Company in 1886. Dort, a true carriage man, eventually entered the car game in 1915 with support from Durant. The chief designer, Ettiene Planche, had come from Chevrolet where he was responsible for that firm's first models.

The conservative and well-engineered Dorts proved to be decent sellers. In 1920 the company produced 30,000 cars and 107,000 Dorts were produced all together. The four-cylinder cars were all Lycoming powered and later a six was added to the line produced by Falls. The sporty six featured disk wheels and in the mid-twenties the line adopted a Rolls Royce style radiator.

#### THE MOTORCAR OFFERED

This is without question the Dort with the best provenance, being owned by the two giants of antique car collecting William Harrah and JB Nethercutt. Beautifully restored, likely by Harrah's, it is a wonderful example of this respected make.

Beautifully finished in Brewster green with the correct top and interior materials, this fine Dort displays the quality restoration usually reserved for much higher end automobiles.

This example from the last year of production is the desirable six-cylinder model 25-K. It is powered by the Falls six motor that featured innovative overhead valves for snappy performance.

There is no better chance to get a benchmark Dort. With superb provenance and a great restoration, this could be the finest Dort of them all.

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





229

## 1926 STAR MODEL F TOURING

Chassis no. L-202557

Engine no. 372427

35hp Continental 4-Cylinder Engine

3-Speed Transmission

2-Wheel Mechanical Brakes

Semi Elliptic Leaf Springs and Live Axles

- *General Motors attempt at the Ford Model T market*
- *One of the few New Jersey built automobiles*
- *Good quality restoration*
- *Fun and simple antique car*



### THE STAR

William Crapo Durant pulled out all the stops with his new car for 1922. The Star would out spec the Ford in every category and maintain a price in line with its chief rival. Sporting more power, more gears and more colors, the Star was an instant hit. In less than a year 100,000 had already been made. Demand was strong and more could have been sold if production had allowed.

Made primarily in a huge plant in Elizabeth, NJ, the Star was a typical "assembled car" of the era. With Continental supplied engines, timken axles, Spicer drive shafts, Durant assembled the car into the Star.

### THE MOTORCAR OFFERED

This good looking example of a Star Roadster looks to have been well-restored in the 1980s. Finished in an eye catching blue, it seemed typical of the manufacturers who were trying to steal the excitement from Ford. The interior is nicely trimmed and the nickel brightwork looks to be in nice order.

This Star has several factory options including the demountable wheels which would make any roadside tire change a breeze.

A fun and very useable antique car, the Star is a simple car to work on and an attention getter at any local show or to cruise in.

**\$20,000 - 30,000**

**Without reserve**



## 230

*One-off steel-body speedster in the pre-war tradition*

### 1930 BUICK BLACK HAWK SPEEDSTER

Chassis no. 2332477

Engine no. 53997580

248-cid OHV Inline 8-Cylinder Engine  
Single Two-bbl. Downdraft Carburetor  
107bhp at 3400rpm (factory rating)  
3-Speed Manual Transmission  
Leaf Springs Front and Rear  
4-Wheel Drum Brakes

- Custom Roadster inspired by Classic speedsters
- Professionally fabricated all-steel boat tail body
- Pre-WWII equipment and detail features
- Built on a 1930 Buick chassis
- Powered by 1940 Buick straight-eight engine



#### THE BUICK “BLACK HAWK” BOAT TAIL SPEEDSTER

If you were a “young swell” of means in the waning years of the Jazz Age, you either drove, or wanted to drive, a two-passenger speedster. Stutz, Packard and Hudson were among the American automakers that produced small runs of factory speedster models. Period coachbuilders additionally constructed one-off speedsters on some of the world’s greatest chassis. But it was the Indiana-built Auburn that made the boat tail speedster legendary.

Starting with its 100-mph 1928 Series 115 Speedster, Auburn produced a string of stunning boat tail designs through 1936. Featured in movies and widely advertised, the much admired but hard to come by Auburn boat tails were already icons of the speedster genre even before World War II. Those that remain today are treasured, crowd-pleasing Classics.

The Classic speedsters of yore continue to inspire modern-day custom-car builders to create unique renditions of the venerated designs—one of which is the alluring 1930 Buick-based retro speedster offered here.

#### THE MOTORCAR OFFERED

This Buick Black Hawk Speedster’s handcrafted body draws inspiration from Classic speedsters by Auburn and Stutz, and its presentation borrows from the traditional stripped-for-action hot rod roadster. The vintage look of its Buick radiator grille and long hood—along with its period large headlamps and wire wheels with wide whites—enhance the pleasing stance and classic proportions of the car. The symmetry of its dual side mounted spares visually balance the bobbed fenders and body side dips.

The speedster’s one-off boat tail body was custom fabricated in steel by a well-known New England builder whose shop specializes in hot rods, customs and retro-speedsters. The depth of “car knowledge” that went into the build is evident not only in the exquisite form of the boat tail rear deck, but also in the ‘pre-war’ details found throughout the car—it looks like it could





have been built out of parts harvested from a Los Angeles salvage yard circa 1941, and that's a good thing!

Powering the speedster is a 1940 Buick Dynaflex straight-eight—an engine widely regarded to be among the best performing and most reliable of its time. A floor-shift 1938 Buick manual transmission is used. The instrumentation consists of vintage gauges set into an attractive polished and machined aluminum dash panel, a combination that is pleasingly period—as are the classically pleated seat cushions and side panel trim for the spacious cockpit.

Here is a one-of-a-kind custom speedster, created with a design sensitivity that clearly demonstrates the discerning artistry of its builders.

**\$25,000 - 35,000**  
**Without reserve**



231

## C.1928 RILEY 9HP SPORTS TWO SEATER

Chassis no. 601433 on frame/DMV 40813 CA on plaque (see text)  
Engine no. H226076

1087cc, OHV, 4-Cylinder Engine  
Dual Carburetors  
42bhp at 3,600rpm  
4-Speed Transmission  
Leaf Spring Suspension  
4-Wheel Brakes

- *Famed Sporting British Marque*
- *Dashing two seater bodywork*



### RILEY 9HP



“During the late 1920s and early 1930s, this small Coventry firm produced some of the best small sporting cars in the world, whether saloons, tourers or out-and-out sports cars.” - Michael Sedgwick & Mark Gillies, *A-Z of Cars of the 1930s*, Haymarket Publishing Ltd, 1989.

The excellence of its sidevalve-engined models notwithstanding, it was Riley's introduction of the overhead-valve Nine in 1926 that heralded the era of its greatest sporting success. The heart of this all-new 9hp light car was its Percy Riley-designed four-cylinder engine. Looking to all intents and purposes like a twin-overhead-camshaft design, the Nine's cross-flow cylinder head featured hemispherical combustion chambers and valves inclined at an included angle of 90 degrees. The twin gear-driven camshafts were mounted high in the block, operating

the valves via short pushrods. Early on in production, the gear shift was moved from the right side of the car to the center, these being designated the Mark II in retrospect.





### THE MOTORCAR OFFERED

It was their sporting reputation that ensured that many Rileys were preserved long beyond their serviceable years. More often than not, it was closed/sedan bodies later being discarded in preference by a young enthusiast wishing to follow in the footsteps of the sportsmen of the Vintage era and to build one of countless Riley 'Specials' using their renowned chassis and engine.

This is one such machine, which still retains nice period features such as its original radiator, wheels and instrument cluster, but now wears a sporting two seater body. The origins and history of the car are not recorded specifically, however it would seem that it was on the road in California sometime ago as the car still has a DMV applied chassis plate which appears to be quite old. This represents a fun way to begin a relationship with this fabled brand.

**\$50,000 - 60,000**



## 232

### *A singular example of the famed air-cooled marque* 1929 FRANKLIN SERIES 135 FAUX CABRIOLET

Chassis no. 35-185899L14  
Engine no. 35-143578

274cid Air-Cooled OHV Inline 6-Cylinder Engine  
Single Carburetor  
60bhp at 2500rpm  
3-Speed Manual Transmission  
Full Elliptic Spring Suspension, Front and Rear  
4-Wheel Hydraulic Brakes

- Coupe-style body with faux cabriolet top
- Famed air-cooled engine design
- Highly regarded marque, then and now
- Well-restored car with period accessories
- Attractive color combination



#### THE FRANKLIN SERIES 135

The Franklin's slogan was *Aura Vincit* ("air conquers"), and the car was indeed the most successful air-cooled American automobile of its time. The marque was produced by the H. H. Franklin Mfg. Co. of Syracuse, New York between 1902 and 1934. A young engineer, Cornell graduate John Wilkinson, designed the original. An air-cooled OHV four-cylinder engine powered the first Franklins—in a time when one- and two-cylinder vehicles were the norm.

Limited in volume by their upper bracket pricing, Franklins were prized by motorists who valued the car's innovative lightweight technology, relative simplicity (no water pump, coolant, hoses, etc.) and rugged reliability. Franklins were also distinctive in appearance. Memorable models included the "barrel-nose" editions of 1906-1910, the 1911-1920 cars with their French Renault-like sloping engine

covers, and the early 1920s Franklins with their unmistakable slanted "horse collar" air-intake grille.

Styled by New York designer J. Frank de Causse, the stylish Series 11 Franklins introduced in mid-1925 had a new imitative radiator grille shell that brought the air-cooled car closer to water-cooled contemporaries in appearance. (Price-wise, those competitors included Cadillac's LaSalle and the Packard Single Eight.)

Franklin built 14,432 cars for 1929, the marque's all-time record year. Sadly, the onset of the Great Depression would soon send Franklin sales into a tailspin. The Syracuse company ceased auto production in 1934, after building only 360 cars that year. However, they continued to build air-cooled engines.

#### THE MOTORCAR OFFERED

The 1929 Franklins introduced a new pressed steel frame, which replaced the marque's long traditional laminated wood understructure. The 125-inch wheelbase Series 135's air-cooled engine was larger, had a higher compression ratio and was more powerful this year, while the transmission was refined for quieter operation. Standard on the Series 135 were Ilco-Ryan "non-glare" headlamps, as also seen on Stutz and Kissel sport cars of the period.

The coupe-style body of this well-restored Series 135 has a non-folding cabriolet-like cloth top. It is detailed to give a convertible-like appearance inside and out. ("Faux cabriolet" styles originated in Europe and were briefly offered by American automakers including Buick and Studebaker during the mid- to late 1920s.)





Befitting a sport model, the offered Franklin features a rumble seat and built-in golf club compartment. It is equipped with six wire wheels (including the dual sidemounts) and is additionally fitted with a period accessory trunk, spotlight, dual exterior rearview mirrors and a Jaeger clock. The Classic Car Club of America accepts Series 135 Franklins as a Full Classic®. **\$70,000 - 110,000**



233

## 1946 LINCOLN CONTINENTAL CONVERTIBLE

Chassis no. H150723

305ci L-head V-12 Engine  
Triple Ford Carburetors  
150bhp at 4,000rpm  
3-Speed Manual Transmission  
4-Wheel Leaf Spring Suspension  
4-Wheel Hydraulic Drum Brakes

- *Subject of an extensive restoration*
- *Numerous AACA, CCCA, and Concours Awards*
- *Gorgeous color scheme*
- *CCCA Full Classic®*



### THE LINCOLN CONTINENTAL

Nowadays synonymous with Lincoln, the 'Continental' model name had first been used in 1940 for Bob Gregorie's masterly styling exercise on the existing V-12 Zephyr chassis. A sportier, top-of-the-range companion to the Zephyr, the Continental had started out as a personal, custom-bodied one-off commissioned by Lincoln boss Edsel Ford, and would be hailed as a classic of automotive design by authorities as diverse as the Museum of Modern Art and the Classic Car Club of America.

Lincoln had relied exclusively on V-12 engines since 1933, the Continental's being a 75-degree, 292cid (4,787cc) L-head sidevalve producing 120bhp. Few changes were made until the September '41 introduction of the '42 model, which featured a revised front grille and an enlarged (305cid, 5.0-liter) and more powerful engine, while a notable new option was 'Liquimatic' three-speed automatic transmission.

discontinued. Only 201 Continental convertibles and 265 coupes were built for the 1946 model year and today these rare and exclusive models are among the most coveted of post-war American classics.

When Lincoln's production lines resumed automobile manufacture towards the end of 1945 it was with mildly revised '42 models. There were only two Continentals available, a convertible and a coupe, the former being the most expensive offering in the entire Lincoln range. A three-speed manual gearbox (with optional overdrive) was standard equipment, the automatic having been temporarily







## THE MOTORCAR OFFERED

Stupendously detailed and filled with luxury features from the start, Continentals have always been beautiful jewels that, when shown the right level of attention, can shine brilliantly. This Lincoln is one such example for which no expense was spared in bringing it to where it is today. The subject of thorough restoration by Bastian Automotive Restorations in Fairfield, Ohio, this Conti was given the full treatment. Inside and out, the car was treated to a fresh interior, a new top, redone chrome, and a fresh application of rich Lincoln Maroon paint. Under the hood, a complete mechanical rebuild was done.

Finished about a decade ago, the freshly completed car was trailered to numerous concours events and shows. Along the way, the ample trunk space proved useful as it picked up trophy after trophy scoring AACA

First Junior and Senior, a CCCA National First prize, and a number of best in class awards at concours including Kettering, Daytona and Amelia Island.

Driven some since then, but still maintained in beautiful condition, the high quality of the restoration has stood the test of time as it has mellowed from a trailer queen to a very lovely driver and local show car. A CCCA Full Classic®, Continental Convertibles are very popular tour cars as they offer a comfortable ride, power windows, and smooth operation. There is little wonder why they continue to be popular cars to both drive and display.

**\$115,000 - 130,000**

234

## 1948 PLYMOUTH SPECIAL DELUXE CONVERTIBLE

Chassis no. P15605096  
Engine no. P15\*872918\*S

217.8 ci L-Head 6-Cylinder Engine  
Single Carburetor  
95bhp at 3,600rpm  
3-Speed Manual Transmission with Overdrive  
Independent Front Suspension- Solid Rear Axle  
4-Wheel Drum Brakes

- *Striking color combination*
- *Subtle suspension alteration*
- *Classic post-war styling*



### THE PLYMOUTH SPECIAL DELUXE

The introduction of a lower-price line - Plymouth - to compete head-on with Ford and Chevrolet, helped Chrysler Corporation weather the Depression years. Launched in 1928, the four-cylinder Plymouth, although not a revolutionary design, nevertheless incorporated hydraulic braking, full-pressure lubrication and aluminum pistons, a specification its rivals would not match for a decade. The car was an instant success and by 1933 Plymouth was the US auto industry's third biggest seller, just behind Ford.



Like the majority of American car makers, Plymouth recommenced civilian production at the end of WWII with mildly revised versions of its 1942 line-up, which would remain little changed for the next few years. Designated 'P15', these first post-WWII Plymouths were made in two series - Deluxe and Special Deluxe - both of which were built on a 117" wheelbase chassis and powered by a 217.8ci sidevalve six.

Plymouth was gearing itself up for the introduction of its entirely new 1949 range so there was little in the way of development, the only change of significance for 1948 being a reduction in wheel diameter from 16 to 15 inches.

### THE MOTORCAR OFFERED

Finished in a lovely shade of Charlotte Ivory, this 1948 Plymouth Convertible is a beautiful example of post-war American style. Relatively unchanged since 1946, the 1948 models were a huge success, with 15,295 convertibles sold. Given the relatively affordable price point of Plymouth, these cars featured few amenities, aside from heat, a radio, and an overdrive. This car has recently benefitted from a reupholstered interior in fine red leather that compliments the Ivory exterior and is a welcome upgrade over the standard cloth material. The suspension has been subtly modified as well, with a lowered front end to give the car a more rakish and aggressive appearance, a common modification of the era. This car is reported to be well sorted both mechanically and cosmetically and is a great option for fun, open-air motoring in a car that exemplifies post-war American cool.

**Without reserve**  
**\$35,000 - 45,000**



**235**

## 1950 DAIMLER DB18 SPECIAL SPORTS CONVERTIBLE

Chassis no. 53820  
Body No. 317-047

2522cc, OHV 6-Cylinder Engine  
Dual Carburetors  
70bhp  
4-Speed Manual Transmission  
Independent Front Suspension by Coil Springs, Leaf Spring Rear Suspension  
4-Wheel Hydraulic Drum Brakes

- *Stylish post-war British luxury touring car*
- *Rarely found in the U.S.A.*
- *Offered from a Private Collection*



### THE DAIMLER DB18

A new drophead coupé appeared at the first post-war London Motor Show in 1948: the DB18 Special Sports. Stylish in a most un-Daimler-like manner, the Special Sports featured coachwork by Barker, the latter, like Daimler and fellow coachbuilders Hooper, being one of the BSA Group's many companies. The radiator grille was now curved, the alloy-paneled coachwork more streamlined, and the Special Sports benefited from hydro-mechanical braking and a power output raised to 85bhp courtesy of twin carburetors. In short: a model combining all the usual Daimler refinements with increased performance. When DB18 production ceased in 1953, only 500-or-so of these elegant and refined Special Sports roadsters had been completed.

### THE MOTORCAR OFFERED

The DB18's Special Sports coachwork with distinctive molding on the side of its body lent itself perfectly to choices of dual tone paintwork schemes as evidenced by the car offered. To judge from its condition today, its paintwork was redone a couple of decades ago, and for the most part the interior also appears to be original. Its top and top lining both appear to be the originals and so, having seen better days, would warrant replacing or repair.

An ostensibly complete, but clearly well aged example of the model, little is known about the car's early life. However, given that it is still wearing a 'CCH' prefix British License plate, this would allude to original ownership in the Derby area of the United Kingdom and may provide clues to its earlier years in that country. It is now offered in need of

sympathetic refurbishment.  
**\$28,000 - 35,000**  
**Without reserve**

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## 1952 ALVIS TA21 DROPHEAD COUPE

Coachwork by Tickford

Chassis no. WA7874508

Engine no. TA21 25078

2,993cc OHV Inline 6-Cylinder Engine

Dual SU Carburetors

93bhp at 4,000rpm

4-Speed Manual Transmission

Independent Coil Spring Front and Semi-Elliptic Leaf Spring Rear Suspension with Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- One of only 302 Dropheads produced
- Nicely restored
- Elegant color scheme



### THE ALVIS TA21

Looking much like its TA14 predecessor but featuring independent front suspension and a new, overhead-valve, six-cylinder engine, the 3.0-liter Alvis - type TA21 - was announced in 1950. Styled along classical, pre-war lines, the 3.0-Liter was reckoned by *Autocar* magazine to appeal to 'discerning owners who appreciate quality and good handling as well as mere performance.' Not that the TA21 was lacking in the latter, comfortable cruising at 70mph and a maximum speed of better than 85mph being reported.

Additions to the range were not long in coming, a sports two-seater and a Tickford-bodied two-door drophead coupé being announced for the 1951 season. The introduction of open-top models was calculated to boost sales in the all-important United States market, where Alvis was

beginning to make an impact. Testing a Drophead Coupé for *Auto Age* magazine found that they liked the newcomer from England. "In many respects the Alvis is in a class by itself. It is of conservative design; it is a family-sized car; it is of relatively high power, yet the weight is lower than might be expected. Perhaps the best thing about it is that many of the handling characteristics of the sports car have been built into the chassis which, combined with a low centre of gravity and a reasonable amount of space, make this fine car something of a compromise suited to those who want both family car and sportscar features all in one package."

### THE MOTORCAR OFFERED HERE

Alvis would only produce 1,316 TA 21s during the car's three year lifespan. On those, a mere 302 were Drophead Coupe versions. With bodies crafted by Tickford, which had found great success prior to WWII in the coachbuilding business and would be one of the few companies to survive the post-war period initially with Alvis and later bodying Aston Martins as well as crafting racecars, the Drophead was and continues to be the most desirable version of the TA21.

This Drophead has been previously restored to its original condition. Finished in burgundy over white with matching burgundy top and burgundy hides and white piping, the car continues to show well. Presented as a nice, driver-quality car, it shows as cleanly underneath as it does topside. It should be noted the engine presently in the car, while





the correct type, was not originally the one fitted in the car.

Reported to be a fine running and driving car, it is a stylish way to enjoy a Sunday cruise or a night on the town. Rarely seen here in America, the Alvis offers much the same experience as a Bentley R-Type or Rolls-Royce Silver Dawn, but at a much more reasonable price point.

**\$55,000 - 65,000**

This Alvis is presently titled with a State of Washington issued VIN. At the time of cataloging, an Alvis five digit chassis number could not be ascertained.



237

## 1955 LINCOLN CAPRI CONVERTIBLE

Chassis no. 55WA25734H

340ci OHV V-8 Engine  
Single 4-Barrel Downdraft Carburetor  
225bhp at 4,400rpm  
3-Speed Turbo Drive Automatic Transmission  
Independent Coil Spring Front and Longitudinal Leaf Spring Rear Suspension  
4-Wheel Hydraulic Drum Brakes

- *The least common, more desirable Capri*
- *Popularly endorsed by Marilyn Monroe*
- *Beautifully trimmed in classic 1950s colors*
- *Sock-hop and drive-in ready*



### THE LINCOLN CAPRI

Lincoln had started post-WWII production, like almost all its rivals, with revived pre-war designs; not until 1948 would there be genuinely new Lincoln models. Disappointingly though, these looked just like those of parent company Ford. And the luxurious Continental had gone: Lincoln's new top-of-the-range model was the Cosmopolitan. The following year the 'Capri' name was adopted for the Cosmopolitan in its two-door hardtop coupé configuration, becoming a series in its own



right for 1952 when the entire range was restyled and a new 317.5cu in (5.2-liter) overhead-valve V8 introduced. Available as a four-door sedan, two-door hardtop coupé or two-door convertible, the Capri was now Lincoln's top-of-the-range model. For 1953, the Lincoln V8 produced more power per cubic inch than any of its rivals, and although Lincoln had not hitherto enjoyed an image as a maker of high performance automobiles - the marque was more associated with the height of luxury courtesy of the fabulous Continentals - in 1952 it scored a sweeping 1-2-3-4 victory in the Carrera Panamericana road race using '53 models and was not slow to capitalize: 'The first function of a fine car is outstanding performance,' stated Lincoln's advertising. As if to underline that point, Lincoln scored a second consecutive 1st through 4th finish in the '53 Carrera.

For 1954, Lincoln gave the Capri a minor facelift that mostly consisted of additional or revised trim, the most distinctive aspect of which were two pronounced front bumper guards which the company claimed gave the car 'forward thrust'. Folklore has it that the automobile trade felt they were more reminiscent of Jennie Lewis' busy character *Dagmar* on the TV show 'Broadway Open House' and this feature on Lincolns and other similar designs on the period were frequently referred to simply as 'Dagmars'. The bumper guards were matched with scaled down versions on the rear bumpers.

Fewer than 10% of the Capris ordered were built as convertibles, which was in itself no small achievement since the country was in a recession and their price tag was a somewhat eye-watering \$4,031! That the model





### THE MOTORCAR OFFERED

continued to grow in popularity is no doubt endorsed by the fact that buyers in 1955 included Marilyn Monroe.

Classic open family motoring doesn't come much better looking than a Lincoln Capri, piled up with friends and floating along the road it is the proverbial magic carpet ride. Built in the final year of the original iteration of the model that had debuted in 1952, 1955 was the apogee of the Capri as a model before it would be brought from the top trim level to the entry Lincoln model. Featuring a new, more powerful engine that grew from 317.5ci and 160bhp to 341ci and 225bhp with the option to mate it to a Lincoln-only automatic transmission, this was the hottest FoMoCo product around.

Finished in a classic, very 1950s Cashmere Coral paintwork that contrasts nicely with the Ermine White and Cashmere Coral interior, this Lincoln is nicely trimmed with power windows, an AM radio, and polished

aluminum hubcaps. Showing well with nicely presented chrome and paint, it is primed for a drive to the next cruise night.

**\$75,000 - 110,000**



## 1956 MERCURY MONTCLAIR CONVERTIBLE COUPE

Chassis no. 56WA60329M

312ci OHV V-8 Engine  
 Single 4-Barrel Downdraft Carburetor  
 225bhp at 4,600rpm  
 3-Speed Merc-O-Matic Transmission  
 Independent Coil Spring Front and Semi-Elliptic Leaf Spring Rear Suspension  
 4-Wheel Hydraulic Drum Brakes

- *Top-of-the-line model for Mercury*
- *Well-optioned example*
- *Five times rarer than a '56 Bel Air Convertible*
- *Lay a patch and go for a cruise*



## THE MERCURY MONTCLAIR

Mercury was launched in 1938 as an effort by Ford to create the same ladder of brands that General Motors and Chrysler had in their portfolios. Slotting between Ford and Lincoln, the brand introduced cars largely based off of Ford models despite being part of the Lincoln-Mercury division. A single vehicle brand until 1952, Mercury would hit its stride in the 1950s, expanding its line-up to include several models that spanned from coupes to convertibles, sedans to wagons.

The Montclair was introduced in 1955. The exact etymology of the name is a bit lost to history, but it is commonly believed to have come from the ritzy New Jersey town of the same name. The full-size, top-of-the-line Montclair offered a range of bodies including a coupe, a convertible, and—in 1956—a four-door hardtop sedan but all featured a low roofline that was only 58.6 inches in '55 and an even more lithe 56 inches in '56.

With an eye toward innovation, Ford continued to improve the Montclair throughout the production run, debuting numerous safety features in 1956 as part of the Lifeguard program. The '56 Montclair came standard with such occupant minded features as safety door locks, a deep-dish steering wheel to mitigate the driver's chance of hitting the steering column, a break-away rearview mirror, and options that included safety belts and a padded dashboard.

## THE MOTORCAR OFFERED

This top-of-the-line Mercury Montclair Convertible was certainly the car to have in '56. Finished in the oh-so-1950s color scheme of two tone Carousel Red over Classic White with a matching red and white interior, this Montclair is nicely optioned with the aforementioned two-tone paint scheme, dual spotlights, a power top, and a continental kit.

The subject of a professional restoration a bit over a decade ago, it was beautifully brought back to its showroom fresh glory and has only travelled a few thousand miles since the completion of the refurbishment. With 225 horsepower underfoot, this droptop will hurry down the road and cruise on the highway with reckless abandon. Sure to provide a stylish entrance no matter where it goes, it will definitely find mass appeal at any number of events, shows and cruises.







Rarely seen today, the Montclair Convertible cost nearly 20% more than a Chevrolet Bel Air Convertible when new and is five times as rare. Then and now it continues to be a proper way to arrive and a lovely way to make the miles melt away.

The local drive in movie theater awaits!  
**\$70,000 - 90,000**



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## 1957 CADILLAC ELDORADO BIARRITZ CONVERTIBLE COUPE

Chassis no. 5762067663

365ci OHV V8 Engine  
2 Four-Barrel Carter Carburetors  
325bhp at 4,800rpm  
4-Speed Hydra-Matic Automatic Transmission  
Independent Front Suspension - Live Rear Axle  
4-Wheel Power-Assisted Drum Brakes

- *Gorgeous Red on Red colors*
- *Well optioned example including dual-quads and E-Z Eye Glass*
- *GM's top-of-the-line convertible for 1957*
- *Splendid jet-age styling*



### THE ELDORADO

From their radically curved wraparound windshields to their unusual "X-member" frames, the 1957 Cadillacs were virtually all new. Engineered to maintain Cadillac's "Standard of the World" prominence, the '57s evidenced a fresh and pleasing vigor in their styling. Cadillac customers could choose from two convertible styles: the traditional Series 62 offering or the ultra-prestigious Eldorado Biarritz.

Cadillac had debuted the first Eldorado, a special sports convertible that introduced the wrap-around windshield, in 1953. Priced at an astounding \$7,750, the ultra-plush first edition attracted 532 buyers. Sales rose in 1954, as the Eldorado became for that year essentially a specially trimmed Series 62 Convertible. The 1955 Eldorado was more distinctive, with its exclusive sharp-edged fins. In 1956, the Eldorado became available

in both the "Biarritz" convertible and "Seville" two-door hardtop models.

Stylists working under the direction of GM design chief Harley Earl made the 1957 Eldorados more special than any preceding editions. The softly rounded rear sections of the Eldorado bodies were obviously inspired by GM Motorama show cars. Blade-like fins jutted forth from the tapering rear deck. A split rear bumper and memorable tail lamp treatment lent further distinction. Special 15-inch chrome-finish Sabre-Spoke wheels were standard on the Eldorados. The Biarritz was supplied with a fiberglass reinforced plastic top boot, finished in the same color as the car body.

Eldorado standard equipment for 1957 included almost every conceivable power-assist and luxury feature available at the time. These

included a power six-way front seat, left-hand remote outside mirror, a radio, and power steering, brakes and windows. Air conditioning, E-Z Eye tinted glass and an automatic headlamp dimmer were among the few extra-cost options. The Biarritz convertible listed for \$7,286—about \$2,000 more than the ticket for a Series 62 convertible.

Cadillac produced a total of 1,800 Eldorado Biarritz Model 6267SX convertibles for 1957. (The 'S' in the model code indicated special styling, while the 'X' was GM code for a body style equipped with power windows.)





## THE MOTORCAR OFFERED

Originally finished in Olympic White with red leather trim and an ivory top, this Eldorado has been restored in Dakota Red over the original red leather. No easy task to complete, the lipstick paint is complimented by a nicely finished chrome trim that liberally adorns the car. Loaded with power features including a power top and windows, the 1957 Eldorados are among the prettiest with the sweptback tailfins, bold front Dagmars, and simple, elegant design.

Outfitted with a 'batwing' air cleaner with dual 4-barrel carbs, E-Z Eye, and heater, it is a nearly six decade old luxury car with comfort that rivals – and even exceeds – many modern-day drop tops. Then and now, there are few classier ways to show you've arrived than to appear on the scene in '57 Eldorado Biarritz Convertible.

**\$115,000 - 130,000**



## 240

### 1960 HILLMAN MINX IIIA CONVERTIBLE

Chassis no. B 1037859 H LCX

Engine no. A1 930973 H LCX

1,494cc OHV 4-Cylinder Inline Engine

Single Zenith Carburetor

57bhp at 4,400rpm

4-Speed Manual Transmission (column shift)

Front Suspension by Coil Spring, Leaf Spring Rear Suspension

4-Wheel Drum Brakes

- *Believed to be one of three dozen surviving cars in the USA*
- *57,000 original miles*
- *Attractive color scheme*



#### THE MOTORCAR OFFERED

First used by Hillman in 1932, the Minx name continued on the company's medium-sized saloon in the post-war era. All post-war Minxes featured unitary construction bodies and by the mid-1950s the old side-valve engine had been phased out in favor of a new 1,390cc overhead-valve power unit. The latter was enlarged to 1,494cc on the Minx Series III of 1958, the latter gaining distinctive tail fins for 1959 when it became the IIIA. Those 1959-60 Series IIIA Hillmans sported a new

split grille, larger windshield and at the rear vertical tail lamps and light fins were added.

The 1950s/60s generation of Hillmans drew influence from the Sunbeam Rapier, and with its origins coming from the pen of none other than Raymond Loewy, it is perhaps surprising that the cars struggled to gain sales traction. Ultimately, they were deemed to be a little too austere in their appointments and by American standards underpowered, rather than appropriately powered. Priced in close parity to a Corvette for a Deluxe version, in retrospect it is not too surprising which option the vast majority of buyers chose.

exceptionally rare. Owing to its left hand drive configuration and odometer in miles this would almost certainly be one of those rare derivatives of the model; supporting this also is its license plate surround for Fidelity English Motors, the Berkeley California agents, which more than likely were its original supplier.

Finished in one of the more attractive schemes for these cars, of black with a red interior, both are well accented by its extensive chrome trim.  
**\$7,000 - 10,000**  
**Without reserve**



Today, thanks to the modern age of the internet, the modest number of cars that are known to survive in the U.S. are charted and is believed to be around three dozen, making them



241

One of just 501 examples produced

## 1986 CHRYSLER LEBARON TOWN & COUNTRY CONVERTIBLE

VIN. 1C3BC55E7GG109742

2,213cc Turbocharged 4-Cylinder Engine

Fuel Injection

146bhp at 4,800rpm

3-Speed Automatic Transmission

Solid Rear Axle, Independent Front Suspension

Rear Wheel Drum Brakes- Front Disc Brakes

- One of just 501 examples produced in 1986
- Incredible original condition
- Features optional turbocharged motor
- Clean CarFax report



### THE CHRYSLER LEBARON

The name 'LeBaron' first became closely associated with Chrysler in the 1930s when the eponymous coachbuilder bodied some of the most memorable CG Imperials of the era—cars that continue today to be among the most sought after by collectors. The name would appear again in earnest in 1957 and appear on Chryslers until 1995.

The mid-1980s LeBaron based on Chrysler's ubiquitous 'K' platform was offered in a full range of body styles including sedan, coupe, wagon, and convertible. Of those the convertible, specifically the rear 1983-1986 Town & Country Convertible of which only 1,105 were built, is the most well-known and regarded. With its faux wood grain exterior trim, the LeBaron Town & Country Convertible has made memorable appearances in pop culture classics such as *Ferris Bueller's Day Off* and *Seinfeld*.

### THE MOTORCAR OFFERED

This rare Town & Country convertible is a rare example that has remained in remarkable original condition. Featuring the optional 2.2-liter turbocharged engine, this black convertible is one of just 501 examples produced in 1986, the final year of production. Harkening back to the pre-war 'woody' convertibles, these faux-wood clad examples typify American automotive styling in the 1980s.

This LeBaron has evaded the fate of many K-cars and remains an all-original example in lovely condition with no visible signs of oxidation. The innovative all-digital dash is in fully operable condition and the light interior is seemingly devoid of discoloration.

This rare and extremely original convertible is an interesting glimpse at an early attempt at retro-modern styling and is presented

in its original, unmolested condition. Few cars capture the '80s American automotive zeitgeist as these 501 convertibles and this particular LeBaron offers a rare opportunity to attain an original and solid example.

**\$9,000 - 15,000**



242

One of just 284 examples produced

## 2000 QVALE MANGUSTA CONVERTIBLE COUPE

Coachwork by Marcello Gandini

VIN. ZF4AH01A9YM000064

4,601cc DOHC V8 Engine  
Fuel Injection  
320bhp at 6,000rpm  
5-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- One of 25 in Mangusta Green Metallic
- Unique 3-position 'roto-top' roof
- Original condition
- 64th of 284 produced
- Clean CarFax report



### THE QVALE MANGUSTA

De Tomaso's Bigua concept car was the new Mangusta's progenitor. Styled by Marcello Gandini (also responsible for the Lamborghini Countach and Diablo) and engineered by ex-F1 chassis man Enrique Scalabroni, the Bigua was first shown at the Geneva Salon in 1996, its creator subsequently licensing the design to Qvale, one of America's most distinguished motoring dynasties. Produced at Qvale's new factory in Modena, Italy during 2000 and 2001 only, the 150mph Mangusta is powered by a 4.6-liter, 320bhp, quad-cam V8 sourced from the Ford Mustang, with many of the car's other components, including the five-speed manual transmission, originating from the 'Blue Oval'. Cleverly, the Mangusta's roof center section is removable, fitting into the boot, while the powered rear section can be fully retracted: thus the car can be a closed coupe, a Targa or a full convertible.

### THE MOTORCAR OFFERED

This early Qvale Mangusta, the 64th of 284 built, is offered in the lovely combination of Mangusta Green Metallic paint over a sumptuous Tobacco interior, one of only 25 examples to be specified in this bespoke paint color. As an early example, this convertible features a DeTomaso badge on the hood, recalling the initial idea behind this car that started in 1996. The striking Marcello-Gandini penned body crafted in RTM plastic by the same experts behind the Alfa Romeo SZ is in excellent condition.

This particular example is one of 20 signed by Bruce Qvale, the head of the Mangusta project. The Scalabroni-designed chassis has four times the structural rigidity of a standard open car of the time and gives this rare convertible incredible driving dynamics. Lauded by the press for their impressive

power and handling, these visually distinctive Italo-American sports cars offer an incredibly rewarding driving experience. This example has been well cared for throughout its life and is presented in great original condition.

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



243

Fewer than 19,000 miles since new

## 2003 MASERATI SPYDER CAMBIOCORSA

Coachwork by Giugiaro

VIN. ZAMBB18A730010255

4,244cc DOHC V8 Engine

Fuel Injection

385bhp at 7,000rpm

6-Speed Electrohydraulic Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Elegant Rosso Bologna Metallic paintwork*
- *Optional 7-spoke alloy wheels*
- *Incredible original condition*
- *Clean CarFax report*



### THE MASERATI SPYDER

Having spent the preceding decade trying to compete with BMW in the medium-size sports sedan market, with a handful of coupes and cabriolets thrown in for good measure, in 1998 Maserati emphatically re-embraced its noble traditions by introducing a stunning all-new Gran Turismo – the 3200GT (later 4200GT) Coupe and Spyder. The luxury coupe was styled by Italdesign, headed by Giorgetto Giugiaro, whose previous work for the Modenese manufacturer had included, among others, the Ghibli, Bora and Merak. The design team succeeded brilliantly in creating a look that emphasized continuity with Maserati's past, incorporating the firm's Trident emblem into the radiator grille while the front end treatment as a whole recalled its racing sports cars of the 1960s.

### THE MOTORCAR OFFERED

This powerful Italian convertible, finished in Rosso Bologna Metallic over a beige leather interior, features a 385 horsepower Ferrari-derived V8 engine mated to Maserati's Cambiocorsa transmission. The CambioCorsa, literally translated to 'Race Transmission' in Italian, is a lightning-quick automated manual 6-speed operated by paddles behind the steering wheel, launching this car to 60 miles per hour from a standstill in a scant 4.6 seconds.

This handsome convertible has covered fewer than 19,000 miles since its production in April of 2003 and is overall in good condition mechanically and cosmetically. The vibrant dark red metallic paint is well presented and highlights Giorgetto Giugiaro's stunning yet understated design nicely. The luxurious beige interior features black contrast stitching and Maserati's optional navigation system.

This car has benefited from regular services at authorized Maserati dealerships and is mechanically robust, ready to offer the next owner the visceral driving experience given by a stunning open Maserati with a thunderous Ferrari-derived exhaust note.

**\$25,000 - 35,000**

**Without reserve**

## OTHER PROPERTIES

244 <sup>Ω</sup>

1973 PORSCHE 911T COUPE

Chassis no. 9113100753

Engine no. 6131068

2,341cc Flat 6-Cylinder SOHC Engine

Mechanical Fuel Injection

140bhp at 5,600rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Stunning light yellow paintwork*
- *Last year of the long hood, small bumper 911*
- *Potent '2.4' liter engine*



### THE PORSCHE 911T

Porsche developed a reputation early on for their surprising performance from their small displacement rear-engine sports and racing cars. These 'giant killers' could outperform cars with much higher horsepower figures by making light cars with incredible handling. This combination gave Porsches their truly unique driving characteristics and dedicated following of Porsche enthusiasts.

Starting in 1964 with the original 911, Porsche had produced a line of six-cylinder rear-engine sportscars that could compete with much more powerful cars thanks to their low weight and superior handling. The 911 quickly became an icon of performance and handling and offered a driving experience unlike anything else. The 911 has continuously evolved into a more sophisticated, powerful, and capable driving machine, as well as a reliable and usable car.

In 1967, the 911T was first introduced as a base model, effectively replacing the 912. With 110 horsepower and a Spartan purposeful interior, the 911 proved popular to driving purists. 1969 ushered in the first major changes to the iconic Porsche 911, which debuted in 1964. Retaining the unique and successful rear engine layout as well as the same basic styling, the majority of the changes to the 911 were internal. Dimensionally, the rear track and wheelbase grew, while the overall length stayed the same as the earlier cars. In 1972 the 911T, along with the E and S, benefitted from a larger 2,341cc engine commonly referred to as the 2.4. 1972 also brought the introduction of the 915 transmission, a robust 5-speed derived from the 908 racecar. 1973 was the final year of the desirable early 911 styling featuring the small bumpers and more prevalent brightwork before the switch to the more pronounced bumpers in 1974.

### THE MOTORCAR OFFERED

This 1973 911T Coupe, sporting Porsche's decidedly '70s Light Yellow paintwork is in very good condition throughout, including the striking Fuchs alloy wheels. Baring Porsche's '2.4' engine, this well-sorted coupe is mechanically sound and exemplifies Porsche's trademark performance and driving dynamics. Produced in the same year as the iconic and rare Carrera 2.7 RS, the 911T is a venerable sports car in its own right and offers an incredible comparative value and with its vibrant yellow paintwork, this solid 911 will undoubtedly be a head-turner in any situation.

**\$60,000 - 80,000**



245<sup>Ω</sup>

Fewer than 26,000 miles since new

1987 FERRARI 328 GTS

Coachwork by Scaglietti - Design by Pininfarina

- Iconic Red over Tan combination
- Fewer than 26,000 original miles
- Incredible original condition

VIN. ZFFXA20A4H0069769

3,185cc DOHC V8 Engine

Bosch K-Jetronic Fuel Injection

270bhp at 7,700rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes



#### THE FERRARI 328

Debuted at the 1985 Frankfurt Auto Show, the Ferrari 328 was the second model in Ferrari's long and popular line of mid-engine V8 sports cars, continuing through the upcoming 488 GTB. The 328 was the replacement to the popular 308 and featured notable performance and design advancements over the outgoing model. The mid-mounted V8 engine was increased from 3.0 to 3.2 liters and the iconic Leonardo Fioravanti-designed body was updated for a smoother, more contemporary appearance with integrated bumpers and revised cooling ducts, resulting in a more cohesive and streamlined profile.

#### THE MOTORCAR OFFERED

In the summer of 1987, this particular 328 GTS left Ferrari's Maranello factory finished in the timeless combination of Ferrari's iconic Rosso Corsa paint over a fine tan leather interior. Featuring Cromadora star alloy wheels and factory air conditioning, this lithe targa promptly departed for North America.

This Ferrari has led a cosseted existence, having covered fewer than 26,000 miles in the past 28 years and, as such, remains in very good condition. The vibrant Rosso Corsa paintwork shines vividly and accentuates Leonardo Fioravanti's timeless design nicely. The original leather interior possesses a lovely patina appropriate for the age of the car. This car has been tastefully modified with a painted roof panel, which accentuates the lithe and powerful Pininfarina design when installed.

With incredibly low mileage and a timeless and stunning color combination, this 328 GTS will afford the next owner great driving pleasure thanks to its well cared for mechanical systems and the unmistakable bellow of a Ferrari V8.  
**\$95,000 - 115,000**

246

*Incredible original condition*

## 1964 CHEVROLET IMPALA SUPER SPORT 409 SPORTS COUPE

Chassis no. 41447Y11952

409ci OHV V8 Engine  
Single 4-Barrel Carburetor  
340hp at 5,000rpm  
4-Speed Manual Transmission  
Front Independent Suspension- Live Rear Axle  
4-Wheel Drum Brakes

- *Incredible original condition*
- *Just two owners since new*
- *Retained by original owner for over 4 decades*
- *Desirable 409 'big block' specification*



### THE CHEVROLET IMPALA

After General Motors' finned styling excesses of the late 1950s and early 1960s, the full-size '62 Chevys were refreshing in their simplicity. Sure there were full-width chrome bumpers and an horizontal grill that positively glittered, but the Impalas were clean-looking and attractive.

Available with both Chevy's straight-six or superb V-8, the average Impala buyer opted for the eight, which was most often mated to the two-speed Power Glide automatic transmission.

### THE MOTORCAR OFFERED

Originally equipped with a thunderous 409 cubic-inch V8 engine and brilliant Daytona Blue Metallic paint over its long and low Sports Coupe body, this potent Chevrolet Impala SS has been a head-turner since it was first purchased on March 17th, 1964. Along with the 340 horsepower powerplant, this car was given a 4-speed transmission, along with a push-button radio and attractive fender skirts, among other options. The original owner retained the car for an incredible 42 years, regularly using the coupe on his daily commute to RJ Reynolds in Winston-Salem, NC, the parking sticker from which the car still bares. After the original owner's passing, the consignor acquired the car and performed a thorough service, including replacing the rear springs and shocks. Thanks to loving attention throughout its 51 years of use, this barnstomer is

presented in incredible original condition with the original brightwork and interior, having had only one repaint performed in 1982. Additionally, this well-optioned coupe is being offered complete with its original manuals, books, bill of sale, and window sticker.

However desirable these cars may be, seldom are they found in such exceptional condition, a testament to the care taken by the two previous owners.

**\$35,000 - 45,000**



247

## 1914 FORD MODEL T TOURING

Engine no. C6769

177ci L-Head Inline 4-Cylinder Engine  
Single Updraft Carburetor  
20bhp at 1,800rpm  
2-Speed Planetary Gearbox  
Front and Rear Transverse Semi-Elliptical Leaf Springs  
Service-Band Transmission Brake and Rear Wheel Drum Brakes

- *Rare, Canadian-built Model T*
- *Recent frame-off restoration*
- *Restored for show and go*
- *A lovely example of the famous Tin Lizzie*



### THE FORD MODEL T

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

### THE MOTORCAR OFFERED

This T is a rare, Canadian-built example. Constructed in Ford's Walkerville, Ontario plant, Ford founded the Ford Motor Company of Canada in 1904 to supply cars to Canada and the British Empire. By building the cars in Canada the company could avoid paying hefty import tariffs. Originally assembled with many American parts – including U.S. made engines with the 'Made in the U.S.A.' casting ground off – by 1913 the Canadian factory was casting its own blocks.

Mechanically identical to its U.S. built brethren this Model T, following a frame-off restoration, was acquired from an estate and a ground-up restoration was completed on it. Finished to a high standard, the car presents beautifully today presenting as nicely underneath as it does topside. Restored to its original specification, the only upgrade is the addition

of a True-Fire electronic ignition system for ease of starting and running.

Complete with the desirable brass radiator surround and other brass fittings from the era, it features an optional Moto-Meter odometer and speedometer on the dash. Accompanied by its service and instruction books along with a spark plug wrench and four back-up plugs, this T Touring will no doubt be welcome on any number of Model T Club events and will certainly set itself apart given its maple leaf history.

**\$25,000 - 35,000**

Please note this car is titled by its car number, C6789, which is located on a dash plaque.

248

## 1908 INTERNATIONAL MODEL A RUNABOUT

Chassis no. 1547

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

- *Exceptionally well-preserved example*
- *Important piece of International Harvester history*
- *Designed for the harsh American terrain of the period*
- *Fully operational*



### 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.

This International Model A was sourced in the US by a European collector whose collection it resided in until just a couple of years ago. It is reported to be in fine running order.





One cannot imagine finding a better preserved example of this uniquely American high wheeler. The stunning state of its preservation makes this example from such an important American company truly a standout piece of the history. **\$40,000 - 50,000**



249

## 1903 STEVENS-DURYEA MODEL L RUNABOUT

Chassis no. 326

Engine no. 309

2-Cylinder, Horizontally-Opposed Engine

6hp

3-Speed Transmission

Full Elliptic Leaf Spring Suspension Front and Rear

2-Wheel Brakes

- *Previous ownership for more than 30 years*
- *Once in the collection of the Indianapolis Motor Speedway Museum*
- *A correct and original example of the model*
- *Potentially eligible for the London to Brighton*



### STEVENS-DURYEA

The J. Stevens Arms & Tool Co. of Chicopee Falls, Massachusetts got into the automobile business in 1901, offering a car designed by J. Frank Duryea—who, along with brother Charles, had produced America's first series-built automobiles in 1895. In November of that same year, Frank drove a Duryea horseless carriage to victory in the first automobile race ever held in America.

First generation Stevens-Duryea cars were produced between 1901 and 1906. Built on a 69-inch wheelbase, they were powered by a horizontally opposed 2-cylinder engine originally rated at five horsepower. The cars featured an unusual mechanism that permitted the driver to start the engine while seated, instead of by direct cranking. Steering was by tiller. After 1903, a 3-speed sliding gear transmission was used and the 1904 model, with its engine now

rated at seven horsepower, boasted a new three-point engine mounting.

In 1905, Stevens-Duryea produced its first 4-cylinder; a huge 6-cylinder model, priced at \$5,000, followed in 1906. That same year, Stevens-Duryea became a separate company from J. Stevens. During the years that followed, Stevens-Duryea cars became increasingly impressive and expensive. Then, in 1915, the Westinghouse Corp. bought the company, using the factory to produce war material. After the Armistice, a group of former executives bought Stevens-Duryea and resumed car production. The new 6-cylinder models that they offered were priced as high as \$9,500... right up there with Pierce-Arrow's most expensive cars. The company would be sold again at least twice before the final Stevens-Duryea was built in 1927.

### THE MOTORCAR OFFERED

This car would seem to be a benchmark example of the 1903 Stevens-Duryea 2-cylinder Model L Runabout, which listed new for \$1,250, from its 'Stanhope' bodywork design with fold down front seats to its intricate and individual controls.

The car has emerged in recent years after long term exhibit and latterly storage in the collection of the Indianapolis Motor Speedway Hall of Fame Museum, who had no doubt acquired it as a representation of Frank Duryea's pioneering race win.

According information on file, the Stevens was clearly on exhibit for some time in a formal manner, the accompanying board or write up for it noted the following information: 'Model L 1903, Serial Number 326' 'This attractive runabout was first registered by Dr. Arthur B. Coffin of





New Dorchester, Mass., September 22, 1903, registration 2747. He drove it in his profession and for pleasure until June, 1910, when for sentimental reasons it was hoisted and hung by rope from the rafters in his barn. On October 25, 1941, he sold the car to an automobile repairman in Cambridge, who used it a short while for advertising. Later a Boston man bought it and put it into storage to hold for speculation. I acquired the car in 1948 and have had it restored as nearly as possible to its original condition.' Mrs. George E. Felton, 65 Commonwealth Ave., Boston. Amazingly this appears to establish its complete history from new, and it is thought that the Indianapolis Museum would have acquired the car from Felton.

Unseen for many years and certainly unused for a considerable amount of time, close inspection shows the car simply to have

aged gracefully rather than to have seen any mechanical or cosmetic detriment. It also appears to be ostensibly complete, from its mechanical aspect through to its bodywork and even leather fenders.

Collectors have come to prize early Stevens-Duryea automobiles, as the make was one of the higher quality smaller American vehicles built around the turn of the century, though surviving examples are few and far between. This therefore represents a rare opportunity, with a charming patina throughout and potentially once officially dated use on the world famous Bonhams sponsored London to Brighton Veteran Car Run.

**\$150,000 - 180,000**





250

*Formerly the Property of Ken McBride*

## 1913 NAPIER TYPE 44 SIX-CYLINDER TOURING CAR

Coachwork by Cunard

Chassis no. 11667

Engine no. 18798 - E605

Former UK Registration 'EL 844'

4,730cc Side-Valve Inline 6-Cylinder Engine

35bhp

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

Rear Mechanical Expanding Drum Brakes

- *One of the pre-eminent luxury cars of its day*
- *Original touring coachwork*
- *Known history from new*
- *Long time tour car in succession of distinguished ownerships*



### THE NAPIER

The Napier marque was favored by royalty and nobility the world over, influenced in no small way by the engineering brilliance of Montague Napier and, in the early days, the marketing genius of Selwyn F. Edge who brought the marque to prominence at the turn of the nineteenth century. One of their best customers in America was telephone magnate Charles Jasper Glidden of Massachusetts, who drove Napiers on a series of long-distance tours, one of which became the series carrying his name.

Napier claimed many firsts, building the first British racing car for the Gordon Bennett Race of 1901 and winning that prestigious event in 1902, the car wearing for the first time the British Racing Green livery. Napier claimed also to be the first manufacturer to offer a six-cylinder car in a production model – the 18hp

car of 1903 – and it was another six-cylinder model, this time a mighty 60hp racer, which set a new record at the newly opened Brooklands track in 1907, driving at an average speed of 65.9mph for 24 hours.

Napier achieved the distinction of producing the world's first commercially-viable six-cylinder engine in 1904. A five-liter car with mechanical overhead intake valves, it soon spawned a 15-liter racing version. Napier, however, aimed squarely at the luxury market, a 60hp, 7.7-liter six becoming the best-known model. In 1908 came a five-liter L-head six with three-speed gearbox and shaft drive. Colonial models with a raised chassis had greater ground clearance for use in less-developed Commonwealth countries.

### THE MOTORCAR OFFERED

This is an extremely well known example of the famed British marque, which can boast a pedigree known back to its earliest days, followed by successive ownerships in the collections of numerous prominent car collectors in both the UK and here in America.

Its early history is known thanks to its immediate post war owner Richard 'Dick' Barton, of the Barton Motor Company Ltd. of Plymouth in the Southwest of Great Britain, who acquired the car in 1946/7. As he recorded its history to later owners, it is known to have been bought new in December 1913, most probably in the Bournemouth (South Coast) as evidenced by the 'EL' prefix on its British license plate. Mr. Barton stated that he had purchased it from Bobbett's Garage of Teignmouth, where he was told it had been laid up in 1930 after it



Randolph Churchill when campaigning for the Devonport Election, UK.



was no longer of useful service. At that time he had met its former chauffeur who, by his own accounts, had had two Napier cars in the original owner's stable, a formal Limousine which his master tended to use in the winter and this touring car for the summer months.

When purchased by Barton it was actually his only mode of transport and it seems to have served both as a 'daily driver' and a tour car, completing a number of local rallies including a mammoth 350 mile a day event up to Longbridge to the Morris plant! True to the statement of 'Upper Crust' motoring that the Napier represents, while in Barton's ownership it was used by Winston Churchill's son Randolph when campaigning for Member of Parliament for the Devonport seat. Later, fondly recalling his use of the car in this era, Barton championed its usability and outright speed.

After a few years Barton sold the car on through noted dealer Cecil Bendall in 1954. It would pass into long term ownership once again in 1965 where it would remain for the next two decades. At this juncture, the car's Napier Green livery was refurbished comprehensively at the hands of noted car agents Caffyn's, to the Sky Blue scheme it has worn since. In regular use, its mechanical condition was progressively refurbished also, with an engine rebuild in 1986 being among the more major works completed.

In 1987 the car passed to known collector John Brown of Newbury, a familiar face on many British and European car tours and from him to Richard Sanders of Bicester. A couple more British owners followed before the car passed through noted connoisseur and dealer Peter Harper in 2007, onto leaving the UK for the first time in its near century of existence.

Arriving in the U.S.A. the car was quickly acquired by noted Pacific Northwest collector Ken McBride, who would keep it until his untimely death in 2010, when it was purchased by a friend of his. After completing a major service on the car it was then campaigned on West Coast Brass tours, most recently the 2015 Mozart Brass and Nickel Tour in Paso Robles California, where the car performed flawlessly.

Today the car's older restoration has undoubtedly aged, but in doing so it has gained a rather charming secondary patina, which suits it well. Assisting potential for the multitude of 'Brass and Gas' tours here and further afield, it comes with full weather equipment and on the mechanical side it benefits from the fitting of a starter motor; it is reported to be 'on the button' and running well.









Richard Barton with the Napier just after the war.



With an illustrious history, original touring body, and a legendary six-cylinder refinement, the Napier has much to offer, and looks like exceptional value compared to some of its peers.  
**\$150,000 - 180,000**

## LOTS 251 – 253 FROM THE COLLECTION OF JIM HEARN

251

1910 BUICK MODEL 16 TOY TONNEAU

Engine no. 1367

318ci Overhead Valve Inline 4-Cylinder Engine

Single Stromberg Carburetor

48bhp at 1,200rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

Rear Mechanical Brakes

- *Extremely attractive and sporty, toy tonneau*
- *A high quality authentic restoration*
- *A powerful, fast and well-balanced sports model*
- *Runs great and has brisk performance*
- *These Buicks represent tremendous value for the performance*



### THE EARLY BUICKS

By 1911 the company founded by David Dunbar Buick, the Buick Manufacturing Company of Flint, Michigan, was an important player in the US auto industry both in sales numbers and success in competition. After going through numerous reorganizations and changes of management, Buick had really stepped up its game with the involvement of super-salesman William C. Durant in 1904. Durant used Buick as one of the cornerstones of his new General Motors Corporation, and it remains so today.

Buick produced 29,425 units in the calendar year 1910, making it one of the industry's major producers. The 1910 Buick line was wide-ranging: from a tiny 2-cylinder chain-drive roadster through 10 different series and models, all of those being larger automobiles with 4-cylinder engines. The Model 16

represented the mid-priced 4-cylinder offering. Its cast-iron engine block was of 318 cubic inch displacement (4½ x 5" bore and stroke) and developed 48bhp. The healthy sized engine in the relatively light chassis displayed very good power and performance for its size. It featured mechanical valve lifters and a single Stromberg carburetor. There was shaft drive from the 3-speed transmission and a multi-disc clutch to the rear axle. Steering was by worm and nut. A top and windshield were optional.

### THE MOTORCAR OFFERED

This Buick Model 16 sports a fresh and high quality restoration. Nicely finished in red with a full complement of striping, all the correct brass on the Buick is in fine shape. The interior has authentic and well-done tufted leather upholstery. The engine compartment is tidy and nothing looks out of place.

The body is the highly desirable toy tonneau, the sportiest tourer available. To compliment this racy bodywork Buick equipped the car with an extended hood. The compact tonneau could be removed if desired, converting the Buick into a roadster.

The over 5-liter 4-cylinder engine has Buick's trademark overhead valves; these engines are well regarded for their strong performance and reliability. Recently test driven by a member of the Bonhams team, the Buick showed





remarkable performance and really moved down the road. The car proved easy to start and had fine road manners.

Fine examples of Buick Model 16s are difficult to find and toy tonneau bodied examples are very scarce. With its fine restoration, great looks and strong performance this Buick will not disappoint.

**\$50,000 - 60,000**

**Without reserve**

## C.1914 FORD MODEL T SPEEDSTER

Engine no. 13100167

177ci Flathead In-line 4-Cylinder Engine

Single Updraft Winfield Carburetor

Approx. 35hp

2-Speed Planetary Manual Transmission with 2-Speed Warford Accessory Transmission

Transverse Leaf Springs and Solid Axles Front and Rear with 4-Wheel Aftermarket

Coil Springs

Rear-Wheel Mechanical Rocky Mountain Drum Brakes

- A finely restored speedster
- Equipped with a Hartford transmission and performance goodies
- Lots of fun to drive and easy to maintain
- Equipped with electric start and high tension ignition
- An excellent driving T speedster that will not go unnoticed



### THE MODEL T SPEEDSTER

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

### THE MOTORCAR OFFERED

This car is an example of an early style Ford Speedster. Its look is as close to a Mercer or Stutz as a Ford will ever look – nothing about the car has much in common with what initially rolled off Henry Ford's assembly line. The driving position is also low and racy: the driver sits nearly where the back seat would lie on a standard Ford. The cowl and seat platform are all custom fabricated, and an oval gas tank rests at the back, just ahead of a small trunk. A rear mounted spare finishes off the back end.

Sporty and low slung, the body sits low on the frame. Combined with the desirable Model T wire wheels, it's an aggressive little raceabout! The suspension has been lowered on the front and rear to give the car its proper racy stance.

Recently test driven, the car demonstrated excellent pep. The planetary combined with

the 2-speed gives four gear combinations which vastly improves flexibility. The car overall gives the impression of a well-sorted and well-built speedster that was done without concern for cost.

A huge amount of bang for the buck and certainly more sporting than anything Ford offered, this is a rare opportunity to get some of the raceabout excitement of a Mercer for the price of a Model T!

**\$15,000 - 20,000**  
**Without reserve**



253

## 1915 FORD MODEL T C-CAB DELIVERY

Engine no. 989597

177ci Flathead Inline 4-Cylinder Engine  
Single Updraft Carburetor  
22.5bhp at 1,600rpm  
2-Speed Planetary Manual Transmission  
Transverse Leaf Springs and Solid Axles Front and Rear  
Rear-Wheel Mechanical Drum Brakes

- A wonderful example of one of the most important automobiles
- Restored to a high standard
- A true brass T
- Great looking attention getter



### THE MODEL T

For years the Model T Ford was the backbone of car collecting. The perennial popularity in the T since it arrived has bred a vast number of collectors who have kept them alive. This has ensured that reference books, experienced mechanics' junk yards full of parts and even newly manufactured reproduction parts and supplies have always been available to support the population of Model Ts in various stages of restoration and preservation.

To those who haven't experienced a great "Brass T" they are about as much fun as you can have on four wheels. These cars exude charm and charisma like few other cars. Henry really got it right with the early Ford Ts and, when properly set up, they perform remarkably well. The examples from 1914 and 1915 are the last of the real vintage Ts and have a reputation for being the most drivable.

### THE MOTORCAR OFFERED

This example, which was owned by Jim Hearn, was finely restored to a high standard. A true pre-16 brass T with a proper 1915 engine, it is wonderfully presented and nicely equipped with all of its correct brass equipment.

The C-Cab body features wonderful woodwork and the rear doors are finished with beveled glass windows. The red painted exterior is emblazoned with the iconic Indian motorcycle advertising.

Every proper collection needs a T and it would be difficult to find a more charming and better equipped example than this. Perfect for advertising, a car collection or, given its Indian Motorcycle livery, it could also be a perfect fit for the vintage motorcycle enthusiast.

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

254

## 1936 ROLLS-ROYCE PHANTOM III 40/50 TOURING SALOON WITH DIVISION WINDOW

Coachwork by H.J. Mulliner

Chassis no. 3AZ48

Engine no. Phantom III UNIT NO. II (see text)

7,338cc OHV V12 Engine

Single Carburetor

126bhp at 4,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- Fitted by the factory with an experimental, prototype motor
- Delivered new to Arthur Sainsbury of the Sainsbury supermarket chain
- Rare V-12 Phantom III model
- Documented with Rolls-Royce factory build sheets



### THE PHANTOM III

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

*The Motor* magazine summed up the new car in the following terms: "...a car which is

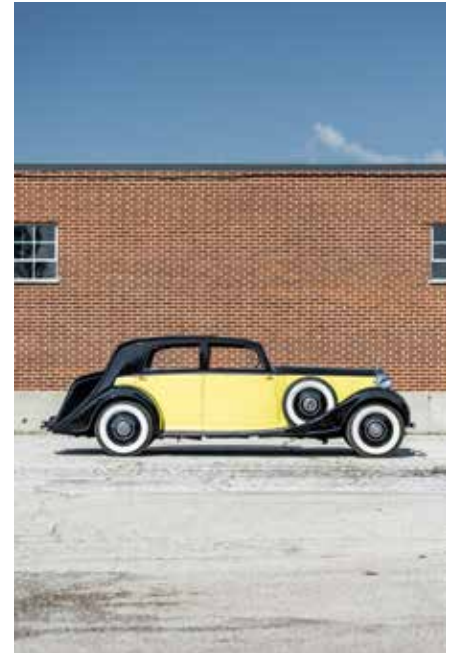
a joy to handle and which, in its perfection of workmanship and finish, is also an example of engineering at its finest level. It is inspiring to realise that this leading expression of the art of building automobiles, with its unique international reputation, should be produced by British designers and work people."

### THE MOTORCAR OFFERED

This Phantom III was ordered new on August 1st, 1935 by Mr. Arthur Sainsbury, Esquire—a member of the family that founded the eponymous London-based supermarket chain. According to factory records, the car was shod with an H.J. Mulliner built '4-door, 4-light saloon' body and included a division with rear drop down tables and a double length 'Sunshine Roof' over both the front and back seat passengers. Dispatched on July 7th of 1936, Mr. Sainsbury took delivery of his completed car at his home in London later that year on November 17th, 18 days after the car was finished.

Retained by Mr. Sainsbury only briefly, on May 29th, 1937, ownership was transferred to English scholar and author G.H. Thorton, also of London. Another brief keeper, within five months Mrs. Roy Fox took possession





of 3AZ48. During Mrs. Fox's ownership, an engine knock was found to be incurable and the car was sent back to Rolls-Royce for service. On January 5th, 1938 it is recorded that the original engine, D54W, was removed and the "engine [was] taken out of 36EX & fitted into this chassis". As an early, experimental chassis, this unique, prototype motor that was never stamped but instead fitted simply with a plate reading "PHANTOM III UNIT NO. II" is the engine presently installed in the car.

Mrs. Fox sold the car to Capt. Charles Lloyd on February 1st, 1939 and factory records indicate four subsequent owners all the way up to October of 1961 when it is shown that 3AZ48 came into the possession of Staff Sargent W.H. Barkley Jr. of Lancaster in the UK. At some point in the ensuing

score of years, 3AZ48 made it stateside and on January 5th, 1981, it was registered in Pennsylvania. The subject of a decades old repaint and re-upholstery, the car has been kept in dry storage for the past decade.

The perfect subject for a cosmetic and mechanical refurbishment or a complete restoration, this unique and special Phantom III, powered by an experimental motor, would fit perfectly as a capstone in a Rolls-Royce collection or a fixture in a more diverse assemblage of machines. Extensively documented by its factory records, it will no doubt be a hit at the next Rolls-Royce meet or local car show.

**\$50,000 - 60,000**

255

## 1952 ROLLS-ROYCE SILVER WRAITH RAZOR-EDGE SPORT SALOON

Coachwork by Vincents of Reading

Chassis no. WWH3

Engine no. W3H

4,566cc F-Head Inline 6-Cylinder Engine

Single Downdraft Carburetor

Approximately 125bhp

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- Richly appointed inside and out
- Built new for the 1952 Earls Court Motor Show
- Ordered new by and for Vincents
- Superior waftability



### THE ROLLS-ROYCE SILVER WRAITH

Rolls-Royce's first post-war model, the Silver Wraith, debuted in late 1946 and employed a chassis similar to that of the Silver Dawn and MkVI Bentley, though with a 7" longer wheelbase at 10' 7". The Wraith, however, was only intended for traditional coachbuilt bodies rather than the MkVI's pioneering 'standard steel' bodywork. Only the bore and stroke dimensions were shared with the pre-war overhead-valve Wraith engine, the major advantage of this 'F-head' layout being its large valves and generous water jacketing around the valve seats. Manufacture of the short-wheelbase Wraith ceased in 1952, with a total production of 1,144; the long-wheelbase version continued until the introduction of the Phantom V in 1959, by which time 639 chassis had been completed.

### THE MOTORCAR OFFERED

This unique and stylish Wraith is the last Rolls ever bodied by the coachbuilder Vincents of Reading. Opening their doors in 1805 as a carriage coachbuilder, Vincents would body their first car in 1899 and their first Rolls-Royce a mere seven years later. Peaking in the 1920s as one of the largest coachbuilders for both luxury cars as well as commercial vehicles, by the mid-1950s the company had left the body building business. One of seven Wraiths Vincents would body, according to factory build records this car was ordered by the coachbuilder and specifically constructed for the 1952 Earls Court Motor Show in October of 1952. It was subsequently delivered to Vincents's showroom on November 19th, 1952.

The Wraith would remain with Vincents as a prime example of the crisp designs and high quality of craftsmanship until October







14th, 1960 when the car was sold to F. Ashe Lincoln of London, WVH3's first private owner. The car eventually made its way to the U.S. where it was registered in July of 1975 to Mr. Drew Anderson in Easton, Pennsylvania. While the car was registered in Pennsylvania, it was stored in New York. Mr. Anderson was an infrequent user and the car languished in storage for decades, eventually ending up cocooned under a wall of boxes. When the car was discovered in 2008, it was very much as it was last parked and nicely preserved.

Since the vendor's acquisition of WVH3 seven years ago, it has been sparingly used but kept in good running order. Retaining its original, rich dark red leather and walnut-trimmed interior, it was likely the subject of repaint sometime prior to its penultimate owner's care. Replete with luxurious touches like an in-dash

RCA radio, rear-seat picnic tables, sliding sunroof, and an interior switch actuated trunk lid, it is clear that this was built to represent the pinnacle of Vincents' coachbuilding abilities and as a last hurrah to their near half-century bodying Rolls-Royces.

A rare opportunity to acquire a post-WWII example of a Vincents-bodied Rolls, this well appointed former show car will certainly find favor wherever it is driven or shown.

**\$40,000 - 50,000**

## 1949 ALLARD L-TYPE FOUR-SEAT TOURER

Chassis no. 792

221ci Ford Flathead V-8  
 Single Ford 2-Barrel Carburetor  
 90bhp at 3,800rpm  
 3-Speed Manual Transmission  
 Independent Front and Transverse Leaf Spring Suspension  
 4-Wheel Hydraulic Drum Brakes

- *Known history since 1967*
- *In unrestored, preserved "barn find" condition*
- *Fresh from 41 years of careful storage*
- *One of only 191 L-Types built and only a small handful of survivors*



### THE ALLARD L-TYPE

Using a crashed Ford V-8 coupe onto which he had grafted the body from a Grand Prix Bugatti, racing driver Sydney Allard constructed one of the most unlikely of all pre-war trials specials. However, the Allard Special's lightweight construction and relatively powerful American V-8 engine, although not the first such combination, demonstrated the formula's potential and provided the inspiration for future imitators, including Carroll Shelby who acknowledged Allard's influence on the Cobra.

After WWII, 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. Post-war Allards combined the same virtues of light weight, independent front suspension and an abundance of American V-8 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, Sydney himself finishing 3rd at Le Mans in a J2 two-seater and winning the Monte Carlo Rally outright in a P2 saloon.

Introduced in 1946, the L-Type employed Allard's trademark independently suspended 'split' front axle and transverse-leaf rear end in a chassis 6" longer than that of the contemporary K-Type, the extra length being used to accommodate two rear passenger seats. Like the vast majority of production Allards, the L-Type used Ford/Mercury components, these being readily obtainable from Ford in the UK, the choice of engines being the 221ci Ford or modified 239ci Mercury V-8. A mere 191 examples were produced between 1946 and 1950, only 10 of which are currently known to the Allard Register.

### THE MOTORCAR OFFERED

According to the Allard Register, this L-Type was delivered new to an unknown owner on August 18th, 1949 to Exeter in the UK and registered with the plate "LTA 654". In 1967, chassis 792 was acquired by granite magnate Peter de Kok for £175. A South African living in the UK at the time, he had spotted the car at Earls Court in London and would use it as a daily driver during his brief ownership. Eventually repainted—and by Mr. de Kok's own admission—poorly while in Holland, the Allard was put up for sale just prior to de Kok's own move to Atlanta, Georgia. Acquired by Major Carl Finstrom in September 1970 for £750, the car was used in Holland by Major Finstrom to commute to his job at the British Embassy—a proper way to support the British cause while working for the Crown.

On August 14th, 1973, Major Finstrom shipped the Allard from London, where he





had been stationed at that time, to his new home in Kansas. The enthusiasm for motoring around in the Allard in the flatlands of the Midwest seemingly did not carry the same appeal as did driving the thrilling roads of continental Europe so by 1974, the Allard was put into dry storage.

Untouched for the next 41 years, LTA 654 has been recently extracted and brought back into the sun. Retaining its late 1960s Dutch paintjob, it is reported that the reliable old flathead Ford V-8 fires up and the transmission does its job as well, although the brakes are not as enthusiastic about operating as the drivetrain. A perfect project for careful refurbishment or restoration, it retains its original interior, top, and side curtains. Complete with numerous old receipts, service books, import documents and a handful

of period photos, it is a rare opportunity to acquire one of Sid Allard's premier vehicles that is welcome at vintage races, rallies, and tours of all kinds.

**\$40,000 - 50,000**

257

## 1962 JAGUAR E-TYPE SERIES 1 3.8-LITER ROADSTER

Chassis no. 877020

Engine no. R4933-9

3,781cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Numbers matching E-Type*
- *Purchased by the present owner in April 1963*
- *Two owners from new*
- *Well-documented*
- *Offered with Heritage Trust Certificate*



### THE JAGUAR E-TYPE

Jaguar would make a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls to rock popular culture, yet not even Jaguar's founder, Sir William Lyons, could have predicted the impact of the Jaguar E-Type. When introduced at the 1961 Geneva Salon, the new Jaguar stirred passions with its extremely sleek and timeless design backed by staggering performance.

Constructed using methods derived from the D-Type sports racing car, the E-Type was a technical marvel. The light and rigid monocoque chassis used the engine itself as a structural part of the car, with the long and sleek bonnet hinged at the front. The headlights were beautifully recessed in the fenders, and covered with contoured Perspex for a free flowing design and improved

aerodynamics. The car featured 4-wheel independent suspension, disc brakes all around and a Moss-type 4-speed manual transmission. The proven XK power plant was carried over from the XK150, and made sure the lithe Jaguar would exceed the 150mph mark. Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed.

### THE MOTORCAR OFFERED

This striking 3.8-liter E-Type was completed at the Browns Lane Jaguar works on April 3rd, 1962. A left-hand-drive model destined for the United States, this E-Type was finished in black over a biscuit interior with a black top. According to its Jaguar Daimler Heritage Trust Certificate, it was delivered to Jaguar Cars in New York. The first owner was one Marilyn Pereira of Succasunna, New Jersey.

Kept by Ms. Pereira for only about a year, the Jag was acquired by David Powrie in Connecticut on April 15, 1963. An enthusiastic owner, Mr. Powrie drove the car sparingly during the summer months only keeping a file of receipts. Keeping the car stock with its original drivetrain, the only change from its original specification was a retrimming of the interior in black to give the car a more sinister triple black color scheme.





Driving only a touch more than a 1200 miles a year during the course of his more than half century of ownership, Mr. Powrie regularly drove his Jaguar once every few weeks until the summer before his passing in October of last year.

Showing just over 72,000 believed-to-be-original miles, this well-preserved, lovely E-Type has been carefully stored but unused since last summer and is offered with its original 1963 Connecticut certificate of title, over an inch thick file of service receipts, its original service handbook and dealer information, a parts guide and the all-important Jaguar Daimler Heritage Trust Certificate documenting that the car retains its matching numbers engine, transmission and body. Perfect for a gentle refurbishment or complete restoration, it is now ready for its third owner.

**\$100,000 - 125,000**



258

## 1971 PORSCHE 911T 2.2 COUPE

Chassis No. 911 1100515

Engine No. 6115052

2,195cc SOHC Flat 6-Cylinder Engine

2 Weber Carburetors

125bhp at 5,800rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Matching numbers example
- Presented in its factory delivered silver color
- Reasonably priced driver example
- Extensive service records with over \$20k recently spent



### THE PORSCHE 911

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 liters and, in turbo-charged form, put out well over 300 horsepower.

The first of countless upgrades came in 1966 with the introduction of the 911S. Easily distinguish-able by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge

raising top speed by 10mph to 135mph. A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the engine underwent the first of many enlargements - to 2.2 liters.

The 911T (Touring) had been introduced as a new base model in 1967, initially with the 2-liter engine in 110bhp form before gaining the 2.2-liter unit, along with the rest of the range, in 1969. The T's power output then was 125bhp, increasing to 130bhp with the introduction of the 2.4-liter engine for 1972. Tenacious adhesion, responsive steering, very good flexibility, superb brakes, meticulous finish and a solid, unburstable feel were just some of the virtues praised by *Motor* magazine in its test of a Porsche 911T in 1973. The model was discontinued that same year.

### THE MOTORCAR OFFERED

The 1971 911T 2.2 offered here was completed at Porsche for the 1971 model-year production run. The new Porsche was finished in a handsome silver over a black leatherette interior and char-coal carpets. Equipped for the US market, the T was optioned with the smart Fuchs alloy wheels fitted with Dunlop tires.

This 911T is offered in driver condition and has received much work in the last few years totaling well over \$20k. The original interior presents nicely and the dash sports a vintage Blaupunkt radio. The engine was fully rebuilt recently and looks to have seen few miles since then.

The Porsche is offered with the original handbook and a stack of recent receipts. A desirable year, great color combination and





being the recipient of much recent work, this Porsche is a good value example of a very hot car in the market today.  
**\$50,000 - 60,000**



## 259

### Former "Boot Legger" car with special equipment 1928 CADILLAC V-8 CONVERTIBLE COUPE

Engine no. 309994

314.5ci Side Valve V-8 Engine  
Single Updraft Carburetor  
83bhp at 3,00rpm  
3-Speed Manual Transmission  
Front and Rear Suspension by Semi-Elliptic Leaf Springs  
4-Wheel Mechanical Brakes

- Fascinating piece of prohibition history
- Equipped with an elaborate police evading smoke screen
- Desirable convertible coupe coachwork



## CADILLAC

The place of the V8 Cadillac in automotive history is assured. The Model 51 Cadillac was introduced in September 1914 for the 1915 season, and while there had been other V8 engines before, most had been ephemeral prototypes and only the French De Dion-Bouton company had actually marketed a production V8, starting in 1909.

In America, the Cadillac Company had established a fine reputation for the introduction of the first practical electric starting, lighting and ignition system and for its precision of production ensuring absolute interchangeability of parts – two achievements that had earned it the unique distinction of winning two of the British Royal Automobile Club's Dewar Trophies for technical innovation. Consequently, the company adopted the proud motto "Standard of the World".

But by 1912 the 4-cylinder engine that had served it so well was looking a little outmoded and Cadillac's Wilfred Leland had been considering the choice of the power plant for the company's next new model. Inspired by the De Dion V8 automobile and early V8 aeroengines, he decided to develop a V8 built to his firm's exacting standards.

Preliminary development of a new V8 engine to outclass all of Cadillac's 6-cylinder rivals had started in 1912, when Cadillac bought a De Dion V8 for study purposes and installed a V8 Hall-Scott aeroengine in a car chassis, then built an experimental V8 engine incorporating the best features of both designs. Work to produce a production V8 really got underway in 1914 when the British engineer D. McCall White, formerly with Daimler and Napier, was placed in charge of the project.

Strictest secrecy was observed as a handpicked development team worked to engineer a smooth-running V8 with excellent low-speed torque. It proved to be such an outstanding engine that the V8 layout became the hallmark of Cadillac for decades to come.

Cadillac's imposing Model V63 was the culmination of a series of cars which shared the same basic engine design as the 1914 Type 51. This special model was custom-built by Fisher on a 138 inch wheelbase, on one of just four chassis of this length built in 1924. Color and trim were to the owner's specification and the finish generally was to a significantly higher standard than the shorter chassis-ed standard production models. The technically highly advanced side-valve engine featured the first ever inherently balanced two plane crankshaft ever fitted to a production motor car.





## THE MOTORCAR OFFERED

The Prohibition era caused a huge industry of illicit alcohol trafficking. Boot leggers used to run booze across borders doing their best to evade the authorities. The more clever drivers would seek out the best performing cars and modify them to suit their needs. Enter the V-8 Cadillacs, which were well-known for both their power and reliability.

This is an amazing piece of American Prohibition era boot legging history. Equipped with an elaborate smoke screen system on the firewall, the Auto pulse fuel pump injects oil from a reservoir into the exhaust stem to produce a sliding wall of smoke. If the powerful Cadillac could not outrun the police, this smoke screen helped evade capture.

Found in complete condition a little over ten years ago, when discovered the rumble

seat had been removed to allow for extra contraband storage. Since this time the car received some cosmetic restoration including a paint job, new top, new upholstery and a re-nickeling to much of the bright work. The chassis and mechanicals have been left in largely original condition as has the smoke screen device.

Perfect for a museum display or a great conversation piece at a show, this Cadillac represents a rare and fascinating piece of history to survive from this notorious era.  
**\$40,000 - 60,000**



Custom-designed smoke machine.

260

## 1937 ROLLS-ROYCE PHANTOM III 40/50 TOURING LIMOUSINE

Coachwork by J.S. Inskip, Inc.

Chassis no. 3AX85

Engine no. B74Y

7,338cc OHV V12 Engine

Single Stromberg Carburetors

180bhp at 3,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Delivered new to American heiress Florence Adele Vanderbilt Twombly*
- *Originally ordered through and bodied by J.S. Inskip of New York*
- *Only a handful of long term owners*
- *Rakish, one-off coachwork*
- *Beautifully preserved*



### THE ROLLS-ROYCE PHANTOM III

Perhaps the most outstanding luxury car of the 1930s – certainly to have been built in the United Kingdom – was the Rolls-Royce Phantom III. Introduced in 1936, the 7,338cc V12-engined Phantom III succeeded the Phantom II, the 6-cylinder engine of which was considered to be at the end of its development life. The choice of a V12 configuration was a logical one for Rolls-Royce, the company already having had considerable experience in manufacturing V12 aero engines such as that used in the record-breaking Supermarine S6B seaplane.

A state-of-the-art design employing advanced materials and techniques such as ‘skeleton’ cylinder blocks with wet liners and aluminum alloy cylinder heads, the PIII V12 was sufficient to propel later examples to 100mph. The maximum output was subsequently raised to 180 brake horsepower, which was sufficient to propel later examples to 100mph, earlier models being capable of around 90. Its engine configuration aside, the Phantom III represents an important milestone in the history of Rolls-Royce cars, being the first with independent front suspension.

### FLORENCE ADELE VANDERBILT TWOMBLY

American heiress Florence Adele Vanderbilt Twombly was the granddaughter of Commodore Cornelius Vanderbilt, Jr., daughter of the Commodore’s preferred heir and oldest son, William. Born in 1854, Florence was only 23 when her grandfather died and she inherited part of his \$169 million fortune—a large sum of money now and an astronomical figure in 1877. It was in that same year that she married financier—and financial advisor to her father—Hamilton McKown Twombly. While money can do many things, it did not bring long life to her family with her eldest daughter and youngest son both dying suddenly in their teens and her husband passing away in 1910. She would never remarry.

The trappings of great wealth of course gave her the ability to spend generously, and spend she did. Retaining her father’s New York City Fifth Avenue home that she inherited in 1885, she and Hamilton also built the legendary Vinland in Newport, Rhode Island in 1896, the 800-acre Florham Estate in Florham Park, New Jersey in 1897, and a 70-room townhouse on the corner of East 71st Street and Fifth Avenue in Manhattan. It was to her Florham Estate that she ordered her new Rolls to be delivered.





## THE MOTORCAR OFFERED

This special, one-off Rolls was ordered new through and bodied by J.S. Inskip, Inc. of New York City; factory records indicate that it was delivered to Inskip on October 24th, 1936 and the finished limousine was furnished to Mrs. Vanderbilt Twombly on June 19th, 1937. Finished with a rakish, 4-light, close-coupled limousine body with divider, the most immediately evident design feature is the steeply sloped, split-vee windscreen combined with the sweeping, helmeted fenders. Inside, a white steering wheel—a feature often reserved for cars bound for perennially warm climates—sat ahead of the driver's compartment trimmed in black leather. Mrs. Vanderbilt Twombly's accommodations were more generous with a deeply tufted, rich boardcloth rear seat, deep-pile mouton carpets, a roll-up glass partition, a floor heater, two occasional seats, a make-up compact, an electric clock and an intercom system to communicate with the driver.

Mrs. Vanderbilt Twombly would maintain the Rolls for some time, enjoying a life of luxury but eschewing many of the over-the-top frivolities that punctuated the Gilded Age, helping to end the era of the socialite from that time. Upon her death, 3AX85 would remain in New York with an oil change decal in the door jam indicating that the car was brought to J.S. Inskip for service on November 11th, 1955 with only 17,863 miles on the clock.

Eventually purchased by a state senator from Oregon in the mid- to late-1950s, 3AX85 would head across country and remain in the same private collection for the next five decades. Barely used during this period, the Rolls entered the vendor's collection in 2010 following its long term, Oregonian keeper's passing. Beautifully preserved today, it appears with its original interior and what looks like its original paint complete with Mrs. Vanderbilt Twombly's hand painted monogram on the coachline of the rear doors. Reported to be in strong running condition, the car's many features which include its trafficator, lights, clock, and rear buzzer system are all described as operational. Showing only a touch over 18,800 believed-to-be-original miles, it stands today as a stunning example of American coachwork on English engineering with a glorious ownership history.

Footnote: At some point in the car's history, its original firewall plate was removed and replaced with a plate stamped '3BU100'. It should be noted that the car's correct chassis number, 3AX85, appears stamped elsewhere on the frame and the engine matches the one listed on the build records.

**\$100,000 - 130,000**

261

*Timewarp discovery car, Ex-Buess Collection*

## 1908 RAINIER MODEL D 45/50HP SEVEN PASSENGER TOURING

Chassis no. 1603

12.33 ci, T-head, Inline 4-Cylinder Engine  
Single Carburetor  
45/50hp  
4-Speed Manual Transmission  
Front and Rear Leaf Spring Suspension

- Long-term California car, with original ownership in the Asbury family
- Former ownership in the noted Buess collection for more than 60 years
- Rare big horsepower brass era touring car
- Known to Horseless Carriage Club since the club's incubation
- Potential preservation candidate
- Sole survivor of the model



The Asbury family with the car in its early days

### THE RAINIER



A name that immediately reminds one of the Royal family of the small principality of Monaco and the fairytale marriage of its Prince to Philadelphia-born, legendary actress Grace Kelly, in fact has origins closer to the bride than the blue blood, being an American bred automobile. The company was founded and began producing cars in Flushing, New York in 1905. The Rainier Car Company was founded by its namesake, John T. Rainier, one of many pioneering motor manufacturers of the day, but one who preferred to focus on quality over quantity and with a particular eye on performance. With a good run of success in his first few years, and a string of competition awards along the East Coast, he wisely relocated to Saginaw, Michigan to produce his fourth car, the Model D, in 1907.

As an independent this would prove to be his zenith, the new car being of considerable

stature with a 5 x 5¼ inch 4-cylinder 50hp engine, a 'make and break' ignition system and a 4-speed transmission with overdrive on top gear. At prices approaching \$6,000, they were certainly for the more elite motorist, but so confident was Rainier that he marketed them as economical in one regard offering a 'guarantee of a year's use without repair expenses'. For this price their clientele undeniably received a machine of quality with a copious use of nickel steel including for its pressed chassis frame.

Their use of fine materials and a sporting engine with big capacity and large ports and valves enabled Rainier to achieve some modest success in competition. Louis Disbrow won the 200 mile Atlanta Cup and, proving their stamina, came in 2nd in a 24-hour race at Brighton Beach in 1909, ahead of such luminaries of the day as Ralph de Palma in a Fiat and Ralph Mulford in a Lozier.





### THE MOTORCAR OFFERED

During 1908, Rainier delivered some 300 automobiles and clearly must have been on the right tracks as his cars came onto the radar of William Durant and his General Motors who acquired the business in May 1909 with the intent of using this brand as their top of the line automobile. The venture only lasted to 1911.

Viewed today, and as evidenced by this particular example, Rainier cars have all the hallmarks of the upper crust automobiles of Europe, such as Delaunay Belleville, Hotchkiss and Spyker with its barrel-shaped radiator and hood and for this car its 'Roi-des-Belges' body styling.

This extraordinary automobile is the very essence of a 'timewarp' or 'barn find' – a car that arrives on the market for the first time publicly in its 108 year lifespan and that can credit a mere handful of owners from new. As is so often the case, the simple number of changes in ownership over the course of such a lengthy period has accounted for its remarkable state of preservation today.

Its succinct history is charted as having been delivered new in California to the Asbury family, owners of a noted truck and bus company in the Los Angeles area. It is said that the reason the car was laid up originally was that a half shaft casing cracked. In the 1930s the Asburys gave the car to their chauffeur Calvin Johnson who, keen to get the car back on the road, replaced the rear axle with a Pierce-Arrow unit. Mobile again, Johnston drove the car to

the second earliest meeting of the Horseless Carriage Club at Doc Shafer's ranch in San Bernardino from his Glendale home.

It was there that the next owner's son, arch California car sleuth and restorer Fred Buess would first see the car with his father. They long admired the car and when Johnston died in around 1947 it was put up for sale in a sealed tender bid auction. The Buess's acquired it to join their noted collection where it would share stable with a number of 'as found', preservation quality pre-war machines.

The Rainier stayed with the Buess family for six decades through to the end of the 1990s, and since that time has been cared for in similarly enthusiastic ownerships. Its present owner, a prominent collector of the finest brass era motorcars, was similarly charmed by its







condition and it joined his collection in recent years. Throughout that time, the broken original axle was actually retained, such that today should someone wish, its breakage could almost certainly be repaired or replaced and the unit returned to the car. In Buess's ownership the car is known to have been used and it is thought to have been run as recently as five years ago, although it has not been attempted to be run in its current hands. As shown in the photographs some initial work was begun; its radiator being rebuilt properly with a new core.

Viewed carefully the leather upholstery, particularly in the rear compartment, may well be retrievable or perhaps create perfect patterns for replication. Its rather sorry top is complete in its mechanism, but threadbare in its covering. Amazingly side curtains still remain beneath the rear seat squab.

Accompanying the car for many years is a photo of it seemingly in the teen era, a particular detail of the imposing and impressive image is a raised monogram catching the light, which matches a series of holes through the rear doors on both sides, almost certainly testifying its authenticity.

Standing next to the car, it has incredible presence and is such a find that its condition proves to be almost hypnotic and demands exploration. Whether it be as a sympathetic restoration or the basis for a comprehensive rebuild, it is clear that from the car's completeness, incredible presence and inviting condition, it will provide a rewarding project for its next custodian.

**\$250,000 - 350,000**



## 262

### 1959 AUSTIN-HEALEY SPEEDWELL SPRITE GT

Coachwork by Williams & Pritchard Limited

Chassis no. AN530370

1,293cc OHV Inline 4-Cylinder Engine

Twin 1½" SU Carburetors

90bhp at 5,400rpm (approx.)

Close-Ratio 4-Speed Manual Transmission

Independent Coil Spring Front and Semi-Elliptic Leaf Spring Rear Suspension

Lockheed Hydraulic Front Disc and Rear Drum Brakes

- *Delivered new to British racecar driver Dan Margulies*
- *Known history from new*
- *Period race history*
- *One of only a handful of surviving Speedwell Sprite GTs*
- *A rare and competitive sports racer*



#### THE SPEEDWELL SPRITE GT

Modifying an existing production car to make it a bit faster is one thing—but it's another thing entirely to start with a production car and build it into such a highly crafted racecar that the Fédération Internationale de l'Automobile (FIA) recognizes it as an entirely separate model. That is the route Speedwell took with the Sprite GT.

Speedwell Performance Conversions Ltd. was founded in 1957 by racers George Hulbert, Les Adams and John Sprinzel to modify the Austin 948cc motor for racing. Finding swift success, racing legend Graham Hill and noted aerodynamicist designer Frank Costin soon joined the firm. With their combined talents, the group went to work turning the Austin-Healey Sprite—a fun, inexpensive but not particularly fleet of foot—from a Sunday driver into a sports racer that could compete on the world stage.

Making quick work under the hood using their tried and true speed equipment, the real magic was visible on the outside in the form of Frank Costin's lithe body work. A sleek one-piece nose of fiberglass construction sat ahead of a hand-formed aluminum flatback roof that incorporated a curved glass windscreen the combination of which, when plonked atop a steel-bodied 1958-1961 Mark I Sprite with the hotter motor, chassis improvements, Girling front disc and rear drums, and a close-ratio transmission, resulted in the Speedwell Sprite GT. The FIA homologated the Speedwell as a separate model on September 17, 1960 for use in races and rallies.

Placed in the capable hands of the likes of John Sprinzel, Briggs Cunningham, Bruce McLaren, Walter Hansgen and others, the Speedwell Sprite GTs found success on the international rally circuit and Sebring raceway in the early 1960s. Overall, 25 Speedwell GTs were produced.

#### THE MOTORCAR OFFERED

This Speedwell was purchased new by London Rolls-Royce dealer and noted racer Dan Margulies. Carrying the UK registration "2824 MV", Margulies would go on to race the car at three international rallies, in addition to other events. First was the 1960 Alpine Rally in June with J. Campbell-Jones navigating followed by the Liège-Rome-Liège Rally in September with Stuart Turner navigating; however Margulies failed to finish either event. In 1961, Margulies lent 2824 MV to Peter Jackson for club rally during which its original aluminum 'Monza' hood was damaged. In preparation for the 1961 Tour de Course, in which Jackson and Margulies would be co-driving, the fiberglass hood from Jackson's car—46 BXN—was put onto 2824 MV, a part that it would carry to this day.

Margulies subsequently sold the car to Tom Jones who only briefly kept the car before





selling it to Anthony Moore for £500 in 1963. After a year of ownership the Speedwell was sold to Gold Seal Sports Cars. Finding its way to David Taylor of Birkenhead in the UK in the ensuing years, 2824 MV was purchased from Taylor by David Donley in 1977 and brought to the U.S. to vintage race. Actively campaigned by Donley at Sebring and Palm Beach International Raceway, much of which is recorded in photographs on the file from those races, after nearly five years of ownership 2824 MV was listed in the classified ads in late 1981 and acquired by Bud Nixon for \$4500. Nixon entrusted the car to Jack Merriman for restoration including the fitment of a new Speedwell Monza bonnet similar to the one it had when new. Nixon raced and showed 2824 MV through the northeast for 17 years before selling it to the owner who has the car today.

It was not a continuous 16 year tenure however as after racing the car on the East Coast, the current vendor sold the Speedwell to Dan Leonard in 2001. Again given to Jack Merriman for restoration, Leonard would keep the car for 11 years before again selling it back to the current owner.

Presented today in lovely, well maintained, as-raced condition and wearing its Liège-Rome-Liège Rally livery, it is reported to be in good running order. Complete with numerous period photos from throughout its history as well as SVRA logbooks from 2002-2012, it will no doubt prove to be as competitive today as it was in period.

**\$70,000 - 90,000**



263<sup>Ω</sup>

## 1969 PORSCHE 911E COUPE

Coachwork by Karmann

Chassis no. 9119220161

Engine no. 686808

1,991cc Flat 6-Cylinder SOHC Engine

Mechanical Fuel Injection

140bhp at 6,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Handsome original color combination
- Recent arrival in the US market
- First year of the MFI 911



### THE PORSCHE 911E

Porsche developed a reputation early on for their surprising performance from their small displacement rear-engine sports and racing cars. These 'giant killers' could outperform cars with much higher horsepower figures by making light cars with incredible handling. This combination gave Porsches their truly unique driving characteristics and their dedicated following of Porsche enthusiasts.

Starting in 1964 with the original 911, Porsche has produced a line of six-cylinder rear-engine sportscars that could compete with much more powerful cars thanks to their low weight and superior handling. The 911 quickly became an icon of performance and handling and offered a driving experience unlike anything else. The 911 has continuously evolved into a more sophisticated, powerful, and capable driving machine, as well as a reliable and usable car.

1969 ushered in the first major changes to the iconic Porsche 911. Retaining the unique and successful rear engine layout as well as the same basic styling, the majority of the changes to the 911 were internal. Dimensionally, the rear track and wheelbase grew, while the overall length stayed the same as the earlier cars. Mechanical fuel injection debuted this year as well in top-of-the-line 911S and the new 911E. The 911E received its name from *Einspritzung*, the German term for injection. Slotted between the base-model 911T and the potent 911S, the E, which replaced the 911L 'Luxus', featured improvements including a leather wrapped steering wheel, velour carpeting, vented brake discs, and golden script on the rear deck. The 911E proved popular, with 2,826 examples sold in 1969 alone.

### THE MOTORCAR OFFERED

This 1969 911E Coupe left Karmann's Osnabrück production facility in the summer of 1969 sporting burgundy paint over a black interior, the same combination it possesses today. Fitted with fog lights, alloy Fuchs wheels, and its original golden badging, this example of Porsche's most renowned sportscar is very well presented throughout.

With its handsome color combination and excellent details, this well sorted coupe is equally suited to be passionately driven and deliver Porsche's inimitable driving dynamics to the driver as it is to be shown at marque and club events within the active Porsche Club.

**\$60,000 - 80,000**



264

## 1934 COVERED WAGON CAMPING TRAILER

Chassis no. 1511

- *Beautifully preserved all original trailer*
- *Fully equipped with nearly all of its original equipment*
- *Offered with a comprehensive collection of period literature*



### COVERED WAGON

The 1930s saw a huge growth in the camping trailer business in America. As cars became more powerful, reliable and finally had good brakes, the idea of a lightweight camping trailer became more practical.

Many manufacturers sprouted up to capture a piece of this emerging market. Covered Wagon in Detroit became one of the early leading producers. Retailing for around \$400, these trailers were not cheap but were within reach of middle class Americans.

### THE TRAILER OFFERED

This beautifully preserved covered wagon survives in lovely original condition. Clearly it has spent most of its life indoors as it shows no deterioration from the elements. The fabric covered exterior is in good order and aside from a few cracks in the window glass it is in remarkable shape.

Stepping in is like walking back in time. Nothing looks out of place from how it was in 1937: the original flooring upholstery, curtains etc. The trailer is even equipped with a full complement of period products to enhance the display. The original cast iron camping stove is still present just across from the original ice box.

A wonderful piece, this trailer is a great survivor from the early days of motor camping and a real step back to the past.

Sold on a Bill of Sale.  
**\$15,000 - 20,000**

265

Ex-William F. Harrah, Ex-James A. Conant Collections

## 1907 STEARNS 60HP SEVEN PASSENGER TOURING

Chassis no. 350

Engine no. 150

533.3 ci, Side-Valve Inline 6-Cylinder Engine  
Single Carburetor, 60hp  
4-Speed Manual Transmission, with Chain Drive  
Leaf Spring Suspension  
2-Wheel Drum Brakes

- Exceptionally high quality big horsepower brass touring car
- Famed model with numerous period competition successes
- Chain drive
- Original touring coachwork
- Rare opportunity



### STEARNS

'The Best of the World' - this is how Frank Stearns proudly marketed his automobiles in the era in which the 60hp example we proudly present was sold. This was not an optimistic claim, it was his sincere goal, one that he strived towards from the earliest days of manufacturing automobiles and to him it meant the finest product in every respect from the materials it was made of, its design, performance and looks. Today, if one stands next to one of these monuments of his achievement one is both humbled by it and can but be in total agreement that he delivered 100% of his aim.

Born into a wealthy family, Frank Ballou Stearns built his first car in his father's Cleveland mansion's basement machine shop in 1897. It was the first car the young Stearns had ever built, or driven for that matter. F.B continued to

produce vehicles and created a more formal company, F.B Stearns Co., just prior to 1900. Catering to wealthy motorists like himself, Stearns produced advanced and powerful vehicles. By 1902, he had a 20hp model with a steering wheel and sliding gears, and by the early teens his big fours and sixes were rocketing cars to well over a mile a minute.

The car on which the marque's reputation was built was undeniably the 4-cylinder 60hp of 1907. Stearns' own nomenclature would deem this a 30-60 model, owing to its special Stearns designed double throat carburetor which could effectively govern power output from 30 to 60hp. Stearns prided himself on this innovation which he said allowed the car to run as smoothly at 1600 as at 150 revolutions. The 60hp 4-cylinder of approximately 9 liters was campaigned extensively by the company in

numerous speed and endurance tests in 1907, recording three world records: Frank Leland covering a mile in 41.4 seconds, representing 87 mph at Ventnor Beach in Atlantic City; a stock touring car travelling 25 miles in 29½ minutes and another 5 miles in 5 minutes, 19 seconds. Some 19 major race victories were also recorded, and they became renowned for their hillclimbing capabilities. On one occasion at the Giant's Despair Hillclimb in Wilkes-Barre, Pennsylvania, two fully equipped cars arrived 23 and 20.4 seconds ahead of the third place finisher, and to top it all a Stearns 60hp car was the first gasoline car to ascend the perilous 14,000 foot ascent at Pikes Peak in Colorado, fully laden with seven persons on board!

Improvements for the 1908 season included a strengthened steering set up, a dropped chassis frame, refined carburetor, one piece





cast crankcase, and the list went on... as did the winning. In the Long Island Automobile Club road race, Stearns cars swept the first four places of the 4-cylinder class. Guy Vaughan won the Fort George Hill Climb as did Mrs. Kenneth R. Otis of Cleveland at the Cincinnati Hill Climb.

Predating the inclinations by manufacturers to make road going versions of their race cars, for Stearns they simply raced their production cars and frequently won.

In the lead up to one event in the press they stated: "We have NOT found it necessary to build special racers for this event. Stearns cars are admittedly fast goers. To win the Briarcliff Trophy with a specially built racer would not demonstrate that our stock cars are swift. The cars we enter will be taken from the stock of those we regularly sell, and any car bought of

us this year will develop the same speed as those driven in the race."

As it turned out their competition was not of stock cars and they lost out to an Isotta and a Fiat, for 3rd. Barney Oldfield was less successful, but no less notable for his attack on the Briarcliff Trophy in Westchester County, New York, where he narrowly avoided a train at 50mph, causing his car to tip up at 45 degrees before righting itself and suffering three flat tires as well as an obstructed fuel line – and yet he still completed the distance for 10th place!

In part, their success was not only the outright power and performance of their engines, but the fact that true to his desire to be the best, bodywork on many of the Stearns cars were made of cast aluminum, assisting their power to weight, particularly when stripped for competition.

In this snapshot of history from 1907-1908, the Stearns reigned supreme and the advertising claims that 'The Ultimate Car Is the Stearns' seems well-founded.

Later, Stearns' desire for innovation lead him to acquire the first American license to produce Charles Yale Knight's innovative sleeve-valve motor. From then on, every car produced featured the unique, quiet, and valve-less motors. Over time, a range of fours, sixes and eights were developed, all featuring the silent running-gear whose basic design also found its way under the hoods of Daimlers, Minervas, Voisins, and Mercedes. The company would produce over 33,000 cars before succumbing to the economy of the Great Depression. One feature which remained consistent to their last days was their 'white line' molding on their radiators.









## THE MOTORCAR OFFERED

By any measure the early Stearns were remarkable cars and, testament to the quality of them today, the few survivors reside in prominent private collections rarely appearing for sale, sometimes only by generation. Among the handful of this early era, this car may well be the best known as it can count ownership within the hallowed collections of William F. Harrah of casino fame and James A. Conant on its roster.

In its file, a simple handwritten note states that the original owner of the car is thought to have been Bud Catlin of Boulder, Colorado, who had bought it in Denver. Beyond this, early transactions of other owners are not known.

By the middle of the Sixties, the Stearns had migrated north to Billings, Montana where it resided with Don C. Foote. Don Foote and

wife Stella were noted collectors of all manner of artifacts, their interests stretching way beyond automobiles, although on her death in 2005 her obituary recalled how she had assisted Don's collecting by typing letters to all of the postmasters in the small towns across Montana, being sure that they would know who had old automobiles lurking in their outside barns! It is not recorded as such, but perhaps this Stearns was discovered in this manner. For a number of years the Foote family ran an amusement park 'Wonderland' in Billings, which ultimately led to a strong passion for collecting memorabilia from the old Western days and an exhibit entitled 'Treasures of the West' which in part would be toured to both New York for the 1964 World's Fair and later France and Germany. As a couple, the Footes will be known in perpetuity for saving the signature of Captain William Clark at Pompeys Pillar, being the only

physical evidence of the Corps of Discovery Mission by Captain Meriwether Lewis and William Clark's expedition in 1804-1806.

Don Foote died in 1968 and at this point the Stearns must have passed to his son John, by which time a restoration that had been started in Don's ownership was nearing completion. Among his many talents, clearly he also had a passion for carrying out the work himself as it is understood that the refurbishment of the upholstery had been done by him while the mechanical work had been entrusted to noted experts Bob Masetti and Allan Seims. Perhaps sensing that he was unlikely to finish the car himself, John Foote negotiated its sale to 'Bill' Harrah in 1977. Photos sourced by the current owners depict how complete and authentic it was, providing a straightforward basis for the experts in the Harrah's shops to finish.





Preceding the great Harrah Collection dispersal auctions of the mid-1980s, there were earlier occasional auctions of cars as the collection developed, one such sale taking place in 1981. The Stearns was offered for sale at this point by Harrahs, with the winning bidder securing it on behalf of noted Ohio collector Jim Conant, who paid \$52,000 - a considerable sum by any standard.

To arrive in Conant's collection was a perfect fit for the car: 'Jim' Conant being not only based in the city of their origins, Cleveland, but also being a passionate enthusiast for brass era motorcars. As President of the Vogt and Conant Company, one of the largest steel erectors in the nation, he had the means to indulge an interest which he had harbored from his youth in all things wheeled, and the days when he built and raced soap box

racers. It said that on one occasion in 1940, he had won at the Greater Cleveland Soap Box Derby in a contest of nearly 400 soap box racers!

Once in Conant's appropriate custody the car was comprehensively restored by noted brass car expert Stu Laidlaw, at which point its rich and handsome red livery was assumed, matching many of the period advertisements for these cars. Testifying to the quality of this work, it won Best in Show at the Cleveland Concours and, when shown at the Pebble Beach Concours d'Elegance some 10 years or so later in 1997, it won First in Class. In fact even today in the three ensuing decades since that restoration it still remains extremely well-presented, with only a couple of minor blemishes to the paint at the rear of the body.





From Conant the car passed into its current prominent collection where it has continued to be cherished. Viewed today, the Stearns is one of few cars of its era which command such presence and to which the gargantuan 9-liter power unit seems appropriate. It is truly a magnificent early automobile, tastefully and finely restored and absolutely ready to be toured or shown.

**\$650,000 - 850,000**



The Stearns on arrival at the Harrah Collection in 1977.



The Stearns on arrival at the Harrah Collection in 1977.

## 1918 CADILLAC MODEL V-59 TOURING CAR

Chassis no. V-59-686

Single Updraft Carburetor

83bhp at 3,00rpm

3-Speed Manual Transmission

Front and Rear Suspension by Semi-Elliptic Leaf Springs

4-Wheel Mechanical Brakes

- *Very original example*
- *Great performing open car*
- *A relatively easy car to bring back to fine condition*
- *A desirable example from a prestigious make*



### THE CADILLAC

In America, the Cadillac Company had established a fine reputation for the introduction of the first practical electric starting, lighting and ignition system and for its precision of production ensuring absolute interchangeability of parts – two achievements that had earned it the unique distinction of winning two of the British Royal Automobile Club's Dewar Trophies for technical innovation. Consequently, the company adopted the proud motto "Standard of the World".

Preliminary development of a new V8 engine to outclass all Cadillac's 6-cylinder rivals had started in 1912, when Cadillac bought a De Dion V8 for study purposes and installed a V8 Hall-Scott aero engine in a car chassis, then built an experimental V8 engine incorporating the best features of both designs. Work to produce a production V8 really got underway in 1914 when the British engineer D. McCall

White, formerly with Daimler and Napier, was placed in charge of the project.

Strictest secrecy was observed as a handpicked development team worked to engineer a smooth-running V8 with excellent low-speed torque. It proved to be such an outstanding engine that the V8 layout became the hallmark of Cadillac for decades to come.

Cadillac's imposing Model V59 was the culmination of a series of cars which shared the same basic engine design as the 1914 Type 51. This model was fitted with the top of the range touring body, the seven-passenger tourer, and was equipped with normal seating for five as well as the flip out occasional seats. The technically highly advanced side-valve engine featured the first ever inherently balanced two plane crankshaft ever fitted to a production motor car.

### THE MOTORCAR OFFERED

This largely original Cadillac Tourer is a nice solid survivor. The body is straight and free of any noticeable corrosion issues, while the interior shows original upholstery; it appears the original seat upholstery is all protected by vinyl covering. The dash is proper and original.

Under the hood is Cadillac's venerable V-8, which appears to be generally undisturbed. Reported to have run in recent years and described as a sound survivor, it is being worked on by the seller to be running at this time.

These cars represented excellent performance for their day and are a delight to drive today. This is a good, honest example of an open Cadillac.

**\$20,000 - 30,000**



267

## C.1913 MAXWELL 25-4 TOURING

Chassis no. 11968

Engine no. 12226

4-Cylinder 25hp Side Valve Engine  
Single Updraft Carburetor, Magneto Ignition  
3-Speed Sliding Gear Transmission  
Live Axles and Semi Elliptic Springs  
Rear-Wheel Mechanical Drum Brakes

- *Fun and very usable brass car*
- *1952 Glidden Tour participant*
- *Perfect car to get started in HCCA touring*



### MAXWELL

Financed by Detroit sheet metal manufacturer Benjamin Briscoe and East Coast plutocrat J.P. Morgan, ex-Oldsmobile and Northern engineer Jonathan D. Maxwell built his first car – an advanced twin-cylinder design with water cooling, mechanical inlet valves, 2-speed planetary transmission, shaft drive and right-hand steering wheel – in 1904. The twin proved an enormous success; a 4-cylinder model joined the line-up for 1906 and Maxwell expanded from its Tarrytown, New York base, opening factories in Auburn, Indiana and Rhode Island. Sound engineering was complemented by a series of headline-grabbing publicity stunts that helped boost sales, none more successful than a transcontinental trip from New York to San Francisco undertaken by a team of four lady drivers in 1909.

The following year the firm sold over 20,000 cars, a total exceeded only by Ford and Buick. From this high point Maxwell went into decline. Briscoe's ambitious expansion plans proved disastrous; most of the factories were sold off and Jonathan Maxwell moved production to Detroit. Hit hard by the post-WWI depression, Maxwell merged – unsuccessfully – with Chalmers and acquired a new president in the person of Walter Percy Chrysler, whose new marque would rise from the Maxwell-Chalmers ashes.

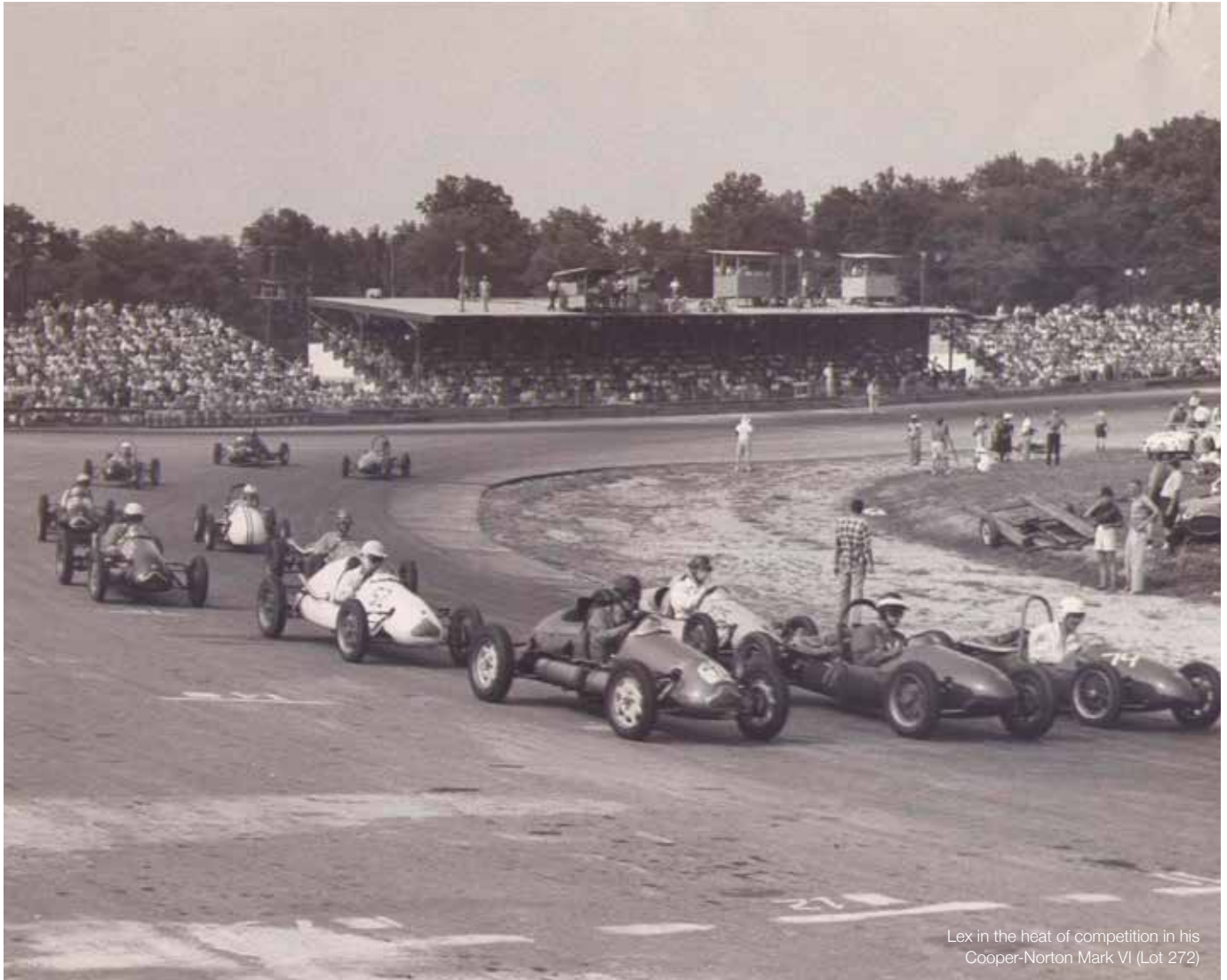
### THE MOTORCAR OFFERED

This Maxwell was acquired as part of a modest collection of brass era cars in the mid-1950s. In those days the car saw regular use and was run on the Glidden Tour in 1952 among other events. Laid up some years ago, and in recent years having been made to run, the Maxwell is best described as well-aged cosmetically, but nonetheless complete with lamps, top and speedometer, as well as horn, bell and whistle options.

A left hand drive example of the model, it would provide a usable entry to Horseless Carriage Club events, where it would find good company among the number of surviving examples and no doubt supporting guidance or maintenance advice if necessary.

**\$10,000 - 14,000**

**Without reserve**



Lex in the heat of competition in his  
Cooper-Norton Mark VI (Lot 272)

## THE ALEXIS 'LEX' DU PONT COLLECTION

Bonhams is pleased once again to offer items from the Collection of Alexis du Pont. At this auction we have some of the most personal items of Lex's ever offered, including his well-known racing Coopers he has had from new, the Ford Hot Rod he built in the 1950s and the Morgan Super Sports that he and Anne toured England aboard.

Lex truly has gasoline in his veins. The son of DuPont Motors founder and eventual president of Indian Motorcycle, E. Paul duPont Lex was immersed in motoring from a young age. Lex has maintained an equal passion about automobile racing, motorcycles and aircraft, excelling in all three.

Well-known for his excellent engineering and mechanical aptitude, Lex was a skilled racer and masterful technician. This combination no doubt helped his success in motor racing. In the 1950s he was one of the top American F3 drivers, attaining many victories – most notably the SCCA Nationals 1956. During his time in F3 he held the outright lap records at Lime Rock Park and Brendan Tydyn, quite an accomplishment in a 500cc race car.

Still sharp as ever, Lex feels it's time to let others enjoy some of his most cherished vehicles and we are proud to offer them here.



268

Formerly the Property of E. Paul du Pont  
1905 FORD MODEL N RUNABOUT

Engine no. 102

149ci 4-Cylinder Engine  
Ford Float-Free Carburetor  
15hp (rated)  
2-Speed Planetary Transmission with Reverse  
4-Wheel Full Elliptical Leaf Springs with Solid Front and Rear Axles  
Transmission Band Brake and Internal Expanding Rear Brakes

- Rare example of the predecessor to the Model T
- In the possession of the du Pont family for over 70 years
- Highly complete and ready for recommissioning
- Low serial number example



### THE MODEL N

Following his success with the flat-twin powered Model A, C, and F, Henry Ford decided to make a big leap forward and introduce a model that was more advanced and in line with the style of motorcars being produced. Powered by a 4-cylinder motor mounted up front, it featured a familiar twin speed planetary transmission, handsome two-seat bodywork, sturdy Vanadium steel construction, and an attractive price of \$500—\$150 less than Oldsmobile's long-in-the-tooth Runabout and a quarter of the price of Ford's own preceding Model F. It would also represent Ford's entry into mass production.

The recipe produced a very successful little machine. While Ford had sold a total of about 3500 Model A, C and F motorcars from 1903-1906, 13,250 Model Ns would roll off the line from 1906-1908 before the introduction the

vehicle that evolved out of the success of the N—the Model T.

### THE MOTORCAR OFFERED

Purchased by E. Paul du Pont in the early days of the old car movement with the intention of eventually restoring it, this Model N is a quite sound and complete example. Having been stored inside for many years, other projects prevented it from being restored and it is offered today in largely original condition.

A general inspection was performed and all general components seem to be accounted for; a number of additional spares are also included. It is offered as an enjoyable project to either conserve back to nice, original condition or could serve as the basis for an authentic restoration.

**\$8,000 - 12,000**

**Without reserve**

269

*du Pont Motors Experimental Test Bed*  
1925 FORD MODEL T ROADSTER

Chassis no. 11164322

177ci Flathead Inline 4-Cylinder Engine  
Single Updraft Carburetor  
22.5bhp at 1,600rpm  
2-Speed Planetary Manual Transmission  
Transverse Leaf Springs and Solid Axles Front and Rear

- Shortened wheelbase to test du Pont suspension theory
- Interesting piece of du Pont Motors history
- Running and driving condition
- Long time display in the du Pont's Museum



**THE MODEL T**

For years the Model T Ford was the backbone of car collecting. The perennial popularity in the T since it came has bred a vast number of collectors who have kept them alive. This has ensured that reference books, experienced mechanics' junk yards full of parts and even newly manufactured reproduction parts and supplies have always been available to support the population of Model Ts in various stages of restoration and preservation.

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

**THE MOTORCAR OFFERED**

This curious Model T Roadster sports a wheel base some ten inches shorter than normal. This car was built to test a suspension design concept being considered by du Pont motors. The du Pont Turnpike at the time had a certain frequency of seams and ruts. An effort was made to match the wheelbase to counter the harmonics of these imperfections.

With the exception of its peculiar wheelbase the Model T survived today as an honest old Ford. Reported to have run recently, it shows considerable recent work that has been performed on the motor.

This Ford is not only enjoyable and fun, but also an interesting piece of du Pont Motors history.  
**\$4,000 - 6,000**  
**Without reserve**



270

## 1929 FORD MODEL A STATION WAGON/PICKUP

Coachwork by Murray Body Co.

Engine no. AA3769948

200ci L-Head 4-Cylinder Engine  
Single Updraft Carburetor, 40hp  
3-Speed Manual  
Solid Front and Rear Axles with Leaf Springs  
4-Wheel Mechanical Brakes

- *du Pont family ownership for decades*
- *Highly original*
- *Well done conversion from wagon to pickup*



### THE FORD MODEL A WAGON

Just one of Ford's many 'firsts', Ford's entry into an area of the market for which it and other group brands would become synonymous – the 'Woody' or Station Wagon – came in 1929, when it arrived on the Model A. It was a true multi-purpose vehicle. In a day and age when re-configurable seat set ups were common place the similarities are strikingly similar, showing just how advanced it was in concept. At a push it could accommodate eight people and their baggage on the fold down rear deck, or alternatively the individual pair of second row seats and rear bench could be folded forward and lifted out, leaving a substantial flat deck area. As with the 'T', the color palette was limited to a single color, 'Manila Brown,' while fenders, wheels and most trim pieces were painted black. Over time dealers and subsequent owners frequently upgraded the appearance by adding the passenger car's chromed radiator shell.

### THE MOTORCAR OFFERED

Originally delivered from Ford as a station wagon, this Model A was carefully converted to a pick-up truck along the way. Having been in the DuPont family for many years it served a faithful utility duty before moving to the family museum.

Largely original and reported to have been run recently, the Model A has mainly lived life indoors. It is generally quite sound and solid and the interior seems to still have nice original upholstery. Use it as is or spend a few weekends shaping it up and one could have a charming little truck with interesting history.

**\$3,000 - 5,000**  
**Without reserve**

271

## 1937 MORGAN SUPER SPORTS

Chassis no. D1731  
Engine no. MX/2654

990cc V-Twin Air cooled, Matchless Engine  
39hp at 4,800rpm  
Amal Side Draft Carburetor  
3-Speed Transmission  
Sliding Pillar Front Suspension Swing Axle Rear

- *Highly original example with du Pont ownership for more than 60 years*
- *One of the best specification and years for a Morgan Three-Wheeler*
- *Powerful and durable Matchless MX-2 engine*
- *Seldom seen on the American market*



### THE MORGAN THREE-WHEELER

Its superior power-to-weight ratio enabled H.F.S. Morgan's humble, three-wheeled cyclecar to outperform many a larger engined four-wheeler, and its maker was not slow to capitalize on his creation's competition potential. A Gold Medal in the 1911 London-Exeter-London Reliability Trial with Morgan himself driving was followed by victory in the inaugural cycle car race at Brooklands the following year, Harry Martin taking the checkered flag three minutes ahead of the field. Racetrack successes led directly to road-going spin-off in the form of the Grand Prix model, introduced for 1914. The first Aero sports model, inspired by the Grand Prix, followed immediately after WWI. Subsequent technological developments included the fitting of front brakes (operated by hand lever) from 1924 and the adoption of a new chassis – the M-type – on the new Super Sports model in 1928. This new chassis

was some 2½" lower than its predecessor and undoubtedly helped Morgans trounce the opposition at the New Cycle car Club's meeting at Brooklands later that year.

Competition from small sports cars forced the adoption of a conventional three-speeds-and-reverse gearbox in 1931, the last two-speed model leaving the factory within a couple of years. A more refined version – the F4, with 8hp Ford Model Y four-cylinder power unit – appeared soon after, later forming the basis of the first four-wheeled Morgan. From the mid-1930s onwards, Morgan three-wheelers, like George Brough's superlative motorcycles, were fitted with Matchless V-twin engines in preference to those from JAP, and for the three-wheeler enthusiast for whom high performance remained top priority, the Matchless-powered Super Sports was the model of choice.

### THE MOTORCAR OFFERED

Representing the 1930s Morgan three-wheeler in its ultimate specification, powered by the air-cooled, overhead-valve, MX-2 Matchless engine, this 'matching numbers' Super Sports was purchased by Lex du Pont in 1953 while visiting England.

Lex had a particular fascination with Morgan both through his love of motorcycles but also through his father's connection to Morgan. E. Paul du Pont had met H.F.S Morgan and acquired a three-wheeler at the time he was toying with the idea of Indian Motorcycle producing their own version for the American market. E. Paul's Morgan slipped out of the family collection, so Lex's purchase was all the more meaningful.

After acquiring the Morgan, Lex and Anne travelled the countryside in their new





acquisition. Surviving today in highly original condition, the car has changed little since Lex bought the car over 60 years ago. The Morgan is reported to have been running recently, and has always been kept in top mechanical condition thanks to Lex's engineering skills.

Seldom found on the American market, this is a lovely original example of the ultimate Morgan Super Sports. To find one this correct and original is a very rare occurrence.

**\$15,000 - 25,000**  
**Without reserve**



272

Offered from the Collection of Lex du Pont

### 1952 COOPER-NORTON MARK VI 500CC FORMULA 3 RACING SINGLE-SEATER

Chassis no. MK6/21/52  
Engine no. TR5 4196 NA

500cc Triumph 2-Cylinder Air Cooled Engine  
Twin Amal Side Draft Carburetors  
50hp Approx.  
4-Speed Gearbox  
4-Wheel Independent Suspension  
4-Wheel Integral Drum Brakes

- Time-warp Cooper with great history
- One owner from new
- One of the more successful F3 cars raced in America



Lex and the Mark VI at Bridgehampton, 1952.

#### COOPER

Today the British Cooper Car Company is remembered as having been the marque responsible for the 'Rear-Engined Revolution' which overwhelmed the motor racing world from 1958-1960. It had all begun immediately after World War 2 when John Cooper and his father Charles, with John's school friend Eric Brandon, built their first air-cooled 500cc motorcycle-engined Cooper cars. The boys had so much fun that numerous would-be customers stepped forward to order replica cars for 1948, and the Coopers – father and son – founded their car company to meet this demand.

By 1950 the FIA International governing body recognized 500cc single-seater racing as their Formula 3 schoolroom class, and the cars proliferated worldwide, with Cooper dominant. In the USA the influential journal *Road & Track* encouraged a matching 500cc movement. In

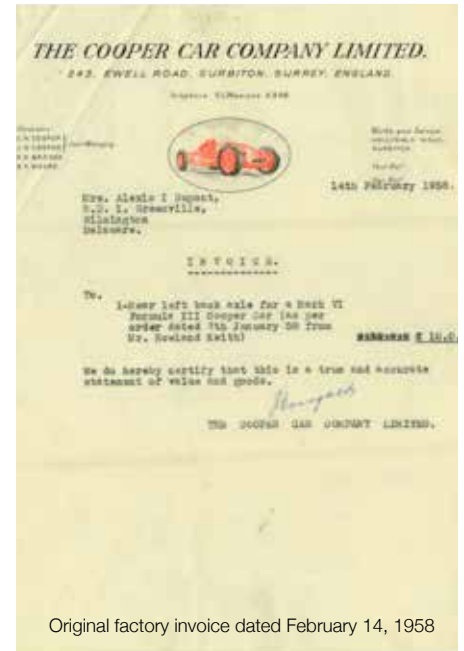
May 1951 C.F. Wheaton's imported Cooper was beat at Giant's Despair Hill-Climb by John Fitch, who was driving a Swedish Effyh. An early American Formula 3 driver was Alexis 'Lex' du Pont, who finished 2nd at Palm Beach in December 1951, and his Cooper-Triumph featured strongly at Brynfan-Tyddin and elsewhere. The movement brought Cooper cars to American attention, and when Cooper began building sports cars the marque would become widely familiar, long before it became Formula 1 World Champion Constructor for 1959 and 1960, then bringing the rear-engined configuration to the fore at Indy in 1961.

#### THE MOTORCAR OFFERED

Lex du Pont acquired this Cooper T18, or Mark VI design, brand-new in 1952. This was the first Cooper '500' model to feature a multi-tubular chassis in place of the original Fiat *Topolino*-derived box-frame. The new structure was 25lbs lighter than the preceding Mark V, while total weight-saving reached 60lbs thanks to the more extensive use of magnesium-elektron light-alloy castings. The height and frontal area had been reduced and the factory offered either JAP or Norton single-cylinder air-cooled engines to customer choice.

In 1952 Lex du Pont drove his Cooper '500' at Bridgehampton on Long Island, at Thompson Raceway achieving a win and a second place, Watkins Glen and a second place on the hill-climb course at Giant's Despair. Into 1953 he would take a win and a fine 2nd place at Thompson, Connecticut. In 1954 Lex won the Mt. Equinox Hill





Original factory invoice dated February 14, 1958



Lex and the Mark VI at Watkins Glen, 1952.

Climb and finished 2nd at the SCCA nationals. In 1956, Lex won the SCCA National title.

Lex's Mark VI offered here is unusually equipped with a Triumph "Speed Twin" 500c engine. Ever the experimenter, Lex tapped his extensive motorcycle tuning experience to build this engine especially for the Cooper Mark VI.

This is a vanishingly rare opportunity to buy a true amateur racing gentleman's single-seat Cooper which has survived in time-machine condition from its 1950s heyday well into the 21st Century. We recommend the closest consideration either for Museum preservation, or for restoration to race on.

Offered on a Bill of Sale.

**\$15,000 - 20,000**

**Without reserve**



Lex in the Mark VI at Giants Despair



Lex and the Mark VI at Watkins Glen, 1952.

273

*Offered from the Collection of Lex du Pont*

## 1958 COOPER MARK XII 500CC FORMULA 3 RACING SINGLE-SEATER

Chassis no. MKXII/1/58

Norton Manx 500cc Single-Cylinder Engine

52hp at 6500rpm

Amal GP Carburetor

4-Speed Gearbox

Independent Suspensions, 4-Wheel Integral Drum Brakes

- *Wonderful time warp example of a late Cooper F3*
- *Important American racing history*
- *The definitive Norton Cooper*
- *One owner from new*



Lex in the Mark XII, Thompson Raceway, 1959.

### COOPER

In his definitive history of the British marque *Cooper Cars* (Motorbooks International, 1983 and 1987), historian Doug Nye relates how the company's bearded, somewhat eccentric designer Owen Maddock had described to him the major stepping stone in 500cc Formula 3 car development which he had introduced in 1953. Owen told him: "I'd been told to lay out an improved frame for the 500. I did various schemes which I showed to Charlie Cooper and he kept saying..." – in his blue-collar London accent – 'Nah, Whiskers, that's not it, try again, try something else boy'. I'd tried all sorts of straight-tube designs and always the same response. Finally, I got so fed up with it that I sketched a frame in which every tube was bent. It was meant just as a joke. I showed it to Charles and to my astonishment he grabbed it and said 'That's it!'"

And so the Cooper Mark VIII had been conceived, and from that definitive design – which continued Cooper's global domination of 500cc motorcycle-engined Formula 3 racing – all subsequent Cooper 500s would be derived, including the Mark XII now offered here. Improved suspension-geometry, cast-magnesium rear hub-carriers, improved Armstrong shockers, a raked-back engine mounting to reduce overall height and slimmer body paneling appeared progressively in later years, and the Mark XIII and IX's successors were merely cosmetic updates of the latter 1955 design – just renumbered as the years rolled by.

Through 1958, international Formula 3 began a steep decline. No longer was the motor sporting public starved for spectacle. Now motor racing had blossomed. As the 500cc class entries shrank, the racing itself proved less competitive.

In 1958 only six Mark XII's were completed at the Cooper Car Company's Hollyfield Road factory in Surbiton, Surrey, to the southwest of London, followed in 1959 by just four Mark XIII's. For 1960 the new water-cooled inline-engined Formula Junior Cooper-Austin replaced the air-cooled, motorcycle-engined 500cc F3 Cooper line, and the taproot of all the racing cars had finally been grubbed-out.







Lex winning at Thompson



Lex in the Mark XII at Lime Rock



Lex in the Mark XII at Lime Rock

### THE MOTORCAR OFFERED



Alexis du Pont had long reigned as one of the tiny band of American Cooper 500 adherents, together with such names as Tippy Lipe, Cliff Ricker and John Fox. With his latest Cooper 500 wearing his regular race number '75', Lex du Pont had won at Marlboro during the SCCA Regional Race Meeting of November 16, 1958, and had previously taken 6th and 9th places at Lime Rock. On September 6, 1959, he is recorded as having placed 6th at Thompson Raceway. 1960 would see Lex win at both Cumberland and Lime Rock; at the SCCA Nationals the next year Lex would take fourth. Thereafter his Cooper Mark XII, offered here, retired from public view.

This is a remarkable survivor, offered very much in perhaps uniquely original, unspoiled condition, just as last used by its solitary owner from new. It is recalled by many as one of America's leading exponents of what veteran British enthusiasts often recall as 'demented-woodpecker racing'. And oh what fun it was...and indeed still could be!

Offered with a Bill of Sale.

**\$20,000 - 30,000**

**Without reserve**



274

## 1960 AUTOBIANCHI BIANCHINA FIRST SERIES TRANSFORMABLE COUPÉ

Chassis no. 110B\*021938  
Engine no. 110.000\*111008\*

479cc Vertical Twin-Cylinder Engine  
Single Weber Carburetor  
16bhp at 4,000rpm  
4-Speed Manual Transmission  
Transverse Leaf Front and Coil Spring Rear Suspension  
4-Wheel Hydraulic Drum Brakes

- *Highly original example of the upmarket FIAT 500*
- *Good basis for recomissioning*
- *du Pont ownership since nearly new*



### THE AUTOBIANCHI BIANCHINA

Originally a bicycle manufacturer and arguably best known as a maker of fine racing motorcycles, Edoardo Bianchi built his first automobile around 1900.

In 1957 Bianchi joined partners FIAT and Pirelli to form Autobianchi. Production commenced at a new purpose-built factory in Desio and Autobianchi's debut model was the FIAT 500-based Bianchina, which was named after Edoardo Bianchi's first ever automobile.

The Bianchina debuted as the transformable coupé with a full-length folding sunroof. Positioned up-market from the FIAT 500, which had been conceived as basic transportation for the impecunious masses, the Bianchina was marketed as a 'second car' or luxurious 'recreational vehicle'. Appealing strongly to affluent middle class ladies, it reflected Italian

society's increasing prosperity. In 1960 the newly introduced and more powerful FIAT 500D engine became standard equipment on the Bianchina range.

### THE MOTORCAR OFFERED

Very original, though a little scruffy, this Autobianchi is a great candidate for restoration. Having been stored inside for most of its life it does not have the corrosion issue typically plaguing these cars.

Overall this is a fun project with du Pont ownership.  
**\$4,000 - 6,000**  
**Without reserve**

275

## 1959 AUTOBIANCHI BIANCHINA FIRST SERIES TRANSFORMABLE COUPÉ

Chassis no. 110B\*017491  
Engine no. 110.000\*095998\*

479cc Vertical Twin-Cylinder Engine  
Single Weber Carburetor  
16bhp at 4,000rpm  
4-Speed Manual Transmission  
Transverse Leaf Front and Coil Spring Rear Suspension  
4-Wheel Hydraulic Drum Brakes



- *Highly original example of the upmarket FIAT 500*
- *Open air motoring with a full length sunroof*
- *du Pont ownership since nearly new*
- *Easy car to recommission*



### THE AUTOBIANCHI BIANCHINA

Originally a bicycle manufacturer and arguably best known as a maker of fine racing motorcycles, Edoardo Bianchi built his first automobile around 1900.

In 1957 Bianchi joined partners FIAT and Pirelli to form Autobianchi. Production commenced at a new purpose-built factory in Desio and Autobianchi's debut model, being the FIAT 500-based Bianchina, was named after Edoardo Bianchi's first ever automobile.

The Bianchina debuted as the transformable coupé with a full-length folding sunroof. Positioned up-market from the FIAT 500, which had been conceived as basic transportation for the impecunious masses, the Bianchina was marketed as a 'second car' or luxurious 'recreational vehicle'. Appealing strongly to affluent middle class ladies, it reflected Italian

society's increasing prosperity. In 1960 the newly introduced and more powerful FIAT 500D engine became standard equipment on the Bianchina range.

### THE MOTORCAR OFFERED

Purchased early on, this Autobianchi has resided in Lex Dupont's ownership practically since new. Surviving today in generally rust free and sound original condition, a few weekends of careful cleaning could bring this little Autobianchi back to nice honest shape.

Seldom found in this sort of condition, this Autobianchi could be used as is or be the basis for an authentic restoration.

**\$8,000 - 12,000**  
**Without reserve**



276

*Built in 1957 by Alexis du Pont*  
1934 FORD HOT ROD PICK UP

Chassis no. 1059801

221ci L-Head V-8 Engine  
Twin 97s on a Scott Supercharger, Magneto Ignition  
Estimated 175hp  
3-Speed Manual Transmission  
Leaf Spring Suspension  
4-Wheel Drum Brakes

- *A true 50s hot rod built by Lex du Pont*
- *Scott supercharged Flathead Ford*
- *Exceptional running condition*
- *SCCA racing history*
- *Aircraft style overhead instrument panel*



#### THE FORD HOT ROD

The availability, looks and design of Fords made them the basis for the Hot Rod movement in the 1950s. One of the few affordable cars of its era to sport V-8 Power, the Ford was the natural choice for hopping up.

Although the popularity of hot rodding caused many cars to be built, most were amateurish and often poorly conceived. Many found their way back to the scrap yards they came from. Few like this one have survived in essentially as built condition and fewer still are the ones that are in superb mechanical order.

#### THE MOTORCAR OFFERED

This truly authentic 1950s Hot Rod is offered from the ownership of its original builder, Lex du Pont. A showcase of Lex's engineering skills and sporting nature, the channeled 1934 Ford truck body is set on its original chassis. The Ford flat-head engine has been heavily tuned with a period SCOT blower and twin Stromberg 97s. Exhaust is through custom headers and the ignition duties are performed by a Joe Hunt magneto. When recently demonstrated, the engine immediately sprang to life and ran wonderfully. No lumpy idle on this one – it proved as easy to drive at low speed as it did at high.

The cosmetics of the truck are true 1950s. No effort was made to make this a show queen; the emphasis was on performance and drivability. Some real novel touches like the overhead instrument and switch panel reflect Lex's aviation passion.

This is one of the few period hot rods to have SCCA race history as this was raced in several sanctioned hill climbs in period.

This pick up is a wonderful time capsule hot rod in fine mechanical order. Lex has kept his baby in top running order for almost 60 years and now it is time for someone else to enjoy it.

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

## END OF SALE

## ACKNOWLEDGMENTS

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

Dr. Fred Simeone and the staff and volunteers of the Staff and  
Volunteers of the Simeone Foundation Automotive Museum  
barcboys.com  
Pawel Litwinski  
Miles Morris  
Derek E. Moore of the Crawford Museum  
Chicago Museum of Science and Industry  
Brian Solomon  
Steve Carlson  
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David Bush  
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Doug Nye  
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## PHOTOGRAPHY CREDITS

**GEORGE BUCUR:** Lots 210, 249

**DAVID BUSH:** Lot 250

**CHADBEE PHOTOGRAPHY:** Lots 216, 247

**JEREMY CLIFF:** Lots 254 – 255, 260

**CSM PHOTOGRAPHY:** Lot 262

**PAWEL LITWINSKI:** Lots 219, 221 – 243, 245, 250, 257

**NOGGS PHOTOGRAPHY:** Lot 213

**BRIAN ROZAR - AUTO IMAGING, INC.:** Lot 246

**MOLLY SCHLACHTER OF MOLLY S. PHOTOGRAPHY:** Lot 256

**SEAN SMITH:** Lots 208, 209

**DEJAN SOKOLOVSKI:** Lot 218.





## SAMPLE BANK LETTER OF REFERENCE

### **BANK LETTERHEAD**

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

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

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

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Preserving the Automobile: An Auction at the Simeone Foundation Automotive Museum on October 5, 2015.

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

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220 San Bruno Ave  
San Francisco, CA 94103  
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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.

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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.



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(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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# Bonhams

Sale title: <b>Preserving the Automobile: An Auction at the Simeone Automotive Museum</b>		Sale date: <b>October 5, 2015</b>	
Sale no. <b>22793</b>		Sale venue: <b>Simeone Foundation Automotive Museum; Philadelphia, PA.</b>	
<b>General Bid Increments:</b> \$10 - 200 .....by 10s \$200 - 500 .....by 20 / 50 / 80s \$500 - 1,000 .....by 50s \$1,000 - 2,000 .....by 100s \$2,000 - 5,000 .....by 200 / 500 / 800s \$5,000 - 10,000 .....by 500s \$10,000 - 20,000 .....by 1,000s \$20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s \$50,000 - 100,000 .....by 5,000s \$100,000 - 200,000 .....by 10,000s above \$200,000 .....at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.			
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Resale: please enter your resale license number here _____ We may contact you for additional information.			

SHIPPING		
<b>Shipping Address:</b> (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	<b>Automobilia:</b> I will collect purchases myself by 3pm October 6 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____	<b>Motorcars:</b> I will collect purchases myself by 3pm October 6 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

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## Important Collectors' Motor Cars

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## Entries now invited



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One of the very last examples of the early  
external bonnet lock series*

**1961 JAGUAR E-TYPE SERIES 1  
3.8-LITRE ROADSTER**  
€190,000 - 260,000

*Rare left-hand drive, last series car*

**1958 LANCIA AURELIA B20 S SERIES VI**  
€130,000 - 180,000

*Factory sunroof, matching numbers and colours*

**1977 PORSCHE 911 CARRERA 3.0 COUPÉ**  
€95,000 - 155,000

*Matching numbers and colours*

**1959 PORSCHE 356 B T5 SUPER**  
Coachwork by Reutter  
€140,000 - 180,000

**1967 CITROËN DS 21 CABRIOLET**  
€120,000 - 180,000

*The property of the former Belgian Jaguar importer,  
only 1 owner and 1,080kms from new*

**1992 JAGUAR XJ220**  
€280,000 - 420,000





*European delivery from new,  
matching numbers and colours*

**1979 FERRARI 512 BB**

Chassis no. 27321

€385,000 - 440,000

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*One Owner from New*  
**1955 VINCENT BLACK PRINCE**  
\$90,000 - 120,000



**1924 SUNBEAM MODEL 5**  
\$12,000 - 16,000



**1929 INDIAN 101 SCOUT CROCKER OHV**  
\$65,000 - 75,000

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#### USA

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usamotorcycles@bonhams.com



**1910 PIERCE 600CC MODEL 4 CYLINDER**

£60,000 - £80,000



**1915 THOR 1,000CC MODEL U**

£28,000 - £35,000



**1930 HENDERSON 1,306CC MODEL KJ**

£28,000 - £34,000



**1930 INDIAN 1,265CC SIDECAR FOUR**

£40,000 - £50,000

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**AMELIA ISLAND**  
AUCTION



**1992 FERRARI F40**  
Sold for \$1,115,000



**1930 CORD MODEL L-29 TOWN CAR**  
Sold for \$1,760,000



**1981 BMW M1 COUPE**  
Sold for \$605,000

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September 11-13, San Francisco

**PREVIEW**

September 18-21, New York

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November 24, 1880, on the  
Bible and Jesus Christ.  
\$70,000 - 90,000

DOWN,  
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I am sorry to have to  
inform you that I do  
not believe in the Bible  
as a divine revelation,  
& therefore not in Jesus  
Christ as the son of God.

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Chas Darwin



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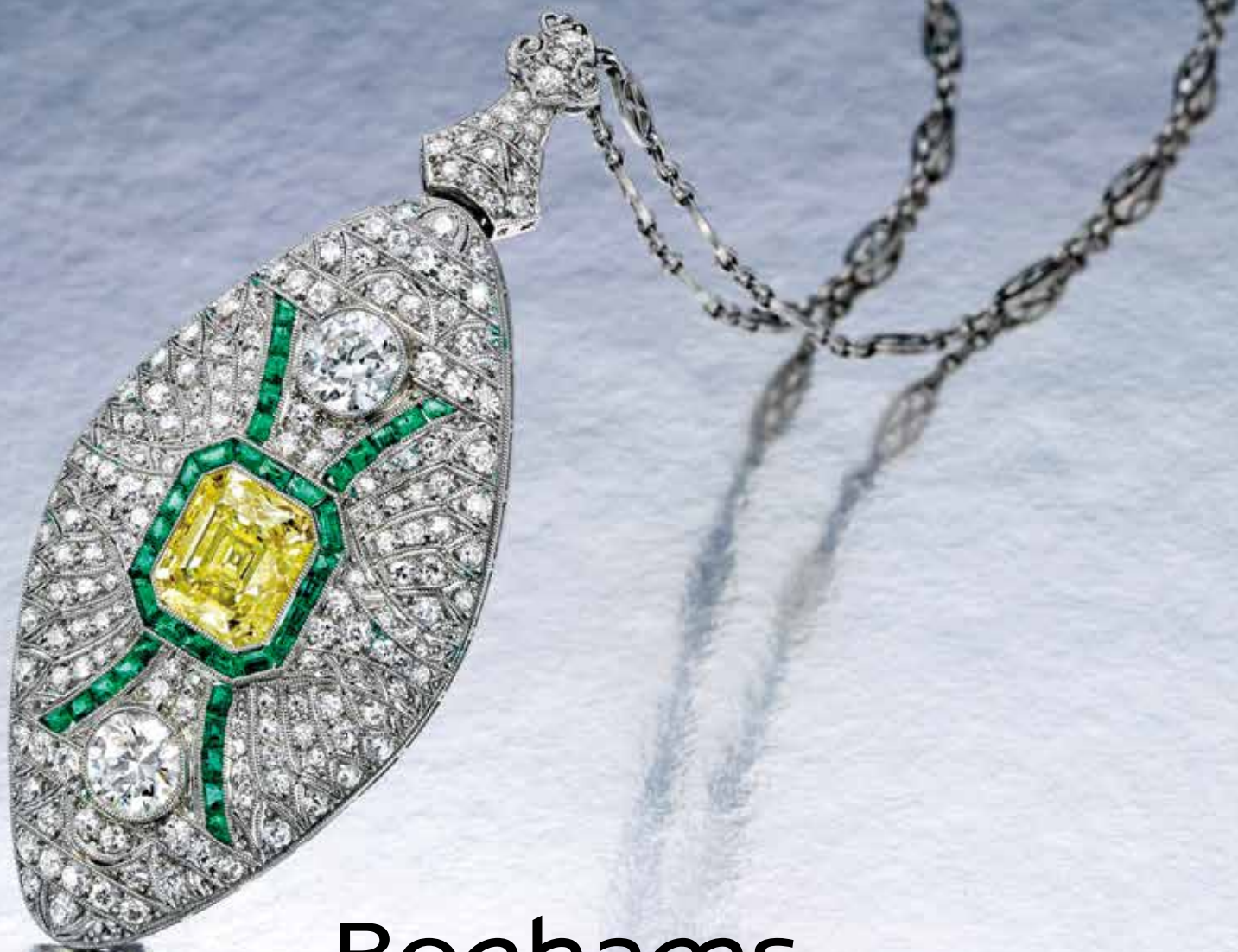
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