

# Bonhams



## Collectors' Motorcars and Automobilia Auction

Simeone Foundation Automotive Museum Philadelphia, Pennsylvania | October 7, 2019



# Collectors' Motorcars and Automobilia Auction

Simeone Foundation Automotive Museum

Philadelphia, Pennsylvania | Monday October 7, 2019 at 11am and 1pm

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## PREVIEW & AUCTION

### LOCATION

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

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

### PREVIEW

Sun October 6 10am - 5pm  
Mon October 7 Motorcars only  
from 9am - 1pm

### AUCTION TIMES

Monday October 7  
Automobilia 11am  
Motorcars 1pm

### SALE NUMBER: 25222

Automobilia: Lots 1- 237  
Motorcars: Lots 300 - 350

## INQUIRIES

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Jakob Greisen  
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## General Information Vehicle Documents

Gregory Coe  
+1 (212) 461 6514  
+1 (917) 206 1669 fax  
[gregory.coe@bonhams.com](mailto:gregory.coe@bonhams.com)

## BIDS

+1 (212) 644 9001  
+1 (212) 644 9009 fax  
[bids.us@bonhams.com](mailto:bids.us@bonhams.com)

From October 4 - 8  
to reach us at the Simeone  
Museum:  
+1 (917) 206 1625

To bid via the internet please  
visit [bonhams.com/simeone](http://bonhams.com/simeone).

Please see pages 2 to 4  
and 132 and 133 for bidder  
information including Conditions  
of Sale, after-sale collection and  
shipment.

## AUTOMATED RESULTS SERVICE

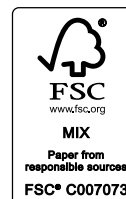
+1 (800) 223 2854

## FRONT COVER

Lot 328

## BACK COVER

Lot 337



# Buyer Information

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## 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. For all registrable vehicles, Bonhams will be working in conjunction with Pennsylvania dealer Michael's Motor Cars, license no. 8618970.

## AUCTIONEER

Rupert Banner of Bonhams, working in conjunction with Michaels Motor Cars, license no. 8618970.

## ADMISSION TO PREVIEW & AUCTION

All Bonhams auctions are open to the public. Admission to the October 6 preview is by purchase of a Museum entry ticket. Admission to the October 7 auction is by purchase of an auction 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 12% on the first \$250,000 of the bid price and 10% on any amount of the bid price exceeding \$250,000.

For AUTOMOBILIA and other non-motor vehicle property, the premium is 27.5% on the first \$3,000 of the bid price, 25% on the amount above \$3000 up to and including \$400,000, 20% on the amount above \$400,000 up to and including \$4,000,000, and 13.9% of any amount which exceeds \$4,000,000.

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 Bonhams Nexus states) who take possession of a motor vehicle lot in the state of Pennsylvania may be exempt from the sales tax. You will be required at the time of purchase to provide:
  - 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 and shipped to a resident in the thirty-four states in which Bonhams has Nexus 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 possess a valid sellers permit/resale certificate number and must be a licensed motor vehicle 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: Alabama, Arizona, California, Colorado, Connecticut, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Mississippi, Nebraska, Nevada, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Texas, Utah, Virginia, Washington DC, Washington State, Wisconsin and Wyoming. A buyer who holds a valid resale certificate and/or is a licensed automobile dealer in the applicable state must

furnish a copy of its state's resale certificate along with a copy of its dealer's license with the cashier prior to or at the time of purchase. Purchased lots picked up by a non-licensed carrier would be subject to the same rules as apply to purchases collected in Pennsylvania.

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

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

## 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.

# Buyer Information (Continued)

## **BIDDER REGISTRATION**

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

## **REFERENCES**

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 3pm on Tuesday October 8.

## **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  $\square$  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.

## **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/25222](http://www.bonhams.com/25222) or contact the Client Services Department to obtain information and learn how you can register and bid online.

## **CURRENCY CONVERTER**

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

## **DAMAGE**

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

## **PAYMENT**

Payment for purchased lots must be made no later than 3pm local time on Tuesday October 8. 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

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 7, and then again on Tuesday October 8 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 8. 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 8. 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 Bonhams' chosen shipper 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 8 until Friday October 11 at 9am. Automobilia lot removal and storage charges will be assigned by Bonhams' chosen shipper depending on volume, size and fragility.

#### 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 8.

#### REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 3pm on Tuesday October 9, 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. Lots are at the buyers risk from the fall of the hammer.

#### Domestic Motorcar Transport

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

#### International Motorcar Transport

CARS (Classic Automotive Relocation Services) Contact: Denise Rodriguez  
+1 (718) 947 2277  
denise@carsusa.com

#### Domestic/International Motorcar Transport

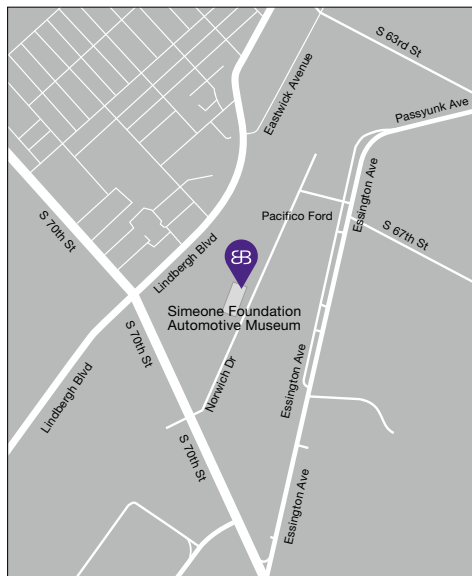
Schumacher Cargo Logistics  
Schumacher Secure  
Contact: Warren Barnes +1 (310) 626 7117 or  
warren@sclusa.com

#### WELCOME

The Bonhams Motoring team would like to welcome clients back to our 8th annual Collectors' Motorcars and Automobilia Auction at the Simeone Foundation Automotive Museum. We are delighted to return.

Every aspect of this wonderful collection is built with the keenest interest in originality, preservation and authenticity of restoration. In keeping with that theme, the Bonhams Motoring Team is proud to present this auction within the museum's walls.

With almost every era of motorcar development represented in preserved or restored form, there is surely a motorcar for every garage. We extend our warmest thanks to Dr. Simeone and his curator Kevin Kelly, as well as all of the Museum team for their help and hospitality as our hosts. We wish you spirited bidding on the automobilia and motorcars offered for sale.



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

From Friday October 4 to Tuesday October 8 at 5pm,  
please contact us at +1 (917) 206 1625 for on site inquiries.

Parking: There is complimentary parking at the museum.

# Bonhams Motoring International Specialist Team

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West Coast USA



Jakob Greisen



Michael Caimano



Lance Butler



Mark Osborne



Craig Mallery



Derek Boycks

East Coast USA



Rupert Banner



Eric Minoff



Evan Ide



John Neville



Greg Porter



Tim Parker

Administration  
& Support



Gregory Coe



Gordan Mandich



Jared Zaugg

United Kingdom



Malcolm Barber



Tim Schofield



Sholto Gilbertson



Rob Hubbard



John Polson



Richard Stafford



Ben Adams



James Knight

Europe



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner





# Automobilia

Monday October 7, 2019 at 11am

Lots 1 - 237

**Additional images of each lot can be found at: [bonhams.com/simeone](http://bonhams.com/simeone)**

## **THE JACK MIDDLETON LIBRARY COLLECTION LOTS 1- 155**

Bonhams is proud to present this collection, which represents a lifelong obsession with the automobile and competition, mirroring the themes of the Simeone Foundation.

Mr. Middleton is a native of Tulsa, Oklahoma where he grew up near the Zink family. John Zink had the winning cars at Indianapolis in 1955 and 1956, and was a major influence on his passion of automobiles to the extent that Mr. Zink surprised Jack by attending his junior high graduation! Both men later graduated from the same college, Oklahoma State, and kept in touch through the years. Jack started collecting racing memorabilia at age 7 and has continued collecting until now. His interests began with dirt track racing and expanded into Indy cars and Formula 1. One particular focus has been Ferrari literature, it includes what must be one of the most extensive collections of books and publications relating to Ferrari anywhere in the world.

Because of travel relating to various national positions in non-profits and foundations, he was able to make contacts in the corporate world which led him to several race teams and drivers. One of his proudest projects was developing Johnny Rutherford's "Race for Breath" for the National Cystic Fibrosis Foundation. He co-founded the Day Before the 500" memorabilia show with the late Dick Jordan in 1979 which still runs today. Jack serves on the board of directors of the Madison Avenue Sports Car Driving and Chowder Society in New York City which was founded by Walter Cronkite and Vince Sardi in 1957.

Approaching his 80th Birthday, he has made the decision to downsize and part with his treasured collection, presenting opportunities for those with the same love of the automobile and racing. Additionally, 5 automobiles from Jack's collection are included in the Collector Car section of this auction.





1



2



3

1

**FIVE BOOKS BY JANOS WIMPFEN,**

comprising 'Elva: The Cars, the People, the History'; 'Spydres & Silhouettes'; 'Winged Sports Cars & Enduring Innovations'; 'Monocoques & Ground Effects' and two copies of 'Open Roads & Front Engines'. (6)

**\$250 - 350**

**Without Reserve**

2

**JANOS WIMPFEN: 'TIME AND TWO SEATS,**

Five Decades of Long Distance Racing', two volume set of a race by race, illustrated history of the world sports car, grand touring, and manufacturers championship, in library case.

**\$700 - 900**

**Without Reserve**

3

**THREE ALFA ROMEO BOOKS BY SIMON MOORE,**

Comprising 'The Legendary 2.3', three Volume set in library case; 'The Immortal 2.9' and 'The Magnificent Monoposto', two Volume set in library case. (Qty)

**\$600 - 800**

**Without Reserve**

4

**FOURTEEN MOTOR RACING BOOKS,**

Including Robert Edwards: 'Moss'; Codling: 'Real Racers'; Fabritz & Krause: 'Wooden Rails & Rooster Tails';- and other titles. (Qty)

**\$150 - 200**

**Without Reserve**

5

**MOTOR BOOK COLLECTING AND PRICE GUIDES REFERENCE WORKS,**

essential reading, including Charles Mortimer: 'The Constant Search'; and various editions of 'The Car Book Value Guide'. (Qty)

**\$100 - 150**

**Without Reserve**



4



5



6

6

**AMERICAN MOTOR RACING BOOKS,**

Including Wolfgang Argabright: 'Lone Wolf'; Wilkinson: 'Dirt Tracks to Glory'; Karban & Dowling: 'Dirt'; Philip LeVrier: 'Texas Legacy';- and other titles (Qty)

**\$175 - 250**

**Without Reserve**



7

7

**AMERICAN MOTOR RACING BOOKS,**

Including C. Leerhausen: 'Blood and Smoke'; Gabbard: 'Indy's Wildest Decade'; Higdon: 'Summer of Triumph'; Granatelli: 'They Call Me Mister 500';- and other titles (Qty)

**\$175 - 250**

**Without Reserve**



8



10



11



9

8

**AMERICAN MOTOR RACING BOOKS,**

Including Kleinfeld: 'A Month at the Brickyard'; Giles Tipette: 'The Brave Men'; W. Shaw: 'Gentlemen Start Your Engines'; Bloemaker: '500 Miles To Go';- and other titles. (Qty)

**\$175 - 250**

**Without Reserve**

12

**AUTO RACING USA VOLUMES 1 -7 A COMPLETE SET; AND OTHER AMERICAN MOTOR RACING BOOKS,**

Including White: 'Offenhauser'; Art Garner: 'Black Noon'; Peters & Greuter: 'NOVI The Legendary Indianapolis Race Car'; L. Spencer Riggs 'Pace Cars of the Indy 500';- and other titles. (Qty)

**\$200 - 300**

**Without Reserve**

9

**ASSORTED INDYCAR, CART, CHAMPCAR AND INDIANAPOLIS REFERENCE BOOKS,**

Including yearbook annuals, Autocourse annuals, Freidman: 'Indianapolis Racing Memories 1961-69'; Jack C. Fox: 'The Indianapolis 500'; Jurgen Pippig: 'Porsche Indy';- and other titles. (Qty)

**\$200 - 300**

**Without Reserve**

13

**FERRARI BOOKS,**

Including Lehbrink & Schlegelmilch: 'Ferrari'; Sonnery & Bluemel: 'Rebel Rebel'; Gunther Raupp 'The Ferrari Book'; Tony Brooks; 'Poetry in Motion';- and other Ferrari titles (Qty)

**\$300 - 400**

**Without Reserve**

10

**INDIANAPOLIS YEARBOOKS, A COMPLETE RUN,**

Including Floyd Clymer issues from 1946 to 1968, Carl Hungness issues from 1969-72 to 1997, Indy Review Volume 1 1997 to Volume 11 2001 and other annuals. (Qty)

**\$350 - 450**

**Without Reserve**

14

**SIX FERRARI SALES BROCHURES,**

Comprising 308 GTB/GTS, BB 512, BB 512i, 308 Quattrovalvole (US version), Mondial 8 (US version) and 599 GTB, together with other Ferrari publications, booklets and ephemera, assorted magazines featuring the marque and a clear Perspex clipboard applied with a Ferrari sticker. (Qty)

**\$200 - 300**

**Without Reserve**

11

**FORZA - 'THE FERRARI MAGAZINE', 1996-TO DATE,**

Loose, unbound, continual run from Number 1 Spring 1996 to number 173, May 2019 (at the time of cataloging), majority in box files. (Qty)

**\$400 - 500**

**Without Reserve**

15

**LE FERRARI, A LARGE FORMAT ITALIAN AUTOMOBILE CLUB PUBLICATION,**

Together with eight books relating to Ferraris in Argentina or driven by Argentinians including G.S. Iacona: 'Las Temporadas Argentinas 1947-1948-1949'; Iacona/Laiseca & Loizeau: 'José Froilán González - The Pampas Bull', signed by the driver; a facsimile Ferrari 250 gte Coupe Pininfarina Useo Manutenzionne; Floyd Clymer Ferrari Owners Handbook and other Ferrari titles. (Qty)

**\$200 - 300**

**Without Reserve**



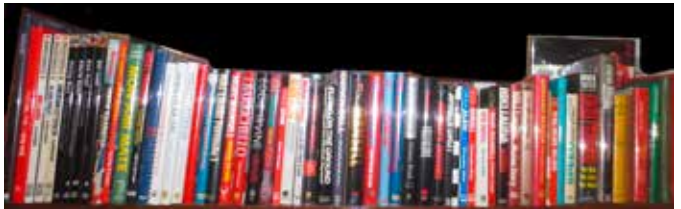
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16



18



20

16  
**MICHAEL SCHUMACHER, A COLLECTION OF BOOKS RELATING TO THE SEVEN TIMES FORMULA 1 WORLD CHAMPION;**

Including Victor Seara: 'Golden Years, Michael Schumacher the Ferrari Years'; Timothy Collins: 'Team Schumacher'; James Allen: Michael Schumacher – The Edge of Greatness'; a Brembo publication 'The Winning Colors of Benetton'; and other titles. (Qty)

**\$200 - 300**

**Without Reserve**

17  
**FERRARI BOOKS,**

Including Jess C. Pourret: 'Ferrari 250GT Competition Cars'; Godfrey Eaton: 'The Complete Ferrari'; Stanley Nowalk 'Ferrari on the Road'; A. Pritchard: 'Grand Prix Ferrari'- and other Ferrari titles. (Qty)

**\$300 - 400**

**Without Reserve**

18  
**FERRARI BOOKS,**

Including Alan Henry: 'Ferrari - The Grand Prix Cars'; A. Pritchard: 'Ferrari 250 GTO'; Glen Small: 'Ferrari Design – The definitive study'; and other titles including 32 published by Brooklands Books. (Qty)

**\$300 - 400**

**Without Reserve**

19  
**FERRARI BOOKS,**

Including Enzo Ferrari: 'le briglie del successo'; Duncan Rogliati: 'The Ferrari'; Paolo D'Alessio: 'Formula Ferrari'; Pritchard & Merritt 'The Sports & Grand Turismo Cars'; and other titles. (Qty)

**\$300 - 400**

**Without Reserve**

20  
**FERRARI DRIVER BIOGRAPHIES AND AUTOBIOGRAPHIES,**

Including Hawthorn, Mansell, Prost, Lauda, Fittipaldi, Alesi, Barrichello, Amon, Irvine, Villeneuve, Berger, Bell, Ascari, Collins, Castellotti, Ickx, and Moss, with other titles. (Qty)

**\$300 - 400**

**Without Reserve**

21  
**FERRARI BOOKS,**

Including Werner Schurf: 'Ferrari 348'; Doug Nye: 'Dino – The Little Ferrari'; Enzo Ferrari: 'Pilote Che Gente'; Franco Gozzi: 'Memoires of Enzo Ferrari's Lieutenant'; and other titles. (Qty)

**\$300 - 400**

**Without Reserve**



22

22

**FERRARI BOOKS,**

Including M. Bartz: 'Dino Compendium 206GT 246GTB 246GTS'; Manton: 'Enzo Ferrari's Secret War'; Antoine Prunet; 'Ferrari Sport Racing and Prototypes Competition Cars'; Dominique Pascal: 'Ferraris at le Mans'; and other titles. (Qty)

**\$300 - 400**

**Without Reserve**

23

**FERRARI BOOKS,**

Including Ferrari Opera Omnia published by Automobilia, 3 Volume set in library case 'Ferrari 1946-1990' and 3 volume set with Volume 4 dated '1990-1995' in (repaired) library case; Pado Marasin: 'Ferrari 330/P4' in library case; Starkey, Renwick & Olcyk: 'Ferrari Fifty Years on the Track'; and other titles. (Qty)

**\$300 - 400**

**Without Reserve**

24

**AUTOMOBILE QUARTERLY,**

Complete run including indices from Volume 1 Number 1 1962 to Volume 51 number 4, together with 2005 and 2006 AQ year planners. (Qty)

**\$600 - 800**

**Without Reserve**

25

**FERRARI COACHWORK AND DESIGN BOOKS,**

Including titles relating to stylists, designers, aerodynamicists and coachworks Zagato, Vignale, Pinninfarina, Bizzarini, Stanguellini, Touring and other titles including L.J.K. Setright 'The Designers'; Larry Edsall 'Masters of Car Design'; and '2004 Great Encyclopedia of Formula 1', 2 Volumes in library case. (Qty)

**\$300 - 400**

**Without Reserve**

26

**ASSORTED MOTORING BOOKS,**

Including Rinsey Mills: 'Carroll Shelby – The Authorized Biography'; Dave Firedman: 'Remembering the Shelby Years 1962-1969'; Eric Lax: 'Newman a Biography'; Mark Kahn: 'Death Race Le Mans 1955'; Richard Crump & Rob de la Rive Box: 'Maserati'; John Wyer 'The Certain Sound'; Rinsey Mills: 'AC Cobra'; and other titles. (Qty)

**\$300 - 400**

**Without Reserve**

27

**SPORTS CAR AND RACING CAR BOOKS,**

Including Rich Taylor: 'Lime Rock Park 35 years of racing'; De Geer: 'The Pikes Peak Race'; Albert R Bochroch: 'Americans at Le Mans'; Lyons: 'Can-Am photo history'; L'ebe Bugatti: 'The Bugatti Story'; and other titles. (Qty)

**\$300 - 400**

**Without Reserve**



23



25



27



29



28



31

28

**SPORTS CAR AND RACING CAR BOOKS,**

Including Pritchard & Davey: 'Italian High-Performance Cars'; Enzo Ferrari: 'Una vita per L'Automobile'; Art Evans: Pebble Beach Remembered'; Terry O'Neil: The Bahamas Speed Weeks'; other titles relating to Morgan, Austin Healey, Lamborghini, Alfa Romeo, TVR and other marques. (Qty)

**\$300 - 400**

**Without Reserve**

29

**MOTORING BOOKS,**

Including Wherry: 'The Alfa Romeo story'; Joel E Finn: 'Sunshine, Speed and a Surprise'; Sedgewick: 'Cars' – a three Volume set in library case covering '1886-1930', 'Thirties & Forties', and '50s and 60s'; Jeremy Walton: 'Unbeatable BMW'; Keyser with Williams: 'A French Kiss with Death'; and other titles. (Qty)

**\$300 - 400**

**Without Reserve**

30

**FIVE BOOKS RELATING TO MARK DONOHUE,**

Comprising a signed copy of Donohue with Van Valkenburgh: 'The unfair advantage'; Argetsinger: 'Mark Donohue' and 'Mark Donohue Technical Excellence at Speed'; Kirby: 'Penske's Maestro'; and Alan Hummel: 'Penske racing team – 40 years of excellence'. (5)

**\$100 - 150**

**Without Reserve**

31

**FERRARI BOOKS AND MAGAZINES,**

Including Giannino Marzotto: 'Red Arrows - Ferraris at Le Mans', Franco Varisco: 'Obiettivo Cavallino' in library case; and other books, with 'Ferrari World', No 1 1989 to No 38 1997 complete run; 'Rosso Ferrari', No 1 Dec 1990 to No 26 complete run and 'Ferrari Story' No 1 1984 to No 45 2007 incomplete run. (Qty)

**\$250 - 350**

**Without Reserve**

32

**MOTORING AND MOTOR RACING BOOKS,**

Including Michael Keyser: 'The Speed Merchants'; Scott-Moncreiff: 'Three-Pointed Star'; Karl Ludvigsen: 'Mercedes-Benz Quicksilver Century'; Julian K. Quattlebaum: The great Savannah Races 1908, 1910, 1911'; Anders Deitev Clausager: 'Original Austin-Healey'; and other titles. (Qty)

**\$300 - 400**

**Without Reserve**



33

33

**SPORTS CAR BOOKS,**

Including Stein: 'Sports cars of the World'; G N Georgano: 'Sports cars'; Pace & Brinker: 'Vintage American road racing cars 1950-1970'; Mike Lawrence: 'A-Z of sports cars 1945-1990'; and other titles. (Qty)

**\$250 - 350**

**Without Reserve**

34

**ASSORTED CAR MARQUES BOOKS,**

Including Schlegelmilch & Lehbrink: 'Aston Martin'; Davey & May: 'Lagonda – a history of the marque'; Whyte: 'Jaguar'; Karl Ludvigsen: 'Porsche – Excellence was Expected' and other titles including Seneca: 'The Fairmount Park Motor Races' and Michael J. Cox: 'Masten Gregory: Totally Fearless'. (Qty)

**\$300 - 400**

**Without Reserve**

35

**MOTORING AND MOTOR RACING BOOKS,**

Including Dick Wallen: 'Board Track – guts, gold & glory' and 'Roar from the Sixties – American Championship racing' in library case; Joel E. Finn: 'American Road Racing – The 1930s' and 'Caribbean Capers – The Cuban Grand Prix races of 1957, 1958 and 1960'; Terry O'Neil: 'Northeast American sports car races'; Cotter: 'The Cobra in the barn'; and other titles including 9 of 'The Survivors' series. (Qty)

**\$300 - 400**

**Without Reserve**



35

36

**MOTORING AND MOTOR RACING BOOKS,**

Including Leo Levine: 'Ford – The dust and the glory'; Peter Helck: 'Great Auto Races'; Martin & Wells: 'Prototypes – The history of the IMSA GPP series'; Peter Golenbock: 'American zoom'; Argetsinger: 'Formula One at Watkins Glen'; and other titles. (Qty)

**\$300 - 400**

**Without Reserve**

37

**CHEVROLET BOOKS,**

Including Ackerson: 'Chevrolet high performance'; George H Damman: 'Sixty years of Chevrolet'; and '75 years of Chevrolet'; Paul Van Valkenburgh: 'Chevrolet racing – Fourteen years of raucous silence'; Genat & Newhardt: 'Chevy SS'; Richard Langworth: 'Corvette Portrait of a legend'; and other titles relating to the marque and to Corvair. (Qty)

**\$400 - 600**

**Without Reserve**

38

**MOTORING BOOKS,**

Including Powell: 'General Motors Styling 1927-1958'; Dennis Castele: 'The cars of Oldsmobile'; Burgess-Wise, Boddy & Leban: 'The Automobile – The First Century'; Beverly Rae Kimes: 'The Classic Car'; Peter Helck: 'The Checkered Flag'; and other titles. (Qty)

**\$250 - 350**

**Without Reserve**



39



40



42



45

39  
**FERRARISSIMA'**

Comprising Volumes 1-25 of first series (1984-1995) and Volumes 1-19 of second series, two complete runs with dust jackets. (44)

**\$600 - 800**

**Without Reserve**

40  
**MOTORING AND MOTOR RACING BOOKS,**

Including Graham Gauld: 'Jim Clark – racing hero' in library case; Cotter: 'Route 66 Barn find road trip'; Robert Puyal: 'Behind the wheel'; O'Malley: 'Daytona 24 Hours'; and other titles. (Qty)

**\$200 - 300**

**Without Reserve**

41  
**FERRARI BOOKS,**

Including Hans Tanner with Doug Nye: 'Ferrari', 5th edition; Karl Ludvigsen: 'Red hot rivals'; Doug Nye: 'Ferrari 250 GTO swb Berlinetta'; Terry O'Neil: 'NART – a concise history of the North American Racing Team'; Luca del Monte: 'Enzo Ferrari'; and other titles. (Qty)

**\$350 - 450**

**Without Reserve**

42  
**MOTOR SPORT BOOKS,**

Including Sutton: 'Ayrton Senna – a personal tribute'; Gauld: 'Ecurie Ecosse'; Mays & Roberts: 'BRM'; and other titles together with assorted issues of the Hemmings Vintage Auto Almanac. (Qty)

**\$350 - 450**

**Without Reserve**

43  
**PORSCHE BOOKS,**

Including Ingo Seiff: 'Porsche – portrait of a legend'; Glen Small: 'Porsche 917'; Schlegelmilch & Lehbrink: 'Porsche', and other titles, together with Luca del Monte: 'Maserati - a century of history'; Graham Vercoe: 'Historic racing cars of New Zealand'; and 'The World of Automobiles' in 22 Volumes. (Qty)

**\$400 - 600**

**Without Reserve**

44  
**MOTORING BOOKS,**

Including Hans Tanner: 'Great racing drivers of the World'; Hans Ruesch: 'The Racer'; Louis T. Stanley: 'Grand Prix' annuals; six assorted car profile books; and other titles including 'The American car since 1775' published by Automobile Quarterly. (Qty)

**\$200 - 300**

**Without Reserve**

45  
**MOTOR RACING BOOKS,**

Including Laurence Pomeroy: 'The Grand Prix car', Volumes I and II; L.J.K. Setright: 'The Grand Prix car 1954-1966'; Gerald Rose: 'A record of motor racing 1894-1908'; John Tennant: 'Motor Racing – The golden age'; William Court: '1906-1951 Power and Glory'; and other titles. (Qty)

**\$300 - 400**

**Without Reserve**

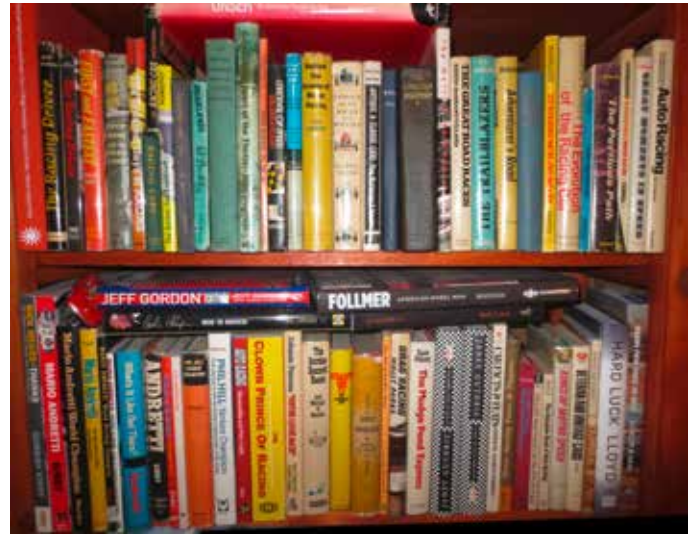




49



50



51

46

**MOTOR RACING BOOKS,**

Including Chris Nixon: 'Kings of the Nurburgring', (x2); Karl Ludvigsen: 'The V 12 Engine'; Robert Dudley: 'The cruel sport'; Alan Henry: 'Grand Prix circuits'; and other titles. (Qty)

**\$300 - 400**

**Without Reserve**

47

**MOTORING AND MOTOR RACING BOOKS,**

Including Michael Furman: 'Automobiles of the Chrome Age 1946-1960'; Michael Cooper-Evans: 'Rob Walker'; Chas Parker: 'Brands Hatch'; John Lamm: 'Velocity Supercar Revolution'; L.J.K. Setright: 'The Grand Prix'; and other titles. (Qty)

**\$250 - 350**

**Without Reserve**

48

**FORMULA 1 ANNUALS,**

Including Formula 1 yearbook 1997-98, 1999-2000-2000-2001, 2002-2003 to 2008-2009; The official Formula 1 season review 2004 Volume 1 to 2014 Volume 11 and other motor racing books. (Qty).

**\$250 - 350**

**Without Reserve**

49

**FERRARI YEARBOOKS,**

1992 to 2007; together with Ferrari Magazine, Number 1 June 2008 to No 29 May 2015; with some duplicates. (Qty)

**\$300 - 400**

**Without Reserve**

50

**1966 FERRARI YEARBOOK,**

soft-back cover, 204 pages, Italian text, published by Calderini

**\$300 - 400**

**Without Reserve**

51

**MOTOR SPORT BOOKS,**

Including Madigan: 'Follmer - American wheel man'; Janet Guthrie: 'A life of full throttle'; Peter de Paolo: 'Wall smacker'; Nolan: Phil Hill - Yankee champion'; and other titles. (Qty)

**\$400 - 500**

**Without Reserve**

52

**MOTORING AND MOTOR RACING BOOKS,**

Including Nolan: 'Barney Oldfield'; Tanner: 'My Hero, My Friend, Jimmy Nolan'; Brown: 'A history of America's Speedways Past & Present'; John Bolster: 'The Upper Crust'; and other titles. (Qty)

**\$350 - 450**

**Without Reserve**

53

**MOTORING BOOKS,**

Including Glastonbury: 'The Ultimate Guide to Muscle Cars'; Bob Helt: 'The classic Corvair'; Brock Yates: 'Against deat and time'; Goprdon Kirby: Tony Bettenhausen & Son; and other titles. (Qty)

**\$350 - 450**

**Without Reserve**

54

**MOTORING AND MOTOR RACING BOOKS,**

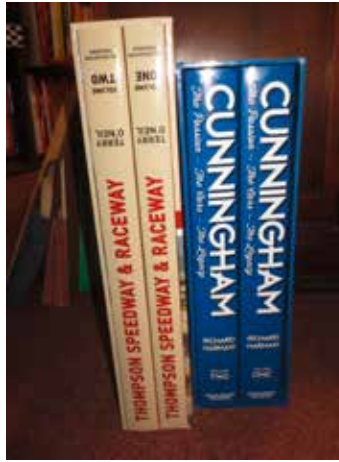
Including Boddy: 'The Bugatti Story'; Purdy: 'The Kings of the Road'; Innes Ireland: 'All arms and elbows'; Count Lurani: 'Nuvolari'; Zimmermann: 'Dan Gurney's Eagle Racing Cars'; Alfred Neubauer: 'Speed was my Life'; and other titles. (Qty)

**\$300 - 400**

**Without Reserve**



62



57



58

55

**MOTOR RACING BOOKS,**

Including Carol Anderson Simms: 'Troy – The story behind Indy's youngest winner, Troy Ruttman'; Ed Hinton: 'Daytona'; Eoin Young: 'Bruce McLaren'; Farrar, Strauss & Cudahy: 'Carracciola A racing Driver's World'; Gauld: 'Jim Clark – Remembered'; and other titles. (Qty)

**\$350 - 450**

**Without Reserve**

56

**MOTORING BOOKS,**

Including Olsen Route 66 Lost & Found'; D.B. Tubbs: 'Art and the Automobile'; Chris Rees: 'Concept cars'; and other titles. (Qty)

**\$250 - 350**

**Without Reserve**

57

**TWO MOTOR RACING BOOKS IN TWO VOLUME SETS,**

Comprising Terry O'Neil: 'Thompson Speedway & Raceway' and Richard Harman: 'Cunningham – The Passion~The Cars~The Legacy', each set in hardbacked library case.

**\$200 - 300**

**Without Reserve**

58

**A COLLECTION OF PRESS CUTTINGS AND EPHEMERAS RELATING TO DRIVERS AND CIRCUITS,**

Each subject in a separate folder including Lime Rock, Farina, Woodstock, Montoya and others. (Qty)

**\$100 - 150**

**Without Reserve**

59

**FERRARI MAGAZINES AND PERIODICALS,**

Comprising Ferrari Owners Club of America and newsletters Ferrari Owners Club (UK version) 'Newsletter' (incomplete runs); Ferrari Market Letter, near complete run from Vol 1 Jan 1980 to Jan 2016; Ferrari Club of America 'Prancing Horse', complete run from Vol 1 no 1 to number 209 4th quarter 2018; World in Red number 1, 3-11 (2 x number 7), with World in Red HS2003 (x2) and annuals for 2006 and 2008. (Qty)

**\$200 - 300**

**Without Reserve**

60

**ANNUAL AUTOMOBILE REVIEW/AUTOMOBILE YEAR,**

This popular run of annuals starts as Automobile Review with Volume 1 1954-55, changes title to Automobile Year from Volume 4 1955-57 up to Volume 63 2015/2016. (Qty)

**\$800 - 1,200**

**Without Reserve**

61

**AUTOCOURSE,**

A good run from Volume 26, 1976-77 to Volume 66, 2016-17 (1993-94 Volume 43 with stained dust jacket.) (Qty)

**\$800 - 1,200**

**Without Reserve**

62

**CAVALLERIA,**

a complete 16 Volume set, each one a study of a classic Ferrari type, in library cases. (16)

**\$1,000 - 15,000**

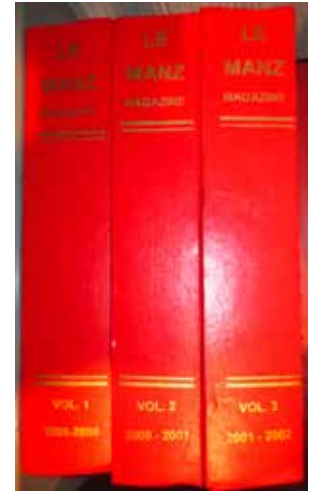
**Without Reserve**



66



67



70

63

**CAVALLINO, SEPTEMBER/OCTOBER 1978 TO DATE,**

from Volume 1 Number 1 September/October 1978 (second printing), then a complete run of originals from Volume 1 number 2 to date, contained in file boxes. Cavallino is the journal of Ferrari history, covering Ferraris old and new for over 40 years. It's the most reliable, most trusted source of everything Ferrari. (Qty)

**\$1,500 - 2,000**

**Without Reserve**

64

**SPORTS CAR ILLUSTRATED / CAR AND DRIVER,**

run starts as Sports Car Illustrated July 1955 – March 1961, then published as Car and Driver from April 1961 to date, majority in library box files, together with the Car and Driver yearbooks for 1991, 92 and 93. (Qty)

**\$1,750 - 2,500**

**Without Reserve**

65

**F1 RACING, MARCH 1996 TO DATE,**

unbound in file boxes; together with F1 Magazine Volume 1 Number 1 February 2004 to date, loose unbound. (Qty)

**\$200 - 300**

**Without Reserve**

66

**ROAD AND TRACK, VOLUME 1 NUMBER 1 JUNE 1947 TO DATE, VOLUME 70,**

some bound as Volumes, others in publishers file bindings, together with a Road & Track 35 Years Cover to Cover, poster, framed and glazed.

(Qty)

**\$2,000 - 3,000**

**Without Reserve**

67

**MOTERING BOOKS,**

Including Robert Lacey: 'Ford – The men and the machine'; May; 'R.E. Olds – Auto Industry Pioneer'; William J Holstein: 'Why GM Matters'; Michael Wallis: 'Oil Man'; and other titles. (Qty)

**\$200 - 300**

**Without Reserve**

68

**MOTERING BOOKS,**

Including Leif: 'The Firestone Story'; Cray: 'Chrome Colossus'; Goddard: 'Col. Pope & his American dream machines'; William Neeley: 'Tire Wars – Racing with Goodyear'; Gustin: 'Billy Durrant – Creator of General Motors'; and other titles.

**\$200 - 300**

**Without Reserve**

69

**COSWORTH VEGA NEWS,**

A complete run, Issue 1 January 1980 to last printed issue 114 3rd Quarter 2014, hole punched in ring binders, (Qty)

**\$200 - 300**

**Without Reserve**

70

**LE MANS MAGAZINE,**

complete run of Volumes 1 1999-2000, Volume 2 2000-2001 and Volume 3 2001-2002, magazine of the American Le Mans series in three folders titled 'Le Manz' (sic), together with 1999 American Le Mans Year Book.

**\$100 - 150**

**Without Reserve**



74



77



72



79

71  
**SPORTS & EXOTIC CAR,**  
 complete run from Volume 1 number 1 Sept 2005 to number 141 May 2017.  
**\$150 - 250**  
**Without Reserve**

76  
**VINTAGE MOTORSPORT,**  
 Fall 1982 to Jan/Feb 2019, 'The Journal of Motor Racing History', unbound. (Qty)  
**\$400 - 600**  
**Without Reserve**

72  
**CORSA QUARTERLY- CORVAIR SOCIETY OF AMERICA,**  
 complete run Volume 1 number 1 Jan 1971 to Volume 7 Number 4, Summer 1978; and Corsa Communique Volume 1 number 1 September 1978 to date, in box files, together with four issues of 'The Windmill' Vol 2 no 8 April-May 72, Vol 2 number 9 June 72, Vol 3 no 1 July 72 and Vol 3 no 4 Oct 72. (Qty)  
**\$300 - 400**  
**Without Reserve**

77  
**TWO HEMMINGS MAGAZINE TITLES,**  
 comprising Classic Cars from Volume 1 number 1 October 2004 complete run to date and Muscle machines from Volume 1 October 2003 complete run to date. (Qty)  
**\$200 - 300**  
**Without Reserve**

73  
**SPORTS CAR INTERNATIONAL,**  
 complete run from Volume 1 number 1 November 1985 to number 189 November 2008, in wooden magazine boxes.  
**\$200 - 300**  
**Without Reserve**

78  
**CLASSIC & SPORTSCAR,**  
 complete run from Volume 1 number 1 April 1982 to date, 37 Volumes loose in magazine files. (Qty)  
**\$400 - 600**  
**Without Reserve**

74  
**SPORTS CARS IN REVIEW,**  
 Rare publication published by Henry Ford Museum, various issues from 1956 (x2) to 1976, unbound. (Qty)  
**\$150 - 250**  
**Without Reserve**

79  
**CLASSIC CAR/THOROUGHbred & CLASSIC CARS,**  
 complete run from Number 1 October 1973 to number 458 August 2011. (Qty)  
**\$350 - 450**  
**Without Reserve**

75  
**SPECIAL INTEREST AUTOS (SIA),**  
 complete run from Volume 1 number 1 September/October 1970 to Number 201 June 2004, unbound. (Qty)  
**\$250 - 350**  
**Without Reserve**

80  
**CAR CLASSICS/ CAR COLLECTOR AND CAR CLASSICS,**  
 complete run from Volume 1 number 1 December 1966 to January 1979, when the name was changed to Car Collector and Car Classics from Feb 1979 to Volume 32 Number 9 Nov/Dec 2009. (Qty)  
**\$400 - 500**  
**Without Reserve**



84

81  
**AUTO ITALIA,**  
 complete run from issue 1 March 1995 to date, unbound, loose in magazine file boxes. (Qty)  
**\$150 - 250**  
**Without Reserve**

82  
**JUAN MANUEL FANGIO BOOKS,**  
 including Hartmut Lehbrink: 'Fangio & Mercedes-Benz'; Oliver Merlin: 'Fangio Racing Driver'; Karl Ludvigsen: 'Juan Manuel Fangio'; Gerald Donaldson: 'Fangio – The life behind the legend'; and other titles including a Racing Circuits 2000 international guide book. (Qty)  
**\$150 - 250**  
**Without Reserve**

83  
**A COLLECTION OF MOTOR MUSEUM GUIDEBOOKS AND REFERENCE WORKS,**  
 Including 'The Schlumpf Automobile Collection'; 'Great Racing Cars of the Donington Collection'; 'The Porsche Museum'; Batchelor; 'Harrah's Automobile Collection' and other publications including auction catalogs, together with files of ephemera, guidebooks and press American car museums, listed state by state. (Qty)  
**\$200 - 300**  
**Without Reserve**

84  
**MOTORING BOOKS,**  
 including Graham Robson: 'Cosworth'; Gerald Donaldson: 'Gilles Villeneuve'; Jackie Stewart: 'Winning is not enough'; Schegelmilch and Lehbrink: 'Ferrari' and other titles, magazines and ephemera. (Qty)  
**\$300 - 400**  
**Without Reserve**



85

85  
**FERRARI BOOKS,**  
 Including Lamm: 'Ferrari'; Nye & Carrier: 'Ferrari – The red dream'; and other titles including Argetsinger: 'Formula 1 at Watkins Glen'; Redman and Mullen; 'Brian Redman – Daring drivers, deadly tracks'. (Qty)  
**\$300 - 400**  
**Without Reserve**

86  
**FORZA – 'THE FERRARI MAGAZINE', 1996-TO DATE,**  
 Loose, unbound, continual run from Number 1 Spring 1996 to number 173, May 2019 (at the time of cataloging), majority in box files, to be sold with full library binders.. (Qty)  
**\$400 - 500**  
**Without Reserve**

87  
**MOTORING BOOKS,**  
 including White: 'Offenhauser'; Brown: 'A history of America's speedways past & present'; Tom Carnegie: 'Indy 500' (x2); Stewart with Bourcier: 'True Speed' and other titles and magazines. (Qty)  
**\$300 - 400**  
**Without Reserve**

88  
**AUTOMOBILE,**  
 complete run from Volume 1 number 1 April 1986 to date, 33 Volumes, unbound in magazine files; together with **COLLECTIBLE AUTOMOBILE**, complete run from Volume 1 number 1 May 1994 to date, 36 Volumes, unbound in magazine files. (Qty)  
**\$300 - 500**  
**Without Reserve**



92

89  
**RACER,**  
 "America's Automobile Racing Magazine", complete run from Volume 1 number 1 May 1992 to date, unbound in magazine files. (Qty)  
**\$200 - 300**  
 Without Reserve

90  
**INTERNATIONAL MOTOR SPORTS ASSOCIATION (IMSA) YEARBOOKS,**  
 1971 to 1993, 1995, 1996. (Qty)  
**\$100 - 150**  
 Without Reserve

91  
**OLD CAR ILLUSTRATED/CLASSIC AND SPECIAL INTEREST CARS,**  
 complete run from Volume 1 number 1 Fall 1975, name changed in August 1980 to Vol 7 number 1 Spring 1981, together with **TRUE'S AUTOMOBILE YEARBOOK** No 1 1952 to No 9 1960 and **SAH JOURNAL**, assorted issues, some in file binders, others loose (Qty)  
**\$150 - 250**  
 Without Reserve

92  
**PAOLO D'ALESSIO: 'FORMULA FERRARI',**  
 limited edition number 0518, large format, 504 pages, definitive story of Ferrari in Formula 1 from 1948 to 2000, profusely illustrated with period photographs and drawings, in presentation box with 30 lithographic prints.  
**\$400 - 600**  
 Without Reserve



95

93  
**FIVE FERRARI BOOKS,**  
 comprising Jesse Alexander: 'Ferrari Grand Prix Moments 1954-1966'; Yoshiho & Lee Nam Ki (Editors) Matsuda (Author): 'Rosso Corsa Matsuda Collection Ferrari'; John Lamm: 'Ferrari - stories from those who lived the legend'; W.E. Gasich: 'Forty years of Ferrari V-12 engines'; and Nye & Carrier: 'Ferrari - The red dream'. (5)  
**\$400 - 500**  
 Without Reserve

94  
**HANS TANNER: 'THE FERRARI',**  
 editions 1 (1959) to 4 (1974), and Tanner and Nye: 'Ferrari' revised and updated 5th and 6th editions. (6)  
**\$100 - 150**  
 Without Reserve

95  
**FERRARI BOOKS,**  
 comprising Gunther Raupp: 'Ferrari - 25 years of calendar images'; Karl Ludvigsen: 'Ferrari by Mailander'; Enzo Ferrari: 'Pilote, che gente'; Orsini & Zagari: 'The Scuderia Ferrari'; Fitzgerald & Merritt: 'Ferrari - The sports and grandtourismo cars'; Lamm: 'Velocity'; Jesse Alexander: 'Ferrari Grand Prix moments 1954-1966'; Clarkson: 'Ferrari' limited edition number 0568/1500 in library case; Gunther Raupp: 'The Ferrari Book'; and Piero Casucci: 'Ferrari P 1961-1973'. (10)  
**\$500 - 700**  
 Without Reserve



97



98

98

98



100

96

**FERRARI BOOKS,**

comprising 'The Roaring Races', signed by Sergio Scaglietti, (presented at the 2010 Ferrari Club of America meet); Phil Hill & John Lamm: 'Phil Hill a driving life'; Maurice Hamilton: 'inside Ferrari'; Michael Dregni: 'Inside Ferrari'; David Piper: 'Ferrari 250 Le mans Berlinetta'; C.E. Jalife-Vialon: 'The brothers Rodriguez'; Paolo Rampini: 'Automodelli Ferrari 1946-1992'; Groh, Mussig & Winter: 'Berlinetta' (8)

**\$450 - 600**

**Without Reserve**

97

**VARIOUS MOTORING THEMED DECORATIVE LAMPS,**

including Mullin Motor Museum, Bob Sharp Ferrari with model mounted on base, a checkered flag decorated lamp mounted on a Ferrari Dino base, a Conoco Germ Processed Motor Oil can base, a carburetor lamp, another sponsored by Cam 2 with base made from master brake cylinder, a lamp decorated with Richard Petty model, stickers and sponsors Pepsi bottles together with a Richard Petty trivia card game tin. (Qty)

**\$100 - 200**

**Without Reserve**

98

**VARIOUS MOTORING WALL CLOCKS AND ADVERTISING THERMOMETERS,**

the clocks comprising Timkin roller bearings, Chevrolet OK, Ford, Carlisle Tire & Wheel, Cavallino, Spirit of 76 midget racer, Gilmore Foyt Racing Team and A J Foyt; the thermometers for Amoco, 2 different types for Chevrolet and Miller Genuine Draft. (Qty)

**\$150 - 250**

**Without Reserve**

99

**A PENZOIL LUBRICATION COMPRESSOR FROM THE 1980 INDIANAPOLIS 500,**

in yellow, red and black with stickers for Penzoil and 'Gumout Carburetor and Fuel System Cleaner', the machine made by the Doerr Electric Corporation, 230 Volt, 12 amps, model number LR22132, used, on wheeled trolley.

**\$300 - 400**

**Without Reserve**

100

**ASSORTED CAR MODEL CERAMIC DECANTERS AND BOTTLES,**

For Kentucky bourbon, Avon Cosmetics and other products. (Qty)

**\$100 - 200**

**Without Reserve**

101

**A 1:8 SCALE ROLLS-ROYCE PHANTOM II SEDANCA COUPE BY POCHEP, ITALIAN,**

constructed model kit, in mirror based glazed display case.

**\$300 - 400**

**Without Reserve**

102

**ASSORTED MOTORING COLLECTABLES,**

Including stickers, a small brass oiler, tire pressure gauges, a miniature jack, a boat salesman's outboard motor sampler, car bookends, Conoco advertising items, a large ceramic spark plug, Crescent 1925 steam locomotive telephone, Route 66 cushions, and other items. (Qty)

**\$100 - 150**

**Without Reserve**



107

103  
**'SUNOCO SPECIAL MCLAREN WINS INDY 500' POSTER, 1972,**  
 depicting the winner Mark Donohue, mounted on board, 43½ x 27  
 inches, unframed, together with a print 'Mark Donoghue the Champion',  
 limited edition 30/600, 33 x 25 inches, mounted, framed and glazed  
 and a photo poster of Sunoco Porsche Audi 917-30, 23 x 34 inches,  
 mounted, framed and glazed. (3)  
**\$250 - 350**  
**Without Reserve**

104  
**ASSORTED PRINTS AND POSTERS,**  
 Including 3 after Peter Helck, 9 after J.W. Burgess depicting Midget  
 Racers and other images of midget racers, various sizes, all framed and  
 glazed. (Qty)  
**\$150 - 250**  
**Without Reserve**

105  
**J. W. BURGESS: 'THE TIME TO BEAT',**  
 initialed JWB, watercolor on paper, 6 x 9½ inches, mounted, framed and  
 glazed.  
**\$200 - 300**  
**Without Reserve**

106  
**FOUR LARGE A J FOYT PRINTS AND POSTERS,**  
 comprising Goodyear Four-time Indianapolis 500 Winner, a photo  
 montage, '25 Years at Indy 1958-1982' and 'Copenhagen Racing', each  
 framed and glazed. (4)  
**\$200 - 300**  
**Without Reserve**



108

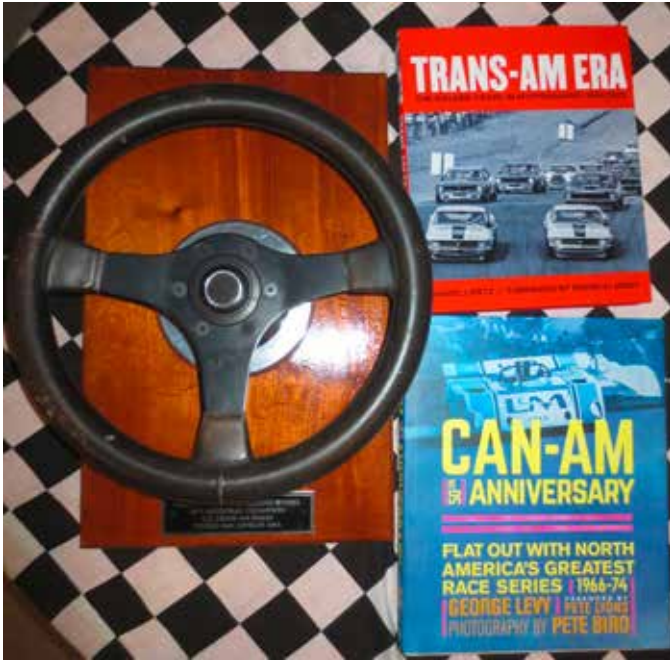
107  
**A RARE A.J. FOYT PRINT AFTER DAVID LORD,**  
 artist's proof, 24 x 32 inches, mounted framed and glazed. This is  
 believed to be one of only three artist's proofs of the poster that was  
 never published.  
**\$400 - 500**  
**Without Reserve**

108  
**A SIGNED A J FOYT BOWES SEAL FAST PRESENTATION**  
**POSTER,**  
 39 x 29 inches, framed and glazed.  
**\$300 - 400**  
**Without Reserve**

109  
**SIX CHEVROLET AND CHEVROLET CORVAIR POSTERS, PRINTS**  
**AND DISPLAYS,**  
 comprising Corvaire The First Edition 1960-1964, Corvaire 1960-1969,  
 a display of Corvaire ephemera and patches, two advertisements and a  
 Chevrolet 'The product of experience' poster, all framed and glazed. (6)  
**\$200 - 300**  
**Without Reserve**

110  
**RACING DRIVERS, FOUR FRAMED PRINTS AND DISPLAYS,**  
 comprising 'Mark Donohue 1972 Indianapolis Winner' common mounted  
 with drivers autograph; a print 'Sunoco Porsche 917' after Walter  
 Gotschke; a display of David Brabham photographs common mounted  
 with a signature dedicated 'To Jack...' and a display of 3 photographs of  
 Johnny Rutherford. (4)  
**\$150 - 250**  
**Without Reserve**





114

111  
**A FRAMED DISPLAY RELATING TO STIRLING MOSS AND THE FERRARI 250GT SPERIMENTALE,**

comprising a Mille Miglia limited edition book by Moss, number 1187/2643, a framed card and a photograph signed by Moss and a framed photo of Moss at the book launch. (Qty)

**\$200 - 300**

**Without Reserve**

112  
**TWO FERRARI POSTERS,**

one showing Ferraris on the front covers of many different magazines, the other depicting F430 16M Scuderia Spider, both framed and glazed, the largest 32 x 20 inches. (2)

**\$100 - 150**

**Without Reserve**

113  
**A 1941-42 PACKARD CLIPPER FRONT GRILL,**

24¾ x 10½ inches, chrome plated metal casting number 371214, mounted on a backboard, presented at the AACA 1971 meet as the 'Best Barbeque Award'.

**\$75 - 125**

**Without Reserve**

114  
**A SIGNED MARK DONOHUE STEERING WHEEL, 1971,**

three spoke with leather covered rim, signed on central spoke, mounted on backboard bearing label engraved 'Mark Donohue steering wheel, 1971 National Champion, U.S. Trans-am series, Penske AMC Javelin AMX', together with two books Daniel Lipetz: 'Trans-Am era', and Levy & Biro: 'Can-Am 50th Anniversary'. (3)

**\$800 - 1,200**

**Without Reserve**



118



117

115  
**AN OCTAGONAL VISIBLE GASOLINE PUMP BY THE AMERICAN OIL PUMP & GAS CO., CIRCA 1920,**

restored painted red, hand-cranked with 10 gallon sight glass measure, hose and nozzle with later plastic and glass Conoco globe, wired for illumination, together with a circular tin Conoco embossed sign and a Conoco gasoline prices sign. (3)

**\$1,500 - 2,000**

**Without Reserve**

116  
**THREE FORD MERKUR ADVERTISING SIGNS,**

each plastic with painted logo, one in metal frame, in working order, one unframed panel and one in wooden frame, 84 inches wide, together with a Merkur XR4Ti poster, framed. (4)

**\$300 - 400**

**Without Reserve**

117  
**MOLDED PLASTIC ADVERTISING SIGNS,**

comprising 2 for Michelin, approximately 150 inches wide, 2 for BF Goodrich, 36 inches wide, and one each for Pirelli and Pennzoil, together with a flat printed plastic 'The New Dodge' sign. (7)

**\$400 - 600**

**Without Reserve**

118  
**A DISPLAY CABINET CONSTRUCTED TO RESEMBLE A GAS PUMP,**

red painted wooden construction with internal rack of shelving, with nozzle, the top fitted with illuminated Tulsa Hi-Test replica gas globe, wired for illumination, 92 inches high.

**\$200 - 300**

**Without Reserve**



120



121 (one side)



121 (other side)



131

119

**A COLLECTION OF MINIATURE GAS PUMPS,**

Including Indianapolis Gasoline Alley clock, 41 inches high, 2 x Filler up liquor pumps, a money bank, an AM radio and others. (Qty)

**\$250 - 350**

**Without Reserve**

120

**A MODEL 36B TYPE S-1 TOKHEIM 'ELECTRIC CALCULATOR' GAS PUMP, 1936,**

serial number 763648-12-36, restored in 2007 by Daniel Very of Woodstock, in Texaco Firechief livery, complete with enamel signs, glazed panels and globe, wired for illumination, 94 inches high overall, together with a glazed display board showing before and after restoration photographs, from when the pump was exhibited at the 2007 Woodstock Fair.

**\$1,500 - 2,500**

**Without Reserve**

121

**A RESTORED TOKHEIM MODEL 300 ELECTRIC CALCULATOR GAS PUMP, 1950S,**

one half decorated Cosworth by Chevrolet in black, the other side for Ferrari in bright yellow, with half and half globe, wired for illumination, complete with hose and nozzle.

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

**Without Reserve**

122

**A COSWORTH VEGA 16 VALVE DOHC ENGINE, 1975,**

with manifolds, exhausts and ancillary parts, mounted on a wheeled trolley, together with seven Cosworth Vega posters and prints. (8)

**\$500 - 700**

**Without Reserve**

123

**A DOUBLETONE LONG ROLL SIREN BY FEDERAL ELECTRIC CO.INC.,**

6 Volt (now converted to run on 110 Volt household current) type 78 serial number 78011, chromed and red painted casing, 18 inches long, on block wooden display base.

**\$250 - 350**

**Without Reserve**

124

**A MIDGET AUTO RACES AAA EVENT POSTER FOR HERSHEY STADIUM,**

printed in blue and red on white, 21 x 13inches, framed and glazed.

**\$200 - 300**

**Without Reserve**

125

**A MARLAND PRESSURE GASOLINE EMBOSSED AND PRINTED TIN SIGN,**

printed in red and black on white, cut but now mounted together on backboard, 23¼ x 35 inches.

**\$200 - 300**

**Without Reserve**

126

**A MODEL OF A FERRARI GTB4 SIGNED ON THE ROOF BY PHIL HILL,**

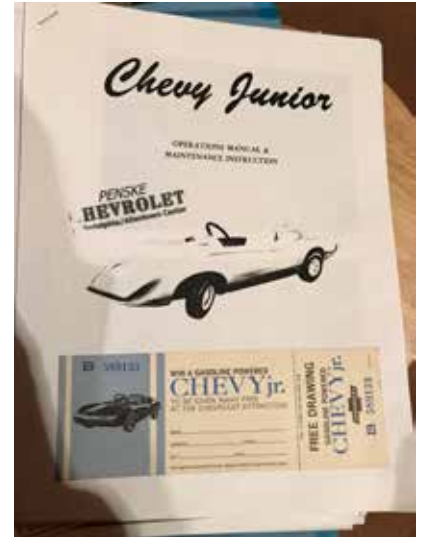
with other Ferrari models and collectables including 2 x Avon Ferrari 53 hand-lotion in original packaging. (Qty)

**\$150 - 250**

**Without Reserve**



132



127

**A COLLECTION OF ASSORTED CAR MODELS,**

(gas pump display case not included), including Midget racers, cast aluminium cars and others. (Qty)

**\$250 - 350**

**Without Reserve**

128

**FIVE BELT BUCKLES,**

Comprising Die Hard batteries (x2 versions), Indianapolis Motor Speedway, A J Foyt and Goodyear, together with other collectibles including glasses, models and a signed A J Foyt photograph. (Qty)

**\$300 - 400**

**Without Reserve**

129

**FERRARI SIGNS AND COLLECTIBLES,**

Including Sales & Service sign, a wooden cut-out lettered sign, two Ferrari badge signs, a Cavallino tile, a Ferrari holdall, a pair of Puma Ferrari shoes (US size 11½, a Michael Schumacher cap and a 1:24 scale Tamiya Enzo Ferrari model. (Qty)

**\$200 - 300**

**Without Reserve**

130

**AN ORIGINAL COSWORTH VEGA NEON DEALERSHIP ADVERTISING SIGN,**

in red and blue, with yellow outer frame (needs recharging)

**\$350 - 450**

**Without Reserve**

131

**AN ILLUMINATED FERRARI SIGN,**

Black plastic cut-out prancing horse and lettering on a yellow ground, 22 x 14 inches, wired for illumination.

**\$200 - 300**

**Without Reserve**

132

**A SCARCE CHEVY JR MONZA GO-CART, MANUFACTURED BY RUPP, FROM 1971,**

tubular metal chassis, grp bodywork decorated with Penske and Sunoco logos, 3½ Hp Briggs & Stratton gasoline engine, 4.10 x 3.50 tires, 86 inches long, sold together with a book Alan Hummel: 'Penske Racing Team'. (2)

These carts, built by Rupp Manufacturing in Ohio, were constructed on stock Rupp 'Dart Kart' chassis, with special Monza SS fibreglass bodies attached. Initially they were made just for Chevrolet as give-aways at Auto shows and Chevrolet shopping centre promotional tours. Later Chevrolet customers could order them through their local Chevrolet dealers. In 1965-1967 they were all red "Monza Juniors", from 1968 to circa 1971 they were an orange red with a white stripe on the nose and the name was changed to "Chevy Jr". Sometime during 1971 they were only made in blue, like this example. Some later examples were painted white and used at 'Safetyville' in Flint Michigan, a scaled down town for driver training. This example is believed to have come from the Penske Chevrolet Allentown PA store and is offered with a copy of an advertisement of the same.

**\$4,000 - 6,000**

**Without Reserve**

133

**ASSORTED MODEL KITS,**

including GNP 250GT Berlinetta engine model, Revell Kurtis midget racer, Monogram Quaker State Porsche March Indy car and others, together with some kits to build display cases, a rock-a moto radio, and other toys and models. (Qty)

**\$200 - 300**

**Without Reserve**



136 (part)

134  
**FUEL CANS AND OTHER DECORATIVE TINS AND CANS,**  
 including Texaco Motor Oil easy pour can, two red painted fuel cans with Conoco stickers, a Texaco pourer, a Texaco 'Contaminated bin', an unpainted Conoco fuel can, a Sunoco pourer, together with a Contains lead enamel sign, and a replica Oilzum enamel sign. (Qty)  
**\$100 - 150**  
**Without Reserve**

135  
**A TIRE FROM RICK MEARS 1979 WINNING PENSKE CAR CHASSIS PC-6,**  
 Goodyear rubber mounted on a wheel rim now fitted as a glass top coffee table, together with a photograph of the Cystic Fibrosis charity raffle winner, where the tire won.  
**\$100 - 150**  
**Without Reserve**

136  
**ASSORTED PICTURES, PRINTS AND POSTERS,**  
 framed and glazed, various subjects including Indianapolis, 1918 Tulsa Four, Ferrari, Pacific Northwest Historics Vintage Races 2007, Mille Miglia, Cosworth, driver portraits, Midget Racers and others, the largest 23 x 38 inches. (Qty)  
**\$400 - 500**  
**Without Reserve**

137  
**ASSORTED PICTURES, PRINTS AND POSTERS,**  
 framed and glazed, various subjects including Jacques Villeneuve, Peter Helck, midget racers, Daytona 24 hour race, Ferrari, Jim Clark, Monterey Historics, a Cart PPG print with signatures, and a completed jig-saw puzzle. (Qty)  
**\$300 - 400**  
**Without Reserve**



139 (part)

138  
**FOUR MARIO ANDRETTI PICTURES, PRINTS AND POSTERS,**  
 framed and glazed, including a Mario Andretti portrait signed by Colin Chapman and Andretti; 1978 Lotus World Champions signed by Andretti, and others, the largest 20 x 25½. (4)  
**\$300 - 400**  
**Without Reserve**

139  
**ASSORTED FERRARI PICTURES, PRINTS AND POSTERS,**  
 framed and glazed, including Gilles Villeneuve; 1961 World Driving Champion display signed three times by Phil Hill; 'Victory at Sebring'; a Portrait of a smiling Enzo Ferrari in his office signed by Ferrari, Luigi Chinetti Remembered signed by Phil Hill and Denise McCluggage, and others, largest 21 x 33 inches. (Qty)  
**\$500 - 700**  
**Without Reserve**

140  
**ASSORTED MOTOR RACING PICTURES, PRINTS AND POSTERS,**  
 framed and glazed, including 12 Hours of Sebring posters for 2006 and 2002 with multiple signatures and others unsigned including 1995 and 2005; 1999 Grand Prix of Las Vegas with seven driver's autographs; Sebring Champions from 1952-2004; 1970 Road America Can-Am Championship, Elkhart Lake, signed by #54 Oscar Koveleski; 1991 Palm Springs Road Race and Ferrari Club of America national meet posters, the largest 30 x 48 inches. (10)  
**\$500 - 700**  
**Without Reserve**

141  
**ASSORTED PICTURES, PRINTS AND POSTERS,**  
 framed and glazed, including Cobra signed by Carroll Shelby; Newman-Sharp Trans-Am racing team; The Donington Collection; Firestone Firehawk; Bob Sharp Racing Datsun 280ZX; Get your kicks on Route 66; 1994 New York Museum of Modern Art 'Designed for Speed', and others, the largest 38 x 28 inches (one with cracked glass). (11)  
**\$300 - 400**  
**Without Reserve**



145 (part)



146 (part)



148

142

**ASSORTED PICTURES, PRINTS AND POSTERS,**

framed and glazed, including a framed display of Fangio prints and photographs; Panoz Roadster; limited edition print, numbered 233/840 after Nicholas Watts "American Thunder – Le mans 1960", signed by John Fitch and the artist; Momo; Front cover of El Grafico magazine showing Fangio/Ascari; 40 Years of Sebring; and others, the largest 23 x 46 inches. (11)

**\$400 - 500**

**Without Reserve**

143

**ASSORTED PICTURES, PRINTS AND POSTERS,**

framed and glazed, including Ferrari Club of America 1996; Ferrari F355GTS; Pirelli IMSA Exxon Wors Sportsscar Championship; Ferrari at 50 Petersen Automotive Museum; a display of nine 'El Grafico' magazine covers depicting Fangio, with large facsimilie signature: and others, largest 40 x 31 inches, (11)

**\$400 - 600**

**Without Reserve**

144

**ASSORTED PICTURES, PRINTS AND POSTERS,**

framed and glazed, including Corvair; El Camino; Musee National de L'Automobile, Mulhouse; Paul Newman; Sebring '53 Cunningham!; Hershey 98; Mustang; and others. (13)

**\$350 - 450**

**Without Reserve**

145

**NINE ASSORTED MERKUR XR4TI PICTURES, PRINTS AND POSTERS,**

framed and glazed, depicting the MAC quality tools sponsored Merkur XR4Ti team; including some signed by the drivers, the largest 31 x 32 inches. (9)

**\$250 - 350**

**Without Reserve**

146

**ASSORTED MERKUR PICTURES, PRINTS AND POSTERS,**

framed and glazed including Merkur Scorpio; XR4Ti, Bondurant – Advancing the art of driving; Car meet award certificates, advertisements, and a Merkur badge mounted on a wooden frame. (Qty)

**\$300 - 400**

**Without Reserve**

147

**MOTORSPORT TEAM CLOTHING AND CAPS,**

Including Ferrari polo shirts, various team shirts and caps, including Andretti Racing cap signed on the peak by Mario Andretti. (Qty)

**\$150 - 250**

**Without Reserve**

148

**A COSWORTH FACTORY TEAM JACKET,**

And polo shirts for Cosworth and Vega events and a Merkur team shirt. (Qty)

**\$150 - 250**

**Without Reserve**

149

**JANET GUTHRIE'S 1976 TEAM JACKET,**

With bicentennial, Bryant and Payne patches/decoration, embroidered 'Janet' in red; together with a Janet Guthrie: 'Life at Full Throttle'; and Jack Middleton's 1976 USAC Silver Crown Series team shirt. (3)

**\$150 - 250**

**Without Reserve**

150

**ASSORTED MOTORSPORT TEAM JACKETS,**

comprising 1980 Indy 500 with Valvoline patch; CAM2; 1977 Goodyear Expo racing NYC; 1993 Indycar Racing Magazine; Folgers Coffee; Ford Racing and American Classic CAM2. (Qty)

**\$150 - 250**

**Without Reserve**



151



155

151

**A LARGE AND VARIED SELECTION OF DISPLAY MOUNTED POSTERS AND PRINTS,**

many mounted on foamboard, including Mobiloil Motorsports, Michelin, 2000 Amelia Island Concours signed by 2 drivers; 2008 Quail; 1976 Indianapolis 500; large car portraits and photographs and others. (Qty) \$300 - 500

Without Reserve

152

**A LARGE AND VARIED SELECTION OF UNMOUNTED POSTERS AND PRINTS,**

Including Maranello's Finest; Clean Sweep 2005; Pirelli, Indianapolis, Fairmount Park and others. (Qty)

\$300 - 500

Without Reserve

153

**AN AUTO ROAD RACES WATKINS GLEN NY POSTER,**

printed in red on white advertising a Sports Car Grand Prix 100 Mile race, 21 x 14 inches, old tape marks and pinholes to corners.

\$150 - 250

Without Reserve

154

**INDIANAPOLIS COLLECTIBLES,**

Comprising a set of marshal's flags, A framed and glazed Delco print depicting the flags used at Indianapolis; an Indianapolis 500 stool and an original 'Brickyard' brick in a display case. (4)

\$150 - 250

Without Reserve

155

**RENE DREYFUS, LE CHANTECLAIR RESTAURANT,**

Comprising a framed photograph of the driver mounted with an ashtray from his famous restaurant, and a Chanteclair ceramic Bugatti waterjug. (2)

\$100 - 150

Without Reserve

**END OF COLLECTION**



159

156  
**A 1967 SIGNED LE MANS PHOTOGRAPH**  
"Spray it again Dan" Signed by Dan Gurney.  
\$100 - 150  
Without Reserve

157  
**A 1930 RACE PROGRAM**  
"Sudscheife des Nurburgringe" 20th of July 1930  
\$40 - 60  
Without Reserve

158  
**A COPY OF THE CHEQUERED FLAG BY PETER HELCK**  
\$80 - 120  
Without Reserve

159  
**A MICHELIN DESK CALENDAR**  
In good condition, from the 1920's  
\$300 - 400  
Without Reserve

160  
**A GERMAN MADE TANKSTELLA**  
\$40 - 60  
Without Reserve



160



161

Enclosed within the subsequent lots lie the most inner secrets of the late-Packard automotive company. To be discovered within are never-before-seen boxes of historical esoterica bulging with prints and negatives.

Sifting through these images is an engaging journey, not so much because of the technical details of what Packard represented in their time as engineering achievements but more due to the human-interest photos taken by the Packard photographic department. It's clear that the company from a very early time took its evolving history very seriously as if it implicitly understood that it was going to play an important role in the larger American automotive history. From the trivial to the profound, these images are really something. Bonhams is absolutely delighted to offer these truly esoteric lots.

161

**A COLLECTION OF PACKARD AVIATION PHOTOS,**

within this lot is a substantial amount of material related to Packard's World War II efforts with a strong focus on Marine and Merlin engines.

**\$600 - 1,000**

**Without Reserve**



162

162

**A COLLECTION OF 1920S-30S PACKARD PHOTOS,**

much of this lot goes to highlight Packard's pre-war operations. Prints and negatives (from 120mm – 8x10in) of interest display vehicle development on factory proving grounds. PR and marketing-related, prototype vehicle, parts, portraits all are included.

**\$600 - 1,000**

**Without Reserve**



163

163

**A COLLECTION OF 1940S-50S PACKARD PHOTOS,**

Packard's war-time and post-war operations. Prints and negatives, (from 120mm – 8x10in), amongst much else, follow the development of the new Clipper model, complete press and marketing endeavors. Additionally, images of prototype cars, development, proposed PR release, proposed marketing materials, proposed parts in usage, schematics

**\$600 - 1,000**

**Without Reserve**





161



162



163



## LOTS 164 - 181, FROM THE ESTATE OF ROY LUNN



Roy Lunn was born in 1925. He earned degrees in mechanical and aeronautical engineering and was a pilot in the RAF. In the late 1940s, he worked for a number of small British automakers, AC, Jowett and Aston Martin, before joining Ford in 1953.

After moving to the United States in the late 1950s, Lunn was tapped by Ford -- because of his sports car and aerodynamics expertise -- to develop the chassis and powertrain of the Mustang I, the low-slung mid-engined roadster concept. It paved the way for the production Mustang in 1964, one of Ford's all-time greatest hits.

As head of Ford's Advanced Vehicle Department Lunn oversaw the development of the legendary Ford GT40, the sleek, low-slung sports car that dislodged Ferrari by winning the 24 Hours of Le Mans four consecutive times from 1966 to 1969. Ferrari had won the six previous races.

"I think he is as much of an American hero as Dan Gurney, Zora Arkus-Duntov and Carroll Shelby," says author Martyn Schorr, who nominated Lunn for inclusion in the Automotive Hall of Fame after chronicling his Ford career in the recent book, *Ford Total Performance*.

Lunn's later career included a productive tenure at AMC where he worked on development of the ground-breaking 4-wheel drive AMC Eagle but he is best known as the father of the landmark Jeep Cherokee.

**OFFERED FROM THE ESTATE OF ROY LUNN**



164



165



166



168



169



170

164  
**A 1966 LEMANS WINNING GT40 STEERING WHEEL**  
 \$1,500 - 2,000  
 Without Reserve

165  
**A 1967 LEMANS WINNING GT40 STEERING WHEEL**  
 \$1,500 - 2,000  
 Without Reserve

166  
**A FORD MUSTANG CONCEPT MODEL & PHOTOGRAPHS**  
 \$1,000 - 1,500  
 Without Reserve

167  
**RENAULT TROPHIES, AWARDS, PHOTOGRAPHS, AND ASSOCIATED MATERIALS**  
 \$500 - 750  
 Without Reserve

168  
**WIDE ASSORTMENT OF ROY LUNN'S PERSONAL PROPERTY SCHEMATICS FOR NEW DESIGNS**  
 \$500 - 750  
 Without Reserve

169  
**JEEP AND AMC DOCUMENTATION, ATMOS CLOCK, AND PHOTOGRAPHS**  
 \$750 - 950  
 Without Reserve

170  
**FORD GT40 DEVELOPMENTAL PHOTOGRAPHS, LEMANS PHOTOGRAPHS, AND DEVELOPMENTAL MATERIALS**  
 \$1,000 - 1,500  
 Without Reserve

171  
**LE MANS CHAMPIONSHIP BRACELETS**  
 \$1,000 - 1,500  
 Without Reserve



171



174



175



172



176



173



177

172  
**24K GOLD 1966 LE MANS-WINNING CUFFLINK/TIE BAR SET**  
 \$1,000 - 1,500  
 Without Reserve

177  
**ASSORTMENT OF MOUNTED EMBLEMS**  
 \$100 - 250  
 Without Reserve

173  
**ASSORTED STOP WATCHES**  
 \$750 - 950  
 Without Reserve

178  
**FORD RACING LE MANS VIDEOS**  
 \$750 - 950  
 Without Reserve

174  
**MUSTANG TIE BARS**  
 \$150 - 200  
 Without Reserve

179  
**ROY LUND'S PERSONAL DESIGN DESK AND TOOLS**  
 \$100 - 150  
 Without Reserve

175  
**ASSORTMENT OF FRAMED PHOTOGRAPHS**  
 \$250 - 350  
 Without Reserve

180  
**EXPERIMENTAL SUPERHIGHWAY TRUCK MATERIAL**  
 \$50 - 100  
 Without Reserve

176  
**RENAULT CHAMPIONSHIP WINNING STEERING WHEELS**  
 \$750 - 1,000  
 Without Reserve

181  
**FORD ANGLIA BOOKS AND MATERIAL**  
 \$50 - 100  
 Without Reserve

## OTHER PROPERTIES

182

### **A 1929 INDIANAPOLIS 500 1ST PLACE TROPHY GIVEN TO RAY KEECH,**

unsigned, featuring a man and a woman standing atop a globe with laurels in hand sharing a single blowing frock, 18in high, mounted atop a hollow metal base with an inscription ring showing Keech's Piston Ring Special and the title of the trophy. The base of the globe show damage and later repairs to the interior mounting bracket.

**\$4,000 - 6,000**

Ray Keech began his career on board tracks before quickly rising to international fame when bested Malcolm Campbell and set a new world land speed record of 207.552mph in April of 1928 at the wheel of the triple Liberty V16-powered White Triplex Special "Spirit of Elkdom". His success on the straight line sands of Daytona Beach helped him score a seat at the 1928 Indy 500, where he placed 4th.

Achieving numerous strong finishes throughout the '28, Keech returned to Indy in 1929 in the Simplex Piston Ring Special. After placing 6th in qualify and following Louis Meyer for much of the race, he would eventually take the lead and beat Meyer by more than six minutes.

Keech's star would shine brightly only briefly, however, as he would perish 16 days after his big win at Brickyard in an accident at the Altoona 200 Mile race in Tipton, Pennsylvania on June 15, 1929.

183 - 186

No lots





187



188



189



190



191



192

187  
**AN ALFA ROMEO TIPO 33 MIRROR**  
\$300 - 500  
Without Reserve

188  
**AN ALFA ROMEO TIPO 33 FENDER (2)**  
\$400 - 600  
Without Reserve

189  
**A RARE 'FUTURISTIC' MASCOT BY JOEL MARTEL, C.1920S**  
\$1,500 - 2,500  
Without Reserve

190  
**AN EROTIC SPEED GIRL MASCOT BY ELIE OTTAVY, FRENCH, 1920S,**  
signed, nickel plated bronze, 6in. high, mounted on a dog-bone radiator cap.  
\$1,200 - 1,400

191  
**AN ELEPHANT HEAD MASCOT BY ADNIN, FRENCH, CIRCA 1920,**  
signed, bronze of trumpeting elephant's head, 5in. high, mounted on a radiator cap.  
\$2,000 - 3,000

192  
**A VOLUPTÉ MASCOT BY M. BERTIN, FRENCH,**  
signed, nickel plated bronze, 7in. high, mounted on a bronze radiator cap.  
\$500 - 700

193  
**A JOIE D'VIVRE MASCOT BY F. BAZIN, FRENCH, 1920S,**  
stamped F Bazin to the base, nickel plated figure of a Bacchanalian nymph, 7.5in. high, mounted on a bronze radiator cap.  
\$3,500 - 4,500



193



194



194



195



196



197



198



199

194  
**A BACCHUS MASCOT, PROBABLY FRENCH, 1920S,**  
unsigned, nickel plated bronze, the front depicting the head of the  
Roman god of agriculture, wine and fertility, the reverse depicting a small  
female nude, the mascot 4in. high, mounted on a radiator cap.  
**\$2,500 - 3,500**

195  
**A FOX GIRL MASCOT BY BOUSQUET, FRENCH, 1920S,**  
signed, nickel plated bronze, depicting a nude woman draped in a fox  
fur stole, 6.5in. high, mounted on an octagonal radiator cap.  
**\$1,500 - 2,000**

196  
**A 'LOVEBIRDS' MASCOT BY CARDEILHAC, FRENCH, 1920S,**  
stamped 'Depose Cardeilhac' to rear of base, nickel plated bronze,  
depicting two swallows in flight, slight bend to tails, 6in. high, mounted  
to a radiator cap.  
**\$800 - 1,200**

197  
**A NUDE IN THE MOON MASCOT BY J. DORVAL, FRENCH, 1920S,**  
signed, nickel plated bronze, 7in. high, on a radiator cap.  
**\$1,200 - 1,400**

198  
**A NYMPHEA MASCOT BY LEVASSEUR, FRENCH, 1920S,**  
signed, nickel plated bronze figure of nude standing on a lily pad, 9.5in.  
high, mounted on a radiator cap.  
**\$1,200 - 1,400**

199  
**A LA VITESSE MASCOT BY F. BAZIN, FRENCH, 1920S,**  
based stamped F. Bazin, nickel plated bronze, female speed figure with  
arms outstretched, 5.5in. high, mounted on radiator cap.  
**\$2,500 - 3,500**



200



201



202



203



204



205



206

200  
**A FROG PULLING A SHELL MASCOT BY LOUCHET, FRENCH,**  
signed, nickel plated bronze, 3in. high, mounted on a radiator cap.  
**\$1,000 - 1,400**

The original mascot by Louchet won the first prize gold medal at the 1921 Concours de L'Auto in Paris.

201  
**A RARE LE BOLIDE MASCOT BY A. LUPPI, FRENCH, CIRCA 1920,**  
signed, nickel plated bronze, 5.5in. high, mounted on a period radiator cap.  
**\$3,000 - 4,000**

202  
**A SPIRIT OF ST. LOUIS MASCOT BY BOUSQUET, FRENCH, 1927,**  
signed, nickel plated bronze Ryan Monoplane with map depicting Charles Lindbergh's flight decorating the top of the wing, with rotating propeller, wingspan 5.25in, on period radiator cap.  
**\$1,200 - 1,400**

203  
**AN ART DECO PEACOCK MASCOT BY F. BAZIN, FRENCH, 1920S,**  
stamped F Bazin to base, nickel plated bronze, 5.5in. high, mounted on radiator cap.  
**\$1,400 - 1,800**

204  
**A LE CHAT BOTTE (PUSS IN BOOTS) MASCOT BY BOFILL, FRENCH,**  
signed, stamped MAM, nickel plated bronze, can be replaced, 6in. high, on radiator cap.  
**\$1,750 - 2,250**

205  
**A GLORY OF THE SPIRIT OF ST. LOUIS MASCOT BY H. MOLINS, FRENCH, 1927,**  
signed, nickel plated bronze depicting the allegorical figure of 'Glory' holding aloft the Spirit of St Louis, 8.5in. high, mounted with motometer on turned wooden base.  
**\$1,500 - 2,000**





207



208



209



210



211



212



213

206  
**A FRANK SINATRA MASCOT,**  
unsigned, caricature of the popular singer, 5.5in. high, mounted on radiator cap.  
**\$500 - 700**

207  
**A JUGGLER WOMAN MASCOT BY BOUSQUET, FRENCH, 1920S,**  
signed, nickel plated bronze, 6in. high, on a small radiator cap.  
**\$1,000 - 1,500**

208  
**A BALANCED NUDE MASCOT BY BERTIN, FRENCH,**  
signed, nickel plated bronze figure kneeling on a drum, 6.5in. high, on a radiator cap.  
**\$300 - 400**

209  
**AN 8 DAY CAR CLOCK BY JAEGER FOR BUGATTI, SWISS,**  
metal dial with outer chapter ring and Roman Numerals, blued steel hands, bezel 2.5in diameter, in a wooden mount cut from the cars original dashboard.  
**\$800 - 1,200**

210  
**A FEMME LIBELLULE OR DRAGONFLY GIRL MASCOT BY M BONNOT, FRENCH, 1920S,**  
signed, nickel plated bronze, 5in. high, mounted on a bronze base.  
**\$750 - 1,250**

211  
**A MONA LISA OR "LA JACONDE" MASCOT, FRENCH, 1920S,**  
bronze, 5in. high, mounted on a radiator cap.  
**\$1,000 - 1,500**

212  
**A RARE 'POUTAI' BUDDHA MASCOT, FRENCH, 1920S,**  
polished bronze, 4in. high on a period Bakelite radiator cap.  
**\$2,000 - 3,000**

213  
**A CENTAUR MASCOT BY DAREL, FRENCH, 1920S,**  
signed, nickel plated bronze, 5¼in. high, mounted on a later radiator cap.  
**\$750 - 1,250**



214

**STANLEY WANLASS BRONZE SCULPTURE, NEW YORK TO PARIS**

One of Stanley Wanlass best known pieces and suiting his particular style well, the imagery created by him here is a tribute to the famed 'Round the World' Thomas Flyer. It depicts the eventual winner, laden with a full compliment of passengers, spare tires and supporting kit and speeding along, despite challenges of poor roads. Rarely offered for sale, these pieces were created in 1982, and were made in an edition of 30 pieces only, of which this is number 12. It is accompanied by its Certificate of Authenticity, signed by the Artist.

**\$28,000 - 32,000**



215

215  
**A MERCER 48"X 60" OIL ON CANVAS BY ROBERT CARTER**  
 depicting Eddie Pullen in the 445 cu.in. Mercer Raceabout. The 1914 Santa Monica Grand Prize race was run over 400 miles with Pullen winning at an average speed of 77 mph. over the 8.4 mile road course. Mercer was the first American marque to win a Grand Prize race.  
**\$6,000 - 8,000**  
 Without Reserve

216  
**A MILLER MASTER CARBURETOR, UPDRAFT, BRONZE,**  
**APPROX. 1 1/2" THROAT**  
**\$150 - 250**  
 Without Reserve

217  
**A WINFIELD CARBURETOR, UPDRAFT, ALUMINUM, APPROX 1**  
**3/8" THROAT, INCLUDES CHOKE HORN**  
**\$200 - 300**  
 Without Reserve



216



218



219

218  
**A WINFIELD CARBURETOR, UPDRAFT, ALUMINUM, APPROX. 1**  
**1/4" THROAT, INCLUDES CHOKE HORN AND FORD T MANIFOLD**  
**\$200 - 300**  
 Without Reserve

219  
**A WINFIELD CARBURETOR, UPDRAFT, ALUMINUM, APPROX. 1**  
**3/4" THROAT, INCLUDES LARGE CHOKE HORN**  
**\$300 - 500**  
 Without Reserve



221



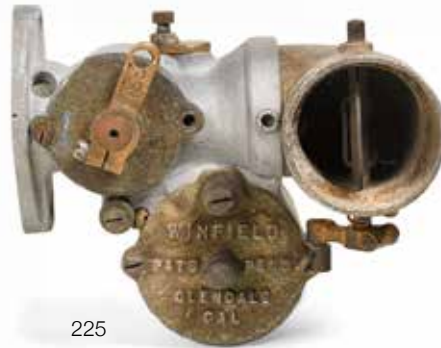
222



223



224



225

220  
**A HARRY MILLER CARBURETOR, ALUMINUM, UPDRAFT, APPROX. 1 1/4" THROAT, INCLUDES 90 DEGREE CHOKE HORN. FITTED TO AN ALUMINUM FORD T MANIFOLD**  
\$300 - 500  
Without Reserve

221  
**A BREEZE CARBURETOR, UPDRAFT, BRONZE, APPROX. 1 1/4" THROAT, MOUNTED TO A MANIFOLD FLARE, ALUMINUM CHOKE HORN**  
\$100 - 200  
Without Reserve

222  
**A MILLER MASTER "CUTAWAY" CARBURETOR, BRONZE**  
\$100 - 200  
Without Reserve

223  
**A SCHEBLER "CUTAWAY CARBURETOR" BRONZE**  
\$100 - 200  
Without Reserve

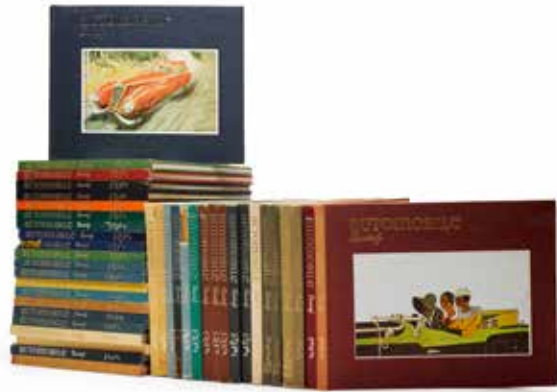
224  
**A WINFIELD S/SR CUTAWAY CARBURETOR**  
\$100 - 200  
Without Reserve

225  
**A WINFIELD ALUMINUM SIDEDRAFT CARBURETOR**  
\$100 - 200  
Without Reserv



226

226  
**A 'RED DEVIL' MASCOT OF CAMILLE JENATZY, MARKED BOSCH EQUIPT. AMERICA'S SUPREME IGNITION SYSTEMS, AMERICAN, CIRCA 1920S**  
 \$900 - 1,200  
 Without Reserve



227

227  
**A SELECTION OF AUTOMOBILE QUARTERLY**  
 \$100 - 200  
 Without Reserve



228

228  
**A SELECTION OF CARBURETORS**  
 \$100 - 200  
 Without Reserve



229

229  
**A RANDOM ASSORTMENT OF BOOKS**  
 \$100 - 200  
 Without Reserve



231



232



233



230



234

230  
**A TUCKER RADIO**  
 \$100 - 200  
 Without Reserve

231  
**3 FRAMED AUTOMOTIVE ART PIECES,**  
 \$100 - 200  
 Without Reserve

232  
**6 FRAMED 24 HOURS OF LE MANS RACE POSTERS FROM 1980, 1982, 1989, 2003, 2004 AND 2005,**  
 \$100 - 200  
 Without Reserve

233  
**HIGHWAY 101 METAL SIGN**  
 \$100 - 200  
 Without Reserve

234  
**A LOUIS VUITTON STEAMER TRUNK,**  
 trimmed in leather with a lined interior featuring divided interior compartments.  
 \$1,500 - 2,500

**OFFERED FROM THE TED GILDRED COLLECTION**



235

235  
**HORSE-DRAWN BUGGY,**

Small version, fitted with steel spoke bicycle type wheels and pneumatic tires. Black with much pin-stripping and decorative work. Labelled 'Argentina 10' on the rear.

**\$800 - 1,000**  
**Without Reserve**

236

**VIGNAU LABOURDETTE HORSE-DRAWN BUGGY,**

Dark Green coach, with yellow wooden wheels and chassis. Fitted with black convertible top. Made in Buenos Aires, Argentina.

**\$3,500 - 4,500**  
**Without Reserve**

237

**WILLIAMS STRED HORSEDRAWN BUGGY,**

Four place buggy, fitted with steel rimmed wooden wheels. Dark red chassis, with black coachwork. Made in London, England.

**\$2,500 - 3,500**  
**Without Reserve**



236



237

# Motorcars

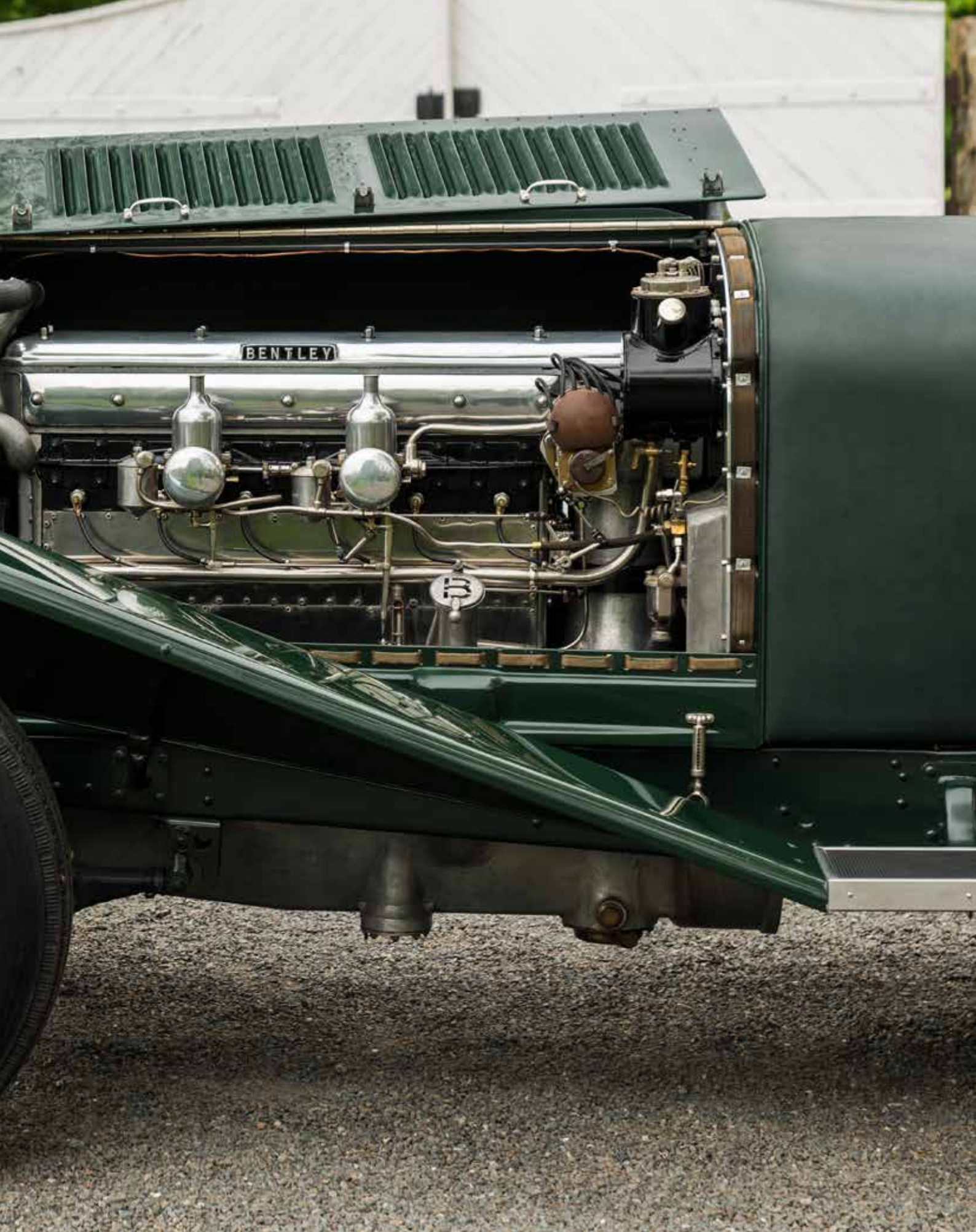
Monday October 7, 2019 at 1pm

Lots 300 - 350

Additional images of each lot can be found  
at: [bonhams.com/simeone/motorcars](https://www.bonhams.com/simeone/motorcars)







**300.****1957 VOLVO PV444**

Chassis no. 148924

Engine no. 18913

1,584cc OHV Inline 4-Cylinder Engine  
 Single Zenith Downdraft Carburetor  
 66bhp at 4,500 RPM  
 3-Speed Manual Gearbox  
 Independent Front Suspension with Live Rear Axle  
 4-Wheel Drum Brakes

- *Rare Swedish model*
- *Believed low, original mileage*
- *Cloth seats and single Zenith carburetor*
- *Try to find another*

**MOTORCAR OFFERED**

After the war Volvo seized upon the opportunities of the time to introduce the PV444, a smaller car that blended Swedish practicality with American styling. ["PV" stands for the Swedish "personvagen"]. Although material shortages complicated Volvo's ability to mass produce its new model, orders from a car-hungry public poured in and three years later in 1947, series production began. The PV would come complete with an OHV 4-cylinder, semi-elliptical leaf spring live rear axle, independent front suspension with coil springs and a rigid unibody structure would go on to make the 444 popular throughout the world.

Chassis 148924, having been first registered in Sweden when new, purportedly was imported into the United States by Joe Lazenby sometime in the 1980s.

Joe, a regional Volvo parts specialist, would own the PV before passing the ownership to Pennsylvania collector Jebbs Hill who would go on to keep the car up until late-summer 2007. Presented today is a car that is remarkably sound and solid for a near 40-year life in the Northeast. The odometer showed 91,957 kilometers at the time of cataloging, which is entirely consistent with the car's condition today. The interior, cloth throughout – even with some wear on the driver seat – is surprisingly good. The paint, which appears to have been repainted not long ago, is indeed its original shade of white. The engine compartment is complete with its rare, Zenith single downdraft carburetor which leaves the motor running strong.

Having earned itself a reputation for solid reliability, this wonderful example of Volvo's first unibody motorcar is a perfect entry into sensible Swedish motoring.

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

- Under 8,000 miles on the odometer
- Originally owned by Malcom Pray, two owners from new
- One of the best cars to get into classic motoring
- Recipient of recent mechanical work

**301.****1977 VOLKSWAGEN BEETLE**

Chassis no. 1172082281  
 Engine no. AJ116173

1,585cc OHV Air-Cooled Opposed 4-Cylinder Engine  
 Bosch Electronic Fuel Injection  
 48bhp at 4,200rpm  
 4-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Drum Brakes

**THE VOLKSWAGEN BEETLE**

Unquestionably one of the most important motor cars of the 20th century, the Type 1, known as the Beetle or Bug in the United States, was the affordable 'everyman' car of its day- much like Ford's Model T. Its rugged simplicity and quirky styling, a consequence of 'parallel thinking' on behalf of Ferdinand Porsche and his contemporaries, resulted in its worldwide popularity. Over the course of the entire latter half of the 20th century, the bug was produced by the millions and received calculated updates over the decades. By 1975, the North American model hit dealer floors modernized with Bosche L-Jetronic motors, larger bumpers and a single offset tailpipe.

**THE MOTORCAR OFFERED**

A man known for his influence and acumen, Malcom Pray was key figure in the northeastern automotive world as both an enthusiast collector and the operator of a number of foreign car dealerships. This very Beetle had remained under his car for some time before being acquired by the vendor's family about a quarter of a century ago. It has had just two owners over the course of its life.

Today, just under 8,000 miles appear on the odometer, a figure that is understood to be from new. Unsurprisingly, the interior appears to have seen very little use, with a serious lack of visible wear present. Not even the seats show with any sort of deep creasing. The exterior, however presents with a bit more wear- a simple result of remaining in the northeast. Small spots of exterior corrosion can be spotted, but the vehicle is entirely solid with not serious degradation.

This Diamond Silver Beetle has recently emerged out of hibernation, receiving both a thorough detailing and mechanical servicing. Receipts on file indicate that the Bug had work done to the fuel delivery system recently, and we can report that the Volkswagen was running well upon inspection.

Endlessly charming, the Beetle understandably sold in the millions due to its simplicity and ease of maintenance. These qualities today now make it the perfect vehicle to get into the classic car hobby, or further fill out a collection full of classic.

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

**302.****C.1950 F.I.A.T.-DANIELA 750 TESTA D'ORO**

Coachwork by Zagato

Chassis no. 150595

Engine no. 577406

1,100cc Fiat OHV Type 103D Inline 4-Cylinder Engine (see text)

Dual Weber 38DCOE1 Carburetors

Est. 105bhp at 7,500rpm

4-Speed Manual Transmission

Independent Front and Semi-Elliptic Leaf Spring Rear Suspension

4-Wheel Drum Brakes

- A beautiful example of a small-bore Italian racer
- Actively campaigned by the late George S. Waltman
- Offered with documentation stretching back to 1958
- A worthy and notable restoration project

**THE MOTORCAR OFFERED**

Fiat powered racers dominated the under 750cc class up to the 1960s. OSCA, Cisitalia, Moretti, Stanguellini, Siata, Lamborghini, and others all got their start racing in these classes. Some 200 750cc and under vehicles are classed as having run the Mille Miglia and still qualify for the Mille Miglia Historia today.

One popular and easy modification was to take the Topolino's 500cc motor, bore it out to the class's 750cc maximum, and replace its pushrod head with an overhead valve unit. Some manufacturers produced OHV heads that were cast in bronze, earning the cars into which they were fitted the nickname 'Testa d'Oro' – Italian for 'Head of Gold'. It is believed nine to eleven such cars were built by Daniela (about five to six cars) and Marinella (at least four cars) utilizing Testa d'Oro engines modified by Giorgio Giusti's Casa dell'Auto in 1947. With coachwork by Zagato and campaigned by such Italian luminaries as

Elio Zagato, Nuccio Bertone, and Alfredo Morbidelli, these Testa d'Oros found success across Europe in the late 1940s and early 1950s.

One such Daniela found its way to the United States in the garage of Italian racing driver Antonio 'Tony' Pompeo. Tony was a prolific racer who had achieved success in Italy before WWII and raced around the world in Alfas, Siatas, and more in the late 1940s and 1950s. The Testa d'Oro he bought is believed to have been driven at the Monza Autodrome by Luigi (Gigi) Villoresi prior to Tony's ownership. In September of 1958, Tony traded the Testa d'Oro with a DKW owned by George Waltman. The original Bill of Sale between Tony and George is on file and includes a picture of the car at the time of trade.

Mr. Waltman was an amateur racer who drove at tracks across the country, but especially in the Northeast. Among his more interesting feats was driving from his home in Great Neck, New York to the 1968 24 Hours of Daytona in his Morgan Plus 4. The 2,000 mile journey out and back is interesting, but what made it really impressive was that he ran the actual race by himself—with no other drivers or crew—and finished the race in 30th place, 335 laps behind the overall winner but only five laps behind James Garner's L88 Corvette.

With his Testa d'Oro, George drove it and drove it hard. Riveted plaques from the many events in the 1960s including races at Bridgehampton, Lime Rock, Roosevelt Raceway, Watkins Glen, Nassau (Bahamas), and Mt. Equinox (hill climb) cover the passenger side bulkhead to such an extent that there is even a badge (for the '72 Mt. Equinox hill climb) slapped onto the coolant



George Waltman next to his Testa d'Oro at Watkins Glen, c.1971



The Testa d'Oro as seen on the 1958 Bill of Sale

tank under the hood. George would actively campaign his little Fiat-powered Testa d'Oro into the 1990s with footage of it racing at Lime Rock in 1989 against the likes of John Fitch and Sir Stirling Moss showing its competitiveness.

Not actively campaigned since the early/mid-1990s, it still presents as a stunning machine today. Having been raced hard for over three decades, it should be noted that the original engine has long since disappeared with a modified Fiat 1100 engine now in its place. Additionally, the nose and parts of the tail have been reworked or repaired—largely as a result of light incidents on the track. Included with the car are its original cycle fenders, headlights, carburetor cover, radiator, seat cushion, tonneau cover, Lexan Brooklands screen, and damaged rear leaf spring cover as well as the aforementioned original 1958 Bill of Sale, a c.1980 description of the car by

George Waltman, and a copy of the George's original Florida title. After over six decades in single family ownership, this stunning machine is ready to race on to its next, lucky owner for refurbishment back to its former glory!

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

**303.****1957 SIMCA VEDETTE VERSAILLES**

Chassis no. 202056

2,351cc Sidevalve *Aquilon* V8 Engine  
 Single Two-Barrel Zenith-Stromberg Carburetor  
 75bhp  
 3-Speed Manual Transmission  
 Front Independent Suspension  
 4-Wheel Drum Brakes

- *Original Ford flathead V8 drivetrain*
- *Having been in a climate-controlled environment since 1990*
- *The European saloon of an “American” style*

**THE MOTORCAR OFFERED**

Early on in the 1950s whilst enjoying great success with the popular Aronde, Henri Theodore Pigozzi set his sights on a grand expansion of his Simca operations. Ford was seeking to divest itself from its French subsidiary which at the time, produced a larger model than the Aronde, the Vedette. Fortuitously, Pigozzi plans and Ford's divestment of the plant lined up, and the Vedette project took place in summer of 1954. With references to the grand period of French baroque, Simca, Trianon, Regence, Marly and Versailles models hit the streets as early as 1954. Indeed a European saloon body of an “American” style, the Versailles trimmed Vedette we see offered here, offers its owner a gracious level of appointments without being overly opulent.

Chassis 202056 was purportedly delivered new to an American woman whilst in Paris. Perhaps with plans to live abroad or simply on holiday, 1950s travel decals affixed to the rear

window suggest she would go on to enjoy the Vedette across the European landscape for the subsequent years before returning to her home in California. She would go on to retain the Vedette until roughly, 1990.

We believe the Simca was purchased and then sold in rapid succession to a 3rd owner in that time, who almost immediately went through the 2.4 flathead Ford. While finishing the motor and its compartment in factory correct colors and markings, the block was magnafluxed, custom-made pistons and rings applied, machined heads, a polished crank, new rod bearings and wrist pins as well as a rebuilt carb, starter and generator all adorn the revised car. Resprayed in its original black paint to a very nice standard, we note the interior restoration has been done rather sympathetically: the headliner, floor mats and seat fabric appear original.

Included with the sale are the vehicle's original French License tags.

The natural choice for a weekend of fall motoring, the unrepeatably charming and stylish of this Vedette is sure to be noticed. Much like Lady Liberty, this Franco-American saloon possess the very best both nations have to offer.

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

- Ragtop model perfect for trips to the beach
- Desirable manual transmission
- Offered out of long-term ownership
- High level 'Monza' Trim

**304.**

Offered from the Jack Middleton Collection  
**1963 CHEVROLET CORVAIR MONZA CONVERTIBLE**

Chassis no. 30967L113615

2,375cc Flat 6-Cylinder  
 Dual Carburetors  
 84bhp at 4,400rpm  
 4-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Hydraulic Drum Brakes

**THE CHEVROLET CORVAIR**

Easily one of the most infamous cars within the American culture, no thanks to Ralph Nader, is the Chevrolet Corvair. Posed with an ever-changing market and competition emerging both from the far east and Europe, the American manufacturers set about introducing modestly sized cars in the early 1960s. Its decidedly European influenced, rear engine design was a major departure for the American Manufacturer and featured a slew of unconventional design decisions. Marketed as a sporty compact, numerous body styles were available from the coupe to the Greenbrier van. The popularity of the model was not immediate upon its introduction, yet General Motors would continue to improve the design over the years resulting in larger engines and even a high-performance turbo charged option entered the portfolio.

**THE MOTORCAR OFFERED**

Remarkably, the Corvair Convertible presented here was been in single ownership since 1969 after being purchased from the original owner. In addition to being the higher specification Monza trim, the desirable manual transmission greatly improves on the responsiveness and drivability of the car.

Well preserved, the red exterior body work presents with only minor flaws with no signs of major corrosion visible upon inspection. The interior, unsurprisingly, shows in a very similar state with wear present on the seats where one would expect after many years of use. However, the overall condition of the car is inviting and will not shy anyone away from using the car as intended.

The Corvair's unconventional design will ensure its desirability for years to come, especially with nicer examples becoming harder to find. With the top down and the original radio broadcasting some rockin' tunes, summertime drives to the beach or other recreational activities are destined to be a good time for all.

**\$7,000 - 10,000**  
**Without Reserve**

# 305.

## 1930 ROLLS-ROYCE 20/25HP SHOOTING BRAKE

Chassis no. GSR4

Engine no. Z5H

3,699cc OHV Inline 6-Cylinder Engine

Single Carburetor

Est. 55-65bhp at 3,000rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Fascinating History*
- *Used as a WW2 ambulance*
- *Has travelled over 500,000 miles*
- *Wonderful classic for the farmers market or country picnic*



### THE ROLLS-ROYCE 20/25HP

The 20/25 Rolls Royce, built from 1929 through 1936, became the company's most popular design prior to the Second World War, with some 3,827 examples delivered. The 20/25 succeeded the smaller-displacement 20 hp model. Initially built on a 128.7-inch chassis, the 20/25 was later offered on a "long" chassis of 131.9 inches, which was introduced in 1931. Later 20/25s featured a four-speed fully synchronized gearbox and a centralized chassis lubrication system.

The 20/25 was powered by a 3.7-liter inline, overhead-valve six with a cast-iron block. The engine had a separate aluminum crankcase containing a robust seven-main bearing crankshaft with vibration damper and a detachable cast iron cylinder head. The engine was lubricated by a pressurized system that also fed the rocker shaft and timing gears. Ignition was by independent coil, a centrifugal-advance distributor, and a backup magnet.

An engine-driven water pump with fan cooled the engine, and a thermostatically-controlled system opened and closed the radiator shutters as required. Fuel was delivered via one single-jet carburetor. While the 20/25's engine produced an estimated 65 horsepower, Rolls Royce never publicly advertised such numbers, stating only that it was "adequate". In order to ensure reliability, the company carefully ran in every new engine on a dynamometer and kept careful records of each test and every part that went into the chassis. The transmission with its single dry-plate clutch was bolted to the rear of the engine block, with a floor shift installed to the right of the driver's seat. The rear axle was of the full-floating type. Large four-wheel drum brakes were servo-assisted.

As was standard practice for the period, the completed chassis would be delivered after testing to a coachbuilder selected by the

customer from catalog illustrations, where a new body would be either installed from inventory, or constructed and finished to the buyer's specific wishes.





## THE MOTORCAR OFFERED

The chassis had initially been purchased as a demonstrator by Rippon Brothers Ltd, St Johns Road, Huddersfield, Yorkshire, England. It was sold to its first owner, Mr. Frank Broadhead, Esq. Doe Royd, Almondbury, managing director of Kirkheaton Mills in Huddersfield, on May 23rd 1930.

At the time of delivery, the car was a Rippon-bodied, all-window limousine on a "long type chassis". The only known picture of the car with this body was taken on March 11, 1932 when it was being used to chaffer the future King George VI, then the Duke of York, during a state visit to the Mills.

At the start of World War II, Mr. Broadhead turned the limousine over to the British government to be used for the war effort. It was quickly converted into an ambulance by removing the limousine body from the rear half of the car, substituting it with a huge cube-

shaped, dull brown-colored metal box. During the war, the ambulance's principal purpose was to transport sick and wounded troops who had been evacuated back to England for treatment.

After the war, the ambulance was converted into a high-end delivery van for the mill. The current owners have a picture postcard that seems to show the GSR4 leaving Buckingham Palace after making a delivery there.

Mr. LaViale brought it to the U.S. aboard the Cunard Line's "SS Scythia," arriving in New York on April 30, 1966. He would retain the car until 1972, when it was purchased by Robert T. Sessions, MD of Marietta, GA. A few years after purchasing the car, Dr. Sessions discovered a leak in the radiator. What he thought would be a quick repair became the start of a complete restoration that took the next 21 years and became a

family affair. Dr. Sessions' wife, all four of their children and, later, most of their grandchildren contributed a lot of time to working on the car.

The project was declared complete in 2003 when Dr. Sessions and his son Rob ceremoniously re-installed the final piece of hardware and the entire family travelled to Newport RI to exhibit the Shooting Brake at an annual RROC meeting being held there. At that meet, the car won the Guerrero Award for best personal restoration.

Today the car presents extremely well, having been in the care of its current family since 1972. The opportunity to acquire this unique Rolls Royce shooting brake should not be missed.

**\$40,000 - 60,000**

# 306.

## 1921 SUNBEAM 24/70 FOUR-PASSENGER TOURER

Coachwork by Brewster & Co.

Chassis no. 7066

Engine no. 7066

Body no.2500

4,500cc Overhead Valve 6-Cylinder Engine

70bhp

4-Speed Transmission

Semi-Elliptic Springs Front and Rear

Rear-Wheel Brakes on Hubs and Drive Shaft

- Ex- 1921 New York Auto Salon
- Ex- Alec Ullman & D. Cameron Peck
- Sporting and capable touring car



### THE SUNBEAM

Founded by John Marston, a God-fearing Victorian industrialist who foresaw the growth in demand for private transport, Sunbeam was first associated with beautifully made, though expensive, bicycles. Although comparative latecomers to motor car manufacture, the Wolverhampton-based Sunbeam factory quickly established a fine reputation alongside Lanchester, Wolseley, Austin and Daimler at the heart of the expanding Midlands motor industry.

The company's first conventional car was largely conceived by T C Pullinger, who persuaded Marston to purchase a complete chassis from the French Berliet concern. Exhibited at the Crystal Palace in November 1902, it was marketed as the Sunbeam 10/12, but it was not until 1907, two years after the Sunbeam Motor Car Company had been formed, that the firm produced its first all-British model, the 16/20. The arrival from Hillman in 1909 of influential designer Louis Coatalen and the pursuit of an effective competitions programme enabled the marque

to establish a formidable reputation prior to WWI, its superbly made products enjoying a reputation rivalling that of the best from Alvis and Bentley thereafter.

Coatalen's Sunbeams won countless races at Brooklands and set a number of speed records prior to WWI, and after The Great War the firm continued to be active in motor sport at the highest level, supplying racing cars to Henry Segrave. An ex-Royal Flying Corps pilot, Segrave made history in 1923 when he won the French Grand Prix at the wheel of a Sunbeam, thus becoming the first British driver to win a Grand Prix driving a British car. Segrave's car was powered by a new state-of-the-art, twin-overhead camshaft, 3.0-litre racing engine designed by Vincent Bertarione, who had been recruited by Coatalen from FIAT.

The Segrave/Sunbeam combination won two further Grands Prix in 1924, and in 1925 he was included in Sunbeam's team contesting the Le Mans 24-Hour race. Two of the new 3.0-litre twin-cam Super Sports road models

were entered, and although that of Segrave/Duller retired with clutch trouble after 32 laps, the other, driven by Jean Chassagne and Sammy Davis, finished a magnificent 2nd, beaten only by the Lorraine-Dietrich of de Courcelles/Rossignol.

Drawing on Sunbeam's considerable Grand Prix racing experience, which stretched back to 1914, the 24/70 production model featured a robust overhead-valve six-cylinder engine fed by a dual throat Claudel carburetor that tested in excess of 70HP. The chassis specification included a four-speed in-unit gearbox, torque tube back axle, semi-elliptic front suspension and rear suspension brakes on the transmission and rear axle. Enough power to propel formal coachwork and exciting performance when fitted with lightweight bodies.



## THE MOTORCAR OFFERED

This Sunbeam was imported into the U.S. as a chassis by famed racing driver Dario Resta in 1921 to receive special lightweight coachwork by Brewster of the New York. The completed car would be debuted at the Sunbeam stand at the New York Auto Salon. Unlike most production English cars of the era, this Sunbeam had the displacement and performance to satisfy an American market – despite its enormous price tag of \$6500 (chassis only).

Elegantly bodied with light aluminum bodywork in a svelte four passenger style. Brewster incorporated some characteristic design elements that suit the Sunbeam nicely like the elegant bustle tail. The short and narrow proportions of the body work expertly with the long hood and cowl of the Sunbeam. Probably due to its show car status it was given some deluxe features like a locking tool compartment in the passenger door and additional tool space in cabinets below the seat. The rear seat support panel is finely caned. The fenders are likely the elegant units

supplied on the Sunbeam chassis. Finishing off the handsome motor car were big Rudge Whitworth quick demountable wheels with double side mounted spares. The handsome dash is equipped with a full complement of instruments befitting a sporting machine as well as two locking compartments.

The Sunbeams existence in collector circles goes back to the 1940s when pioneering collector and founder of Sebring International Raceway owned the car. Ullman ultimately sold it on to famed collector D. Cameron Peck who had one of the worlds finest collections at that time. The Sunbeam passed through the hands of several discreet collectors until ending up in the vendors collection about 13 years ago.

Surviving today in complete and remarkably original condition, the Sunbeam has been exercised regularly by its current owner. It appears this elegant machine escaped ever having a tear down restoration and has some remarkable original features. A look under the hood shows the original Claudel carburetor

with all its original pre-heating system. The leather wiring covers around the firewall are all still intact. The floor and seat boards are original and have factory numbering. The top still has its original builders tag and the dash compartments have their original key. The upholstery is quite old and could very well be the original.

The paintwork is older and showing age in areas – particularly the fenders but the body and fenders are quite straight and sound. Its ripe for a bit of sensitive refreshing and a return to its original color scheme would result in a striking and proper machine. These are great performing cars that will roll along with the best of its era. This Sunbeam hails from a pedigree marque with superb racing heritage and is combined with special custom coachwork, New York Auto Salon history and owned by two of the major collectors of their day. This special Sunbeam is highly recommended.

**\$80,000 - 120,000**

**307.****1969 CHEVROLET CAMARO Z/28**

Chassis no. 124379N631298

302ci OHV V-8 Engine  
 Dual 4-Barrel Carburetors  
 290bhp at 5,800rpm  
 4-Speed Manual Transmission  
 Independent Front Suspension – Live Rear Axle  
 Front Disc – Rear Drum Brakes

- Presented in Le Mans Blue
- Offered out of long-term ownership
- Desirable Z/28 Spec with 4-speed manual transmission
- Iconic muscle car perfect for rallies or Sunday morning drives

**THE CAMARO Z/28**

Introduced on September 12, 1966, the Camaro was available either as a coupe or a convertible. Of the nearly 221,000 sold about a quarter were soft tops; three quarters were V8s.

1969 was the final year for the first-generation Camaro, which had been introduced in 1967. Although a redesigned Camaro was due in 1970, the changes in the 1969 were extensive. It was just as well, since the introduction of the 1970 was delayed until late February 1970, giving the 1969 a showroom life of seventeen months. Not surprisingly, it was a record sales year, with more than 243,000 Camaros leaving GM's plants in Lordstown, Ohio and Van Nuys, California.

The desirable Z/28 option cost \$458.15 and included the 302ci high performance V-8 engine that met the Trans Am's 5-liter displacement limit rated at 290hp (but routinely delivered pulling 350hp plus on test!)

**THE MOTORCAR OFFERED**

The Camaro offered here rolled out of the Norwood Ohio assembly plant back in the late 1960s and today wears a coat of Le Mans blue paint with white stripes. This Z/28 model is equipped with the Rally Sport package and possesses attractive hideaway headlamps that provide the car with an aggressive look. While the early ownership history is unknown, the vehicle was purchased by the owner in 1974 and had enjoyed the V8 powered machine for many years. The engine bay, while showing some age, is complete with all of the proper components including the 21" radiator, 6 blade clutch fan, and deep groove pulleys. Inside, the close ratio 4-speed is present while a suite of gauges allows the driver to monitor the operation of the vehicle. Furthermore, the seats are clothed in a wonderful ivory hounds tooth fabric which surely provide this Camaro with a touch of style. This is a wonderful example of that is ready to be enjoyed by its next owner.

**\$40,000 - 50,000**  
**Without Reserve**

- Rife with delightful design elements
- Dependable Inline-6 power
- Charming patina

**308.**

1961 RAMBLER CLASSIC DELUXE

Chassis no. 0561796

195ci Overhead Valve Inline 6-Cylinder Engine  
Single Carburetor  
127bhp

3-Speed Manual Transmission  
Independent Front with Live Rear Axle Suspension  
4-Wheel Drum Brakes

Without Reserve



#### THE RAMBLER CLASSIC

In an attempt to not compete directly with the Big 3, American Motors Corporation carved out its own market niche by focusing on 'compact' cars in the 50s and 60s. This turned out to be a fortuitous move in the latter decade, as the major manufacturers identified the need for smaller cars and thusly, models like the Falcon and Corvair were introduced.

In 1961, the Rambler Classic was first offered to the public. Based on a previous platform from the previous decade, the unibody construction and new styling, although dated at that point thanks to its fin-tails, made for a robust and attractive competitor within the class. With either an inline-6 or a V8 as powertrain options, the Classic proved to be a hit with 370,000 cars sold in the first model year alone.

#### THE MOTORCAR OFFERED

Presented here is a wonderful opportunity to get behind the wheel of a well-preserved example of some mid-century Americana. Powered by the venerable overhead valve AMC inline 6 and mated to a 3-speed manual transmission, the Rambler proceeds with enthusiasm off the line. Likely to have been re-upholstered sometime not to long ago, the cabin, while sparse of creature comforts is a thoroughly comfortable place to be. Its oval instrument cluster is a delightful relic of the period and the curved glass screens front and back bestow the vehicle with supreme visibility. The exterior wears a bit of patina, and some scuffs, bumps, and blemishes can be found throughout but only add to the charm. Overall, the body is solid and the doors seat well within the frame.

Simple and without frills, this Rambler Classic will surely be a fine choice as a potential first step into classic car ownership. Its ease of use and maintenance ensures accessibility to all. This is truly a fun automobile that can be had for a more than modest price.

**\$6,000 - 12,000**  
**Without Reserve**

# 309.

## 1929 FORD MODEL A SPORT COUPE

Engine no. A2001020

200ci Flathead Inline-4 Cylinder Engine  
Single Zenith Updraft Carburetor  
40bhp at 2,200rpm  
3-Speed Manual Transmission  
4-Wheel Semi-Elliptic Leaf Spring Suspension  
4-Wheel Mechanical Drum Brakes

- *Elegant Sport Coupe Model A*
- *Lovely patinated older restoration*
- *A great entry into the collector car market*
- *Classic motoring at its purest*



### THE FORD MODEL A

Replacement for the ubiquitous Model T, the Model A went on sale in December 1927. A more complex car than its predecessor, the 'A' was also more powerful, its four-cylinder sidevalve engine producing 40bhp - double the output of the T - which was good enough for a top speed of 65mph. A three-speed sliding gear transmission replaced the T's planetary gears, there was coil-and-battery instead of magneto ignition and at last there was a brake for each wheel. The T's ungainly styling was abandoned, and the eagerly awaited Model A's up-to-the-minute looks, choice of colors and, needless to say, competitive pricing, helped ensure its success. Ford priced the new Model A at just \$450 and although only on sale for a short four years, would go to build 4.8 million cars despite the prevailing economic gloom, outselling Chevrolet 2-to-1 in 1929/30. Production ceased upon the V8's arrival in 1932 saw Ford's four-cylinder car renamed 'Model B'.

### THE MOTORCAR OFFERED

This lovely Light Grey over Dark fendered example of the elegant Sport Coupe Model A appears to have been treated to a restoration some years ago. Its dark interior compliments the exterior and the classic style is emphasized by the characteristic rumble seat and neatly contrasting 'cigarette cream' colored spoke wheels. A delight to drive, easy to maintain, and backed by an active and enjoyable group of enthusiast clubs, the Ford Model A continues to be one of perennial favorites of the motoring hobby.

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

- Long time enthusiastic ownership
- Service history back to 1999
- Attractive Medium Blue (Color Code #99)
- Offered with various books, tools and an original spare wheel

**310.**

1970 VOLVO 1800E

Chassis no. 1844510-316060

1,986cc OHV Inline B20E 4-Cylinder Engine  
 Bosch D-Jetronic Fuel Injection "E" Engine  
 130bhp at 6,000 RPM  
 M410 4-Speed Gearbox w/Electric Overdrive  
 Independent Front Suspension with Live Rear Axle  
 4-Wheel Disc Brakes



### THE MOTORCAR OFFERED

Introduced in 1960 and popularized by The Saint television series, Volvo's pretty P1800 sports coupé, although no hairy-chested tire-shredder, was nonetheless something of a radical departure for the sober-sided Swedish concern. Based on the 121 saloon, the P1800 was built by Jensen Motors until production transferred to Sweden in 1963, and employed Volvo's rugged, four-cylinder, overhead-valve engine in 1,778cc form. Breathing through twin carburetors, this unit produced 100bhp. Styling was by Pelle Petterson under the tutelage of Petro Frua when Frua's studio was a subsidiary of the prestigious Italian carrozzeria Ghia and mechanicals derived from Volvo's dependable Amazon/122 series cars.

For 1970 numerous and some one year only changes came with the fuel-injected 1800E, which had the higher compression (10.5:1) B20E engine with Bosch D-Jetronic fuel injection, a matched engine control unit for the

revised camshaft, and the higher compression ratio. The result was an impressive improvement to 130 bhp without sacrificing fuel economy and significantly improved drivability. Top speed was around (118 mph) and acceleration from 0-60 took 9.5 seconds. In addition, the 1970 model was the first 1800 with four-wheel disc brakes. This was also the only year that the M410 gearbox with electric overdrive was fitted from the 164 model, as well as the more powerful B20E engine. Their performance, and legendary reliability kept them on the market until 1973 when emissions and bumper regulation requirements changed and caused Volvo to stop production.

This particular example is finished in its original color scheme, medium blue, with its original golden brown interior still fitted. For the past twenty years, it has been in enthusiastic hands and comes with an excellent service summary, with improvements, documented since 1999.

Last year the car was acquired by the consignor, and has been put through an extensive amount of service work by DAS Sport Classic of Gordonsville, VA. This has included an overhaul of the ignition system, fuel tank and fuel pump and new front brake calipers. Also included in this refresh were new engine mounts and transmission mount, along with an assessment and sorting of the car's electrical system.

Currently showing a little over 113,000 miles, this particular Volvo would make an excellent first car for an enthusiast. Surely, an enjoyable car for local events, or as a great running and driving project for the aspiring collector.

**\$18,000 - 22,000**  
**Without Reserve**

# 311.

## 1928 LINCOLN MODEL L SPORTS PHAETON

Coachwork by Locke & Company

Chassis no. 49681

Engine no. 49681

384.40ci L-Head V8 Engine  
Single 2-Barrel Carburetor  
90bhp at 2,800rpm  
3-Speed Manual Transmission  
Leaf Spring Suspension  
4-Wheel Mechanical Drum Brakes

- *Believed to be original paint and upholstery*
- *A truly amazing time warp*
- *Sporty and attractive Phaeton coachwork*
- *Comes with original toolkit and instruction book*
- *Eligible for Preservation Class Concours events worldwide*



### THE LINCOLN V8

The Lincoln Motor Company had been founded in 1917 by the great engineer Henry M. Leland and his son Wilfred. After the Great War, Leland's first Lincoln was superbly engineered and built. Introduced in 1921, it was powered by a 358ci L-head, 60°, V-8 engine. Unlike more conventional V-engines which offset the cylinder banks slightly to make room for adjacent connecting rod bearings on the crank journals, Leland's Model L used expensive, precision-made fork-and-blade connecting rods and disposed the cylinders directly opposite each other. Unusually for the period, Leland's V-8 had full pressure lubrication.

### THE MOTORCAR OFFERED

This particular Lincoln was one of 6,363 cars built in 1928. Of those cars, only 226 of them were sports touring bodies built with coachwork by Locke & Company. Founded by Justus Vinton Locke, the Rochester, NY based Locke coachbuilding company had its heyday in the twenties and was predominantly known for specifically tailored coachwork on luxury chassis- Duesenberg, Packard, Pierce-Arrow, and Mercedes included. As the decade progressed, they began to produce sets of standard coachwork for Chrysler, Graham, Franklin, and Lincoln—among others.

The earliest known history of this particular car is in 1941. At that time, it was purchased from a Lincoln dealer by a Mr. William Lile of Brookhaven, MA. Mr. Lile never met the original owners, but the dealer informed him it had come from their estate in CT. According to letters in the car's history file, the car had under 14,000 indicated miles at the time of Mr.

Lile's purchase. After WWII the car was stored by Mr. Lile until 1958 when he became active in an old car club.

In about 1969, Mr. Lile wrote that the speedometer had stopped functioning with a millage reading of 21,300. He sent the gauge away for repair and it was sadly not returned. In 1982, after four decades of ownership, Mr. Lile sold the car to Mr. James Sullivan of Hudson, NC. At this time Mr. Lile speculated that the car had fewer than 25,000 original miles.

Mr. Sullivan was a well-known Lincoln collector and had a passion for original cars. It was very much the pride and joy of his collection. It was shown by him at various shows and was awarded a preservation of original features award by the AACA in 1997. In the 1980s, many original prewar cars were restored, as was the trend before the preservation





movement. This phenomenally untouched example shows that Mr. Sullivan was an enthusiast and collector ahead of his time.

A decline in Mr. Sullivan's health put the car into careful static storage in an air-conditioned basement. According to the Sullivan family it was last started and driven 20 years ago.

On recent inspection by a Bonhams Specialist, it was confirmed that this particular example seems to be in impeccable, original order. The leather interior is one of the best preserved 1920s examples that the Bonhams US team has seen.

Amazingly enough, the car still also retains its believed-to-be original paint in phenomenal condition. The replacement odometer, sourced by Mr. Sullivan, reads a little over 40,000 miles.

This lovely time warp example is probably one of the most original Lincoln L Phaetons in existence. It has undoubtedly survived due to its two careful owners over the past four score of years.

The Sport Phaeton by Locke is one of the most desirable and attractive body styles fitted to Lincolns in 1928. This vehicle represents an incredible opportunity to acquire an amazingly preserved piece of automotive history that would make for a fantastic entry in any show's preservation class.

**\$100,000 - 130,000**

**312.****1936 CHEVROLET MASTER COUPE**

Chassis no. 361017

283 OHV V8 Engine  
 Single 4-Barrel Carburetor  
 4-Speed Manual Transmission  
 Independent Front with Live Rear Axle Suspension  
 Front Disc with Drum Rear Brakes

- *Small Block powertrain*
- *Modernized cooling and braking systems*
- *Attractive streamlined 30s styling*
- *Dazzling Metallic Blue paint*

**THE CHEVROLET**

By the early 1920s Chevrolet had abandoned its attempt to compete head-on with Ford's Model T - Ford was able to drop its prices annually whereas Chevrolet's steadily rose - and re-positioned itself as a 'middle-market' manufacturer whose products possessed a degree of refinement lacking in the Model T. Formerly relying on four-cylinder cars, Chevrolet introduced a new range powered by the famous 'Stovebolt' overhead-valve six in 1929, these highly popular six-cylinder Chevrolets helping GM's mainstay out-sell Ford for most of the 1930s. Chevrolet's top-of-the-range model was renamed 'Master Six' for 1934 and featured revisions to the modern 'Airstream' body styles introduced the preceding year. The chassis incorporated Chevrolet's 'knee action' coil-sprung independent front suspension, four-wheel mechanical brakes, and a three-speed gearbox. Introduced for 1935 on the Master Deluxe, 'Turret Top' all-steel bodies were the next big innovation, appearing on the standard series the following year.

**THE MOTORCAR OFFERED**

Acquired by the vehicle's owner in the summer of 2007, this hot rod Chevy features a 283 Small block motor with a single 4 barrel carburetor delegated to the job of fuel delivery. Modernized with a bevy of components to not only make the vehicle keep up with traffic but blow past it, the powerful motor is kept cool with a modern radiator and electric fan, while front disc brakes ensure that deceleration is as rapid as acceleration.

Inside, a classic look has been maintained on the dash with round gauges, yet a modern radio has been installed as to ensure its occupants plenty of personalized tunes when cruising. The bench in the cabin has been upholstered in a brown cloth along with the door cards. The exterior has been finished in a metallic blue and with chrome bumpers, wheels, and hood trim.

This Chevy is ready for any stoplight grand prix or Sunday night cruise and will surely provide endless automotive adventures for its next owner.

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

- Delivered new to the UK
- In the present family ownership for nearly four decades
- Documented by its Jaguar Daimler Heritage Trust Certificate
- Royal luxury

**313.****1976 DAIMLER DS420 LIMOUSINE**

Chassis no. 1M3303BW

Engine no. 7M3487L

4,235cc DOHC Inline 6-Cylinder Engine

Twin SU Carburetors

165bhp at 4,250rpm

3-Speed Borg Warner Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Servo-Assisted Disc Brakes

**THE MOTORCAR OFFERED**

A replacement for the aging Majestic Major Limousine, the DS420 was introduced in 1968. The new car was based on a stretched Jaguar 420G floorpan and running gear, the latter's all-independent suspension providing excellent handling and ride characteristics, while the six-cylinder XK engine ensured that there was no shortage of power. Motor Panels built the traditionally styled bodies, which were trimmed by Vanden Plas and, later, Jaguar themselves. Popular with mayors and funeral directors, the spacious, seven-seater Daimler was also a favorite of the Royal Family, whose warrant the company still holds. Production of the last of the coachbuilt Daimlers ceased in 1992.

**THE MOTORCAR OFFERED**

This resplendent limousine was manufactured on June 29, 1976 and dispatched nearly two months later on August 20th to the distributor Reeve & Stedford in Birmingham, UK. Originally registered with the mark "SDA 955" in Wolverhampton, it was finished in black over olive leather. It is known that the car was in the collection of Nick Taylor in the UK in the late 1970s. Mr. Taylor brought the car to the United States aboard the *Queen Elizabeth II* while on vacation. During the trip, Mr. Taylor met the grandfather of current owner, who acquired the car from him in the early 1980s.

Remaining the same family collection since, it is understood to have been featured in the opening sequence of a soap opera filmed near the owner's garage. In the early 1990s, the left side of the car sustained paint damage when coming out of the garage and was subsequently repainted in the current two-tone color scheme.

More recently, the seller reports that the entire brake system was replaced, and the fuel pumps were rebuilt in 2016, although no receipts are on file. Reported by the owner to be an exceptionally nice driver and very usable machine, it represents a rare opportunity to acquire one of the most luxurious and elegant limousines in such top condition that it would be nigh impossible to replicate.

**\$18,000 - 24,000**  
**Without Reserve**

This Daimler is titled as a model year 1977

# 314 .

## 1914 PEERLESS MODEL 48 TOWN CAR

Coachwork by Kimball

Chassis no. 142276

612ci Inline 6-Cylinder Engine (see text)

T-head with Three Valves per-Cylinder

110bhp

4-Speed Transmission

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

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



### THE PEERLESS

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

Peerless was the world leader in laundry equipment, not only shipping its products from its new base in Cleveland but also licensing its designs and name to manufacturers outside North America. Only two years after moving to Cleveland, Peerless perceived new opportunities in bicycles and expanded into the booming field starting in 1891.

Success followed but in 1900 it became obvious to the alert Peerless management, then headed by Lewis H. Kittredge, that the boom in bicycles was over.

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

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



## THE MOTORCAR OFFERED

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

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

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

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

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

**\$50,000 - 70,000**

**315.****1977 ROLLS-ROYCE SILVER SHADOW SEDAN**

Chassis no. LRF31638

Engine no. 31638

6.75 liter Alloy Block V8

2 SU Carburetors

200bhp at 4200rpm

3-Speed GM Turbo 400 Automatic Transmission

All Round Independent Suspension

4-Wheel Disc Brakes

- *Proceeds to benefit The Rolls-Royce Foundation*
- *Attractive brown with brown upholstery*
- *A stately motorcar for the enthusiast*

**THE MOTORCAR OFFERED**

Introduced in 1965, the Rolls-Royce Silver Shadow (and Bentley T1) represented a complete break with tradition, being the first of the Crewe factory's models to employ unitary construction. The latter freed the body designers from the constraints of a separate chassis and permitted a reduction in overall height and weight without loss of either rigidity or capacity. All-round independent suspension was another new introduction. This new styling appealed to the younger generation of Rolls-Royce owners more prevalent from the mid-1960s onwards and enabled the company to keep abreast of fashion. Its engine - the well-tried 90-degree V8 introduced on the Silver Cloud II - was one of the first aspects of the Silver Shadow to undergo significant alteration, being enlarged to 6,750cc in 1970. The Corniche's introduction and commencement of the Camargue project slackened the pace of Shadow development briefly, the next significant up-grade not

occurring until mid-1972 when the 'compliant suspension' package of modifications was introduced, significantly improving the car's handling. Models manufactured after the spring of 1974 (from chassis number '18269' onwards) featured subtly flared wheel arches accommodating wider, lower-profile radial tires.

This particular 1977 Rolls-Royce was donated to the Rolls-Royce Foundation in 2014 by a RROC enthusiast. It has since been kept in their facility in Pennsylvania. It has been used very sparingly. Today, it presents nicely in the original two-tone brown and tan color scheme with brown leather. Since it has been used very little in the past few years it is recommended that it is put through an inspection by a Rolls-Royce specialist by its next owner.

**\$6,000 - 14,000**  
**Without Reserve**

- *Proceeds to Benefit the Rolls-Royce Foundation.*
- *High quality chassis.*
- *Good project for the Prewar car enthusiast.*
- *Great blank canvas for a coach-builder*

**316.****1936 ROLLS-ROYCE 25/30 CHASSIS**

Chassis no. GLP36  
 Engine no. B24G

4,257cc F-Head Inline 6-Cylinder Engine  
 Single Downdraft Carburetor  
 Approximately 90bhp  
 4-Speed Manual Transmission  
 Independent Front Suspension with Live Rear Axle  
 4-Wheel Drum Brakes

**THE MOTORCAR OFFERED**

Produced between 1936 and 1938, the Rolls-Royce 25/30 was introduced as a replacement to the successful 20/25 released in 1929. The impetus for creating the 25/30 was largely a desire for increased power to motivate the cars when equipped with elegant - and heavy - custom coachwork. Along with other advancements including changes to the braking system, the 3,669cc inline-6 engine was bored out to 4,257cc, while stroke remained the same. This increased displacement gave the updated model enough of a power increase to satisfy the demands of their clientele before the introduction of the Wraith in 1938.

According to factory records, this particular 25/30 was first sold on 25th of August 1937. Of interest, it was sold to Arthur Mulliner Ltd, a noted English coachbuilder. As new it was fitted with an enclosed limousine body.

The car was donated to the Rolls-Royce foundation a few years ago. It has been run in their care, and stored in the facility in Pennsylvania. It comes with an assortment of parts on additional pallets. Some pieces of the original body accompany the car.

Today, this particular chassis seems to be in very good order. It would be a great project for the home restorer. Prewar Rolls-Royces are a joy to work on, as they are beautifully engineered.

Anyone who has ever driven a 25/30 will tell you that they are incredibly pleasant and easy to drive - not as imposing or as hard to handle as the Phantom II or III and with plenty of power. With a light body fitted it could be made into a very nice well performing tour car.

**\$7,000 - 15,000**  
**Without Reserve**

**317.****1979 ROLLS-ROYCE SILVER SHADOW II**

Chassis no. SRK37706

Engine no. 37706

6,750cc Alloy Block V8 Engine

Bosch Fuel Injection

200bhp at 4200rpm

3-Speed GM Turbo 400 Automatic Transmission

All Round independent Suspension

4-Wheel Disc Brakes

- Proceeds to benefit RR foundations
- Attractive White with Blue upholstery
- A stately motorcar for the enthusiast

**THE MOTORCAR OFFERED**

'To most people, a Rolls-Royce is the ultimate status symbol: you can aspire to nothing higher. Until you drive or even ride in one, it is difficult to appreciate how much lies behind the name. There are quieter cars, there are quicker cars but none cossets its occupants in quite the same manner, none insulates them from the outside world quite so effectively, to the point where rush-hour traffic jams, inclement weather and the other irritations of day-to-day living no longer seem to matter. On top of all this is the immeasurable pleasure offered by sheer unadulterated luxury of the sort that stems only from the use of the very best materials by the very best craftsmen. That is what the Silver Shadow is about.' - Motor.

Almost a quarter of a century after the last example left the Crewe factory, the Rolls-Royce Silver Shadow - one of this illustrious British company's most successful models ever - remains an imposing and highly

desirable motor car. Incorporating all the 'Series II' improvements, the most significant of which were power-assisted rack-and-pinion steering and split-level air conditioning, the car offered here is a very good example of the marque.

This particular Silver Shadow was donated to the Rolls-Royce Foundation by a RROC member in 2014. Since that time, it has been used very little and stored at the foundation facility in Pennsylvania. The car overall presents well, wearing an older repaint with original blue interior. Due to its sparse use it is recommended that the car be check over by a Rolls-Royce specialist before being returned to the road.

**\$8,000 - 14,000**  
**Without Reserve**



- Charming piece of Americana
- Fitted with an Offenhauser twin carb intake manifold
- Simple to run and use

**318.****1950 CHEVROLET 3100 PICKUP**

Chassis no. 3836848

216.5ci OHV Thrift-Master Inline 6-Cylinder Engine  
Twin Carburetors  
90bhp at 3,330rpm

3-Speed Column Shifted Manual Transmission

4-Wheel Semi-Elliptic Leaf Springs with Front Solid and Rear Floating Axle

4-Wheel Hydraulic Drum Brakes

**THE 3100 PICKUP**

Chevrolet began building pickup trucks at the start of WWI and in the first year of production about 900 trucks rolled off the line. By 1942 when civilian production stopped, Chevrolet had produced two million trucks. Clearly they were doing something right. Following WWII the Bowtie brand sought to maintain its dominance and in 1947 it debuted its 'Advance Design' series of pickups. Ranging from the ½-ton 3100 to the 1-ton 3800 and initially powered by reliable straight six of 216.5ci—later growing to 235ci and then 261ci—the full-bodied and modern looking line-up quickly became the best-selling truck in America, a title it held for the duration of its eight year production life.

While a handful of body styles were available including pickups, panel deliveries, and cab-only models, the number of options was rather limited with the primary one being a Deluxe package that added a bit of flair to the utilitarian machine with the addition of a chrome grill and additional chrome trim pieces.

**THE MOTORCAR OFFERED**

This classic Chevrolet pickup had been enjoyed by its previous owner for nearly 15 years after having been purchased in 2005. Cared for and used, the presentation of this truck is entirely inviting for continued use. Its blue paint has some fade, but the brightwork and chrome has retained a good deal of luster. Inside, the cab is fitted with a bench seat that appears to have been reupholstered sometime in the not to distant past. The dash shows with a good bit of originality in the main gauges and radio, but a set of auxiliary instrumentation can also be found. The doors contain a modern set of speakers. Under the hood, the Thrift Master inline-6 has been given some extra thrust thanks to the installation of an Offenhauser twin carb intake manifold.

The vintage rustic charm of this pickup is sure to draw plenty of smiles and waves from passersby. This is a wonderful opportunity to get being the wheel of a piece of pure Americana.

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

# 319.

## C.1904 POPE-TOLEDO 24HP FOUR-CYLINDER REAR ENTRANCE TONNEAU

Engine no. 2444

209.8ci 4-Cylinder Engine

24bhp

3-Speed Manual Transmission with Double Chain Drive

Front and Rear Semi-Elliptic Leaf Springs

Rear-Wheel Drum Brakes

- Formerly in the Don Boulton Collection
- Powerful American Veteran car with double chain drive
- Superb restoration by Stu Laidlaw
- Award-winner at the 2001 Pebble Beach Concours d'Elegance
- Accompanied by an extensive restoration file



### “THE QUIET MILE-A-MINUTE CAR”

Colonel Albert Pope successfully dominated the American bicycle industry during its heyday of the 1880s and 1890s, building a “bicycle trust” that consumed the market. He afterward determined to do the same with automobiles, and his factories throughout the Eastern United States produced a litany of the Brass Era’s great cars, of varying designs and specifications. They were all united by a superb level of fit and finish, and outstanding engineering, which has made the Pope name legend among modern enthusiasts of early automobiles.

One of the finest Pope products was the Pope-Toledo, manufactured in the Ohio city between 1903 and 1909, and for much of that time the costliest crown jewel of the empire. Pope-Toledo was an early American adapter of the four-cylinder engine, at a time when even competitors such as Packard used a twin, with double chain drive.

It was justifiably proud of its product’s performance, advertising “The Quiet Mile-a-Minute Car.” Compared to many other automobiles of its era, it still stands above in power, lightness, and strength.







## THE MOTORCAR OFFERED

The Boulton Collection's Pope-Toledo was restored by the noted Brass Era car specialist, Stu Laidlaw of Connecticut, from a collection of original Pope-Toledo componentry that had been assembled by Mr. Laidlaw over many years. In a recent conversation Mr. Laidlaw noted that the front of the body was original. Accompanying the car is a fascinating restoration file that testifies to the level of detailed research involved, including original catalogues and brochures, many photocopies of factory literature and reference materials, and photographs depicting the process. Additionally the car is accompanied by extensive invoices for the work performed.

Finished in a splendid rich deep burgundy with ornate black moldings, blue and gold striping, and black patent leather fenders, the car's voluptuously curved body boasts a black leather interior with wicker side baskets and parasol holder, and a canopy top with skeleton wood headliner of the type often found on the great cars of this era.

Phare Solar 24A headlights, Neverout cowl lights and taillight, and correct Pope-Toledo step plates add brass accents, as does the Warner combination clock/speedometer/odometer. An electric starter has been added, to make starting the Pope-Toledo a simple process.

Such was the beauty of the Pope-Toledo that, upon its completion, it was accepted to the 2001 Pebble Beach Concours d'Elegance, where it was proudly exhibited by Mr. Boulton and placed in the Antique class. It remains a striking Veteran automobile, of nearly peerless power and impressive, modern specifications and design – true to the Pope legacy.

**\$120,000 - 150,000**

**320.****1968 JAGUAR E-TYPE SERIES 1½ 4.2 ROADSTER**

Chassis no. 1E16367

Engine no. 7E15042-9

4,235cc DOHC Inline 6-Cylinder Engine

2 Stromberg Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- One owner from new
- Wonderful original interior
- Original Primrose color scheme
- Original hardtop

**THE JAGUAR E-TYPE**

Introduced in 3.8-liter form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and a 150mph top speed. Nowadays it would be impossible for a single model to cause such a stir but here was a civilized production sports car that looked like a Le Mans prototype and could outperform just about anything else on the road.

The E-Type's design owed much to that of the racing D-Type: a monocoque tub forming the main structure while a tubular space frame extended forwards to support the engine. The latter was the 3.8-liter, triple-carburetor, 'S' unit first offered as an option on the XK150. An optimistic 265bhp was claimed but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

The first significant up-grade occurred in October 1964 with the launch of the 4.2-liter version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. The top speed remained unaltered, the main performance gain resulting from the larger engine being improved acceleration.



## THE MOTORCAR OFFERED

This numbers matching open headlight, late Series 1—colloquially known as a Series 1.5—Jaguar E-Type Roadster was given to its present owner as a wedding present in early 1969, while living in California.

After a stint in the state, the car was driven to Milwaukee Wisconsin. While in Wisconsin, the car was put into storage, as she did not want her beloved E-Type exposed to the rust belt salt. From there, it went with her to Medical School in Pittsburgh, where it was enjoyed during the summers.

In 1982 the consigner left PA for Oklahoma to do a psychiatry rotation. On the last day of her rotation, the car was hit in the parking lot by a first-year Medical student. As she had accepted a research position with an extremely demanding schedule, the car was once again put in storage the following day in 1983.

It would remain there until 2009 when it was removed and brought to the consigner's farm in North Carolina.

It was intended that the car would be restored. Unfortunately, the time to embark on a restoration was hard to find.

Aside from the hit that was taken in the parking lot, the car today is in very original order. The interior and paintwork is all original as is the rare factory hardtop offered with the car. As it was not driven when the weather turned, the body is very solid.

One owner E-Types are hard to come by these days. This represents a great opportunity to acquire one. Surely a great candidate for either a preservation or concours restoration and holding a great deal of potential.

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

# 321.

## 1956 AUSTIN-HEALEY 100M BN2 LE MANS

Chassis no. BN2L230648

Engine no. 1B230648

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

110bhp at 4,500rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Desirable and rare factory 100M Le Mans Healey*
- *One of just 640 factory Le Mans cars*
- *Offered with Heritage and 100M Le Mans Registry Certificates*
- *Matching numbers example treated to a comprehensive restoration*



### THE AUSTIN-HEALEY 100M LE MANS

Following the Austin-Healey 100's sensational debut at the 1952 Motor Show, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race. They finished in 12th and 14th places, a highly praiseworthy achievement for what were recognizably production sports cars. Accordingly, the name "Le Mans" was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works' entries. The kit included a pair of 1¾" SU HD6 carburetors, plus special inlet manifold and cold air box, high-lift camshaft, stronger valve springs, and a distributor with alternative ignition advance curve. With the kit installed, power increased from the standard 90 to 100bhp.

From October of 1955, the conversion was available, factory-fitted on the successor BN2 model in the form of the 100M. In addition to the Le Mans kit, the latter boasted high-

compression pistons, a stiffer front anti-roll bar, special Armstrong front dampers, and a louvered bonnet. Power increased to 110bhp and top speed, with the windscreen folded flat, was within a whisker of 120mph. The number of BN1s converted by their owners is unknown, but 1,159 cars—mostly BN2s—were built or subsequently modified to 100M specification between 1955 and 1956. Of these, approximately 640 were completed at the factory, some 544 of which were exported to the USA. The genuine, factory 100M Le Mans cars – such as the arresting example offered here – remain among the most collectible British sports cars ever produced.

### THE MOTORCAR OFFERED

Offered here is an extraordinary example of the rare, factory 100M Le Mans Healey, eligible for some of the most prominent motoring events around the globe. Presented in brilliant Reno Red over a black interior, this 1956 Austin-Healey 100M is documented by both a British Motor Industry Heritage Trust Certificate as well as the Austin Healey 100M Le Mans Registry Certificate. This is a matching-numbers car, complete with photographic documentation of the matching body numbers found on the cockpit trim, boot lid support and bonnet. In addition, the hand engraved numbers on the carburetor bodies are still visible and the car retains its original matching-numbers engine, as verified by the aforementioned certificates.

This is an original US market car, which was acquired in 2006 by the respected marque expert Harold Brandner of BMC Classics in Florida. Mr. Brandner purchased the vehicle from long-term owner Mr. Gerry Giroux of





Maine who had owned the car since the early 1990s. While it required a full restoration, it was remarkably complete as-found, confirmed by the high number of matching original parts. Brandner sold the car a year later to Donald Redlinger of New Jersey, with the agreement that BMC Classics would fully restore the car before delivery.

The project is well-documented, as the car was carefully disassembled, media blasted and placed in a rotisserie before being rebuilt from the ground up. The restoration encompassed both mechanical and cosmetic aspects of the car. Today, this sporting Factory 100M presents beautifully inside and out, with gorgeous paintwork, brightwork and accessorized by a set of rare Marchal fog/driving lamps, badge bar, headlamp stone guards, and chrome wire wheels. It includes original tools and jack, as well as a correct vinyl soft top and boot.

With this, as with any Healey 100M, the joy is in the raw, pure driving experience. With the trademark folding windscreen lowered, this 100M exemplifies the wind-in-the-hair British sports car experience. Occupants ride in bucket seats, while restored original instruments reside in the body-color fascia and a period-correct Heuer stopwatch mounts in front of the passenger seat for rally co-driving duties. The fit and finish are exemplary of a specialist restoration, with correct-style materials and detailing.

This highly desirable Factory 100M Le Mans benefits from meticulous care, and it continues to impress, even a decade after its restoration. The high-quality work by a respected specialist ensures it is true to factory specification, and that the critical components that set the 100M apart are documented and preserved.

A fabulous driver's sports car, this Healey is ideal for rallies, road events, and concours, and it represents a rare opportunity to acquire a documented and authenticated factory-built 100M Le Mans Healey.

**\$140,000 - 170,000**

# 322.

## 1913 POPE-HARTFORD MODEL 33 50HP TOURING

Chassis no. 00662  
Engine no. 1790

389ci OHV Inline 4-Cylinder Engine  
Single Pope Hartford Carburetor - Bosch "Twin Spark" Magneto  
50bhp  
4-Speed Transmission  
2-Wheel Mechanical Brakes (see text)

- *Ex-Harrah Collection*
- *4-Speed transmission*
- *1 of 3 known four passenger tourers*
- *Well setup for brass car events*
- *Powerful overhead valve engine*



### THE POPE-HARTFORD

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

four in 1906 and the fours would be the engine that ultimately built the brands reputation.

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

Today few brass car brands enjoy the status Pope-Hartford does, coveted by brass car enthusiasts for their wonderful touring abilities. They are reliable, powerful, good -looking, and not too big.

The late cars have the benefit of a four-speed transmissions and electric starting. Pope-Hartford is one of the only brass era marques that enjoys its own exclusive tour – the Pope Tour.



## THE MOTORCAR OFFERED

This particular Pope-Hartford is one of 228 Model 33 cars that Pope Hartford built. The early history of this particular car is not known. However, in 1962 it was owned by a Mr. Humerto L. Lieva, of Ponce Puerto Rico. In December of 1962 it was purchased by Ralph Dunwoodie, who had acquired it for the legendary William Harrah.

This car would remain in the Harrah collection until his death in 1984, when it was auctioned with the rest of the collection. From their it went into the Evans Collection in San Diego. Harrah had begun a restoration, but it was not completed. The project of finishing the car was entrusted to well-known Pope-Hartford specialist Temple Baldwin. The car would remain in the Evans Collection until 2008, when it passed to the Magee Collection.

The car was acquired by the consigner in 2012. Since then it has been in the careful stewardship for the last few years. The restoration still looks very good, and it has been well prepared for touring. This included the fitment of electric lighting, starter, and generator. The tourer bodywork is incredibly practical.

Today, the car presents extremely well and is well suited for touring having been fitted with many touring upgrades including signal lights, brake lights, on board trickle charger, and for added safety an on-board fire extinguisher system. The paintwork, upholstery and weather equipment are in very good condition.

This Pope-Hartford is a fast and reliable tour car. The four-speed transmission makes them fairly long legged and enjoyable to drive at speeds of over 50 mph.

This Pope-Hartford would be a great car for a brass car enthusiast. Ready to go and on the button, the opportunity to acquire this wonderful Pope-Hartford should not be missed.

**\$275,000 - 325,000**

**323.****1988 SAAB 900 TURBO CONVERTIBLE**

VIN. YS3AT76L5J7027766

1,985cc DOHC Turbocharged Inline 4-Cylinder Engine  
 Fuel Injection  
 160bhp at 5500rpm  
 3-Speed Automatic Transmission  
 Double Wishbone Front with Beam Axle Rear Suspension  
 4-Wheel Disc Brakes

- Under 50,000 miles from new
- Winter free southern car
- Turbo power
- Born from jets

**THE SAAB 900**

Based on the previous SAAB 99's chassis with an extended front end to meet recently imposed impact regulations, the 900 was first produced in 1978 and would prove to be the Swedish brand's most popular vehicle to date. Retaining the drivetrain layout of its predecessor, its unconventional longitudinally mounted inline 4-cylinder motor sent its power out towards the front of the car and into a transaxle mounted directly below the engine. The powerplant would continue to gain features over the production run eventually gaining two camshafts, 16 valves, and a turbo charger in the top models. An ever-expanding lineup of body styles would also be introduced with the convertible hitting the scene in 1986 after demand rose for such a vehicle in the U.S. market.

**THE MOTORCAR OFFERED**

Delivered new to Florida, this SAAB 900 Turbo Convertible has traveled less than 50,000 miles over its 30-year existence- low miles in the world of Swedish automobiles. Despite its limited use, the car has not been neglected, and today is in fine working order. The motor pulls strong and the transmission shifts into gear with authority. One exception is the convertible top, which no longer self retracts. However, one can easily move it between its two position with great ease. After having sat in the southern sun, the exterior plastics have experienced some fade along with some discoloration to the leather interior. That being said, the vehicle is solid and the interior shows little signs of hard use outside of the sun exposure. Of further note, the car comes with a clean CARFAX.

The perfect car to load up with friends and bring to the beach, this 900 is ready to use. Coming from the world of early forced induction, the turbo delivers its power in a satisfying wave making for an entertaining driving experience. For those looking to recreate the lifestyle of a 1980s yuppie, look no further.

**\$12,000 - 20,000**  
**Without Reserve**

- Incredibly well-preserved example
- Offered out of long-term ownership
- Oddball German-American Creation
- Winner of Several 1st place awards at the Carlyle Ford Nationals

**324.**

Offered from the Jack Middleton Collection  
1988 MERKUR SCORPIO

VIN. WF1BT81V3JE891164

2,935cc OHV V6 Engine  
Electronic Fuel Injection  
144bhp at 4800rpm  
4-Speed Automatic Gearbox  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes



#### THE MERKUR SCORPIO

Ford, looking to both move upmarket and expand their offerings, introduced the Merkur sub-brand in 1985. Pulling from their European offerings, the Scorpio was the company's largest offering in Europe and was simply modified with 5-mph bumpers and U.S. lighting to make it eligible for importation. Built alongside the rest of world market cars in Germany, the unconventional hatchback body style further differentiated the vehicle from its more standard saloon rivals from BMW and Mercedes. Under the hood was a 2.9 liter Cologne V6 feeding into a 5-speed manual transmission as standard. However, most, if not all, Scorpions shipped to the United States arrived with a 4-Speed automatic. After 4 years of less than stellar sales and with imminent passive safety legislation going into effect, the cost to update the model no longer made sense and the Merkur brand would soon become defunct.

#### THE MOTORCAR OFFERED

This Merkur Scorpio was bought in 1992 from the vehicle's third owner. Having been well taken care of for the entirety of its life, it presents incredibly well for a car of its age. The wonderfully period two-tone Red-Grey paint appears with little flaws along with a body that has been kept in equally good condition. The Interior tells very much the same story. Its supple leather seating appears with only minor creases. The preserved state of this Germanic-American creation has resulted in multiple first place awards at the Carlyle Ford National meets. However, it should be noted that the CARFAX indicates a mileage inconsistency. That being said, it is unlikely that one will have the opportunity to procure such a fine example of this now obsolete brand, and for such a modest price, one should not pass it up.

**\$2,000 - 5,000**  
Without Reserve

**325.***Offered from the Jack Middleton Collection***1986 CHEVROLET EL CAMINO**

VIN. 3GCCW80H3GS913340

305ci OHV V8 Engine  
 Single Carburetor  
 150bhp at 4,000rpm  
 3-Speed Automatic  
 Independent Front with Live Rear Axle Suspension  
 Front Disc with Drum Rear Brakes

- *The final production year of the El Camino*
- *One Owner from new*
- *Business in the front, party in the back*
- *Clean CARFAX*

**THE EL CAMINO**

Although Harley Earle had envisioned a car/truck in the early 1950s, Ford was first to release their concept, the Ranchero of 1957. Chevrolets offering, the El Camino, came a couple of years later to the highest acclaim, but only lasted two model years.

Reappearing in 1964, the Chevelle based El Camino, went through similar style updates through the model years. With the Malibu model replacing the Chevelle in the downsizing trend in the late 1970s, the El Camino would follow suit. The model would be updated over the following years, eventually receiving a facelift in 1982 with a crosshatch grill bordered by four rectangular headlamps.

**THE MOTORCAR OFFERED**

A point of contention within the El Camino faithful, Chevrolet had planned on discontinuing the model at the 1986 model year, but some leftovers were rebadged as 1987s leading to some ambiguity as to what the final year should be. Regardless, the El Camino presented here is titled as a 1986, making it one of those very last cars to have been produced. Originally sold in Tulsa, Oklahoma, the Chevy was used as intended for much of its life accumulating a fair number of miles over time. Despite this, the car presented in wonderful condition and serves as a fine example to a nameplate which spanned decades of production. Under the hood is a 305ci V8 engine providing the vehicle with more than enough grunt to keep up with modern traffic. Its tan interior has been remarkably well taken care of and shows with no major signs of degradation.

Offering the best of both worlds, the El Camino is a vehicle combines the practicality of a pickup with the fine road manners of a sedan. A fine example such as this will surely be a dependable form of transportation for its next owner.

**\$4,000 - 6,000**  
**Without Reserve**

- Rare Dutch pickup
- Unconventional gearbox
- A fine contender for a mild restoration

**326.**

1962 DAF 750 PICKUP

Chassis no. 118284.

746cc 2-Cylinder, Boxer Air-Cooled Engine  
26bhp

Variable Belt-Drive Automatic Transmission  
Independent Suspension Front and Rear

Without Reserve



#### THE DAF 750

Dutch company Van Doorne's Automobiefabriek NV (DAF) began making trailers in the 1920s and turned to commercial vehicle manufacture in 1950. In 1958 the Eindhoven-based firm introduced its first car, the DAF 750, which was distinguished by its use of step-less 'Variomatic' automatic transmission. Automatic transmissions were, of course, no novelty on large cars but the DAF system, which used a centrifugal clutch and V-belt drive to a limited-slip differential, was unusual. An engine of 590cc and with a mere 22bhp at its disposal fed into this system. Nevertheless, with only a forward/reverse gearlever and no clutch pedal, the DAF 750 was one of the easiest cars to drive. Larger, more powerful models followed, all with the Variomatic transmission, which also found its way into a military 4x4 and a Formula 3 car. DAF was taken over by Volvo in the 1970s and its name disappeared from the marketplace soon after.

#### THE MOTORCAR OFFERED

Powered by the 746cc twin-cylinder engine producing 26bhp, this DAF 750 is a very rare pick-up truck variant. Believed to be one of just seven known survivors, this very charming truck is one of the rarest of all DAFs. Showing approximately 25,000 miles it is in very original condition. The interior is well preserved down to its original molded rubber DAF embossed mats. Behind the seats are canvas tool bags and spare with cover with storage pockets. The dash pad is present though the fam is expired. The exterior is still in original paint and special DAF embossed mud flaps are fitted at the back. The original hoops for the canvas bed cover are still complete. The engine bay looks generally unmolested and the engine does run.

Fresh out of long-term indoor storage, this DAF will need some general recommissioning. The car is straight and sound though there is some corrosion here and there in the bodywork.

This is a well preserved and very complete example of an extremely rare mini pickup. This tiny DAF is very charming and would certainly be a popular attraction where ever it ventured.

**\$6,000 - 8,000**  
**Without Reserve**

**327.****1951 JAGUAR XK120 ROADSTER**

Chassis no. 671497

Engine no. W3566-8 (see text)

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

160bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- Single family ownership since 1978
- Recipient of a 2015 engine rebuild
- Nearly three decades of receipts
- Offered with Jaguar Heritage Trust Certificate

**THE JAGUAR XK120**

"We claimed 120 mph (for the XK120), a speed unheard of for a production car in those days"  
- William Heynes, Chief Engineer, Jaguar Cars.

Conceived and constructed in just a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise.

Its stunning appearance notwithstanding, the XK120 was conventional enough beneath the skin, being built on a separate chassis featuring independent front suspension by means of wishbones and torsion bars, a live rear axle and drum brakes all round. The car's heart was, of course, the fabulous XK engine. Intended for Jaguar's post-war range-topping saloon, the 3.4-liter six embodied the best of modern design, boasting twin overhead camshafts running in an aluminum-alloy

cylinder head, seven main bearings and a maximum output of 160bhp. When installed in the lightweight XK120, the result was a car with a phenomenal power-to-weight ratio and blistering performance.

The XK120 set new standards of comfort, handling and performance for sports cars and in keeping with the Jaguar tradition there was nothing to touch it at the price. Coupe and Drophead Coupe versions followed, which provided the opportunity to offer a luxurious interior with copious amounts of wood veneer. Regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.





## THE MOTORCAR OFFERED

This beautiful XK120 Roadster - or Open Two-Seater as officially called in the day - first roared to life inside Jaguar's Coventry facility on September 6th, 1951. Originally finished in Silver over a Red interior and Fawn convertible top, this left-hand drive Roadster was destined for the Continental European market and was dispatched to Charles Delecrois in Paris, France on the 21st of September.

Remaining in Europe for at least a decade, it appears with a Dr. Carl Brant in the 1970s. Acquired by the family of the consignor in the 1978, it has been in the same collection for the last 41 years. Subject to a frame-up restoration in the late 1970s and completed in the early 1980s, the car has been regularly maintained since then with the most recent work of note being a 2015 engine rebuild.

Receipts on file go back to the start of the 1980s, and it should be noted that the original head was found to be cracked and was subsequently replaced with an unstamped unit in August of 2001.

Documented by a large file of receipts and the Jaguar Daimler Heritage Trust Certificate, it is now presented in white with red hides and is a lovely machine that would make a fine tour vehicle for its next lucky owner.

**\$40,000 - 50,000**  
**Without Reserve**

# 328.

## 1930 BENTLEY SPEED SIX SPORTS TOURER

Coachwork by in the style of Vanden Plas

Chassis no. FR2639

Engine no. FR2641S

6,597cc SOHC Inline 6-Cylinder Engine

4 Overhead Per Cylinder

180bhp at 3,500rpm

4-Speed 'C Type' Gearbox

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes with Servo Assist

- Matching numbers Speed Six, documented by Clare Hay Report
- Over 30 years in present ownership
- Desirable original low radiator specification with single port block
- Very original chassis on an original wheelbase
- Previously owned by Dr. Fred Simeone, and Virgil Millett



### THE SPEED SIX BENTLEY

'It is extraordinarily difficult to explain in words or writing the exact fascination of a big, fast car of the type so ably represented by the big Bentley speed model.' *The Autocar* on the Bentley Speed Six, September 5th, 1930

Walter Owen Bentley established Bentley Motors in 1919 in the North London suburb of Cricklewood, though deliveries did not begin until 1921. The first model, a 3-liter car, was powered by a four-cylinder, single overhead camshaft engine with four valves per cylinder. It was a mechanical theme perpetuated in the greatly refined six-cylinder 6½-Liter model of 1926. The need for a larger car had resulted from Bentley's customers specifying bodies of a size not envisaged when the 3-Liter was conceived.

W.O. saw a great deal of sporting potential in the 6 1/2 model. So in late 1928 the Speed Six was announced, and the first chassis delivered in 1929. The changes to increase power and create a sports car, was the fitment of dual S.U. carburetors, and square shouldered radiator wearing a green badge.

The Speed Six was also the most successful of W.O. machines on the race circuit. Although the Blower captured the imaginations of schoolboys everywhere, the Speed Six, was the true hero. Between 1929 and 1931 the Speed Six achieved 5 first places and four second place finishes in major races.

At its race debut at the 1929 Double Twelve at Brooklands, the Works Speed Six was comfortably leading at an average of 92 mph, when it was forced to retire with a sheared dynamo drive.

At Le Mans in 1929 Barnato/Birkin's Speed Six won the Le Mans 24 Hour Race at an average speed of over 70mph, ahead of a trio of 4½-Liter Bentleys. The average speed would have been even faster, but W.O. Bentley order the cars to reduce to a fast tour after the retirement of the two supercharged Stutz, that were the only real threat. In fact speeds were reduced by so much Bentley Boy Jack Dunfee Stopped and had a drink at the Hippodrome Pub.

In 1930 Barnato/Kidston. repeated the feat in the following year's Grand Prix d'Endurance at the Sarthe circuit ahead of similarly-mounted Clement/Watney. This victory in part due to the brilliant driving of Woolf Barnato, forcing Carraciola to over use the SS Mercedes clutch activated supercharger, and blowing the engine.

The 6½-Liter was produced for four years, during which time 544 chassis were completed, 182 of these to Speed Six specification. But the survival rate has not been good, and by the late 1990s only 185 of all types could be accounted for. As noted by Johnnie Green in 50 years of the Marque "The Speed Six was W.O.'s favorite among his illustrious machines, can be readily understood by anyone who has driven any distance to the accompaniment of the gentle roar and almost turbine-like never ending surge of power from beneath that long slim bonnet"







## THE MOTORCAR OFFERED

This particular Speed Six was delivered in November of 1929. According to factory records the car was ordered by H.M. Bentley and Partners, a firm owned and operated by W.O. Bentley brother H.M. The series record indicates that the chassis was dispatched on May 28, 1929. H.M. Bentley had a very close ties to the London coach builder R. Harrisons and Sons, and later became one of its directors.

This chassis was dispatched to R. Harrisons and Son and fitted with an owner driver four door four light flexible saloon, constructed with their variant of Weymann fabric.

After the body was built, the car was returned to Bentley Motors for its final test and was listed as completed on the 1st of November, 1929. It does seem very odd that it took 5 months to complete the car, so it is believed that it was most likely sold before completion and updated by the works to 1930 Specification before its

final test. The guarantee was issued on 5 of November 1929.

The first owner is listed as D.P. Gale of Netherburty Hall, in Suffolk. From an inspection of the service records, it seems to indicate that Mr. Gale enjoyed his Bentley a great deal. The first entry in the service record was in January of 1930, with the Bentley having covered some 2000 miles. By November the following year, it had covered over twelve thousand miles.

After 1932 this particular Bentley was looked after by the Riddelsdell Bros or by Mann Egerton through 1939. It seems that during this time the car had done fairly high mileage as the engine was decarbonized by H.M Bentley in 1933, Riddelsdell Bros in 1935, and then again by Mann Egerton in October 1936. It is also indicated that in 1936 the car had a rather major service performed by Mann Egerton.

This included relining footbrakes, fitting new kingpins, and new brake camshafts. Also, the engine was torn down again in October of 1936 for a new ignition drive gear.

In July of 1937 the first change of owner is listed, and the car passed to a Mr. E. Butler, of Suffolk. According to the service record, the ownership changed again in April of 1938 to G.S. Gales. The engine was rebuilt at this time and the car was recorded to have travelled over 95,000 miles. Like all Vintage Bentleys, the service records end in 1939, as Rolls-Royce had closed the service department.

The first appearance of the car postwar seems to be a picture from an Edinburgh area motor dealer. At this time the original body was still fitted along with blackout masks over the driving lights, which indicates that the car was likely used as staff car for government or military use during the war.



The first known recorded owner of the car postwar was Mr. A.P. McNeile in 1959, followed by a Captain R.M. Terry. The car was seen and photographed in London by Nic Georgano in April of 1961. At this time the original body was still fitted, and the car appeared to be in good condition. Shortly after this, the original body was removed and a rather crude 2 door 4 seater was fitted. This practice of rebodding saloons was very common in this period.

In this form it was advertised by Simmons of Mayfair Ltd in 1962. They also listed as being fresh from a full engine rebuild. The car then passed to a Mr. E.N. Corner. Its next owner was John S. MacKiernan, who imported the car to the US. At the time John MacKiernan owned 5 different Vintage Bentleys.

In 1966 John MacKiernan sold the car to well known collector David Van Schaick. Mr. Van Schaick retained the car for many years but did not use it much. This Speed Six would remain in his stable until 1977 when it was acquired by fellow collector Dr. Fred Simeone M.D.

According to Dr. Simeone, the car at the time was still fitted with the very crude two door tourer body that was placed on the frame in 1962. Dr. Simeone decided to put the car through some sympathetic restoration. This restoration work was performed by noted Bentley restorer D.L. George, as well as in house work by Dr. Simeone. This restoration included the fitting of a new body and fenders in 1983 that was constructed by well known English coach builder Tony Robinson.

After Virgil Millett's passing the car was placed in static storage on the Millet family farm. It would remain there till earlier this year. It was at this time that the car was taken out of storage and delivered to a vintage Bentley Specialist for recommissioning.

The car was put through a complete inspection. This service included dropping the sump, front brake inspection, and gearbox inspection. When the sump was dropped it was discovered that there was coolant present in the oil. A cylinder leak down test was performed and it was determined that the block seems to have developed a crack in cylinder number 5.

The car was driven over a very short distance to test the rest of the chassis. The car seems to drive and behave very well, and behaves in a manner consistent with its sheltered existence for the last 40 years.



The gearbox is very good C Type gearbox that shifts very easily. This particular Speed Six also retains many of its original fittings, including its original fuse boxes, generator cutout, front shock absorbers, headlights, and side lights.

The new owner will have the opportunity when addressing the engine issue to build the power-plant to his or her specifications. Parts are readily available and many of W.O. Bentley designs were overbuilt, allowing modern enthusiast to extract a great deal of performance. Some Speed Sixes that have been dyno'd at well over 200hp and with almost unbelievable torque figures to match.

The Speed Six has long been thought of as the most desirable car for Bentley enthusiasts. They are much less finicky than blowers and in some ways a lot more enjoyable to drive. Even though they are of an imposing size, they do handle extremely well- much better than other large cars of the 1920s and 1930s. When well set up, they are incredible long distance rally cars, able to cover vast distances at high speed in comfort. They are considered one of the ultimate prewar British motoring experiences and enable their lucky owners to feel what it must have been like to race the Blue Train, or thunder down the Mulsanne Straight.

**\$450,000 - 650,000**

# 329.

## 1923 A.B.F. BOATTAIL PROTOTYPE

Engine no. ABF111

1,216cc Two-Stroke V4 Engine  
Single Carburetor  
3-Speed In-Unit Manual Transmission  
Leaf Spring Suspension  
Mechanical Drum Brakes

- A true, one-off prototype
- Stylish and streamlined Boattail coachwork
- Featured in many British publications
- Offered with substantial history file with many period photos



### THE A.B.F. BOATTAIL PROTOTYPE

Every so often, we get to experience the product of a car company that couldn't quite get off the ground. This fascinating one-off prototype built by the Canadian-born engineer Albert O. Ford is one such opportunity. At the time of this creation in the early 1920s, Albert Ford lived in Kenilworth, Warwickshire, England, and while he had no relation to the American Henry Ford, he was savvy enough to capitalize on the familiar name to promote his business which he called A.B.F. (All-British Ford). Albert Ford built just two cars in his brief foray into the world of motorcars, and incredibly, both survive today.

The car offered here is the first of the two, and is powered by a compact, one-of-a-kind 1,216 cc two-stroke V4 of Ford's design. It had some clever engineering going on, with stepped pistons and combustion chambers fed by the power stroke of the adjoining piston. The three-speed gearbox mounted in-unit with the engine

made for an extremely compact package. The story of this car took an interesting turn when Albert Ford went in search of a secondhand body for the prototype. He found one advertised by Maj. C.M. Harvey, which had just come off of his semi-works Alvis 10/30 racing car. The one-off streamlined body was built by Jacques T. Taylor Sports & Racing Bodybuilders. Harvey raced his Alvis on several occasions at the legendary Brooklands circuit, running under the permanently-assigned number 26. Harvey and his Alvis competed in the 1921 Junior Car Club 200-mile race with the nickname Yodol Dodol Doh painted on the bonnet. Albert Ford purchased the body from Major Harvey and proceeded to modify it slightly to fit his chassis. Little else is known of his testing efforts, and he may have abandoned the project to concentrate on the second car he built – which had a far more conventional four-stroke flat-twin and a standard-looking runabout Roadster body. Neither of the cars

made it to production, and Albert Ford quit the automobile business to design and manufacture hospital furniture.

It is quite remarkable then, to know that both of Albert Ford's A.B.F. automobiles survive today, thanks to the efforts of some young and passionate car enthusiasts in England. An undated letter by Ivor Lindsell published in the Light Car & Edwardian section of the VSCC newsletter describes a quest by him and his mates to rescue some old cars from a garage that was scheduled for demolition. Following a trail of rumors, they found the site and were met by an older man who showed them around, claiming that he designed and built two of the cars himself. Met with skepticism from the lads, the man showed them his machine shop and the molds he used for casting the engine parts. It turned out they bought the cars directly from Albert Ford.





Once rescued from the garage, both A.B.F. cars went to Lindsell's friend Charles, who got both cars running before selling them off at a small profit. The flat-twin runabout went into hiding for some time and was thought to be lost, while our featured car was sold to Tom Potter in 1957. Original photographs show Potter towing the A.B.F. home behind his family car, with the large number 26 visible on the scuttle. Mr. Potter restored the little A.B.F., repainting it white. He used it in a handful of VSCC events in the late 1950s and early 1960s, including the 1961 Brighton Concours d'Elegance where it won the vintage car class. In 1976 VSCC member Peter Russell discovered the A.B.F. in Potter's shed and soon made a deal to bring it home to Scotland. There, he set about restoring it to its original specification. After stripping off the white paint, Russell found bits of blue as well as evidence of the car's Brooklands number roundel and "Alvis" markings on the body.

He was able to confirm the body's racing history, and after the restoration, the A.B.F. was invited to take part in the 1980 Brooklands Reunion.

The car appeared in a short feature in Motor Sport magazine (November 1996) and would later come into the ownership of the renowned sculptor, painter, and noted motoring enthusiast Stanley Wanlass. Mr. Wanlass then sold the car to a friend and fellow collector, who kept the A.B.F. in his extensive collection for many years with the intent of restoring it. The project never came to be, as the owner sadly passed away. The motor has since been rebuilt and test fired, but will require some sorting before use. Today, this very special A.B.F. remains very much as-restored by Peter Russell in the late 1970s, and will require mechanical sorting before use.

The A.B.F. sports car is truly one of a kind, carrying exceptional provenance. It will surely be welcome in groups like the VSCC and is welcomed already by the Brooklands Society. Albert Ford's unique prototype is a genuinely fascinating footnote in the annals of motoring history.

**\$75,000 - 125,000**

Please note, this car is sold on a bill of sale.

**330.****1954 OLDSMOBILE SUPER 88 COUPE**

Chassis no. 548K23976

324ci Overhead Valve V8 Engine

Single 4-Barrel Carburetor

185bhp

4-Speed Hydra-Matic Transmission

Independent Front with Live Rear Axle Suspension

4-Wheel Drum Brakes

- Performance Super specification
- Classic Space Age styling
- A solid starting point for a restoration
- Wonderful Green/White color scheme

**THE OLDSMOBILE 88**

Having survived the economic turmoil of the early 1930s, Oldsmobile had established itself as purveyor of worthy, if unspectacular, transportation by the time America entered WW2. The company faced the post-war world with essentially 1942 models, but in 1948 came up with something that would dramatically change its image: the 'Futuramic'-styled Ninety-Eight. When the new Rocket 88 overhead-valve V8 engine arrived the following year, the stage was set for a sales renaissance. Displacing 303.7ci (5.0 litres) the all-new powerplant went into the top-of-the-range Ninety-Eight and, in true American hot-rodding tradition, was combined with the Seventy-Six's lightweight six-cylinder chassis to produce the legendary Eighty-Eight, one of the hottest performers of its day. The firm had introduced one of the first practical fully-automatic transmissions – the Hydra-Matic – back in 1940 which, combined with the new V8 engine, gave Oldsmobile a package that

was the envy of its rivals. The middle-ranking Super Eighty-Eight was a new introduction for 1951, by which time the Rocket V8 engine was standard equipment in all Oldsmobiles. 1954 would see the introduction of the new longer and lower body style with front and back wrap around windows. Text

**THE MOTORCAR OFFERED**

A wonderful opportunity to bring a piece of 50s iron back to its former glory, this Super 88 Coupe has remained largely intact over the years. Its interior possesses an inviting level of wear, and even retains a collection of oil change stickers from its hay day on the A-pillars. The dashboard appears to be largely complete with the multitude of its componentry present. The exterior wears an honest amount of fade given its age, with some surface corrosion visible in spots. Under the hood, the venerable Rocket V8 lays in situ with its Super-spec 4-Barrel sitting atop the intake manifold.

With some time and effort, this Olds will surely be a fine boulevard cruiser.

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

- Fresh brakes and tires
- Flathead Ford V8 power
- Elegant 1940s styling
- Presented in wonderful condition

# 331.

## 1940 FORD DELUXE CONVERTIBLE

Chassis no. 185496038/CA498524

221ci Flathead V8 Engine  
 Single Twin-Throat Carburetor  
 85bhp at 5,000rpm  
 3-Speed Manual Transmission  
 Front Independent Suspension – Live Rear Axle  
 4-Wheel Drum Brakes



### THE 1940 FORD

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

The combination of design and performance gave the '40 Ford a particular presence, an attitude and style which set it apart from its contemporaries.

### THE MOTORCAR OFFERED

Prior to arriving into the hands of the current owner roughly 25 years ago, this Ford Convertible was the subject of a comprehensive restoration. Since then, the car has been cared for dutifully, and as one can see in the photos, appears in wonderful condition. Both the interior and exterior are free from any major wear, and the work completed decades ago has held up with little fatigue. Largely kept original and unmodified, an exception to this standard was the installation of an electric fuel pump- a necessary addition given the car's high altitude home in Colorado.

Used sparingly and always garaged kept, this Ford was the recipient of a best of class award at a 1987 meet in Hershey, PA. the owner reports that all four wheels were shod in fresh tires and surround recently re-done brakes. Flathead Fords make for wonderful classic cars due to their simplicity and ease of maintenance. This stylish convertible is sure to bring its new owner plenty of miles of happy motoring.

**\$40,000 - 60,000**

## 332.

### 1913 MARMON MODEL 48 48HP SPEEDSTER

Chassis no. 1613001

Engine no. 25811

572.6ci T-head Inline 6-Cylinder Engine

48bhp

3-Speed Manual Transmission

Front Semi-Elliptic Leaf Springs, Rear Elliptic Leaf Springs

Rear-Wheel Drum Brakes

- Believed 1 of 2 surviving 48hp Marmons
- Desirable brass era speedster
- Well set up for touring
- Powerful 6-cylinder 48hp engine



#### THE MARMON MODEL

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

Howard Marmon produced his first air-cooled V-2 motorcar in 1902. After several evolutions, he settled on a straight-six configuration and built a solid reputation for dependable, yet innovative automobiles. One of Marmon's most celebrated creations was the rear-view mirror, which eradicated the need for a rear-facing engineer to spot the approaching competition. Using this new feature to its advantage, the Marmon 'Wasp' won the inaugural Indy 500 in 1911.



## THE MOTORCAR OFFERED

The Model 48 Marmon was the largest and most powerful car produced by Marmon before WW1. Unfortunately, not much is known about this particular car's early history. Marmon only built 343 model 48 over the course the vehicle production run. From the serial number of this particular car, it is believed that it is possibly the very first Model 48 produced in 1913 and also believed that this car was delivered as a speedster.

The earliest known history of this particular Marmon comes from 1961. At this time, it was owned by Ed VanBenschoten, a brass car enthusiast in the Buffalo, New York area. He retained the car until September of 1980 when it was acquired by the consignor.

At the time of his purchase, the car was very much a restoration project. It did retain all of its original major components including the original frame, axles, engine, transmissions, and steering column.

The car's restoration was entrusted to Michael Thomas of New Richmond, Ohio. A great deal of research was conducted, and the car was restored to original specifications provided by the Marmon Club. During this restoration, a new speedster body was built. The engine was completely rebuilt and balanced. The car was unveiled at the 2003 Ault Park Concours.

In recent years, the car has been looked after by noted Brass Car Specialist Dave Staadt. Recent work has included the fitting of brake lights and turn signals for safety, as well as a modern starter motor, and one wire alternator was fitted.

Today, this car presents extremely well. Having been in the care of the consignor for the past 39 years, it will undoubtedly be a fast and exciting tour car for its next owner.

**\$250,000 - 300,000**

**333.****C.1923 GWYNNE EIGHT**

850cc Overhead Valve Inline 4-Cylinder Engine  
 Single Updraft Carburetor  
 24bhp  
 3-Speed Transmission  
 Front and Rear Semi-Elliptical Leaf Spring Suspension  
 Rear brakes

- *Likely the only example of this body style in existence*
- *Robust light car with powerful motor*
- *Offered out of long-term ownership*
- *Easy to park!*

**THE GWYNNE**

Established in 1849 as an iron founding and pump manufacturing engineering firm, the manufacturing of automobiles would enter their range of products after the acquisition of the Albert car business. Entering the 'light' car market with their 'Eight' model, this diminutive machine served as a more robust alternative to a motorcycle and sidecar which could be bought for a similar price, 198 Guineas. Hardly a 'cyclecar', the Gwynne offered many of the features of a more substantial automobile. Powered by an 850cc motor, overhead valves helped provide roughly 24 horsepower.

**THE MOTORCAR OFFERED**

While difficult to confirm with absolute conviction, the Gwynne offered here is likely the only of its kind left in the world. Procured by its current family in 1965 from public auction in the U.K., the catalog had made mention that the owner at the time possessed the last name of MacGregor. The catalog further goes on to describe how it had been discovered in poor condition in the west country and had since received a restoration. The car was then said to have competed in a V.S.C.C race in the hands of MacGregor. At roughly the same point in 1965, a *Motor Sport* article citing a 1924 Gwynne with an owner of the same last name states that "this (Gwynne) is the actual Motor Week exhibit of 1924 and believed to be the only two seater with a body of this style." It is very likely the car mentioned in this publication is the very same car that went up for sale. Regardless, the family who had won the car at auction eventually imported the vehicle into the United States in 1975. Since then, it has

been used sparingly and within the more recent history of the automobile, it has sat unused. However, the vehicle avoided falling into disrepair and today, is still a seemingly complete motorcar. While some dust and dirt have accumulated due to its hibernation, it should not take to much effort to bring the vehicle into working order.

A rather rare oddity indeed, the likelihood of running into another example like this in the States is rather low. With a lightweight construction and a peppy motor, this light car is sure to be an absolute joy behind the wheel.

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

- Offered out of long term ownership
- First year of production
- One of the finest American designs of the 1960s

**334.****1963 CHEVROLET CORVETTE ROADSTER**

Chassis no. 30867S119382

350ci OHV V8 Engine  
 Single 4-Barrel Carburetor  
 4-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Drum Brakes

**THE STING-RAY CORVETTE**

1963 was an exciting year for Corvette enthusiasts. For the first time, 'America's sports car' was available as a coupe as well as a Roadster. The new Stingray design credited to Bill Mitchell and Pete Brock was a masterpiece. Featuring beautifully raised fender peaks, disappearing head-lamps.

Underneath the sleek fiberglass shell, there was a new independent rear axle with transverse leaf springs, control arms, multiple links, double-jointed half-shafts, and trailing radius rods. Even base-model Corvettes were nicely equipped, and buyers had a wide range of engine choices based on the new 327-cubic inch V8. The most powerful option was the 360hp engine with Rochester fuel injection, making this the first American car with a higher horsepower figure than engine displacement.

A 3-speed manual transmission was standard, but options included a four-speed manual, a positraction rear end, and a variety of rear axle ratios. The Stingray could be ordered in any of seven exterior colors. The new Stingray was an impressive performer, capable of 0-60 in 5.9 seconds and 0-100 mph in 16.5. The 1963 Stingray proved a sales hit, and Chevrolet sold 10,594 coupes and 10,919 convertibles.

**THE MOTORCAR OFFERED**

This first year Stingray was purchased by its owner in the early 1980s, and remarkably was registered in the state of Alaska. Having been enjoyed for so many years, this roadster's black leather interior possesses a worn in look, yet no tears or major deterioration can be found on the seats. The dashboard still contains its vertically orientated radio and a Hurst T-handle shifter connects the driver to the 4-speed transmission. Under the hood, the original motor was swapped out with a 350ci small block at some point in the vehicle's history and a 4-barrel carburetor sits atop the intake manifold.

An honest driver's quality Corvette, this roadster offers a heap of style and will surely provide its next owner with many miles of happy motoring.

**\$50,000 - 60,000**  
**Without Reserve**

# 335.

## 1974 MERCEDES-BENZ 450 SEL

Chassis no. 116.033 12 021425

4,520cc SOHC V8 Engine  
Bosch Fuel Injection  
225bhp at 5,000rpm  
4-Speed Automatic Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- Exceedingly original and well-kept example
- Just one owner until recently, and a mere 25,982 miles from new
- Offered with the original books, tools and spare wheel
- Striking Medium Red Metallic over Biscuit livery



### THE MERCEDES-BENZ SEDAN

'It was, and remains, one of the finest, safest and most impressive saloons, and it is surely a testament to the quality of Mercedes engineering that there are still so many in regular use today.' – Lawrence Meredith on the 450 SE, *Mercedes-Benz Saloons*, Crowood Press.

Mercedes-Benz replaced the existing S-Class in 1972 with the new W116 line up that had been on the drawing board since the mid-1960s. Much of the development program had concentrated on secondary safety, to such an extent that its occupants were considered more likely to survive an accident in the 450 SE saloon (or its peers) than possibly any other car in the world. Base model of the new S-Class was the 280 S equipped with a carburetor-fed 2.8-litre twin-cam six, while for those with deeper wallets there was a choice of 350 SE or 450 SE V8s, both of which were available in long-wheelbase 'SEL' variants.

A necessarily heavy automobile, the 450 SE was little quicker off the mark than its smaller-engined siblings, but as Motor Sport observed: 'It is in these middle and upper ranges, rather than in sheer standing-start acceleration, that the 450 SE excels, all powerfully, simply "whooshing" through overtaking.'

### THE MOTORCAR OFFERED

Completed at the Stuttgart-based factory in January of 1974, this highly original example of Mercedes-Benz' luxurious 450 SEL had covered just 25,982 miles at time of cataloging, and benefitted from the care of just one devoted owner until recently. The car presents beautifully in the factory Medium Red Metallic color over a light biscuit leather interior. Original decals and ID plates remain intact, and the floor mounted gear shift and Becker Grand Prix AM/FM radio adds to its desirability. Very much a 'time capsule' car through and through, it is offered with the original spare wheel, owner's manuals and tools. The extremely high build quality of these cars is evident in this benchmark example.

**\$20,000 - 25,000**



- Solid basis for a project
- Swedish Style
- Attractive two-tone red upholstery

**336.**

1964 VOLVO 122S

Chassis no. 164535

1,778cc Overhead Valve Inline 4-Cylinder Engine  
Single Carburetor  
75bhp

3-Speed Manual Transmission

Independent Front with Live Rear Axle Suspension  
4-Wheel Drum Brakes

Without Reserve



#### THE VOLVO 122S

Introduced in 1956, the Volvo 120 Series lasted in production until 1970, by which time around half a million had been built, its build quality, toughness, and longevity helping to establish the Swedish company's reputation worldwide. Marketed in Sweden as the 'Amazon', the original 121 four-door saloon was joined by two-door (131) and estate (221) models in the 1960s. Originally of 1.6 litres capacity, the overhead-valve four-cylinder engine would grow first to 1.8 and, finally, 2.0 litres. The Amazon was also the first car to feature modern seatbelts as standard, a safety revolution at the time.

#### THE MOTORCAR OFFERED

One of the most stylish vehicles to exit the Gothenburg plant, the Volvo 122S on offer has great potential to be returned back to wonderful condition. The bodywork displays a bulk of the cars age with surface corrosion visible around various point of the car. However, the panel fitment is overall good, and the doors, hood, and trunk all close satisfactorily. Under the hood, the B18 sits with its multitude of accessories including a coil, distributor, manifolds and carburetor. The spartan interior, much like the engine bay, is largely complete, with a lack of carpets being the major lacking detail.

A nice compliment to the SAAB 96 also on offer, for those looking to recreate a stage of the Swedish rally championship from the late 1960s, look no further. The 122S is a robust car that once sorted out should be a dependable runner for its next owner. Further sweetening the deal is a nice dose of subdued Nordic design that will charm any passerby.

**\$8,000 - 15,000**  
**Without Reserve**

# 337.

## 1941 CHRYSLER TOWN & COUNTRY NINE-PASSENGER “BARRELBACK” STATION WAGON

Chassis no. 7700759

241.5ci L-Head Inline 6-Cylinder Engine

108bhp

4-Speed Vacumatic Semi-Automatic Fluid Drive

Independent Front-Suspension with Coil Springs, Live Rear Axle with Semi-Elliptic Leaf Springs

4-Wheel Hydraulic Drum Brakes

- Beautifully preserved example
- Recent mechanical service by Steve Babinsky
- Part of the Wells Auto Museum for nearly five decades
- One of the biggest Woodies you can buy



### THE CHRYSLER TOWN & COUNTRY

Today the 1942 Chrysler Town & Country is an icon, considered by many to be the finest American wood-bodied motorcar ever built. In an era where wartime production had virtually halted American automotive manufacture, and cars were increasingly being constructed with the use of high-powered steel presses, fabricating car bodies of wood was an expensive proposition. When new, this was an exclusive luxury motorcar designed for the elite, and the history of this particular example was no exception to that rule.

In 1941 the Chrysler Corporation introduced the Town & Country in an attractive six-passenger and nine-passenger wood-trimmed wagon. The result was not just another wood bodied box-like wagon on a truck chassis however; rather it was a highly styled “station wagon”. All Town & Country Chryslers for 1942 were built on either the Windsor or New Yorker chassis, and they were available in six or nine

passenger configurations. This particular Town & Country wagon seats nine and was built on the Windsor chassis, in that it used an L-head straight ‘six’ displacing 250.6 cid and producing 120 horsepower. The torquey ‘six’ relayed its power aft via a three-speed manual transmission with overdrive.

Stylistically speaking, the ‘42 Chrysler Town & Country Station Wagon was a striking restyling of the 1941 wagon. The entire front was wrapped in stainless steel bars that run from wheel opening to wheel opening, across the entire grille. This theme was carried to the rear fenders, for a stylish “art deco” treatment. The roof slopes gently back to the tailgate and the wood contrasts beautifully with modern styling. This model features ‘barrel back’, or ‘clam shell’ rear doors, that opened to a storage area behind the rear passenger seats.

The rearmost seats could be stowed in a forward position, to enlarge the storage area, or in a rear position, to enhance passenger legroom.

Chrysler built approximately 2,000 cars by the time automobile production ceased for the Second World War early in 1942. In total, nine hundred ninety-nine barrel-back 1942 Chrysler Town & Country station wagons were constructed. Of these, 150 were 6-Passenger models, and 849 were 9-Passenger models.







## THE MOTORCAR OFFERED

This exceptionally original Town & Country spent nearly 50 years in the care of noted collector and Well Auto Museum founder Glen Gould. Initially it was kept for his personal family use at their Vermont vacation home and was eventually transferred to the Wells Museum Collection in Wells Maine where it was on view for decades.

This Chrysler has clearly been a pampered and cared for car from new. Always garaged when in use and obviously kept out of winter use. The woodwork is delightful and has the warm charm not present on a restored example. The interior is beautifully preserved with its rich dark red leather upholstery and beautifully simulated mother of pearl trim. The interior woodwork is finely preserved and gives the interior the feel of a luxurious hunting cabin. Displaying approximately 56,000 miles, there is little question this is accurate mileage.

A lift of the hood reveals an engine compartment as honest and consistent with the original feel of the rest of the car.

In its current ownership, the Town & Country was fully sorted mechanically by renowned restorer Steve Babinsky, who is well known for his sympathetic work of preserving and maintaining unrestored cars. With the hydraulic brakes now looked after, the consignor reports that the Chrysler runs and drives as good as new. It handles well, starts instantly, and behaves as only a well-maintained original car can. It will be welcomed into the Preservation Class of most concours, and it would make an ideal car for the AACA's Historic Preservation of Original Features display. As it is now a CCCA Full Classic, it is also eligible for showing at Grand Classics all over the country.

A good percentage of the surviving barrel backs reside in the finest private collections and museums. The opportunity to acquire a pure, original survivor such as this one is a rare chance indeed.

**\$265,000 - 325,000**

# 338.

## 1935 RILEY 1½ LITER KESTREL SALOON

Chassis no. 22T1724

Engine no. 375703

1,496cc Twin Cam Inline 4-Cylinder Engine

2 SU Carburetors

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- Charming and rare Riley Saloon
- Innovative Twin Cam engine design
- Lovely Kestrel streamline design
- One of very few surviving examples



### RILEY MOTORS

Riley Motors was once one of the most respected English sporting marques, located in the heart of the British motor industry in Coventry. 1926 saw the introduction of Percy Riley's 1,087cc four-cylinder engine. It was an ingenious design, with twin gear-driven camshafts and hemispherical, cross-flow combustion chambers. The engine became a hallmark of Riley cars, with various evolutions of the design powering Riley models through 1957, and tuned versions motivating

Donald Healey's rapid and highly successful sports cars of the 1940s. By 1935, the original Percy Riley engine design was reworked and enlarged to 1 ½ liters. This new Riley was aptly named the 1 ½ Liter and offered in a variety of Saloon, Coupe, Tourer and Sports bodies. The model became a fixture of the marque and remained quite popular with buyers until 1938 when Lord Nuffield of Morris Motors took a controlling stake in Riley and costs were reined-in.



## THE MOTORCAR OFFERED

Arguably the prettiest of all Riley 1 ½ Liter Saloons was the Kestrel, as featured with this 1935 example. The Kestrel is a lovely illustration of early English streamline design, with beautiful flowing wings and a gracefully sweeping line from the windscreen to tail. This lovely Kestrel wears a matured older restoration and was enjoyed as a rally car for many years by its enthusiastic prior owner. Evidence to this is proven by its entry into the very first Colorado Grand rally in 1989. It has a pleasing patina while remaining in generally sound and attractive condition. The two-tone blue paintwork highlights the features and flowing lines of the original coachwork. The finish is in fair condition, showing some minor checking in places, but remaining glossy and attractive. The quality of the coachwork is a testament to the high standard to which these cars were built. The radiator grille, with its mesh insert, is flanked by Rotax headlamps and a Notek fog lamp mounts centrally on the front apron.

Complimentary blue leather adorns the four-place cabin, which has a moderate patina that is consistent with the rest of this car. Instruments are a mix of period-appropriate Jaeger, Smiths, and Riley-branded pieces. Rare and exquisitely engineered, this motorcar presents a unique alternative to similar capacity sports cars from MG or Alvis. The honest and charming presentation combines with the sophisticated engine design, fine handling, and lightweight coachwork to make this Riley 1 ½ Liter ideally suited for preparation for driving events and rallies.

**\$30,000 - 45,000**

**339.****1903 FORD MODEL 'A'**

Engine no. 280

101ci Twin-Cylinder Engine  
 2-Speed Transmission  
 Chain-Drive Live Rear Axle  
 Full-Elliptical Leaf Spring Suspension  
 Mechanical Brake System

- Offered for first time after 55 years of single ownership
- Originally build for Ford Motor Co. Patent dispute cases
- Comprehensively restored by Ralph Buckley
- Excellent example of one of Ford's earliest creations

**THE 1903 MODEL A FORD**

Henry Ford developed his first gasoline buggy in the closing years of the 19th Century, like others of its generation, it was a primitive quadricycle powered by a twin-cylinder engine. Commercial motorcar production did not however get underway until 1903 when the Ford Motor Co. was founded. The first commercial offering was the twin-cylinder-engine Model A. As evidenced by this example it was a well-designed and up-to-the-minute car with the engine positioned under the passenger seating, driving to the rear axle by chain. Production was established in a disused wagon works in Mack Avenue, Detroit. and Henry Ford's dream was underway.





## THE MOTORCAR OFFERED

This 1903 Model A Ford sold here is being offered publicly for the first time after 55 years of single-family ownership. The story of the Model A begins in 1903, being built by Ford and allocated engine stamping 280. This example was retained by Ford Motor Company where it would be used in settling any patent dispute cases. From Ford, this car was sold to the Stevens Institute in Newark, NJ where it remained until 1964 at which point the car was purchased by its current owner.

Buying the Model A in unrestored condition, it was subsequently shown and won a national first prize at an AACA gathering in 1964. Shortly after, it was decided that the car would receive a comprehensive restoration. Ralph Buckley was contracted to restore this example and completed the car to the exact specification you see today. Since its restoration in the early 1970s, this Model A has seen just one road outing- a trip from

its garage to a local Sunday car gathering to celebrate its completion. Over the last few decades, this Model A has been garage kept and maintained in New Jersey. This Model A also benefits from the dedicated caretaking of a true enthusiast who collected many spare parts for the car that will accompany the sale. The long list of spare parts are highlighted by additional headlamps, horns, mechanical assemblies, and a spare engine for the car.

Viewed today in beautifully restored condition, this Model A represents the definitive early form of the first production Ford. Finished with a Maroon body and black bench seat and fenders, this two-seat buggy configuration accommodates the engine mounted underneath the passenger seat, delivering power to the rear axle through a chain drive. The car rides smoothly on a fully elliptic leaf spring suspension and utilizes wheel steering.

One of the most coveted of all Fords, these first Model A's provide an insight into the start of the new Ford Company.

Despite a survival rate of more than 100 of the 1,700 Model As built, they rarely come to market and only a handful of cars have changed hands publicly in the last 20 years or more. A 116-year-old American jewel, this is an exquisite example of an early Fords production, and could grace any car collection as well as potentially provide an entry into the event popular Bonhams London-to-Brighton Veteran Car Run, after successful VCC dating of the car.

**\$90,000 - 110,000**  
**Without Reserve**

**340.****1910 STANLEY STEAMER 10HP TOURER**

Chassis no. 5494

10bhp Single-Cylinder Steam Engine  
 Solid Front Axle and Live Rear Axle  
 Full-Elliptical Leaf Spring Suspension  
 2-Wheel Mechanical Brake System

- Offered after 50 years of single-family ownership
- Only three owners from new
- Comprehensively restored by Ralph Buckley
- Accompanied by a spare boiler

**THE 1910 STANLEY STEAMER 10HP TOURER**

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

The Stanley brothers built their first steam car in Lewiston, Maine, in 1887, however shot to fame in 1898 with a spectacular demonstration of a fragile steamer at Charles River Park which resulted in sufficient orders to establish manufacture on a firm footing in Watertown, near Boston. The Stanley brothers sold their first successful design to J B Walker who

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

For the 1910 season Stanley offered four standard production models, the 10hp Model 60 and Model 61 and the larger 20hp Model U and Model 72. The twin cylinder 10hp model

was first catalogued in 1905 as the Model DX Surrey, the Model E Runabout and the Model G Speedster. The 10hp Stanley was to be the mainstay of production, offering budget level motoring although at the top end of the scale Stanley were later to offer the 30hp Mountain Wagon from 1911 onwards. The Model 60 10hp of 1910 retailed at \$850 in Runabout form and at \$1,150 as a Toy Tonneau. Stanley built their own coachwork to a high standard and the double-acting, twin-cylinder engine, combined with the 18" boiler, gave the Model 60 an output rating of 10hp and an exhilarating turn of speed both forwards and backwards!



## THE MOTORCAR OFFERED

This 1910 Stanley is now being offered for the first time after a half-century of single-family ownership. With just three owners from new, this example was sold from the Stanley Motor Carriage Company in 1910 to the Prosky family of Abington, Massachusetts. In 1964 the car would transfer to its second owner, Mr. Ralph L. Lehtola of Bridgewater, Massachusetts who would be the caretaker until 1968, when the car was purchased by its current owner.

Upon purchase in 1968, the car was taken to Ralph Buckley for a comprehensive restoration of which it still wears. Completed in 1970, this Stanley was finished exactly as you see it today, a beautiful Brewster Green livery with the slightly paler yellow wheels and chassis detail introduced for the 1910 season. The coachwork is furnished with black deep-buttoned leather upholstery.

Throughout the last 50 years, this car has made regular appearances at local New Jersey motoring events but scarcely driven long distances all while being meticulously maintained. Owned by a true enthusiast that understood the value of spares, this Stanley comes with a long list of components that will accompany the sale. The extensive inventory of parts includes drive components, an additional boiler, and various accompanying items for the boiler system. This exceptionally rare steam car is now fully restored, ready and eligible to join the finest collection of cars or put into commission as a dedicated touring machine.

**\$100,000 - 120,000  
Without Reserve**

# 341.

## 1948 HUDSON COMMODORE CONVERTIBLE BROUGHAM

Chassis no. 48111

308ci L-head Inline 6-Cylinder Engine  
Twin H-Power Carter Carburetors  
160bhp at 3,800rpm  
3-Speed Manual Transmission  
Independent Front with Live Rear Axle Suspension  
4-Wheel Drum Brakes

- One of very few convertibles made in 1948
- Iconic "Step-Down" styling
- Modified with H-Power and larger motor
- One of the finest post-war American motor cars



### THE HUDSON COMMODORE

At the end of World War II, it was obvious that there would be a considerable American demand for newly designed automobiles. Hudson shook to styling world when they introduced their "step-down" design, which lowered the car 9 inches below its immediate predecessors. The floor was recessed between the box section frame girders and actually provided more headroom than its competitors. The "Monobilt" rigid, twist free body-and-frame was the ultimate in unitized construction of the time. They moved the passenger compartment forward and the back seat away from the wheels ahead of the rear axle, providing a jounce-free ride and 64-inch-wide seats.

The six-cylinder engine was rated at 121hp and was the largest mass produced six-cylinder engine. The Commodore was the top-of-the-line and at first came in 3 closed models but the convertible was added by the end of the year.

Contemporary authorities considered these the best of the American road cars because of the firm suspension, flat cornering, and an excellent balance in view of a high-performing engine.

But the most striking feature is the far-ahead smooth styling, with both novel and beautiful lines, made all the more obvious in the rare convertibles.



## THE MOTORCAR OFFERED

Equipped with extras such as spotlights and accessories of the time, this is a rare opportunity to obtain the classic Hudson convertible design, considered by noted automotive stylist Robert Cumerford "one of the best ever from the USA". An older restoration, the work has stood the test of time and today presents in wonderful condition. Its paint has been stripped and the body was brought down to bare metal in order to return the vehicle back to a fine state of being, but with some age accumulating on the job, a touch up would do some good. The double red exterior/interior fully complements the Hudson's design language and work to create a satisfying representation of the period. The vehicle has further received a new top with a cover.

Under the skin, the engine has been swapped for the later and larger inline-6 and is fed its fuel through the "Twin-H Power carburetor set-up. This has provided the car with a good bit more

grunt and makes for a solid performer. Further modifications include a differential from the Hornet model. The mechanicals had received a restoration and should be a dependable machine for its next owner. Since the work having occurred, very little mileage has been placed on the car.

A spectacular and striking automobile, the chance to procure one of these first-year convertibles should not be passed up.

**\$40,000 - 45,000**

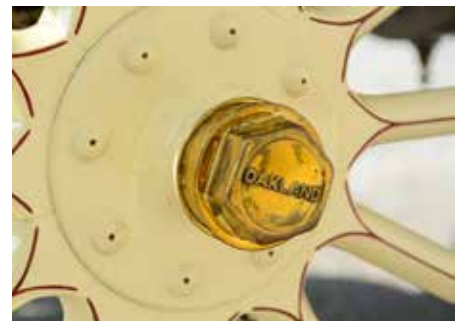
# 342.

## 1912 OAKLAND MODEL 30 TOURER

Chassis no. 7500

201ci L-Head Inline 4-Cylinder Engine  
Single Updraft Carburetor  
Approx. 30bhp  
3-Speed Sliding-Gear Transmission with Overdrive  
Solid Front Axle, Semi-Floating Rear Axle  
Rear-Wheel Mechanical Brakes

- *Well proven Brass car with many tours under its belt*
- *Handsome Tourer coachwork*
- *Rare make seldomly seen motorcar*
- *Strong presentation throughout*



### THE OAKLAND MOTOR CAR COMPANY

Oakland was founded in 1907 in Pontiac, Michigan by Edward Murphy and Alanson P. Brush, who, between the two of them had amassed a tremendous amount of experience in manufacturing. Their reputation for quality was buoyed by sporting success, mainly in hill-climb events and reliability runs. For the 1912 model year, the lineup consisted of three models, all powered by four-cylinder engines of varying output. The mid-sized Model 30 was popular with buyers and further solidified Oakland's standing in the market. Sales continued to be strong until the 1920s when Oakland introduced their low-cost Pontiac sub-brand. By 1932, Oakland Motor Car Company was ousted and changed its name to Pontiac Motor Company.



## THE MOTORCAR OFFERED

This 1912 Oakland Model 30 Tourer is a handsome example from this seldom-seen marque. This charming car has enjoyed many years of care and regular enjoyment with enthusiast owners. It once belonged to Marty Roth, a well-known and active member of the AACA who enjoyed the car on numerous tours and events with both the AACA and the Horseless Carriage Club of America. In the hands of past owners, it is said to have competed in the famous Glidden Tour which is one of the most grueling tests for veteran cars. To further improve its touring ability, it has been sensibly upgraded by several respected brass-era experts. A particular highlight is the Gear Vendor overdrive unit, installed by the late "Mr. Overdrive" Lloyd Young of Winchester, Ohio. The transmission, in turn, was rebuilt by respected Oakland expert Bud Jonas of Belden, Michigan. Further work included a rebuilt brass radiator by Dick Runion, an upgraded magneto and discreet conversion of the gas lamps to

electric. The most recent owner has added an electric starter and fitted new pistons, and an exhaust-powered locomotive horn keeps modern drivers on their best behavior.

A recent demonstration of the car found it started easily and comfortably cruised the road on a good clip. The overdrive unit provided a nice benefit for higher speed cruising with engine noticeably less strained. This Oakland is a handsome looking proven touring machine from a brand seldom seen today. It should provide a fun entry into the world of brass era touring.

**\$50,000 - 75,000**

# 343.

## 1986 MERCEDES-BENZ 560 SL

VIN. WDBBA48D9GA054758

5,549cc SOHC V8 Engine  
Bosch Fuel Injection  
225bhp at 5,200rpm  
4-Speed Automatic Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- Exceedingly original example with factory finishes intact
- Just one owner until recently, and 32,438 miles at the time of cataloging
- Offered with the original hard top, soft top, books, tools and jack
- Mercedes-Benz 'The Best or Nothing'



### THE MERCEDES-BENZ R107

When Mercedes-Benz redesigned its famed SL in 1971, there was a lot of equity behind it. After all, when the incomparable 300 SL Coupe and Roadster were built fewer than 20 years before, they set the world on fire. The result was a luxurious V8 Convertible that ended up being the longest passenger car series ever produced by Mercedes-Benz to date.

By the late 1980s, the SL had gotten various updates and new engines over the years, yet it was still fundamentally the same car Mercedes-Benz had introduced back in 1972. Despite its age, the final iteration - the 560 SL - remained a prized automotive status symbol and an iconic part of the brand's lineup, until it was finally replaced by the all-new fourth-generation SL in 1990.

### THE MOTORCAR OFFERED

This spectacular and highly original Mercedes-Benz 560 SL was completed and the Stuttgart-based works in August of 1986 as a US-market car. The car was delivered new to New Jersey in October of 1986, where it appears to have remained until recently, in the care of just one single owner. Today, this stunning 560 SL, dressed exceptionally well in its original Dark Blue paint over a nearly flawless original leather interior, presents almost identically to the day it was delivered new. Inside, the stunning dark wood-trimmed console and grey leather impresses, while a period Becker-Benz cassette radio adorns the dashboard.

The SL still displays many original factory markings and tags, and is accompanied by both hard and soft tops, the original books and manuals, tool roll, jack, as well as spare wheel with original decal. The car has been driven sparingly and displays a total of just

32,438 miles on the odometer at the time of cataloging and is documented by a clean CARFAX report. A superb example of a Mercedes-Benz 'Young-Timer' Classic, this quality-build SL is ready for open-top touring and enjoyment.

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



- Rare Convertible Sedan
- A rewarding project
- CCCA Full Classic

**344.**

## 1941 PACKARD SUPER EIGHT 160 CONVERTIBLE SEDAN

Chassis no. DL14772004

Engine no. D500499

356ci L-head Inline 8-Cylinder Engine

Single Stromberg Carburetor

165bhp at 3,200 rpm

3-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

Without Reserve



### THE MOTORCAR OFFERED

By 1940, Packard's model line had come to include the mainstream One-Ten (formerly known as the Packard Six) and One-Twenty models, topped by the senior-level Super 8 One-Sixty and Custom Super 8 One-Eighty lines. With the legendary Packard Twelve discontinued after 1939, the top Packard engine choice was now the 356 cubic-inch straight eight. With a 160-horsepower rating, smooth operation and prodigious torque, the less-exotic eight more than capably filled the Twelve's shoes. This engine was now standard on the Super 8 One-Sixty and Super 8 One-Eighty models, which rode a variety of wheelbase lengths and carried a wide variety of elegant body designs.

Known as the Nineteenth Series, the 1941 Packard model line was introduced in September 1940 and continued the styling innovations that were pioneered during the prior year, along with a variety of welcome

detail updates. With their robust 8-cylinder powertrain, independent front suspension and soft, smooth ride, Packard's Super Eight models and particularly the versatile One-Sixty cars remain highly desirable today for their drivability and usability, in addition to their renowned quality and stately character. Just 3,535 examples of the Super 8 One-Sixty were produced in all for the 1941 Nineteenth Series.

This particular car is a rare convertible sedan. It was purchased by James Sullivan from a gentleman in California. Not much is known about its early history. However, it can be reported that the car was delivered new to Earle C. Anthony Inc. in San Francisco, California. Mr. Sullivan had intended to restore the car but fell ill. It has been in storage for the past twenty years.

Today, the car is very much a classic barn find. The metal on the body is in very solid condition, which is hard to find on project cars. An ideal candidate for a restoration and a rewarding project for its next owner.

**\$7,500 - 15,000**  
**Without Reserve**

# 345.

## 1966 MERCEDES-BENZ 600 SHORT WHEELBASE

Chassis no. 100.012-12-000607

6,329cc 8-Cylinder Engine  
Bosch Fuel Injection  
250bhp at 4,100rpm  
4-Speed Automatic Transmission  
4-Wheel Dual-Circuit Hydraulic Disc Brakes  
Double-Wishbone Air Front Suspension  
Swing-Axle, Self-Leveling Air Rear Suspension

- One of only 323 produced in 1966
- The ultimate of motoring luxury in its day
- Recipient of recent mechanical work courtesy of Star Motors
- Well sorted air and hydraulic systems



### THE MERCEDES 600

'In an age when flaunting your wealth wasn't a crime, the 600 was the automotive equivalent of Monaco. It's a masterpiece of engineering, a quantum leap over its opposition, and redefines the word opulence.' - *Classic & Sportscar* magazine.

By the commencement of the 1960s, Mercedes-Benz's ever-expanding model range was lacking in only one department: a super prestige saloon to rival the Grosser Mercedes of the past. This gap was filled in September 1963 with the appearance at the Frankfurt International Motor Show of the all-new 600. Representing state-of-the-art automotive engineering in just about every department, the supremely well-equipped newcomer featured an overhead-camshaft, fuel-injected, 6.3-liter V8 engine - Mercedes' first - air suspension with variable ride control, four-speed automatic transmission, all-round disc brakes, power-assisted steering, central locking, and separate

air conditioning systems for front and rear compartments. Its cosseted occupants also enjoyed the advantages conferred by multi-way adjustable seating powered by a sophisticated system of hydraulics that also operated the windows and assisted in opening/closing the doors and boot lid.

The most popular version was the 3,200mm (10' 6") wheelbase saloon that could seat up to six passengers, while the long-wheelbase Pullman limousine - a veritable leviathan exceeding 20' in length and beloved of Heads of State, not to mention a succession of Popes - could accommodate up to eight. Despite its not inconsiderable weight, the 600 was endowed with highly respectable performance, reaching 60mph (97km/h) in a little under 10 seconds and exceeding 125mph (201km/h) flat out. Only 2,677 examples had been made when production ceased in 1981, of which 2,190 were four-door saloons, 428 were Pullman limousines, and 59 were landaulettes.



## THE MOTORCAR OFFERED

The luxuriously appointed Mercedes-Benz 600 short wheelbase on offer has been the benefactor of dutiful ownership. The wonderful state of the vehicle's grey leather interior, wood, and trimmings is the result of its previous owner, Robert Berlin, commencing a refurbishment of the interior along with additional mechanical work via Karl H. Middelhaue.

After being purchased by the current owner roughly a decade ago, the work on the vehicle was continued. Well known amongst the marque's enthusiasts, Star Motors of Endicott, New York was made responsible for sorting out the hydraulic and air suspension systems. Tens of thousands of dollars were spent ensuring that the both were made fully operational. It can be testified that the system holds pressure very well, and upon inspection by a Bonhams specialist we can further report that after having sat with the engine off for a

number of minutes, the windows protracted with guillotine like force. In addition, the gas tank and surrounding componentry were replaced, and the engine received a tune up. Lastly, the Becker Grand Prix radio, was further rebuilt, and while not installed at the time of photography, a newly refinished back bumper will be affixed onto the car by the time of sale. Receipts will be available for all of the work performed, and it is recommended that those interested in the vehicle visit the history desk, or contact a specialist to view the aggregation of paperwork.

Quite possibly the most advanced car of the 1960s, the Mercedes 600 is still a wonder today. The suppleness of the ride, powerful motor, and luxuriously appointed interior make for a truly timeless motoring experience. Such a well sorted example, thanks to the efforts of renowned marque specialists, makes for a desirable proposition indeed.

Do not miss this opportunity to get behind the wheel of one of Mercedes-Benz's finest creations.

**\$100,000 - 120,000**

# 346.

## 1931 ISOTTA FRASCHINI TIPO 8A TWO-DOOR SPORTS COUPE

Coachwork by Lancefield

Chassis no. 1676

Engine no. 1198 (see text)

7,370cc Inline 8-Cylinder Engine

115bhp at 2,500rpm

2 Zenith Carburetors

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Mechanical Servo Assisted Drum Brakes

- One of the most iconic cars of the 1920s and 30s
- One of two Lancefield sports coupes fitted to Isotta chassis
- CCCA Full Classic
- Unrestored and largely original with great Patina
- Over 30 years in current ownership



### THE ISOTTA FRASCHINI TIPO 8A

Cesare Isotta and Oreste Fraschini founded their company in 1900, displaying their first primitive 5hp, single-cylinder car at the Milan Exposition in 1901. Progress was rapid, speeded by the company's involvement in motorsport. Celebrated victories included the 1908 Targa Florio and a sensational second place in the challenging 1908 Vanderbilt Cup. The firm built many fine cars prior to The Great War but is best remembered today for the Giustino Cattaneo designed Tipo 8 and its derivatives.

Developed prior to WWI and introduced in August 1919 as the result of Isotta's switch to a one-model policy, the massively built Tipo 8 was the world's first series-production straight eight. Its magnificent engine was a 5.9-liter overhead-valve unit producing 80bhp at a lowly 2,200rpm; a nine-bearing crankshaft, alloy cylinder block and magneto ignition were features.

Chassis details included a three-speed gearbox, multi-plate clutch, semi-elliptic springing and coupled four-wheel brakes.

Conceived as a chauffeur-driven luxury conveyance, the Tipo 8 was aimed at the American market where it was the choice of such world-famous film stars as Rudolph Valentino and 'It Girl' Clara Bow. Other Isotta owners included press baron William Randolph Hearst and world heavyweight boxing champion Jack Dempsey. In 1924 the revised Tipo 8A was introduced, which featured a 7.3-liter engine producing around 115bhp—making it the most powerful straight-eight in production—and Isotta's highly regarded three-speed synchromesh transmission. Improvements to the chassis and suspension were implemented also.

In the USA, where Isotta Fraschini was the second most popular foreign make after Rolls-Royce, the price of an 8A exceeded even that of a Duesenberg Model J. The chassis alone was priced at \$9,750 while coachbuilt models could cost upwards of \$20,000. With one third of all Tipo 8 production going to the United States, the Wall Street Crash of 1929 and the ensuing Depression hit Isotta hard. An improved Tipo 8B featuring a four-speed transmission was introduced in 1931 but it is thought that fewer than 100 examples were built compared with 320 of the Tipo 8 and 950 of the 8A. After Henry Ford's plan to save the company failed, Isotta Fraschini was bought by aircraft manufacture, Count Caproni di Taliedo in 1932. Pre-war car production ceased in 1935, Isotta Fraschini concentrating on aero engines and trucks thereafter. There was an abortive comeback attempt in 1947 with a rear-engined V8, but the project foundered after relatively few cars had been completed.





## THE MOTORCAR OFFERED

The story of this particular Isotta Franchini starts in 1931. Its first owner, Victor Pryce Webb Esq, was a wealthy attorney living in London. He clearly had an eye for style, ordering his Isotta with a devastatingly striking sports coupe body built by the coach builder Lancefield. Operated by the Gaisford Brothers on Lancefield Street in London, early commissions mostly came from Rolls-Royce and Bentley with more than 150 Rolls and Bentleys ending up clothed in Lancefield's handiwork. They also built bodies for Delage, Stutz, Lagonda, and on three occasions, Isotta Fraschini. Legend has it that this car was admired by a young lady in London, who was so taken by the car she convinced her wealthy male suitor to buy her one just like it.

Originally the car was finished in beige. Shortly after it was delivered in March of 1931, the color was changed to off white, which is believed to be the same paint it wears today.

In 1935 it is believed that Mr. Webb Esq, took the car to his home on an island off the Australian coast. It would remain there for 3 years. In 1938 with hostilities brewing all over the world, Mr. Webb chose to return to England, bringing the car with him.

At the outbreak of the war the Isotta was given to the war effort. At this time, it was owned by Mr. Webb's wife, Pretoria Webb, as he had entered the armed services. The car was assigned to a motor pool attached to an ambulance station in Norwich in Southern England. Throughout the war, it was used to transport walking wounded and on occasion had stretchers strapped to the running boards.

When the war ended the car was given back to Mrs. Webb who sadly had been widowed. It was at this time that the car returned to the Webb home in Australia, where it was laid up in the garage and put on blocks.

It would remain there until Mrs. Webb's death in the 1980s, when it passed to her son. It was at this time the car was sold and exported to the United States. Its next and current owner was a Tampa area collector who acquired the car in the late 1980s.

Today, this particular Isotta Franchini seems to be in very good order, with less than 55,000 miles indicated on the odometer. Its current paint is believed to be from the color change that took place early in the car's life, and has a lovely patina. The upholstery is believed to be from the late 1940s as it was very common for cars that had been donated to motor pools to be freshened up before they were returned to the original owners. Also at some point in its early life, probably in the 1930s or 1940s the original engine was replaced with an earlier unit numbered 1198.



The original engine number plate 1676 was fitted to this unit, probably to facilitate registration. The rest of the car appears to be very much undisturbed.

Also included in the sale will be a set of what is believed to be the original pattern tires. A testament to its current mindful custodian and years of hibernation in Australia.

Isotta Franchini and Lancefield are names that are familiar with almost all prewar car enthusiasts. Isotta Franchini were top of line in their day and the choice of celebrities and those with impeccable taste. Most of these cars have been restored, and it is very rare to see one that has not been. Coming out of years of private ownership and careful stewardship, this wonderful Lancefield bodied sport coupe would be an excellent choice for touring or for various preservation class concours events.

This may be one of the last chances to acquire an unrestored, preserved Isotta, and the opportunity should not be missed.

**\$200,000 - 250,000**

Please note, this vehicle is titled under model year 1930.

**347.***Offered by the Jack Middleton Collection***1989 MERKUR XR4TI**

VIN. WF1BT80W1KM612957

2,301cc OHC Turbocharged 4-Cylinder Engine

Fuel Injection

145bhp

3-Speed Automatic Transmission

4-Wheel Independent Suspension

Front Disc with Drum Rear Brakes

- *Extremely well-preserved example*
- *The final model year of the XR4Ti*
- *Clean CARFAX*
- *Attractive Blue/Grey color scheme*

**THE MERKUR XR4TI**

Ford, looking to both move upmarket and expand their offerings, introduced the Merkur sub-brand in 1985. Pulling from their European offerings, the Merkur had done away with the OHC V6, and in its place, was the 2.3-liter turbo 4-cylinder from the Thunderbird. Built in the Genk Body & Assembly Plant in Belgium, the unconventional hatchback body style further differentiated the vehicle from its more standard saloon rivals from BMW and Mercedes. Despite its advanced aerodynamic design and peppy motor, the model failed to fully grab the attention of the American buying public. Sales were sluggish and with new safety regulations on the horizon, Ford ceased to sell the Merkur at the end of the 1980s.

**THE MOTORCAR OFFERED**

This XR4Ti was bought off the lot in 1989 after having served as the dealer demonstrator. Being the final production year, keen eyes will spot a number of changes compared to the earlier model years. Gone was the bi-plane spoiler; In its place, was a simpler single level wing on the decklid. With this change, the rear glass was made larger and BBS-style cast wire-spoke wheels became the new standard. Now, with just over 60,000 miles on the odometer, this Blue/Grey XR4Ti is offered in splendid condition. The car has been very well taken care of and is free from any major blemishes or flaws. The car has attended many events where it has won awards for its quality. As one would expect, the car comes with a clean CARFAX free from any accident reports or mileage discrepancies. This is truly one of the best examples of this defunct brands attempt at cracking into the North American market.

They have developed a cult following over the years and will continue to be an automotive oddity well into the future.

**\$2,000 - 5,000**  
**Without Reserve**



- Ford Powerplant
- Fresh Upholstery
- Complete powertrain
- Quintessentially Swedish

**348.**

1967 SAAB 96

Chassis no. 432881

1,498cc V4 Engine  
Single Carburetor  
65bhp4-Speed Manual Gearbox  
Independent Front with Beam Axle Rear Suspension  
4-Wheel Drum Brakes

## SAAB

Founded in the late 1930s to manufacture aircraft, Svenska Aeroplan AB (SAAB) diversified into automobile manufacture at the end of WW2, announcing its first car, the '92', in June 1947. As far as its mechanical underpinnings were concerned, the SAAB 92 bore a distinct resemblance to the pre-war DKW, being a front-wheel-drive design powered by a transversely mounted twin-cylinder two-stroke engine. Its streamlined body though, clearly showed SAAB's aeronautical background, the 92's astounding Cd of only 0.32 making it the world's most aerodynamically efficient production car, while further evidence of advanced thinking could be found in the all-independent torsion bar suspension, rack-and-pinion steering and Lockheed hydraulic brakes. So successful was the design that, progressively developed, it lasted in production until the end of the 1970s, latterly as the '96' with Ford-Germany 1.5-liter V4 engine.

## THE MOTORCAR OFFERED

This diminutive Swedish creation stands as a wonderful candidate for restoration. While the exterior shows the most age, the body is solid and lacks any major structural fatigue. Under the hood, the Ford Taunus V4 engine can be found connected to its transaxle complete with its accessories. Inside, the seats show with fresh upholstery, leading one to believe that at some point, the restoration had begun but was never finished. Furthermore, the dashboard has retained all its gauges. Given the completeness of the vehicle, this SAAB should be a promising project.

Once completed, this SAAB is sure to be a delight on any northeastern background or cars and coffee event. Hailing from a company who had always gone about things in their own way, the quirky 96 is a model that will continue to be appreciated by enthusiasts for years to come.

**\$6,000 - 12,000**  
**Without Reserve**

**349.***Offered by the Jack Middleton Collection***1975 CHEVROLET COSWORTH VEGA**

Chassis no. 1V77R5U210935

122ci DOHC Inline 4-Cylinder Engine  
 Electronic Fuel Injection  
 110bhp at 5,600rpm  
 4-Speed Manual Transmission  
 Independent Front with Torque Arm Rear Suspension  
 Front Disc with Rear Drum Brakes

- *Just two owners from new*
- *One of 2,061 examples*
- *The beacon of hope in the Malaise era*
- *GM's first North American Market twin cam motor*

**THE MOTORCAR OFFERED**

The year: 1973, The fall of Rome. Increasing emission regulations and the oil crisis had resulted in a near absolute decimation of the American performance car. The malaise era had begun. Yet, a shining light would rise just as the darkest hour began- A scion of things to come- The Chevrolet Cosworth Vega.

The story of this noble machine would begin much earlier (1970) out of one of the eras greatest minds, John DeLorean. Seeing the writing on the wall, DeLorean had dispatched engineer Calvin Wade to England on a mission to track down advanced cylinder head technology. It was further decided to pursue fuel injection in an effort to ward off control emissions without a great loss of power. Soon after, the legendary team at Cosworth was selected to develop a 16 Valve, twin cam head to be placed atop a motor for the compact Vega.

After several years of development, testing, refinement, and even stalls in the project, the final production variant was ready for public consumption by 1975.

The final specification goes as follows: the aforementioned 16 valve head, EFI, ECU, two fuel pumps, a stainless-steel exhaust header, forged aluminum pistons and connecting rods. A thoroughly impressive 110 horsepower was achieved at 5,600rpm. Under the skin, the suspension was tightened up with stabilizer bars, stiffer springs and shocks. The motoring press was smitten. Hailed as an instant classic that could eat BMW 2002tii's and GTV Alfas for breakfast, the Cosworth Vega was a car every American should have been proud of. Ultimately 2,061 examples were delivered to customers.

The example offered here, a 1975 model, can be distinguished up front by its narrower grill and by its two-color taillamps and twin pipe exhaust out back. The car was purchased from its original owner in 1979 and was reported to have had low mileage at the time. Since, it has remained under the dutiful care of its current owner who has done the diligence of maintaining the car properly. Today, roughly 60,000 miles appear on the odometer. The vehicle is unsurprisingly in very good condition and serves as a wonderful example of the model. In 2011 this Vega was selected as the "Car of the Year" at GM Nationals and was further shown at the Greenwich Concours.

**\$6,000 - 10,000**  
**Without Reserve**

- Enchanting 'Barn-Find' example
- One of the first 100mph capable American built stock cars
- Largely complete
- Excellent restoration project

**350.****C.1923 PAIGE MODEL 6-70 TOURING**

Engine no. 8AP-130714

5,430cc Flathead Inline 6-Cylinder Engine  
 Single Updraft Carburetor  
 70bhp at 2500rpm  
 3-Speed Manual Transmission  
 Front and Rear Leaf Spring Suspension  
 2-Wheel Drum Brakes

**THE PAIGE MOTOR COMPANY**

Around 1909, Frederick Osgood Paige and Harry Mulford Jewett joined forces to establish the Paige Detroit Motor Company and would subsequently build motorcars from 1909 until 1927. The highest engineering standards were employed seeing potential much in the same fashion as Rolls, Johnson, and Royce on the other side of the Atlantic.

In 1910, Fred Paige left the company and Jewett took over as president, shutting down the assembly line in order to reorganize the engineering department to build a more conventional design. In total, the company sold around 800 vehicles in its first year. Eventually, the 'Paige Detroit' became 'Paige' and total production is said to have amounted to around 400,000 vehicles, with peak sales of 43,500 in 1923.

Paiges were large, powerful cars for the period that featured substantial engines and sporty styling. Some models, like the Brooklands and later Daytona, were named after famous motorsport venues. In 1921 a stock Paige 6-66 Daytona was one of the first production cars to breach the 100mph barrier. Subsequently, Paige introduced the Daytona Speedster to celebrate this achievement.

**THE MOTORCAR OFFERED**

This 'Barn-Find' example of what is believed to be a 1923 model-year Paige Model 6-70, wears the open-top Touring bodywork. The car has recently been brought out of long-time storage in a Southern California-based warehouse and presents very much unrestored condition. The Paige will need a full mechanical and cosmetic restoration but appears largely complete.

**\$10,000 - 14,000**  
**Without Reserve**

## **ACKNOWLEDGMENTS**

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2019 COLLECTORS' MOTORCARS AND AUTOMOBILIA AUCTION CATALOG:**

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# Conditions of Sale for 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 Bonhams acts as agent. By registering to bid and/or by bidding in the Sale the Buyer/bidder agrees to be bound by these terms and conditions.

## 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 auctioneer or affiliated entity Bonhams may engage to assist with the Sale.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (see paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed saleroom notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means each lot of property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at the Simeone Foundation Automotive Museum in Philadelphia, Pennsylvania, on Monday, October 7, 2019.
- 1.11 'Seller' means the person who offers the Lot for sale.

## 2. BONHAMS AS AGENT

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

## 3. CURRENCY CONVERTER

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

## 4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

- 4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.
- 4.2 Bonhams shall have the right, in its sole discretion, to cancel the sale of any Lot if (i) the Buyer is in breach of the Buyer's warranties (see paragraph 7.3); (ii) Bonhams, in its sole discretion considers that such transaction might be unlawful or might subject Bonhams or the Seller to any liability to any third party; or (iii) there are any other grounds for cancellation under these Conditions of Sale.
- 4.3 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 until reaching the Reserve to protect such interest. Sellers are not allowed to bid on their own Lots.

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

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

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

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

## 6. BIDDER REGISTRATION

6.1 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'.

6.2 New bidders and bidders who have not recently updated their registration details with Bonhams must pre-register to bid at least two business days before the Sale. Individuals will be required to provide government-issued proof of identity and proof of residence. Entity clients will be required to provide certificate of incorporation or equivalent documentation showing the name and registered address, documentary proof of officers and beneficial owners, and proof of authority to transact.

6.3 Bonhams reserves the right to request further information in order to complete bidder identification procedures and at its sole discretion to decline to register any person as a bidder and to reject any bid.

6.4 Bonhams may also request a financial reference and/or deposit from bidders before allowing them to bid.

## 7. THE BUYER/BIDDER; BUYER'S/BIDDERS WARRANTIES

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.

7.3 The Buyer/bidder warrants that:

- (a) It is not subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Person");
- (b) It is not owned, whether wholly or in part, or controlled by any party who is subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Entity");
- (c) If acting as an agent (subject to Bonhams' prior written acceptance) for a principal, the principal it is not a Sanctioned Person or Sanctioned Entity (as defined above in sections 7.3(a) and (b)), and Buyer/bidder has conducted appropriate customer due diligence into the principal and agrees that Bonhams shall be entitled to rely upon such customer due diligence, and in connection with such reliance Buyer/bidder further agrees to retain adequate records evidencing the due diligence for a period of 5 years following the consummation of the sale and to make these records available for inspection by an independent auditor upon Bonhams' request;
- (d) The purchase of the Lot and the payment funds are not connected with any criminal activity including money laundering, tax evasion or terrorist financing, and the Buyer/bidder (and if applicable, the principal), is not under investigation and has not been charged with or convicted of such criminal activity.

## 8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to TWELVE PERCENT (12%) on the first Two Hundred and Fifty Thousand Dollars (\$250,000) of the Hammer Price of such Lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds Two Hundred and Fifty Thousand Dollars (\$250,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia or other non-

motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-SEVEN AND A HALF PERCENT (27.5%) on the first Three Thousand Dollars (\$3,000) of the Hammer Price of such Lot, TWENTY-FIVE PERCENT (25%) on the amount of Hammer Price above Three Thousand Dollars (\$3,000) up to and including Four Hundred Thousand Dollars (\$400,000), TWENTY PERCENT (20%) on the amount of Hammer Price above Four Hundred Thousand Dollars (\$400,000) up to and including Four Million Dollars (\$4,000,000), and THIRTEEN AND NINE-TENTHS PERCENT (13.9%) of any amount by which such Hammer Price exceeds Four Million Dollars (\$4,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

## 9. CONTRACT OF SALE

9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.

9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

## 10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, debit card transaction made in person with a PIN, or Visa, MasterCard, American Express or Discover credit or charge card in United States currency, no later than 3:00 p.m. Eastern Standard Time on Tuesday, October 8, 2019. Upon prior arrangement with Bonhams, the Buyer also may pay for a Lot 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

# Conditions of Sale for Motor Vehicles & Automobilia (continued)

and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

## 14. EXPORT LICENSE

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

## 15. NON-PAYMENT OF PURCHASE PRICE

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

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Cancel the sale of the Lot to the Buyer at any time, retaining as liquidated damages all payments made by the Buyer;
- (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.
- (h) Reveal the Buyer's identity and contact information to the Seller.

## 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 error or default (whether human or otherwise) 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, online, or other bids submitted remotely, including without limitation, any telecommunications or internet fault or failure, or breakdown or problems with any devices or online platforms. By participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

## 17. BONHAMS' COPYRIGHT

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

## 18. MISCELLANEOUS

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California. Jurisdiction and venue for all dispute resolution shall be in San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

### Mediation and Arbitration Procedures

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties will

equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be admissible in any subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

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

to the benefit of Bonhams' successors and assigns. If any part of these Conditions of Sale is deemed invalid or unenforceable, such invalidity or unenforceability shall not affect the remaining provisions of these Conditions of Sale, which the rest shall remain in full force and effect.  
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 MERCHANTABILITY, 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.

THE MAXIMUM AMOUNT OF BONHAMS' LIABILITY UNDER THESE CONDITIONS OF SALE SHALL BE LIMITED TO THE PURCHASE PRICE PAID BY BUYER TO BONHAMS AND IN NO EVENT SHALL BONHAMS BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY COMPENSATORY, INCIDENTAL OR CONSEQUENTIAL DAMAGES UNDER THESE CONDITIONS OF SALE.

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.

# Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

--	--	--

**Paddle number (for office use only)**

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

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

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

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

**Notice to online bidders:** If you have forgotten your username and password for [www.bonhams.com](http://www.bonhams.com), please contact Client Services.

# Bonhams

Sale title: Collectors' Motorcars and Automobilia Auction		Sale date: October 7, 2019	
Sale no. 25222		Sale venue: Philadelphia, Pennsylvania	
<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.			
Customer Number		Title	
First Name		Last Name	
Company name (to be invoiced if applicable)			
Address			
City		County / State	
Post / Zip code		Country	
Telephone mobile		Telephone daytime	
Telephone evening		Fax	
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.			
E-mail (in capitals) _____			
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.			
I am registering to bid as a private client <input type="checkbox"/>		I am registering to bid as a trade client <input type="checkbox"/>	
Resale: please enter your vehicle dealer and resale license number here			
Dealer: _____ / State: _____		Resale: _____ We may contact you for additional information.	

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

Bonhams Client Services Department  
 580 Madison Ave  
 New York, NY 10022  
 Tel +1 (800) 223 2854  
 Fax +1 (212) 644 9009  
[bids.us@bonhams.com](mailto:bids.us@bonhams.com)

SHIPPING	
Shipping Address: (if different than above)	Motorcars:
Address: _____	I will collect purchases myself by 3pm October 8 <input type="checkbox"/>
City: _____	I will arrange transport via a third party shipper <input type="checkbox"/>
Country: _____	Shipper: _____
Post/ZIP code: _____	

**Please note that all telephone calls are recorded.**

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in \$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

**You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.**

\* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:

Date:



# Sample Bank Letter Of Guarantee

## **BANK LETTERHEAD**

Bonhams & Butterfields Auctioneers Corp  
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 & Butterfields Auctioneers Corp at the Collectors' Motorcars and Automobilia Auction on October 7, 2019.

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

Sincerely,

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

# Sample Bank Letter Of Guarantee

## **BANK LETTERHEAD**

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

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

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

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Collectors' Motorcars and Automobilia Auction on October 7, 2019.

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

Sincerely,

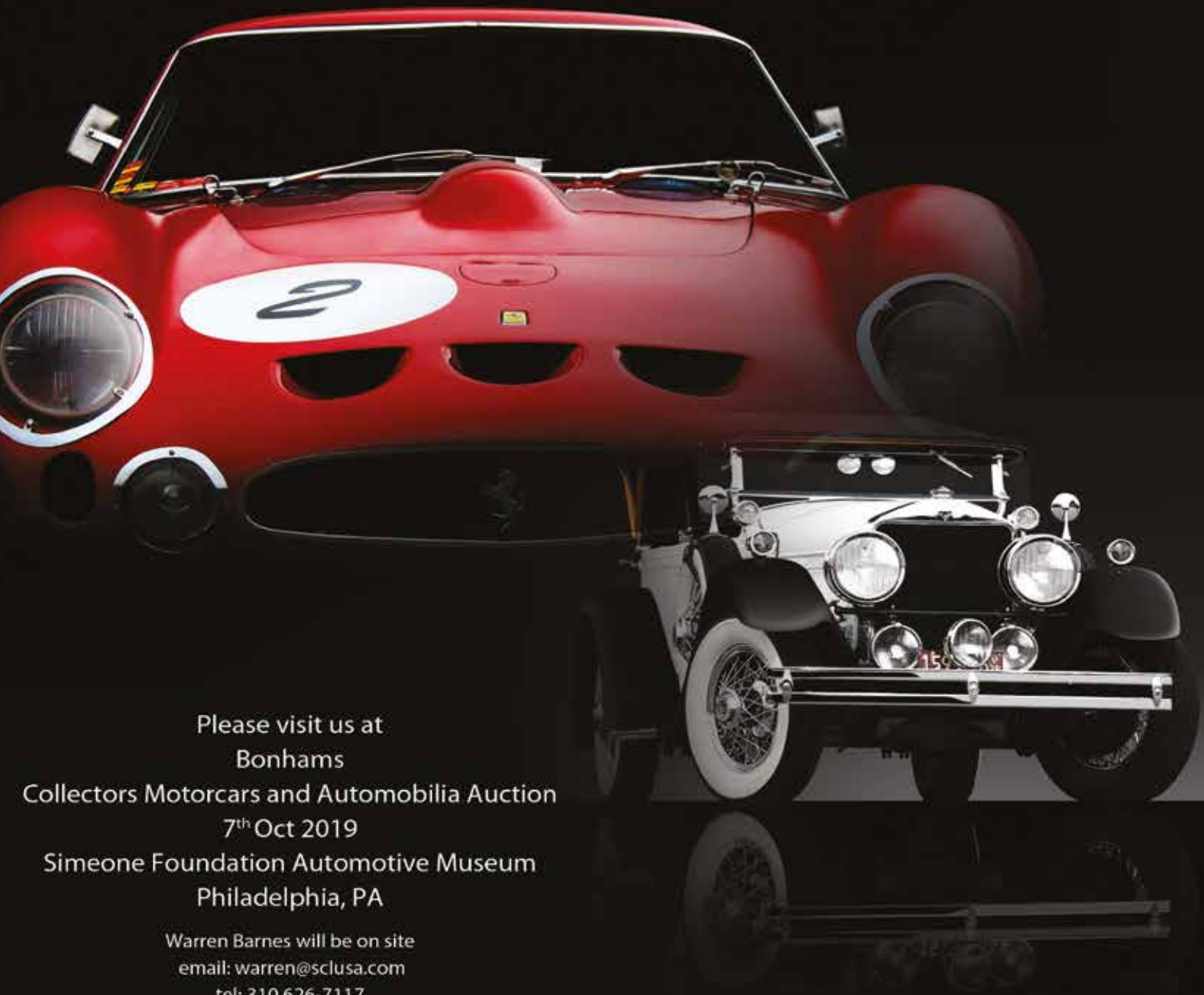
(BANK OFFICER'S SIGNATURE & TITLE)  
(DIRECT TELEPHONE NUMBER)

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

---

THE PREMIER INTERNATIONAL SHIPPING SERVICE  
DEDICATED TO COLLECTIBLE VEHICLES.

---



Please visit us at  
Bonhams

Collectors Motorcars and Automobilia Auction

7<sup>th</sup> Oct 2019

Simeone Foundation Automotive Museum  
Philadelphia, PA

Warren Barnes will be on site  
email: [warren@sclusa.com](mailto:warren@sclusa.com)  
tel: 310 626-7117



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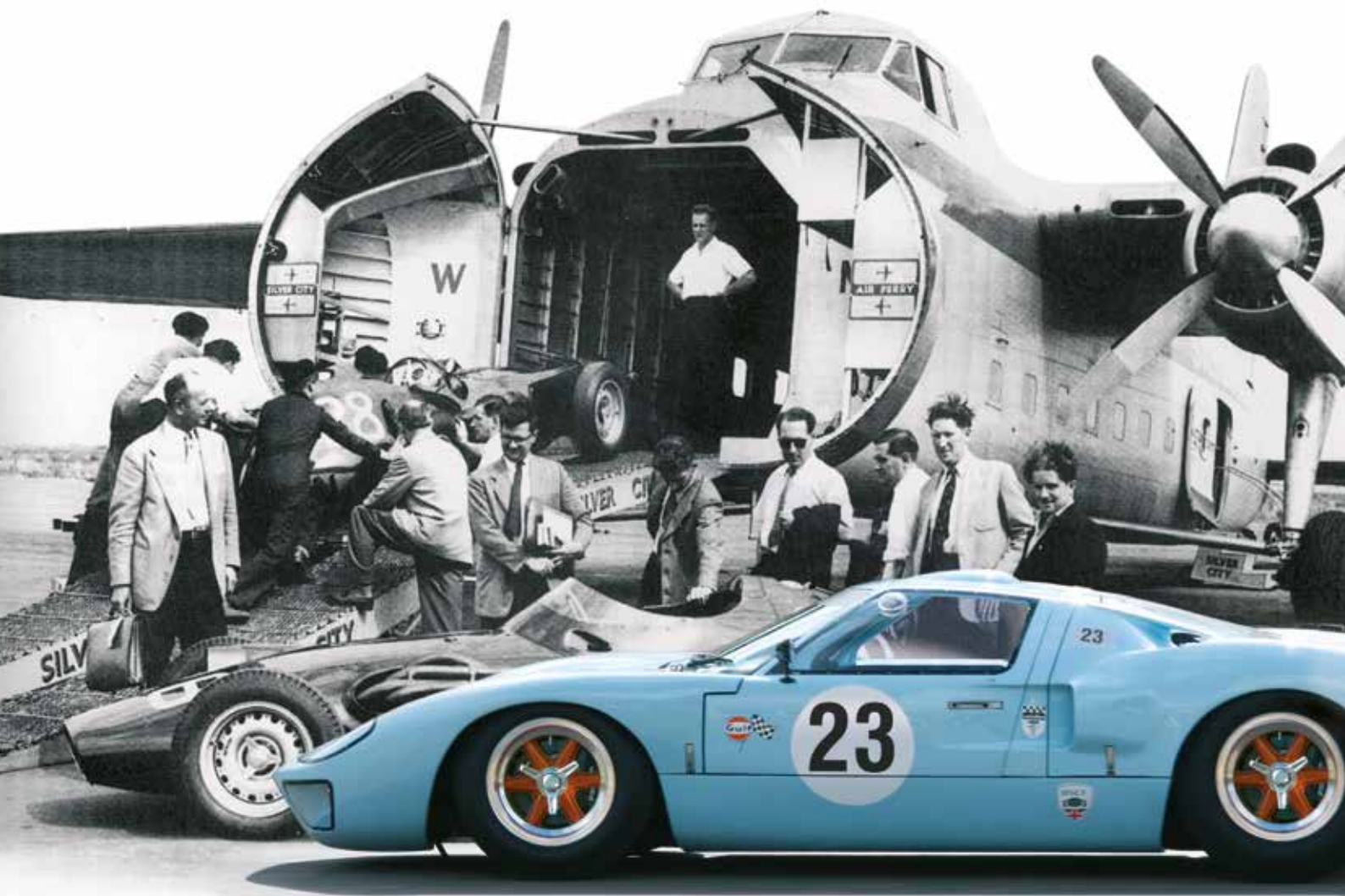


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# Bonhams

AUCTIONEERS SINCE 1793



## Entries now invited

Important Collectors' Cars and Fine Automobilia

Paris, France | 9 February 2020

LES GRANDES MARQUES  
DU MONDE  
AU  
**GRAND  
PALAIS**

### ENQUIRIES

+33 (0) 142 61 10 11  
eurocars@bonhams.com  
[bonhams.com/motorcars](http://bonhams.com/motorcars)

*Owned for over 55 years by the legendary British Bugatti connoisseur, the late Geoffrey St John The ex-Guy Bouriat/Louis Chiron 1932 Le Mans 24-Hour race, works-entered*

### **1931 BUGATTI TYPE 55 ROADSTER**

Coachwork by Figoni

# Bonhams

AUCTIONEERS SINCE 1793



..... THE .....  
**SCOTTSDALE**  
  
..... *Auction* .....

## Call to Consign

Scottsdale, Arizona | January 16, 2020

### INQUIRIES

+1 (415) 391 4000, West Coast  
+1 (212) 461 6514, East Coast  
motors.us@bonhams.com  
bonhams.com/scottsdale

### 1951 MASERATI A6G/2000 SPIDER

Coachwork by Carrozzeria Frua  
Sold for \$2,755,000

# Bonhams

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---

The car on the 1927 London to Brighton Run,  
one of more than 60 completed  
© Motorsport Images



## Entries now invited

## The London to Brighton Veteran Car Run Sale

New Bond Street, London | 1 November 2019

---

The annual London to Brighton Veteran Car Run Sale is set to be another exciting auction from Bonhams record breaking motoring department.

**ENQUIRIES**  
+44 (0) 20 7468 5801  
ukcars@bonhams.com  
[bonhams.com/motorcars](http://bonhams.com/motorcars)

*"Le Papillon Bleu" – One of the most famous of all London to Brighton Era cars, Ex-Chevalier René de Knyff, and Leslie Bucknall, present ownership for 25 years*

**1901 PANHARD-LEVASSOR 7HP  
REAR-ENTRANCE TONNEAU**

*"Lightweight" Coachwork by Rothschild & Cie*



# Bonhams

AUCTIONEERS SINCE 1793



## THE ZOUTE SALE<sup>®</sup>

Important Collectors' Motor Cars

Knokke-Le Zoute, Belgium | 11 October 2019



The annual event in Knokke-Le Zoute is set to be another exciting auction from the Bonhams record breaking motoring department.

#### ENQUIRIES

Philip Kantor  
+32 (0) 476 87 94 71  
eurocars@bonhams.com  
[bonhams.com/motorcars](http://bonhams.com/motorcars)

*Matching numbers and Ferrari Classiche certified*  
**1965 FERRARI 275GTB/2 LONG NOSE ALLOY**  
Design by Pininfarina Coachwork by Scaglietti  
Chassis no. 08061  
Engine no. 08061  
**Estimate Refer Department**

# Bonhams

AUCTIONEERS SINCE 1793

Call to Consign

*The ex-Steve McQueen*

**1938 TRIUMPH 500CC 5T SPEED TWIN**

Sold for \$175,500, Las Vegas 2019



## The Las Vegas Motorcycle Auction

Important Collectors' Motorcycles

Las Vegas, Nevada | January 23, 2020

### COMPLIMENTARY AUCTION APPRAISAL

To discuss any aspect of selling or buying collectors motorcycles at auction, please contact the Los Angeles office or visit [bonhams.com/motorcycles](https://www.bonhams.com/motorcycles) to submit a complimentary auction appraisal request.

### Motorcycles US

+1 (323) 436 5470  
[craig.mallery@bonhams.com](mailto:craig.mallery@bonhams.com)

### Motorcycles Los Angeles

+1 (323) 436 5450  
[mathieu.guyotsionnest@bonhams.com](mailto:mathieu.guyotsionnest@bonhams.com)

[bonhams.com/motorcycles](https://www.bonhams.com/motorcycles)

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 [@bonhamsmotoring](https://www.instagram.com/bonhamsmotoring)

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