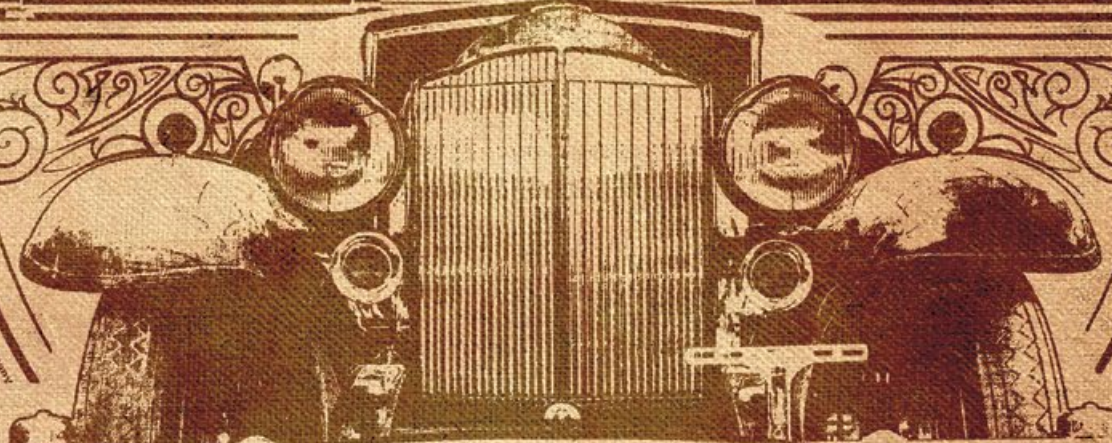


HERSHEY 11-12 OCTOBER 2018 5:30 PM

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HERSHEY



COINCIDING WITH THE AACR EASTERN DIVISION FALL MEET

THURSDAY, 11 OCTOBER 2018

FRIDAY, 12 OCTOBER 2018



Auctions



Lot 409 1932 Packard Twin Six Individual Custom Convertible Sedan



- ← PICNIC SHELTER PIER
- ← BASEBALL DIAMOND
- ← SKATE PARK
- ← WASHROOMS
- ← PICNIC SHELTER MIDDLE



Lot 409

1932 Packard Twin Six Individual Custom Convertible Sedan



Auctions

HERSHEY

Thursday | 11 October 2018 | 5:30 p.m.
Friday | 12 October 2018 | 5:30 p.m.

LOCATION

The Hershey Lodge
325 University Drive
Hershey, Pennsylvania 17033

ADMISSION

Admission is open to the general public during public preview hours only. Admission to the auctions on Thursday, 11 October and Friday, 12 October is for registered bidders, consignors, and qualified media only.

BIDDER REGISTRATION – \$200

Bidder registration includes a bidder paddle, an official auction catalogue, and admission for one bidder and one guest to the auction.

PUBLIC PREVIEW

Wednesday | 10 October 2018 | 4:00 p.m.–10:00 p.m.

Note: Bidder registration will close at 9:00 p.m.

Thursday | 11 October 2018 | 10:00 a.m.–5:30 p.m.

Friday | 12 October 2018 | 10:00 a.m.–5:30 p.m.

PREVIEW BBQ

Wednesday | 10 October 2018 | 6:00 p.m.–8:00 p.m.

Proceeds to benefit the AACRA Library & Research Center

GENERAL INQUIRIES

+1 519 352 4575

information@rmsothebys.com

ONSITE CONTACT

Tuesday, 9 October – Monday, 15 October

+1 519 365 7011



OPEN TO THE GENERAL PUBLIC

Onsite research is free to everyone. Remote research is available for a fee for non-AACA members. AACA Members receive 1.5 hours of remote research for free.

OVER 2 MILLION ITEMS

Our collection includes sales literature, shop manuals, advertisements, photographs, magazines, and much more! Our materials date from the late 1800s to the present day, including foreign and domestic makes.

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AACALibrary.org

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**EASTERN DIVISION NATIONAL FALL MEET 2018
SCHEDULE OF EVENTS**

Tuesday | 9 October 2018

Flea Market Set-up.....8:00 a.m. *Approx.*
(Weather permitting)
AACA Library Yard Sale4:00 p.m.- 7:00 p.m.

Wednesday | 10 October 2018

Flea Market Open..... 7:00 a.m.
Car Corral Open for Pre-registered Vehicles..... 7:00 a.m.
Car Corral Open for Non-preregistered 9:00 a.m.
Folder Distribution 9:00 a.m.
Located on Chocolate field beside Hershey Region Main Tent

Thursday | 11 October 2018

Flea Market Open..... 7:00 a.m.
Car Corral Open..... 7:00 a.m.
Folder Distribution 9:00 a.m.
Located on Chocolate field beside Hershey Region Main Tent
Old Time Movies in the Music Box Theatre..... 7:00 p.m.

Friday | 12 October 2018


Flea Market Open..... 7:00 a.m.
Car Corral Open..... 7:00 a.m.
Race Car Condition Run in Stadium 10:30 a.m.
(Spectators welcome)
Followed by The Hughes High-Wheeler Event in the Stadium
Folder Distribution 11:00 a.m.- 3:00 p.m.
Located on Chocolate field beside Hershey Region Main Tent
Ladies Luncheon at the Hotel Hershey 12:00 p.m.- 2:00 p.m.
Judges School - Giant Center..... 2:00 p.m.
Followed by Continuing Judges Education (CJE)
Team Captains School - Giant Center..... 2:00 p.m.
Talent Show in the Music Box Theatre..... 7:00 p.m.

Saturday | 13 October 2018

Judges' Breakfast..... 7:00 a.m.
Show Cars Enter Field.....7:00 a.m. *Approx.*
Flea Market Open..... 7:00 a.m.
Car Corral Open..... 7:00 a.m.
Registration Open on Show Field.....7:00 a.m.- 10:00 a.m.
Vehicle Judging Begins10:00 a.m.
Junior Display - Front of Giant Center 12:00 p.m.- 2:00 p.m.
Social at Hershey Lodge6:15 p.m.- 7:00 p.m.
Awards Banquet - Hershey Lodge..... 7:00 p.m.

For updates and field maps, visit
our new and improved site:
hershey.aaca.com



Please join us for a
COOKOUT
WEDNESDAY, 10 OCTOBER
6:00 PM - 8:00 PM
HERSHEY LODGE
325 UNIVERSITY DR., HERSHEY, PA 17033
RM Auctions' Hershey
PREVIEW
In Support of

THE AACA LIBRARY
AND RESEARCH CENTER
"America's Automotive Library"

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- Driver's License or Passport Identification
- Credit Card
- Bank Letter (please visit rmsothebys.com/bid for acceptable formats)
- Dealer License (if registering as a dealer)

We offer multiple bidding options should you choose to register, including:



ONSITE AND ADVANCE ONSITE REGISTRATION

Clients wishing to attend the sale can register on the preview and auction days by visiting the Registration Desk. You will be expected to present all listed bidding requirements and pay the \$200 registration fee. Should you prefer, you may register in advance to avoid onsite queues. To do this, please visit www.rmsothebys.com/bid or contact Client Service at +1 260 927 9797.



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If you are unable to attend the sale, we offer telephone-bidding services free of charge. An RM representative will call you at the phone numbers you provided approximately three to five lots before the lot of interest comes up for sale. They will then act as your liaison to the live bidding environment and place bids on your behalf, per your instruction. To register for phone bidding, please visit www.rmsothebys.com/bid or contact Client Service at +1 260 927 9797.



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RECOMMENDED ACCOMMODATIONS

The Hershey Lodge

325 University Drive
Hershey, Pennsylvania 17033

A limited number of discounted rates have been negotiated for our clients at the above hotel. Should you need assistance with accommodations, please contact Jera Presley, one of our Client Service Representatives, at +1 260 927 9797 or jpresley@rmsothebys.com.



**JERA
PRESLEY**

t: +1 260 927 9797
m: +1 260 316 7740
jpresley@rmsothebys.com



**LYDIA
THOMPSON**

t: +1 519 352 4575
m: +1 818 456 7693
lthompson@rmsothebys.com



**KATE
CLENENNING**

t: +1 519 352 4575
m: +1 519 365 8450
kclendenning@rmsothebys.com

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**MADELINE
BAKER**

t: +1 519 352 4575
m: +1 905 442 5426
mbaker@rmsothebys.com



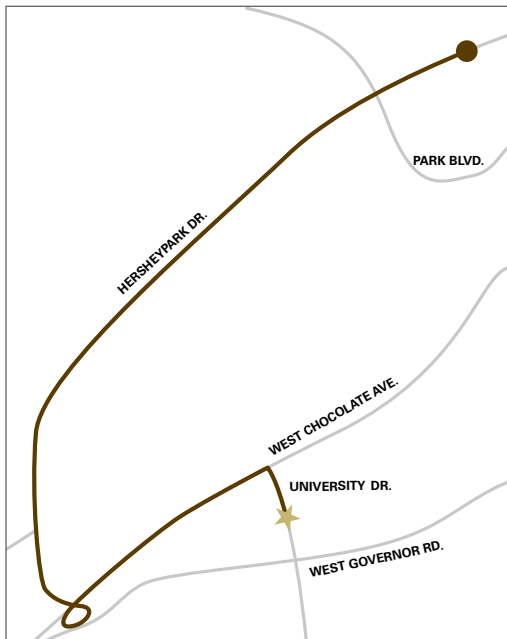
**AZAR
KHOSROWSHAHI**

t: +1 310 559 4575
m: +1 215 806 7818
azar@rmsothebys.com



**SUMMER
RHOADS**

t: +1 310 559 4575
m: +1 562 852 8652
srhoads@rmsothebys.com



★ RM AUCTIONS LOCATION

The Hershey Lodge (The Great American Hall)

325 University Drive
Hershey, Pennsylvania 17033

● AACA EASTERN REGIONAL FALL MEET

Giant Center

550 W Hersheypark Drive
Hershey, Pennsylvania 17033

DRIVING INSTRUCTIONS FROM AACA MEET

- Start out going west on Hersheypark Dr. toward Hershey Rd/PA-39.
- Merge onto US-422E toward Hershey. 325 University Dr. is on the right.

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NORTH AMERICA

Gord Duff

Global Head of Auctions & Car Specialist

Blenheim, Ontario – Canada

Languages: English

+1 519 352 4575

gduff@rmsothebys.com

Shelby Myers

Global Head of Private Sales & Car Specialist

Los Angeles, California – United States

Languages: English

+1 310 559 4575

smyers@rmsothebys.com

Donnie Gould

Car Specialist

Stuart, Florida – United States

Languages: English

+1 954 647 0779

dgould@rmsothebys.com

Mike Fairbairn

Car Specialist

Blenheim, Ontario – Canada

Languages: English

+1 519 352 4575

mike@rmsothebys.com

Armando Petretti

Private Sales Specialist

Los Angeles, California – United States

Languages: English, Italian, Spanish

+1 310 908 6200

apetretti@rmsothebys.com

Matt Traylor

Car Specialist

Auburn, Indiana – United States

Languages: English

+1 260 494 7545

mtraylor@rmsothebys.com

Barney Ruprecht

Car Specialist

New York, New York – United States

Languages: English

+1 203 912 7168

bruprecht@rmsothebys.com

Pete Fisher

Car Specialist

Blenheim, Ontario – Canada

Languages: English

+1 519 784 9300

pfisher@rmsothebys.com

Jake O’Gorman

Car Specialist

Blenheim, Ontario – Canada

Languages: English

+1 316 217 3810

jo’gorman@rmsothebys.com

Jake Auerbach

Car Specialist

New York, New York – United States

Languages: English

+1 917 213 5672

jauerbach@rmsothebys.com

Alexander Weaver

Car Specialist

Los Angeles, California – United States

Languages: English, German

+1 864 313 6844

aweaver@rmsothebys.com

David Swig

Car Specialist

San Francisco, California – United States

Languages: English

+1 415 302 2247

dswig@rmsothebys.com

Zach Oller

Car Specialist

Auburn, Indiana – United States

Languages: English

+1 316 217 2961

zoller@rmsothebys.com

Ramsey Potts

Car Specialist

Savannah, Georgia – United States

Languages: English

+1 912 508 4096

rpotts@rmsothebys.com

Thatcher Keast

Car Specialist

Blenheim, Ontario – Canada

Languages: English

+1 785 643 6459

tkeast@rmsothebys.com

Roger Willbanks

Car Specialist

Blenheim, Ontario – Canada

Languages: English

+1 303 918 0079

rwillbanks@rmsothebys.com

Ken Wallace

Car Specialist

Washington, New Jersey – United States

Languages: English

+1 734 368 1967

kwallace@rmsothebys.com

Evan Shone

Car Specialist

San Francisco, California – United States

Languages: English

+1 415 816 3826

eshone@rmsothebys.com

Matt Malamut

Car Specialist

Los Angeles, California – United States

Languages: English

+1 805 231 6410

mmalamut@rmsothebys.com

Kurt Forry

Memorabilia Specialist

San Francisco, California – United States

Languages: English

+1 717 623 1638

kforry@rmsothebys.com

EUROPE

Augustin Sabatié-Garat

Auction Manager

London, United Kingdom

Languages: French, English, Italian, Spanish

+44 (0) 7415 114 179

asabatie-garat@rmsothebys.com

Oliver Camelin

Car Specialist

London, United Kingdom

Languages: English, French, German

+44 (0) 7501 107 447

ocamelin@rmsothebys.com

Michael Squire

Car Specialist

London, United Kingdom

Languages: English

+44 (0) 7792 825 735

msquire@rmsothebys.com

Tonnie Van der Velden

Car Specialist

Tilburg, Netherlands

Languages: English, Dutch, German

+31 653 84 19 60

tvandervelden@rmsothebys.com

Paul Darvill

Car Specialist

London, United Kingdom

Languages: English, French

+44 (0) 7903 037 164

pdarvill@rmsothebys.com

Felix Archer

Car Specialist

London, United Kingdom

Languages: English

+44 (0) 7827 964 135

farcher@rmsothebys.com

Nick Wiles

Car Specialist

London, United Kingdom

Languages: English

+44 (0) 7969 146 524

nwiles@rmsothebys.com

Will Smith

Car Specialist

London, United Kingdom

Languages: English

+44 (0) 7809 430 111

wsmith@rmsothebys.com

Marcus Görig

Car Specialist

Munich, Germany

Languages: German, English

+49 172 7151 251

mgoerig@rmsothebys.com

HERSHEY

COINCIDING WITH THE AACA EASTERN DIVISION FALL MEET
11-12 OCTOBER 2018

Thursday | 11 October 2018 | 5:30 p.m.

Friday | 12 October 2018 | 5:30 p.m.

LOTS 101 - 229



Auctions

Lot 160

1939 Packard Super Eight Phaeton by Derham





101

Cadillac Eldorado Brougham Owner's Manual, 1958

Includes convertible top instructions.

\$500 – \$700



102

Studebaker Color and Fabric Selector Guides, 1957-1958

Includes interior and exterior colors and fabrics.

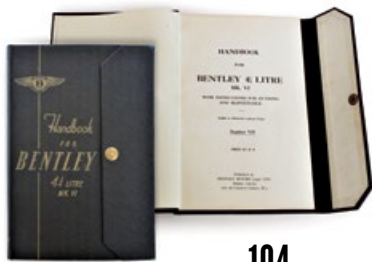
\$350 – \$450



103

Delage 30 CV Six-Cylinder Owner's Manual, 1926

\$200 – \$300



104

Bentley 4¼-Litre Mk VI Handbook

Very good condition.

\$200 – \$300



105

European Marque Sales Brochures and Literature

Includes Fiat, Allard, Ghia, Austin-Healey, and others.

\$500 – \$700



106

European Marque Sales Brochures and Literature

Includes Sunbeam, AC Bristol, Land Rover, Vauxhall, and others.

\$500 – \$700



107

Rolls-Royce & Bentley Post-War Sales Brochures and Literature

Large assortment of 1950s-1970s Rolls-Royce and Bentley sales literature, factory photos, and technical data.

\$200 – \$300



108

Aston Martin DB2 and DB4 Sales Brochures

Includes Aston Martin DB2 and DB4 with other sales and technical data.

\$500 – \$700



109

Jaguar & Daimler Sales Literature

Includes pre- and post-war sales literature.

\$500 – \$700



110

European Marque Sales Brochures and Literature

Includes Apollo, Pegaso, Tatra, Fasel Vega, and others.

\$800 – \$1,000



111

Mercedes-Benz Sales Literature

Includes 300 SL, 190 D, 170 V, and others.

\$500 – \$700



112

Porsche 356 B Parts Catalogues

Early 356 B parts catalogue in worn condition as well as a later reprinted parts catalogue in near mint condition.

\$300 – \$400



113

Rolls-Royce Handbooks for the Wraith, Phantom II, and Phantom III

Includes originals and RROC reproductions.

\$400 – \$600



114

Porsche Service Manuals

Original manufacturer service manuals.

\$200 – \$300



115

American Marque Sales Brochures and Literature

\$2,000 – \$3,000



116

American Marque Hand Books

\$2,000 – \$3,000



117

Ferrari Sales Brochures

Includes 1951 340 America, 212 Inter, 250 GT Berlinetta, and 250 GT Spider California

\$7,000 – \$8,000

118

Automobile Badges, Plaques, and Club Badges

\$1,500 – \$2,000



119

Mercedes-Benz Grille with Automotive Badge Collection

\$800 – \$1,000



121

Rolls-Royce & Bentley Overseas Touring Spares Kit, No. 18

\$200 – \$300

120

Commemorative Grille Badge

*Coronation of King George VI and Queen Elizabeth
1937*

\$800 – \$1,200



122

Rolls-Royce & Bentley Dealership Sign with Lights

Original modern dealership sign; 50 x 54 x 13 in.

\$600 – \$800



123

Rolls-Royce & Bentley Overseas Touring Spares Kit, No. 15

Wooden box; 28 x 92 x 5 in.

\$3,000 – \$5,000



124

Rolls-Royce & Bentley Dealership Sign

Original plastic dealership sign; 86 x 51 x 9 in.

\$1,000 – \$2,000



125

Rolls-Royce Dealership Sign

Large original plastic dealership sign; 86 x 51 x 9 in.

\$1,000 – \$2,000



126

Rolls-Royce Dealership Wall Plaques

Pair of original wooden dealership signs.

\$500 – \$700



128

Rolls-Royce & Bentley Dealership Sign

Plastic; 55 x 36 x 5 in.

\$600 – \$800



129

Rolls-Royce Stained Glass Panel

Glass with wood frame.

\$200 – \$300



127

Rolls-Royce Neon Sign

Aluminum; 17 x 34 in.

\$200 – \$300



130

Rolls-Royce Silver Ghost Bulb Horn and Oiler

Brass with wood plaque.

\$1,000 – \$2,000



131

Wyandotte and Marx Tin Toys

\$400 – \$600



132

Bentley 4 1/2-Litre Gilcee Print

by Scott Jacobs

*No. 1 of 50, signed by the artist.
Gilcee print on canvas; 47 x 35 in.*

\$600 – \$800

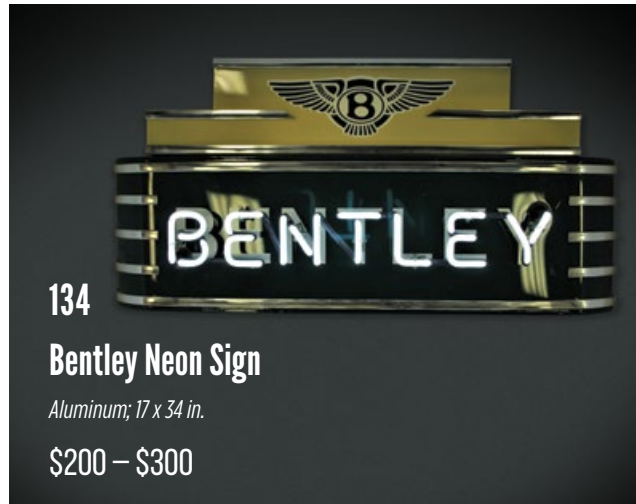


133

**Bentley
Dealership Signs**

Wood; 40 x 23 in.

\$500 – \$700



134

Bentley Neon Sign

Aluminum; 17 x 34 in.

\$200 – \$300



135

**Bentley
Dealership Banner**

Vinyl; 130 x 40 in.

\$300 – \$500



136

Bentley Wicker Picnic Hamper, Arnage-Era

\$800 – \$1,200



137
**Watkins Glen,
 Grand Prix Posters**

1950s-1970s; 30 x 23 in.
 \$400 – \$600



138
Willard Battery Tin Sign

*c. 1947. Embossed, self-framed,
 single-sided, tin-painted; 18 x 60 in.*

\$200 – \$300



139
**Volkswagen Three-Spoke
 Steering Wheel, 1948-1955**

15.75 in. diameter.

\$300 – \$500

140
Curta Type II Mechanical Calculator

\$600 – \$800



141
Momo Volante F1 Steering Wheel

11 in. diameter.

\$350 – \$450





142

Mercedes-Benz Grand Prix Reproduction Posters

c. 1960s; 28 x 20 in.

\$400 – \$600



144

Hand-Colored Lithographs by Ernest Montaut

c. 1910; 12 x 31 in.

\$800 – \$1,000



146

Cottereau Bicycles Poster

c. 1905

\$1,000 – \$2,000



145

Bénédict Bicycles Poster

c. 1905. Dry mounted and linen backed; 31.5 x 23.75 in.

\$1,000 – \$2,000

143

Mercedes-Benz Dealership Three-Pointed Star

47 in. diameter.

\$2,000 – \$3,000



147

Bugatti Type 35C, Fernando Minoia, 1929 Targa Florio by John W. Burgess

c. 1930; Watercolor on paper.

\$2,000 – \$3,000



148

Tazio Nuvolari by Larry Braun

1981; No. 1 of 21. Bronze on marble base; 2.5 x 4 x 4 in.

\$1,500 – \$2,000



149

Motoring Helmet Bronze

by John Nelson Bettenberg

\$800 – \$1,000



150

Drew & Sons Six-Person Picnic Basket Set

\$3,000 – \$5,000



151

Santa's New Toy by Stanley Wanlass

1988; No. 79 of 88; painted bronze on marble base.

\$14,000 – \$18,000



152

1911 Wagner Single

FRAME NO. 8475
ENGINE NO. 6847-4

\$30,000 – \$40,000
OFFERED WITHOUT RESERVE

Please note that this lot is offered on a Bill of Sale only.

An excellent example of Wagner's highly advanced pre-WWI designs

Correct period accessories

During the blossoming of American motorcycle manufacturing in the early 1900s, some 300 different companies tried their hand at attaching engines to what were essentially bicycle frames. The Wagner was the first motorcycle built in Minnesota, and while George Wagner was the person behind the name, it was his daughter Clara who brought the company fame. In 1910, at the age of 18 and already a Federation of American Motorcyclists (FAM) member, she was a highly successful racer and the first documented female motorcycle rider.

The Wagner benefited from George's bicycle-design savvy; he recognized the quality of the diamond frame but also realized a loop frame improved weight

distribution and increased strength. Accordingly, he designed a hybrid frame by grafting a forward loop onto a modified diamond frame, and engine exhaust was routed through the frame's front down-tube and exited the frame behind the engine. The stout frame cradled a 442-cc single-cylinder engine, and the bike was capable of reaching 40 mph. Choices of battery or magneto ignition, as well as V-belt or flat-belt drive, were available.

For the astute collector of American belt-drive machines, the 1911 Wagner offered here, richly finished in its factory-correct red paint, would make a superb acquisition. Equipped with V-belt drive and complemented by white tires, red handlebar grips, and a handsomely tooled Troxel Mfg. Co. saddle, it is a very fine and highly desirable example of Wagner's advanced and remarkably user-friendly designs, marking the development of the motorcycle as we know it in its pre-WWI days.



1971 Volvo 1800E Coupe

153

Volvo B20 inline four-cylinder fuel-injected engine

Four-speed manual transmission

Beautiful color combination

Features four-wheel disc brakes

Volvo debuted its front engine, rear-wheel-drive sports car in 1961. Initially named the P1800, Volvo contracted the British firm Jensen to build 10,000 cars. The partnership, however, was short lived, with Jensen having difficulty with quality control. Volvo opted to move production internally in 1963. The new models were called the 1800S and featured minor improvements on the outgoing model. For 1970 Volvo debuted the 1800E, and the cars now featured a more powerful fuel-injected engine and four-wheel disc brakes. A station wagon variant 1800ES was later released in 1972. Production of the 1800E and ES ran through 1973.

This 1971 Volvo 1800E coupe is presented in a stunning color combination of silver over maroon. Under previous ownership the car was professionally repainted along with having the engine rebuilt in the early 2000s. The car is powered by a Volvo B20 1,986-cc inline four-cylinder fuel-injected engine and paired to a four-speed manual transmission. The Volvo rides on BF Goodrich G-Force Sport tires which are mounted on factory wheels; four-wheel disc brakes bring the car to a safe stop. The interior is completed in a maroon leather and features a wood dash with Smiths instrumentation as well as an aftermarket radio.

Initially made famous by the television show *The Saint*, starring Roger Moore, the Volvo 1800 has developed a cult following. From the beautiful 1960s styling and desirable color combination, to its modern fuel-injected engine and four-wheel-disc brakes, this 1971 Volvo 1800E is an excellent collector vehicle, and arguably one of the most iconic models to hail from Sweden.

CHASSIS NO. **184353033564**

ENGINE NO. **4969 40 3291**

BODY NO. **33668**

\$25,000 – \$30,000
OFFERED WITHOUT RESERVE



154

1939 Cadillac Series 60 Special Touring Sedan

COACHWORK BY FLEETWOOD

CHASSIS NO. 6290928
BODY NO. 829

\$40,000 – \$50,000
OFFERED WITHOUT RESERVE

A desirable and iconic Bill Mitchell design

Well-presented and attractive older restoration

Classic Car Club of America (CCCA) Full Classic

The most dramatic 1938 Cadillac was the new Series 60 Special, nestled between the entry-level 60 Series and the Fleetwood-bodied 75s. On a double-drop, lowered frame, the 60 Special had a unique body and distinctive trim with wide-spaced grille bars. A five-window sedan with an exclusive greenhouse, it was styled to look like a convertible sedan in steel and had dual side-mounts.

The style returned for 1939 with bodies built for the 60 Special in the Fleetwood shops, Cadillac's premium in-house coachbuilder. While significantly more expensive than 61 Series sedans at \$2,195, the 60S was reasonably priced when compared to the Series 75 and 90 models for 1939. With thinner grille bars like the

other Cadillacs, the 1939 60 Special retained the unique greenhouse. As before, it shared the 346-cu. in. L-head Cadillac V-8 and power train with its division siblings.

This 1939 Series 60 Special was shipped on 12 November 1938, to Housatonic Motors, the Bridgeport, Connecticut, dealer. As built, it was painted Marblehead Gray with Tan Bedford Cord upholstery, and fitted with Firestone whitewall tires. The only accessories were chrome wheel discs, license plate frames, and anti-freeze. At some point in its history, perhaps by the dealer, it was fitted with a heater. The current owner purchased the Cadillac about 10 years ago from a Detroit collector, who restored it to a high standard. The current shade of burgundy paint was applied at that time.

Cadillac built some 5,500 Series 60 Special sedans in 1939. This car represents a chance to acquire an excellent example.



1980 Mercedes-Benz 450 SL

155

Champagne Metallic paint over brown leather

U.S.-market model with 4.5-liter V-8

Three-speed automatic transmission

When it replaced the elegant, upright “Pagoda” roadster in 1971, the Mercedes-Benz SL pushed the German automaker’s droptop line in a very different direction. In some ways, it looked to the classic 300 SL for inspiration. The 350 SL that first hit the market in the spring of 1971 was powerful, with a V-8 engine taking the place of the outgoing model’s smooth inline six. Yet it was less sports car than its grandfather and more personal luxury boulevardier. Its interior was beautifully finished, with soft materials draping its elegant dashboard and doors. Wood trim with a deep gloss finish covered its dashboard and center console.

Launching first in the U.S. as the 350 SL, the roadster’s name was upgraded to 450 SL a year

later to reflect its 4.5-liter V-8 engine. A vacuum-controlled three-speed automatic transmission provided smooth, unhurried shifts. A majority of R107s were delivered new to the U.S. market, including the example offered here. Painted in a classic Champagne Metallic over brown leather with a brown fabric top, this SL rides on correct “Bundt” alloy wheels. Its U.S.-market bumpers are straight and untarnished. Fog lamps, a popular period upgrade, hang from its front bumper.

Inside, the SL’s brown leather shows little evidence of wear. A period Becker radio sits high on its center stack with the automaker’s advanced automatic climate control taking up residence below. Thick-pile branded floor mats sit in its footwells. The SL’s engine bay shows signs of gentle use. This nice quality SL was built in October of 1979, making it among the last 450 SLs before the automaker succumbed to EPA pressure and replaced its 180-hp V-8 with a 155-hp version in the 380 SL for 1981.

CHASSIS NO. 107.044.12.058836

\$20,000 – \$25,000
OFFERED WITHOUT RESERVE



156

1964 Lincoln Continental Convertible

CHASSIS NO. 4Y86N418075

\$30,000 — \$40,000
OFFERED WITHOUT RESERVE

Recent updates, including paint, convertible top, tires, exhaust, and carpet

Transmission recently rebuilt

One of only 3,328 built for the 1964 model year

Equipped with factory air conditioning

Without a doubt, the all-new 1961 Lincoln set styling standards in American cars for years to come. The handsome, chiseled, slab-sided car was void of excess chrome in an era when domestic manufacturers lacked any semblance of restraint. Designed by Elwood Engel, the styling remained a Lincoln hallmark into the 1980s. The new Continental was more than a foot shorter than the oddly styled 1960 model and featured unusual suicide opening rear doors. Quality control was exceptionally high on this unitized body that featured extensive sound insulation, a fully sealed electrical system, long-life service components, factory-applied corrosion protection, and at the time, an unheard of two-year factory warranty.

Each 430 V-8 was bench-tested for three hours at nearly 100 mph prior to installation, and all cars were given individual 12-mile road tests before shipment. A

novel four-door convertible was also introduced for the model year; the first factory-built four-door convertible built in America since before World War II. For 1964, the wheelbase was stretched three inches to 126 inches, improving rear seat entry, legroom, and trunk capacity. The elegant convertible based at \$6,938 and was Lincoln's most expensive car. Just 3,328 convertibles were produced for the 1964 model year.

This handsome Lincoln, finished in Wimbledon White with a tan Haartz convertible top and contrasting red leather interior, has been with the consignor, its third owner, since 1999. It was restored prior to his acquiring the car by Cooper's Classics of New York City. Baker's Auto of Putnam, Connecticut, has since refurbished the mechanicals and within the last three years, the car has received new paint, convertible top, tires, exhaust, carpet, and a transmission rebuild. According to the consignor, it is equipped with air conditioning and every factory option except cruise control. He adds that it runs and drives well and that the top is in perfect working order. The car has always been garaged and covered while in his possession and is an excellent driving example of an iconic and ever-stylish American motor car.



1948 Playboy A48 Convertible

157

**An unusual and very rare American post-war microcar
The 88th of only 91 examples produced
Equipped with a retractable hardtop!**

The brainchild of Louis Horwitz, a Buffalo Packard dealer; Charles Thomas, a Pontiac engineer; and service station owner Norman Richardson, the Thomas-designed Playboy made its debut at the Statler Hotel in Buffalo in the autumn of 1946. The prototype car was a three-passenger runabout with a canvas top, propelled by a rear-mounted Hercules four-cylinder engine. By the summer of 1947, they had changed to a front-engine configuration and were building a few Continental-powered cars, now with a manually operated retractable hardtop.

Franchises were sold and the trio managed to put together some 97 cars. Alas, they fared no better than all the others. Two stock promotions fizzled, and

the assets of the company were sold at auction in the 1950s. The remaining cars, including the rear-engine prototype, the last car built and a wooden body buck, ended up with Alvin Trumbull, the Hartford, Connecticut, distributor, who sold many of them to a former dealer in Massachusetts. Reportedly the name was fondly remembered by one Hugh Hefner from his childhood... and the rest is history.

The current owner acquired this 1948 Playboy from a Florida collector who had owned it from the 1960s. The new owner had a bare-metal repaint done in a period Seafoam Green color, some eight years ago. The robust Continental engine runs well, and with its three-speed transmission and overdrive, it operates very well.

The Playboy remains an important and innovative example of the interesting genre of post-war startup motor cars. This is almost certainly the only example available for sale today.

CHASSIS NO. 88

\$55,000 – \$75,000



158

1956 Ford F-100 Pickup

CHASSIS NO. F10D6R21161

\$35,000 – \$40,000
OFFERED WITHOUT RESERVE

Recently completed restoration

Natural bed floor with stainless strips

Wide whitewall tires

Iconic first-series F-100

In 1953 Ford introduced a fresh, completely new, modern-looking pickup truck to celebrate its gold anniversary, naming it the F-100 for the very first time and creating an icon at the same time. One of the most popular trucks among collectors today, many enthusiasts consider the 1953–1956 F-100 to be one of the most attractive Ford trucks ever produced. As automotive historian Patrick Foster mentions in his latest book, *100 Years of Ford Trucks*, “The styling is timeless, with lines and forms existing together in perfect harmony. The look is honest, and the trucks were dependable and good looking. Simple, basic, and rugged, these trucks were tremendously popular when new and continue to command respect and admiration more than sixty years later.”

The 1956 model, with its handsome wraparound windshield and revised grille, sets it apart from the early models and is widely considered the most attractive of these highly sought-after early F-100 trucks, especially a with short bed such as this truck. Under the hood is Ford’s rugged 223-cu. in. six-cylinder engine shifted through a three-speed manual gearbox.

This beautiful example was the recent recipient of a full restoration. Starting with a dry original Midwest truck, the comprehensive work included new black seat upholstery with upgraded radio, rebuilt heater, and new chrome plating and polished stainless trim. Nice details such as a natural wood bed floor with stainless bed strips are a sample of the close attention to detail that was given to this truck during the restoration. With gleaming red paint and wide whitewall tires, this high-quality classic truck is loaded with personality and character.



1912 Baker Electric Model W Runabout

159

Formerly of the Harrah and Raymond Carr Collections
Antique Automobile Club of America (AACAA) Senior Award winner
Exhibited at the AACAA Museum, Inc. and Radnor Concours
Recent cosmetic and mechanical freshening by
Robinson Restorations
Guinness World Record holder as the first electric vehicle
to travel coast-to-coast

Formerly part of Harrah's Automobile Collection, this Baker Electric was acquired by Raymond Carr in unrestored condition in 1986. The restoration to its original colors of midnight blue with cream trim was done in his own shop with assistance from the Eastern Electric Vehicle Club headquartered at the nearby Boyertown Museum of Historic Vehicles in Boyertown, Pennsylvania. The car was shown thereafter receiving its AACAA Senior Award in 1993.

Carr replaced the original electric motor (included with the sale) with a more powerful 18-hp unit while the 72-volt electrical system remained

as-built. He drove it on the 120-mile New London to New Brighton, Minnesota, Antique Car Run in 1993; the only electric car to do so that year. Later he drove the diminutive electric a distance of 3,304 miles beginning 28 May from Astoria, Oregon, to Atlantic City, New Jersey, completing the trip on 3 July 1995 while setting a Guinness World Record for first electric vehicle to travel coast-to-coast. The car was displayed at the 2011 100 Motorcars of Radnor Hunt and as part of the Alternative Energy Exhibit at the AACAA Museum in Hershey, Pennsylvania, in Spring 2012.

Since being purchased in 2012, the consignor has spent in excess of \$40,000 at Robinson Restorations refinishing the undercarriage and wheels; replacing the top, leather interior, and carpets; repainting a portion of the body; installing new batteries; and doing all repairs necessary to bring the car back to tour-ready condition. Two chargers (one heavy-duty and one portable) are included with the sale.

CHASSIS NO. 7646
BODY NO. 2245

\$85,000 – \$100,000



160

1939 Packard Super Eight Phaeton

COACHWORK BY DERHAM

ENGINE NO. B502752

\$200,000 – \$250,000
OFFERED WITHOUT RESERVE

Believed to be the Argentinean State car used by Juan and Eva “Evita” Peron

One of three coachbuilt examples produced by Derham in 1939

Featured in numerous enthusiast magazines and shows

Accompanied by assorted documentation and correspondence
Classic Car Club of America (CCCA) Full Classic

Argentinean dealer and broker Hector Mendizabal acquired this fascinating custom Packard from a pig farm near Mendoza State in 1976, garaged on behalf of Samuel Sherman, a New York collector who had purchased it but was unable to secure an export license. Photographs show the car as it left the garage, intact, original, and very much in the same appearance as which it is shown today. Mendizabal acquired the car and sold it to Herman Zalud of North Platte,

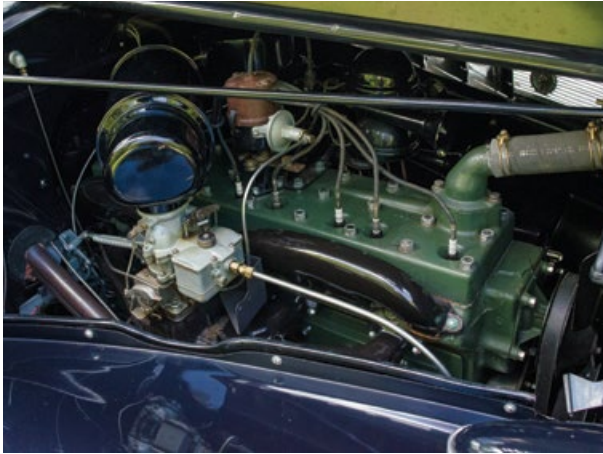
Nebraska, after which it moved to the U.S. and was resold to William St. Clair of Texas, who had it cosmetically restored.

Mr. St. Clair corresponded with the widow of Enos Derham of the Derham Body Company, who recalled three automobiles being built by the famous Pennsylvania coachbuilder to this design, of which one was delivered to Canada, another to a Middle Eastern nation, and a third to the Government of Argentina. The latter would have been ordered by either President Roberto Mario Ortiz or Vice-President Ramón S. Castillo, and was further prepared for Presidential use by Araun Goia Cia, a local Buenos Aires coachbuilder. It was more famously used later by Juan and Eva “Evita” Peron for various parades, including Evita’s last public appearance in Buenos Aires in 1952.

The consignor acquired the car via James Leake in 1983 and set about fully restoring it from the frame up to authentic condition, including Armourplate glass in the rear “wind wings,” after which it continued to be regularly shown in CCCA and Packard Club competition. It was prominently the subject of a cover feature in the Spring 2004 issue of *The Packard Cormorant*, discussing the car and the history that

the consignor had been able to compile with the assistance of Mr. Mendizabal.

Boasting fascinating history and the distinction of special Derham coachwork, this Packard looks positively regal – as it should! It would undoubtedly be the center of attention in any grand Packard collection.





161

1956 Continental Mark II

CHASSIS NO. **C56E2897**

\$75,000 – \$100,000

Please note that this lot is titled as a Lincoln.

Largely original car with known ownership history

Odometer shows just 51,000 miles from new

One of just 2,550 delivered new in 1956

Stunning black with red and white leather interior

The short-lived 1956–1957 Continental was given a classic long hood/short deck profile along with a simulated spare tire bulge on the rear deck lid – a subtle reminder of its predecessor, the luxurious Lincoln Continental of 1940–1948. It was dubbed a Continental, not a Lincoln, as Ford established a separate division to add exclusivity to the luxury marque. At \$10,000 per copy, just 2,550 of the Mark IIs were delivered in 1956, with another 444 the following year before being discontinued. Ford reportedly lost money on each car it built.

Chassis no. C56E2897 was delivered new to Seattle Mercury dealer Lee Moran. He maintained ownership of the car until his passing in 1962. The car remained with his company until 1971 when it was sold to Ed and Barbara Bichich, also of Washington. Some 41 years later, the widowed

Mrs. Bichich sold the car to a Mr. Bailey of Kirkland, Washington. The car remained in unrestored, original condition as delivered through three owners and today has just 51,000 miles on the odometer.

During 2013, the car came to the East Coast where it received some careful, sympathetic preservation, including light paintwork, detailing, mechanical servicing, and a minor interior repair. The Mark II retains its original chrome which, according to the consignor, is in excellent condition. The bodywork is straight and the mostly original black lacquer paintwork exhibits some crazing, but otherwise has a deep gloss and shine that belies the fact that the finish is over 60 years old. The interior is upholstered in its original red and white Bridge of Weir leather with luxurious red Wilton wool carpeting – in all, a stunning presentation. The consignor notes that the engine runs beautifully and the underhood presentation, with a recent detailing and painting, shows beautifully like the rest of the car.

Do not miss the opportunity to acquire and admire this beautifully preserved Continental.



1907 Mitchell Model E Runabout

162

A wonderful, charming Wisconsin-built Brass Era car

Well-kept older restoration

Ideal for numerous club tours and events

As the American craze for bicycles died off in the late 1890s, the companies that had built them turned to other products to stay afloat. One of these companies, located in Racine, Wisconsin, ended up producing a motorcycle and then the Mitchell automobile, which was launched in 1903. While the company experimented early on with such advancements as two-stroke engines and air cooling, they eventually settled on a car of conventional design, with water-cooled engines and shaft drive. As production continued, four- and six-cylinder models were made available, along with a short-lived V-8 and a V-12.

This delightful 1907 Mitchell Model E runabout is reportedly one of only five known to the Mitchell Club. The water-cooled model wears an older restoration

that presents quite well, remaining attractive and with a surplus of charm. The blue main body is contrasted with black fenders and upholstery, cream frame and wheels, and alternating cream and blue coach stripes. Brass adorns many body fittings, the windscreen frame, and of course, the radiator, which is flanked by two large brass headlamps. Beautiful Corcoran coach lamps are affixed to the cowl and a Prestolite acetylene tank rides outboard on the driver's side. In the rear is found an E&J tricolor tail lamp and a "turtle back" trunk. Proper pyramid linoleum lines the floors and the folding top is trimmed in black canvas, all of which present in very tidy and well-preserved condition.

Fans of early, Brass Era automobiles will certainly delight in this wonderful little motor car. It is rare, charming, and yet thoroughly usable thanks to its small and approachable size. It would certainly be a welcome participant in AACA, VMCCA, and Horseless Carriage Club tours, local shows, or any other similar event.

CHASSIS NO. 1423

\$45,000 – \$60,000
OFFERED WITHOUT RESERVE

VISIT RMSOTHEBYS.COM TO VIEW ALL PHOTOS.



163

1965 Rolls-Royce Silver Cloud III Saloon

CHASSIS NO. **LS6T411**
ENGINE NO. **ST2056**

\$150,000 – \$180,000

Fewer than 21,000 actual, well-maintained miles

Exceptional, very original condition throughout

Offered with a complete ownership and history file
since new

resulting in seven percent more horsepower. With a
0–60 mph time of 10.8 seconds and 117 mph, the
model is a delightful car to drive and arguably the
finest of its series.

The Silver Cloud III and its fraternal twin, the Bentley S3, were the final cars in the Cloud series first introduced in 1955. Both updated the 'Standard Steel Saloon' styling with contemporary design cues, including dual quad headlamps (fitted at a very slight angle), a lowered hood and radiator shell, and smaller bumpers, and featured an interior freshened with separate front seats and more legroom for the front and rear passengers. The V-8 introduced for the Silver Cloud II was updated with a higher 9:1 compression ratio and 2-in. carburetors,



Copies of the factory build documentation, which is on file, identify this car, left-hand-drive chassis no. LSGT411, as having been delivered in Sand with Beige Connolly hides, Cumberland Stone Wilton wool carpeting, and Light Fawn lambskin overlay rugs. Special features included a radio, power windows and antenna, plain Sundym glass, and, by special request, no Silver Cloud III insignia on the rear deck lid. The first owner, Anthony Celeste of Arcadia, California, took delivery on 19 June 1964.

The car has been remarkably preserved and remains in exceptional original, largely unrestored condition, with exquisite interior woodwork, featuring the finest book-matched walnut veneers, especially noticeable on the picnic tables in the rear compartment. It is in thoroughly immaculate condition, having

only 20,896 actual miles at the time of cataloguing. Only the paint was refinished, by taking the body down to the original primer and then respraying it carefully in the original color. Most importantly, it is offered with a collection of original documentation, chronicling every moment of its life back to the original delivery – including the two times that the current owner has owned the car. He sold it once, regretted it immediately, and bought it back as soon as was possible!

Correct, original, well-maintained low-mileage Silver Cloud IIIs have consistently been valued higher by enthusiasts than restored examples. Thus, this pristine saloon truly ticks all the boxes for the dedicated Rolls-Royce collector and connoisseur.





164

1917 Cadillac Type 55 Opera Coupe

ENGINE NO. 55839

\$75,000 — \$100,000

Rare body style with removable body pillars

Originally delivered to Toronto, Ontario

Well-preserved older restoration

According to Cadillac archives, this 1917 Model 55 was originally delivered to Toronto, Ontario, Canada, to a Mrs. Hyslop, whose husband was one of the partners in Hyslop Bros., the first Cadillac and Oldsmobile distributorship in Ontario. It wears its older restoration well, with the Cadillac Blue main body subtly offset by black fenders and black leather topping. Panel fit and paint finish quality is excellent and in keeping with the original high level of build quality these cars were famous for. It rides on a set of wooden spoke artillery wheels wrapped in blackwall tires; a rear-mounted spare wheel keeps the body lines clean and uncluttered while adding visual length. The nickel detailing is in excellent order and provides a touch of bright flash.

Rather interestingly, the driver sits alone up front with accommodations for two passengers on the rear bench seat. A folding jump seat sits in the front footwell for the occasional fourth occupant inside, while a leather-trimmed rumble seat is reserved for two additional very occasional passengers. The “Fat Man Wheel” folds out of the way to allow the gentleman of ample girth to climb aboard without the possibility of embarrassing himself in front of female companions. Seats, interior panels, and door cards are all trimmed in period-correct Bedford cord to a high standard. Trim, carpets, and interior fittings are in excellent order throughout. Original instrumentation includes speedometer, fuel pressure gauge, and ammeter, while a Moto-Meter atop the radiator keeps watch on engine temps.

This is a handsome example in an unusual body style, ripe for the picking.



1928 Packard Six Roadster

165

Final year for the Packard Six Model

Largely original car except for an older repaint

Nicely equipped with options and accessories

Described as a "fun driver that always draws a crowd"

Packard introduced its new models, titled as 1928s, on 1 July 1927. It marked the final year for the Six, which like the larger Custom Eights, received new rubber engine mounts and a refined cylinder lubrication system operating through the intake manifold as well as a standard oil filter. New 32 × 6.75 tires gave the cars a lower appearance.

Two models were part of the 533 Series – a five-passenger phaeton and a roadster with rumble seat. The 533-designation denoted Packard's 5th Series riding on a 133-in. wheelbase. The Roadster, Packard Body No. 322, began the year at \$2,385, but received a mid-year reduction of \$300.

In the end, it was another record year for Packard which produced 49,698 vehicles during calendar year 1928, including 7,444 Sixes in both models. Both models shared an 82-hp inline six-cylinder engine. This was Packard's last six-cylinder model until 1937.

Exhibiting the patina of an original car, this Packard is largely that, with the exception of an older repaint, front seat coverings, and partial cosmetics. The green body with black fenders, matching green disc wheels, and ivory canvas top make for a handsome period-correct combination. It is nicely equipped with options and extras, including a driver's side spot light, rear trunk rack with accessory trunk, cowl lights, side-mounted spare tires, Moto Meter, and its original Packard body tag. As a roadster, it features the ubiquitous golf club door and rumble seat. The consignor describes it as, "A fun driver that always draws a crowd." That will no doubt remain true for its new owner.

CHASSIS NO. 159974
ENGINE NO. U16191B

\$35,000 – \$45,000
OFFERED WITHOUT RESERVE



166

1913 Stanley Model 64 Roadster

Restored by Stanley expert Daryl Kendall

CHASSIS NO. 6999

Antique Automobile Club of America (AACA) First Junior winner in 1991 and Senior Award winner in 1992

\$100,000 – \$125,000

AACA Repeat Preservation winner several times

Whoever called this car a Stanley Steamer was not a friend of the Stanley Brothers, as they are said to have detested that designation. It is a Stanley steam car, though Stanley Steamer has become a part of American vernacular. The brothers were identical twins who went by their initials, F.E. and F.O., and they set about building what was, without a doubt, the most famous automobile that used steam power to propel itself down the road.

The Stanley was built in Massachusetts from 1899 to 1923 and later in Pennsylvania through 1927; although the brothers retired from the company in 1917 while in their sixties. The Stanley was a beautifully engineered car that



operated in virtual silence compared to gasoline-engine cars. It was the invention of the electric self-starter on gasoline automobiles, more than any single item, that spelled doom for the steam car.

After purchasing this roadster in 1987, the consignor began a ground-up restoration. He completed the basic structural re-assembly, sending the car to Stanley expert Daryl Kendall to complete the work, including re-piping of the water and steam system, paint, upholstery, detail of all hardware, and fabrication of the overhead bonnet. The Stanley was awarded its AACA First Junior in 1991 at Butler, Pennsylvania, and its AACA Senior Award one year later in Hershey, Pennsylvania. It has since received several

Repeat Preservation honors. A complete file documenting the restoration is included and available for inspection. Chassis no. 6999 is listed in the Stanley Registry and is powered by a 10-hp two-cylinder steam engine.

Described by the consignor as being in very nice condition, it is fitted with battleship linoleum floors, a Jones speedometer, nickel-plated brightwork, and a luggage rack with trunk. Updated concealed hydraulic rear brakes have been added for extra safety and better performance while touring. The consignor adds that the Stanley is always a crowd-pleaser, having won People's Choice awards at several local car shows.





167

1909 Stanley Model Z Mountain Wagon

CHASSIS NO. 5088

\$175,000 – \$225,000

Former Antique Automobile Club of America (AACA) First Junior and Senior Award winner

Beautiful Mountain Wagon recreation by Stanley enthusiast Carl Amsley

Restoration completed in the early 2000s by Daryl Kendall

New boiler installed in 2009

From 1902 to 1923, Stanleys were built in Newton, Massachusetts. By the end of 1923, the company went bankrupt and fell into receivership. Stanley continued to struggle as both steam and electric power gave way to the internal combustion engine as the engine of choice relegating Stanley to the history books after 1927.

According to Kit Foster in his comprehensive *The Stanley Steamer – America's Legendary Steam Car*, the 30-hp Model Z Mountain Wagon was first

offered as part of the Stanley catalogue in 1909. The open omnibus was “designed for stage line passenger and baggage work at resorts.” This Model Z Mountain Wagon can be configured with two rows of seats behind the driver or as a pickup truck. Currently set up as a Mountain Wagon, all parts for the conversion are included in the sale. In 1987, it completed the Great American Race from Disneyland, California, to Tallahassee, Florida. One year later with sponsorship from Culligan Water, it completed the GAR from Disneyland to Boston, Maine, proving its worth as an able tourer. It is believed to be the only steam car ever to be entered into the GAR.

After purchasing the car in the early 1990s, the consignor engaged Stanley restoration expert Daryl Kendall (who, as a very young man, accompanied Stanley enthusiast Carl Amsley on the Great

American Race) to restore the vehicle. Following restoration, it was awarded with its AACA First Junior in 2001 and Senior Award in 2002, both in Hershey. Subsequently, it has received several Repeat Preservation Awards. In 2006 the Stanley participated in the Land Speed Records Centennial in Ormond Beach, Florida.

It is listed in the Stanley Registry as chassis no. 5088: "One of Carl Amsley's many Model Z recreations." It has been fitted with

updated but concealed hydraulic rear brakes for better over-the-road performance and safety. In addition to the lustrous brass trim and brightwork, the car features battleship linoleum floors, a Jones speedometer, and luggage rack with trunk. A complete file documenting the restoration is included and available for inspection. More recently, a new boiler was installed by Daryl Kendall in 2009.





168

1924 Packard Single Six Touring

CHASSIS NO. . 48311
ENGINE NO. 43292A

\$35,000 – \$45,000
OFFERED WITHOUT RESERVE

**An older restoration in lively colors that presents very nicely
Fitted with artillery wheels, wind wings, and side-mounted
spare tires**

A lovely example of Packard's Second Series

Despite being introduced on 14 June 1923, Packard considered its new Single Eights as 1924 models. The companion Single Six made its appearance on 27 December 1923. During the year, the designation "Single" seemed superfluous so the names were reduced simply to Packard "Six" and "Eight." Having been brought to market six months later, the new Sixes took on the styling of the new Eight along with mechanical upgrades and features of the more expensive and larger car.

Included were new four-wheel brakes, windshield wiper, rear-view mirror, electric gas gauge on the dash, tonneau light, and stop light. Tires were changed to 33 x 5, the cooling capacity increased, and a larger steering wheel fitted. Packard claimed the Six had been engineered with maximum power

coupled with silent operation, all the while affording 16–20 miles per gallon. The Touring Car, Model 226 with Body No. 220, was priced at \$2,585, making it the least expensive model available for 1924.

This Single Six Packard has been in the consignor's possession since October 2010. It is finished in a lively combination of bright yellow with black fenders while accented by navy blue pinstriping. Even the beautifully restored wooden artillery wheels are accented with matching stripes. Packard's 54-hp, 268.4-cu. in. inline six-cylinder engine coupled to a three-speed manual transmission provided motivation.

The black leather upholstery is excellent, as is the top, dash, and restored wooden steering wheel. While not original, the tubular chrome bumpers are typical of the period as are the whitewall tires and side-mounted spares. Wind wings using the correct type of safety plate glass were added by the previous owner. This is a lovely Second Series Packard that will continue to serve its new owner well.



1937 Chrysler Airflow Coupe

169

Very rare survivor from the final year of Airflow production

Previously on loan to the Auburn Cord Duesenberg Automobile Museum

Antique Automobile Club of America (AACA) and Classic Car Club of America (CCCA) National First Prize winner in 2017

**Reported as a wonderful driving example, ideal for tours
CCCA Full Classic**

At the time of its introduction in 1934, the Chrysler Airflow was the most advanced American automobile ever built. Today the design is widely hailed as a masterpiece of Art Deco design and modern engineering.

The example offered here is from the final and arguably most attractive Airflow season, 1937, and is the rare and desirable coupe model on the C17 chassis. The current owner acquired the car from Karl Cook of Ontario; Cook had purchased it years earlier from a longtime owner in Michigan, who noted its history as having been in Ohio as early as the late 1950s.

According to the owner, the car, when acquired, was in remarkably solid and well-preserved original condition, and had it been found today would likely have been preserved and not restored. Nonetheless, Mr. Cook did a superb job authentically restoring the car, while maintaining such features as the beautiful, nearly perfect original wood-grained dashboard and the original, irreplaceable rubber trunk mat.

Since purchasing the Chrysler, the owner has regularly driven it and reports that it has always been a pleasure on the open road. It has occasionally been shown, as well, earning its AACA National First Prize and CCCA First Prize at the Auburn Triple Crown in 2017, and a class award at the Cobble Beach Concours d'Elegance last fall. In addition, it was part of a special exhibit, "Streamlining: A Study of Style," at the Auburn Cord Duesenberg Automobile Museum in Auburn, Indiana.

For showing and touring enjoyment, this Airflow coupe is without peer.

SERIAL NO. **7024532**
ENGINE NO. **C17-5164**
BODY NO. **C17C-1216**

\$70,000 – \$80,000



170

1983 Citroën 2CV6 Convertible

CHASSIS NO. VF7AZKA0093KA5578

\$12,000 – \$18,000
OFFERED WITHOUT RESERVE

France's most recognizable automobile

A quirky addition to any collection

Germany and Volkswagen had the Beetle as its affordable automobile for the masses, but for France, there was the Citroën 2CV, or *deux châteaux* in its native French. Tracing its roots to just before the onset of WWII, only a handful of cars were built before the onset of hostilities, which effectively halted production for nine years, with a production-ready version unveiled at the Paris Salon in October 1948. Only available painted grey and with a 375-cc, 9-bhp engine, it was good for all of 40 mph. However, the 2CV revolutionized transportation for those across France thanks to its affordability and utility.

While production increased significantly over the following years, Citroën made numerous rolling changes to the model over the years to keep the 2CV relevant, but it never changed its charming character. For 1970, the latest evolution of the *deux châteaux* was the 2CV6, with the last digit designating its 602-cc powerplant, providing an ample 28 bhp. It remained in production for an incredible 20 years.

Finished red with a black interior, this 2CV6 was produced for the 1983 model year. Finished in red over a black interior, it presents well throughout and would be an exciting addition to any collection. Even today, the 2CV is still a ubiquitous site in France throughout both cities and the countryside. Thanks to their quirky nature and rugged reliability, they have a very devoted following worldwide.



1989 Mercedes-Benz 560 SL

171

5.6-liter V-8 engine; automatic transmission

Desirable last year of the 560 SL

Includes matching removable hardtop

Accompanied by owner's manual and first aid kit

Based on the venerable R107 platform, Mercedes-Benz introduced the 560 SL in 1986, exclusively for the U.S., Japanese, and Australian markets. It offered the most powerful engine found in any SL during the 1980s, capable of a top speed of 130 mph and the ability to accomplish 0-60 mph in about 6.5 seconds, slightly faster than previous SL models. The increased power required both an improved rear suspension and a limited-slip differential, both of which were added for the 1986 model year.

In addition to performance, the 560 SL offered a level of safety and luxury befitting of the

Mercedes-Benz nameplate. It came standard with anti-lock brakes, an alarm system, as well as an airbag. These features led to a retail price in excess of \$48,000. The high price did not deter potential buyers, as the 560 SL proved to be one of the best-selling Mercedes-Benzes of the late 1980s; it remains popular even today among collectors.

This 1989 Mercedes-Benz 560 SL was sold new through Carson-Pettit of Devon, Pennsylvania. It is presented in white with a subtle pinstripe above the beltline and is accompanied by a matching hardtop. The car is powered by a 227-hp, 5.6-liter V-8 engine that is paired to an automatic transmission. The interior is completed in grey and features wood trim, VDO instrumentation, and the addition of an aftermarket radio unit with CD. The odometer displays less than 84,200 miles at time of cataloguing. Included with the vehicle is an owner's manual and first aid kit.

CHASSIS NO. **WDBBA48DXKA100624**

\$20,000 – \$25,000
OFFERED WITHOUT RESERVE



172

1969 Buick Riviera

CHASSIS NO. 494879H931123

\$25,000 – \$30,000
OFFERED WITHOUT RESERVE

430-cu. in. V-8 engine; automatic transmission

Well-appointed with power accessories

Buick's top-of-the-line offering for 1969

For 1969, Buick offered a cosmetic update on its popular sport coupe, the Riviera. That year saw new side body brightwork, including new wheel arch trim and a new lower body molding with argent silver accents. Out front, the famous Riviera retractable headlights and integrated front bumper and grille were featured again for 1969. Inside, Buick offered a variety of interior options, including bench, bucket, and notchback front seats. The interior was available in a variety of configurations, including combinations of vinyl and cloth seating surfaces. A wood-grain dash, unique to the Riviera, was standard.

At \$5,331, the Riviera was the most expensive Buick offered that year. Despite the expense, it is reported that 52,872 Rivieras, including the car offered here, found new owners that year. Well equipped with power steering, power brakes, power windows, six-way power seat, tilt steering wheel, and a factory AM-FM radio, the first owner of this vehicle was obviously quite discerning.

Having been well preserved and meticulously maintained, this Riviera is a fine example of Buick's top-of-the-line offering in 1969. The Riviera is presented the way the car left the factory in Copper Mist, an exclusive Riviera color, with a Parchment interior. It rides on thin whitewall tires which are mounted on steel wheels featuring factory wheel covers. The car is powered by a 430-cu. in. V-8 engine which is paired to an automatic transmission. The interior features bench seating, Buick's Sonomatic radio, and numerous power amenities.



1969 Volkswagen 'Weekender' Microbus

173

Delightful and charming Weekender

Plenty of storage and room for the family

Ready for your next adventure

The air-cooled, rear-engine Volkswagens of the post-war era are often looked on as being all the same, but in reality, running changes and annual model updates have provided significant variety in collecting.

The first German-built Volkswagen pickups, vans, and campers appeared in North America in 1950 in the highly versatile "Transporter Series." The nine-window vans did double duty as both people and parcel movers. With the two rear vinyl-covered bench seats, the "Kombi," as it was also called, could transport plenty of friends in comfort, yet there was still space for storing luggage. For work, the easily removable seats transformed the Kombi into a spacious hauling van with a rear access hatch and two swing-open side doors on the right. In 1961, *Car Life* magazine compared the VW to its new

American rivals, the compact Ford Econoline and Chevy's Corvair-based Greenbrier Sports wagon. It stated the 169-inch-long VW Station Wagon had a far superior build quality inside and out, better handling, and greater fresh air ventilation.

The 1969 model offered here is one of the early "T2" or second-generation buses, produced after 1967. Although the Kombi lost its distinctive split windshield and was slightly larger, the engine was increased to a 1.6-liter flat-four, and the electrical system was upgraded to 12 volts.

Presented in two-tone blue and white and equipped with whitewall tires, this "Weekender" is ready for its next owner. The Volkswagen Microbus is a very practical, easily maintained collectable vehicle that stands as an endearing reminder of time characterized by youthful idealism and individuality. This delightful example affords plenty of storage room for the whole family on one's next weekend adventure.

CHASSIS NO. 239157785

\$25,000 – \$30,000
OFFERED WITHOUT RESERVE

VISIT RMSOTHEBYS.COM TO VIEW ALL PHOTOS.



174

1957 Porsche 356 Speedster Recreation

CHASSIS NO. 1142744815

\$40,000 – \$45,000
OFFERED WITHOUT RESERVE

Built by Vintage Speedsters of Scottsdale, Arizona

Desirable silver over red color scheme

Considered by many to be one of the most desirable and attractive Porsches ever built, the 356 Speedster proved to be a huge success when it was first introduced in 1954. Offering no-frills, top-down fun in an affordable package, listed at \$2,995 without options, the 356 Speedster not only proved to be a thrilling car to drive and enjoy on the open road, but proved to be highly competitive on the track.

Original Speedsters are highly sought after today and with prices easily surpassing the \$100,000 mark, many are out of hands for most enthusiasts, yet the desire to own a Porsche Speedster still remains, hence the abundance of more recently built replicas.

The example presented here was built by Vintage Speedsters of Scottsdale, Arizona, one of the foremost Speedster replica manufacturers, having built 3,300 cars since their founding in 1986. Utilizing a custom-built frame attached to a Volkswagen floorpan, an air-cooled Volkswagen four-cylinder engine with twin carburetors is fitted, offering a similar look and feel to the original Porsche engines. With millions of similar engines produced, maintenance and sourcing of parts is a breeze.

Finished in desirable silver over red leather with a black convertible top, the delightful recreation wears 1600 Super badging and is fitted with a luggage rack for added usability. Its odometer shows just 191 miles, leaving plenty of thrills to be had by its next owner.



1968 Chevrolet Camaro Convertible

175

350-cu. in. V-8 engine; automatic transmission
Desirable color combination; with SS exterior trim
Center console with bucket seats; power brakes

With sales of Chevrolet's Corvair on the decline, GM turned to the Camaro to compete with Ford's immensely popular Mustang. Like the Mustang, the Camaro featured aggressive muscle car styling, powerful drivetrain configurations, and the ability to add similar features and options. Chevrolet debuted the Camaro in Detroit on 12 September 1966 at a press preview, with the introduction to the general public coming two weeks later. The Camaro went on sale at dealerships on 29 September 1966 as a 1967 model year. It was offered in either coupe or convertible configuration with passenger seating for four. First-generation production ran from 1967 through 1969, and later served as the design inspiration for the retro-styled fifth-generation Camaro.

This 1968 Chevrolet Camaro convertible was built the second week of March in 1968 at GM's Norwood, Ohio, factory. The car left the factory presented in Le Mans Blue with a white convertible top and a standard blue bucket seat interior. Today, the car presents the same way it left the factory. In addition, it features SS exterior trim and white D90 "hockey stick" stripe. The car rides on Goodyear Eagle ST tires mounted on Rally wheels. It is powered by a 350-cu. in. V-8 engine paired to an automatic transmission. Power options include vacuum-assisted power brakes. The interior is completed in blue with wood trim and features bucket seats separated by a console, as well as an aftermarket radio with cassette. With the top down, an interior color-matched top boot covers the tucked away convertible.

CHASSIS NO. 124678N395919

\$35,000 – \$40,000
OFFERED WITHOUT RESERVE



176

1959 Ford Galaxie Fairlane 500 Sunliner

CHASSIS NO. H9FC347198

\$40,000 – \$45,000
OFFERED WITHOUT RESERVE

Desirable first year of the Galaxie

Top-of-the-line Fairlane 500 trim

Stunning color combination, brilliant brightwork

In 1959 Ford added the Galaxie, which assumed the top position in the Ford model lineup. The car wore the Fairlane 500 badge in addition to its Galaxie badge, with the Fairlane 500 representing the top-of-the-line trim level. The Galaxie was offered in six body configurations: Town Sedan, Club Sedan, Town Victoria, Club Victoria, Sunliner, and Skyliner convertible. The styling was short lived, with a redesigned, second-generation Galaxie debuting for 1960.

This 1959 Ford Galaxie Fairlane 500 Sunliner was completed on 3 July 1959 at Ford's Dearborn, Michigan plant. The car left the factory presented in Geranium with a Radiant Geranium soft-textured vinyl bolster and Raven pleated soft-textured vinyl interior. The car was powered by a 300-hp,

352-cu. in. V-8 engine backed by a Cruise-O-Matic automatic transmission with power distributed through a 2.69:1 rear end.

Today, this Sunliner has been refinished in a stunning two-tone presentation very close to the factory-offered Surf Blue and white with a light blue convertible top. With the top down, a blue top boot covers the tucked away convertible top. Exterior features include dual sideview mirrors, dual exhaust, and an extended bumper to accommodate the rear-mounted continental kit. The car rides on Goodyear Custom Super Cushion wide whitewall tires which are mounted on painted steel wheels with factory Sun Ray wheel covers; the rear wheels are covered by chrome fender skirts. Power equipment on the car includes power convertible top and steering. The tri-tone interior features a clock, radio, and steering wheel spinner knob.

This is a lovely example of a significant model in modern Ford history.



1960 Chevrolet Impala Convertible

177

348-cu. in. V-8 engine; automatic transmission
First year of the second-generation Impala
Power windows, steering, and brakes

As the 1960s dawned, General Motors proved to have a true hit on its hands with the new top-of-the-line Chevrolet, the Impala. Initially a Bel Air subset, the Impala for 1959 became its own model, evolving the following year with more subtle styling that featured flared but fully horizontal curved tailfins, a distinctive long hood and rear deck, a glassy greenhouse on closed models, and a selection of hot new powertrain options. It is this model, the 1960 Impala, that is widely considered one of the first real powerhouses to come out of Detroit, opening the door to the muscle car era.

This 1960 Chevrolet Impala convertible was built at GM's Lansing, Michigan, plant. The car left the factory presented in Ermine White, a color it appears to remain today. Exterior features include red side stripes framed by chrome trim, dual exhaust, and dual rear-mounted antennas. When the black convertible top is down, a red top boot conceals it. The car rides on wide whitewall tires which are mounted on painted steel wheels with factory wheel covers; fender skirts cover the rear wheels. The car is powered by a 348-cu. in. V-8 engine which is paired to an automatic transmission. Power equipment on the car includes power convertible top, windows, steering, and brakes. The interior is completed in a two-tone red and white pattern with houndstooth inserts and features a radio with rear speaker.

CHASSIS NO. 01867A107023

\$50,000 – \$60,000
OFFERED WITHOUT RESERVE

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178

1957 Oldsmobile Starfire Ninety-Eight 'J-2' Convertible

CHASSIS NO. 579M13711

\$50,000 — \$60,000
OFFERED WITHOUT RESERVE

Desirable two-tone red and white color combination

Equipped with the desirable 'J-2' tri-power option

In the decade following the end of the Second World War, Oldsmobile provided the burgeoning American middle class with automobiles that were faster, more luxurious, and more graceful than many of its competitors. Oldsmobile cemented itself as one of the preeminent manufacturers of the period by offering powerful V-8 engines and standard features that were otherwise optional on competitors' cars.

With more than 384,390 cars sold that year and a handful of NASCAR wins by the legendary Petty family, it was clear that the 1957 Oldsmobiles were a force to be reckoned with both on the race track and the showroom floor, and they did not disappoint.

Built in Lansing, Michigan, and finished in desirable two-tone red and white, this 98 Convertible boasts a white convertible top with a matching red and white leather interior. It is currently equipped with the upgraded 'J-2' engine package, which features triple carburetors, 10:1 compression, and yields an impressive 300 bhp. It is believed that fewer than 750 examples were so equipped in 1957, making this Starfire Ninety-Eight a desirable example of 1950s high-performance history.

An ideal '50s classic for cruise night and to enjoy with the whole family, the desirable J-2 option gives the Starfire Ninety-Eight Convertible a welcome boost in performance, making it just as exciting to drive as it is to look at.



1954 Chevrolet Corvette

179

Among the final 20 examples built for 1954

Classic color combination

For the 1954 model year, production increased tenfold from the year before, with Chevrolet building well over 3,000 Corvettes a year. Along with greater production came an increase in the selection of colors for buyers to choose from. In addition to the Corvette's original color combination of Polo White over a Red leather interior (which remained ever popular), customers could choose from three new exterior colors: Pennant Blue, Sportsman Red, and Black, as well as an optional beige interior.

This classic Polo White over Red Corvette was finished in mid-July of 1954 and is one of the last six-cylinder examples. Although the very early history

of this Corvette is unknown, the vehicle previously was purchased by two brothers locally in Michigan, one of whom was an engineer at Chevrolet, several decades ago. Sold by the brothers to another Michigan-based owner, this second owner would go on to keep the Chevrolet for over 20 years. He lovingly showed the car throughout his ownership and made sure it was always parked in a climate-controlled environment. The engine was fully rebuilt around 2012 and has since been fitted with a new convertible top.

Passing to current ownership several years ago, the Corvette is just as attractive today as it was some 60 years ago when it was new. This example would certainly be a lovely warm-weather driver and will continue to get lots of attention and compliments wherever it goes.

CHASSIS NO. **E54S004625**

\$60,000 – \$70,000
OFFERED WITHOUT RESERVE

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180

1958 Jaguar XK 150 Fixed Head Coupe

CHASSIS NO. **S 834339 DN**
ENGINE NO. **V 1437-8**

\$50,000 – \$60,000
OFFERED WITHOUT RESERVE

Finished in classic Cream over red livery

Factory left-hand-drive example

Legendary XK powerplant with overdrive

Arriving in 1957, the XK 150 would be the final incarnation of Jaguar's "XK" series of sports cars. As its name suggests, the new model was a progressive development of the XK 120 and XK 140; although it retained the same basic chassis, 3.4-liter engine, and four-speed Moss transmission of its predecessors. The newer model benefited from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen.

Cleverly, the new body used many XK 120/140 pressings, the increased width being achieved by means of a 4-inch-wide central fillet. At 210 bhp, the standard 3.4-liter engine's maximum power output was identical to that of the XK 140, but the new model's main talking point was its Dunlop

disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Produced in Jaguar's workshops during the fall of 1957, this XK 150 coupe was the 339th example built. The new Jaguar was equipped with left-hand drive steering and overdrive. The car sat in a barn near Gaston, Oregon, for decades, but was recently treated to thorough detailing. The beautiful red interior appears to have been redone at some point, while the exterior shows minor cosmetic flaws, but is in overall fair condition. It should be noted that the cylinder head appears to be off a later XK 150 engine and does not match the original engine block number.

Having sat without running for several years, the Jaguar could benefit from a mechanical sorting prior to being put back on the road, where it would surely impress its next caretaker.



1972 Citroën SM Coupe

181

Unique French and Italian collaboration

Highly advanced for its time

Incredibly fast and comfortable

Following Citroën's purchase of Maserati in 1968, the company had plans to create a GT car that combined both the company's strong suits, namely Citroën's highly advanced hydro-pneumatic suspension, with the performance of a Maserati V-6. First shown at the 1970 Geneva Motor Show, the SM was to be Citroën's new flagship, offering amazing technology, performance, and of course, style. As such, it was quick to impress automotive press and was the first non-American car to be named Car of the Year by *Motor Trend* magazine.

Its unique features and charisma attracted a fascinating assortment of buyers, including the

Shah of Iran, two members of the Rolling Stones, both Cheech and Chong, and Emperor Haile Selassie I of Ethiopia. Interestingly enough, at its time, the SM was the fastest front-wheel-drive automobile the world had ever seen, boasting a top speed of 140 mph. Between 1970 and 1972, 12,920 were made, of which only 2,400 were originally delivered to the U.S.

Showing 69,070 miles on its odometer, this SM was built for the 1972 model year and is finished in highly attractive grey with a black roof and a matching black interior, exuding stately sophistication and quirkiness in keeping with the assortment of clientele it attracted when new. Seldom seen in the U.S. and a fascinating automobile to many, this SM is certainly worth considering for the enthusiast looking for something different.

CHASSIS NO. 00SB50230

\$60,000 – \$70,000
OFFERED WITHOUT RESERVE



182

1924 Pierce-Arrow Model 33 Seven-Passenger Phaeton

CHASSIS NO. 339177
ENGINE NO. 339169

\$60,000 – \$75,000
OFFERED WITHOUT RESERVE

A “big-horsepower” T-head Pierce-Arrow

Formerly of the renowned Barney Pollard Collection

Classic Car Club of America (CCCA) Full Classic

A welcome entrant to many events

The series 33 introduced in 1921 marks Pierce-Arrows first model with left-hand drive. Pierce-Arrows advanced engine design with its four-valves per cylinder, dual-plug ignition, and monobloc six produced plenty of power for even the most elaborate and heavy bodies. The 33s are noted for their great flexibility, power, and excellent road manners.

The 1924 Model 33 seven-passenger touring offered here was sold decades ago by Randal Shaffer of New Castle, Pennsylvania, to Barney Pollard. One of the first true “antique car collectors,” he began filling his Motor City warehouses with Brass and Classic Era automobiles that no one wanted in the 1930s, stacking many of them on-end to conserve space. Over the years, his vast hoard was featured many times in popular magazines and newspapers, making

him, in his time, one of the most famous collectors in America. By the time that most of his cars were auctioned in the 1970s, he owned around 1,200 automobiles, most of which he can be credited with saving from scrap drives and junkyards. Many have since been restored and are now part of some of the world’s great collections.

This Pierce-Arrow was in the Pollard Family for decades and was restored for previous owners, with crimson bodywork accented by black moldings and fenders. The interior is upholstered in black leather with red carpets, with a pair of folding jump seats of sturdy construction and a jaunty accessory windshield in the rear compartment, making it ideal for parades and family use. The car rides on four wooden artillery wheels, with dual rear-mounted spares, giving it an especially sporting and lengthy appearance.

Recognized as a Full Classic by the CCCA, this Model 33 of wonderful provenance would be an ideal choice for CCCA shows and activities, as well as for events of the Pierce-Arrow Society.



1941 Packard Custom Super Eight One Eighty Sport Brougham

COACHWORK BY LEBARON

183

One of just 99 examples produced and 20 known survivors
Formerly owned by Harrah's Automobile Collection and
Richard Gold

Only 48,900 actual miles; sympathetic and well-maintained
restoration

Among the last and most beautiful "semi-custom" Packards
Classic Car Club of America (CCCA) Full Classic

Most of coachbuilder LeBaron's final catalogued Packard offerings were formal limousines, which were to be driven by a chauffeur. However, in 1941 only, an "owner-driver" variant, the sport brougham, could also be had. It was essentially Packard's version of the Cadillac Series 60 Special, and it featured a striking design, with narrow chromed window frames and a "formal" rear window on the shorter 1907-series chassis, as well as a sumptuously appointed five-passenger interior. Only 99 sport broughams were built, and survivors are quite rare.

The sport brougham offered here was originally sold by the famed California dealer Earle C. Anthony. It was acquired by the famed Harrah's Automobile Collection

in 1968 and remained on display there until 1984. That year, at one of the famous Harrah's dispersal auctions, it was purchased by longtime Classic Car Club of America (CCCA) member and past president, Richard Gold of Deephaven, Minnesota, in solid original condition with 38,199 miles. Mr. Gold was known for appreciating originality and performed a sympathetic frame-on restoration, as the car did not require removing the body from the frame. The work received CCCA Senior Premier honors, badge no. 1595.

Today the car shows 48,900 actual miles at the time of cataloguing, and the owner, a longtime Packard connoisseur, notes that it has performed flawlessly on two recent CCCA CARavans, riding on Diamondback radial tires. Further, he notes that all accessories work, including the factory-installed overdrive and hydraulic windows. The car is equipped with its original Deluxe heater and an electric fuel pump. The car retains its original vehicle plate and Earle C. Anthony tag, and is offered with Harrah's sale, registration, and mileage documentation. It is a fine example of one of the rarest late pre-war Packards, beautifully conserved by passionate caretakers.

VEHICLE NO. 1452-2044
ENGINE NO. CD502507

\$85,000 – \$100,000



184

1934 Lincoln Model KB Dual-Cowl Sport Phaeton

CHASSIS NO. **KB 3358**
ENGINE NO. **KB 3358**
BODY NO. **10-1**

\$110,000 – \$130,000

Showing less than 24,000 miles from new, thought to be original

Beneficiary of a fresh engine rebuild in excess of \$40,000

One of two of this body style produced; the only one known to exist

Classic Car Club of America (CCCA) Full Classic

Eligible for CARavans, Grand Classics, and club events

After just two years of production for the KB and one year for the series KA, Lincoln revised both models for the 1934 model year. Powering the new models was a single engine – a V-12 of 414.1 cu. in. which developed 150 hp. All models were considered Ks, though the Series 521 (or KA) rode a 136-in. wheelbase while Series 271 (or KB) featured the long 145-in. chassis. Fred Waring, Bing Crosby, and W.C. Fields all purchased new Lincolns during 1934.

The new V-12 was less complex than earlier models while providing similar horsepower and greater torque. Improvement and updates were myriad – freewheeling was optional; inside there was a new instrument panel; and outside all models featured a painted radiator shell rather than the plated version on previous year's Lincolns. The familiar Lincoln cloisonné emblem was now 100% blue on all models. Brakes were revised with two-shoe servo type function with molded linings resulting in more efficient stopping power with softer pedal pressure.

Built on special order only in Lincoln's own shops, the four-passenger sport phaeton was not listed by Lincoln as being available, but two were built, including this car according to the Crestline book *The Cars of Lincoln Mercury*. It is the only one known to exist today. Unlike previous models, it is fitted with curved wind deflectors on both rear doors. The deflectors pivoted on their

forward apex swinging down into the doors when they were opened. The tonneau windshield could be lowered into its own compartment behind the rear seat providing a more streamlined appearance.

Data from the Henry Ford Museum documents this car having been delivered new on 23 April 1934. Most importantly, it retains its original V-12 engine which features a fresh engine rebuild costing

in excess of \$40,000 – including new aluminum heads. Despite being an older restoration, it has less than 24,000 miles, which is believed to be original. KBs from 1937 are among the most desirable among Lincoln collectors due to the vastly improved V-12 engine used over earlier models. This CCCA-eligible vehicle is perfect for CARavans, Grand Classics, shows, and club events and will no doubt be the darling wherever it appears.





185

1965 Jaguar E-Type Series 1 4.2-Litre Roadster

CHASSIS NO. **1E 10698**
ENGINE NO. **7E 2869-9**

\$140,000 – \$160,000

Desirable Series 1 with larger 4.2-liter engine

Upgraded Wilwood front disc brakes

**Original purchase documentation and Jaguar Daimler
Heritage Trust (JDHT) Certificate**

Includes soft top and hardtop

In 1961, Jaguar introduced the E-Type as the replacement to the well-established XK 150. The E-Type had very large fenders to fill, but with its breathtaking D-Type-inspired design and construction, the car became an instant hit. Even the competition took notice, with Enzo Ferrari being an open admirer. The E-Type was initially offered with a 3.8-liter engine in either roadster or fixed-head coupe configuration. For 1965 the E-Type received a 4.2-liter engine, a fully synchronized transmission, as well as an upgraded brake

booster, all while retaining the car's iconic styling. Series 1 production ran from 1961 through 1968. A Series 2 and Series 3 followed with overall E-Type production ending in 1975.

According to this E-Type's accompanying JDHT Certificate, this example was dispatched on 15 March 1965 and delivered to Jaguar Cars in New York. Originally presented in Opalescent Maroon with a black interior and top, the car was sold through Kingsfield Motors Inc. of Englewood, New Jersey, on 19 April 1965. Kingsfield Motors' salesman P. Marshall sold the car to Edwin Riley of North Bergen. Options listed on the invoice included a hardtop, radio, bumper guards, and a racing mirror. Out the door, Mr. Riley acquired this fine Jaguar for \$6,165.50.

The car is believed to have remained in Riley family ownership into the 1980s. At some point in the car's life it was repainted to the current shade of black it is presented in today. Exterior features still include the factory hardtop, black soft top, driver's side Talbot-style mirror, and bumper guards. The car rides on Firestone FR710 thin whitewall radial tires mounted on chrome knock-off wire wheels. Four-wheel disc brakes bring the car to a safe stop, with the front discs having been upgraded to a Wilwood configuration for improved stopping power. The interior is presented in black leather featuring an adjustable wood-rimmed steering wheel, Smiths instruments, and a Blaupunkt AM/FM radio.

Accompanying the car is the original invoice from Kingsfield Motors, Inc., original State of New Jersey Certificate of Ownership, 4.2 E-Type operating, maintenance, and service book, as well as Periodic Maintenance Voucher booklet, pamphlet of Jaguar sales and service centers in the U.S. and Canada, and the Manufacturer's Warranty pamphlet.

The E-Type is arguably the most iconic road car produced by Jaguar, with Series 1 examples being the most desirable, and especially those powered by the improved 4.2-liter engine.





186

1957 Chevrolet Bel Air Convertible

CHASSIS NO. VC57J223756

\$80,000 — \$100,000

Show-winning restoration

Numerous awards and trophies

Optional 283-cu. in., 270-hp engine with dual quad carbs

The 1957 Chevrolet Bel Air is without question one of the most popular American collector cars of all time. The car offered here makes it plain to see “why.”

Every aspect of this Bel Air is a showcase of American ingenuity, design excellence, and restoration craftsmanship. It is equipped with the factory-optional 283-cu. in. V-8 engine with correct heads and solid lifters, and which is fed through dual quad-barrel carburetors. Output is an impressive 270 hp and that power is sent to the pavement through a highly desirable three-speed column shift manual transmission, equipment not often seen in top-of-the-line Bel Air convertibles, which are usually

fitted with the optional Powerglide or turbine-based Turboglide transmission. The Bel Air is also nicely appointed with power steering, power top, fender skirts, heater, radio, clock, fingernail guards, and outside rearview mirrors.

The Bel Air was given a no-expense-spared professional restoration to show-quality standards about seven years ago, in Matador Red over silver and red interior, with a white convertible top and “spinner” wheel covers. The efforts paid off with numerous trophy and award wins, with the car having garnered the coveted Grand National award, along with the Junior and Senior awards from the Antique Automobile Club of America in 2012 and 2014, respectively.

This absolutely outstanding and supreme '57 Chevrolet is sure to make an impression wherever it goes.



1936 Cord 810 Westchester

187

One of 37 originally sold new in Canada

Well-known enthusiast ownership for over six decades

Restored by a marque specialist and well maintained since
Classic Car Club of America (CCCA) Full Classic

The 810 was E.L. Cord's second attempt at a front-wheel-drive automobile. Its engine was a V-8, also by Lycoming, but a four-speed, electrically shifted, pre-selector transmission was used. The body, designed by Gordon Buehrig, was a thing of beauty; such features as a "step-down" floor, unitary construction, hidden door hinges, and a total lack of running boards were all previously unheard of. The car's reception at the November 1935 New York Auto Show was enthusiastic, with onlookers reportedly standing on the roofs of other cars just to catch a glimpse, and the orders poured in.

While its original purchaser is unknown, this 810 Westchester is recorded in the ledgers of Ontario Auburn-Cord dealer O'Donnell-Mackie as having been

sold new in that province, reportedly to a buyer in Windsor. It was later owned by early Auburn Cord Duesenberg Club member and passionate enthusiast, Walter Muncaster of Owen Sound, beginning in the 1950s. Mr. Muncaster eventually passed the car to Karl Cook, with whom it remained for 30 years before it was acquired several years ago by the present owner.

Restored by the late marque specialist John Legue, the car is beautifully finished in the correct factory color scheme of Palm Beach Tan over burgundy cloth interior, piped correctly in body color, and retains its original engine, as noted in Josh B. Malks' two Cord books, *The Timeless Classic* and *Cord Complete*. Well presented in beautiful overall condition, it has been regularly driven and enjoyed with the owner's family, and has been occasionally shown at various events over the years. It would be ideal for further participation in AACA, ACD Club, or CCCA events, where its performance and beautiful, pure Buehrig styling would be much admired.

SERIAL NO. **810 1971 A**
CHASSIS NO. **971**
ENGINE NO. **FB 1195**
BODY NO. **C 90 1037**

\$55,000 – \$65,000



188

1929 Packard Eight Convertible Coupe

CHASSIS NO. **259300**
ENGINE NO. **258642**
VEHICLE NO. **626-11**

\$100,000 – \$120,000

Very rare and desirable body style

**Well-presented, highly attractive restoration
in wonderful colors**

Numerous correct options and accessories

Classic Car Club of America (CCCA) Full Classic

Packard's 1929 models were known as the Sixth Series and saw straight eights become standard across all model lines, with the six-cylinder being phased out in that year. The so-called "Standard Eights," such as that offered here, rode a 126.5-inch-wheelbase chassis, with power from an all-new 90-hp, 319.2-cu. in. inline eight-cylinder engine backed by a three-speed manual transmission. Power from this large straight eight

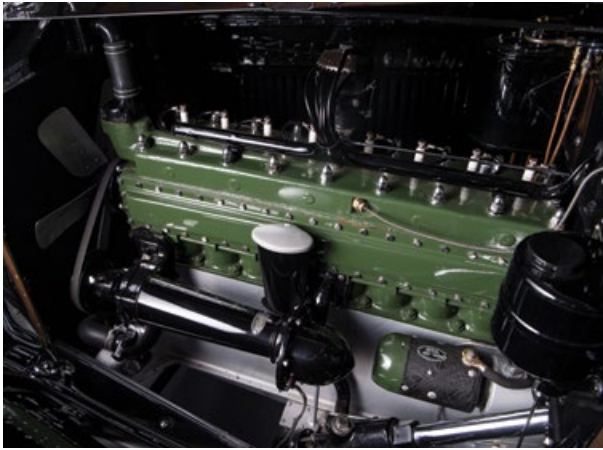
was nearly effortless, with superb torque and uncannily smooth acceleration all the way up to a top speed nearing 80 mph.

Underneath, the live rear axle with semi-elliptical leaf spring suspension provides superior comfort and road-holding ability, making this one of the most enjoyable pre-war cars to drive. The characteristic Bijur lubrication system makes routine maintenance less of a chore. Five disc wheels were standard equipment, but the dressy dual side-mounted spares, were an additional \$130. They were part of the Deluxe Equipment package, which also included the chrome plating on the cowl band and cowl lamps, as well as an accessory trunk rack.

The convertible coupe offered here, an unusual and seldom-seen but highly attractive body style, is equipped with the Deluxe Equipment package, as well as a chrome mesh grille guard and driving lights. Properly restored in its present period-correct black finish with matching convertible top, tobacco interior, and red striping, it has an imposing and authentic appearance. Moreover, it has pleased the judges, as it was awarded a National First Prize at the 1991 CCCA Florida Grand Classic, as recognized by badge no. 1579. Having been well kept since its restoration, the car has only minimal use and wear over the years, with just

87 miles completed since its most recent restoration according to the car's current owner. As one might expect, this Packard remains in wonderful condition and offers a driving experience which is unmatched by any contemporary luxury automobile.

This beautifully restored and highly accessorized Packard is fully ready to be shown and enjoyed on the open road. It will surely be the delight of any Packard Club, CCCA, or, certainly, AACA meet and is sure to earn many more trophies in the care of its new owner.





189

1955 Ford Fairlane Crown Victoria

CHASSIS NO. **U5NW145470**

\$55,000 — \$65,000

Antique Automobile Club of America (AACA) Senior Grand National Award winner, 2018

Exceptionally well optioned

One of the finest examples available

When Ford debuted its new top-of-the-line Crown Victoria for the first time in 1955, the dazzling new model, featuring a bright chrome “tiara,” was an instant success, creating one of the most famous Ford designs of all time.

This 1955 Ford Crown Victoria is widely considered “the best of the best,” having recently captured the highest honor that can be bestowed upon it when it won the Antique Automobile Club of America (AACA) Senior Grand National Award in June of 2018.

The subject of an intense, correct, eight-year restoration, the show-winning Ford is simply stunning. A high level of detail is seen in every

aspect of the restoration, from correct panel fit, to the engine compartment with appropriate wiring, clips, and stamps to insure this would be one of the finest Crown Victorias in the world when completed. The impressive list of factory options on this car include a 292-cu. in. four-barrel V-8 engine, power steering, power brakes, AM radio, fender skirts, correct bias-ply whitewall tires, Ford-O-Matic transmission, fender skirts, tinted glass, rear antenna, and continental spare. The mirror-gloss, Torch Red and Snowshoe White paint is striking, and is complemented with matching leather interior, accented with sparkling chrome trim.

This fabulous Ford represents a high point in fifties American automotive styling, and the Crown Victoria has long been coveted and sought after by collectors. This is a rare opportunity for the astute collector to acquire one of the very best quality 1955 Crown Victorias in the world.



1930 Lincoln Model L Town Sedan

190

2010 Pebble Beach Concours d'Elegance participant

One of just 169 produced for the 1930 model year

Restored by well-known marque specialist Tony Henkels

Restoration freshened just prior to 2009

The first all-new Lincolns under Ford control appeared in 1923 albeit with minor improvements. What remained was the Henry Leland engineering brilliance; in particular, the big Lincoln V-8 with its “fork and blade” connecting rods. This innovative but costly design allowed the cylinders to sit perfectly opposed from one another, bank-to-bank, making the Lincoln V-8 one of Detroit’s smoothest operating powerplants.

Under Edsel Ford’s direction, Lincoln continued to gain status, as did the car’s image as one of America’s leading luxury automobiles. Unlike his mechanically minded father, Edsel was a man of sophisticated taste with a keen eye for design and classic good looks. He also contracted with coachbuilders to construct both catalogued and coachbuilt customs.

Lincoln described the Town Sedan as a “fleet and distinguished motor car.” Designated Model 169-A, the two-window car was designed by Willoughby of Utica, New York, but produced in Lincoln’s own shops. This was the third and final year of production of this particular model with 915 produced in total, including 169 for the 1930 model year.

This lovely Lincoln was restored by well-known marque specialist Tony Henkels for then owner Gordon Wallingford. According to the consignor, it has remained a California car its entire life with very few owners. It was freshened by Aires Restoration, Inc. of Hollister, California, just prior to receiving Best in Class honors at the Ironstone Concours d'Elegance in 2009 and being shown at Pebble Beach in 2010, where it completed the 80-mile road tour. It has been recently serviced, exercised regularly, and always kept in a moderate climate. The Lincoln comes complete with its original trunk, tools, tool pouch, and its “Book of Instructions.”

This is a wonderful, well-preserved, and most desirable Model L.

CHASSIS NO. 62692

\$60,000 – \$80,000



191

1934 Packard Eight Phaeton

VEHICLE NO. **389253**

\$140,000 – \$160,000

One of just 5,120 Eight Phaetons for 1934

An older restoration that still presents beautifully

Ideal choice for driving or showing

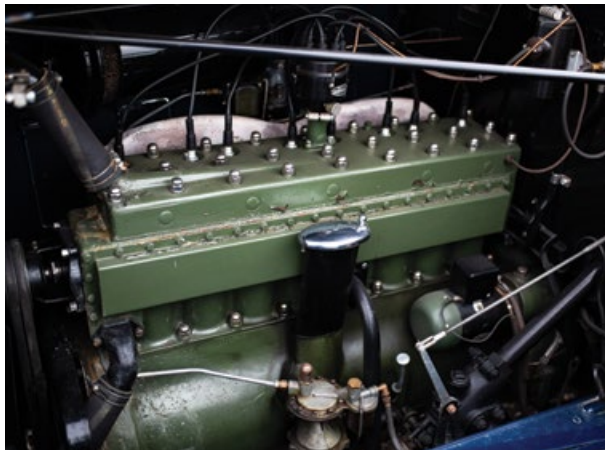
The rare and desirable 1934 Eight Phaeton offered here is a truly unmistakable landmark of Packard design. With wholly new body styling for 1934, the conservative yet attractive lines of this automobile are unmistakable to Packard enthusiasts. In addition, having long been established as one of the premier luxury car manufacturers in the U.S., Packard's popularity and sophistication neared its peak in 1934, which makes the cars of the 11th Series, as 1934s were called in factory literature, among the most desirable and highly collectible offerings in today's market. Open cars, like the Eight Phaeton offered, are especially sought after.

This 141-inch-wheelbase example is presented in exceptional medium blue with contrasting red pinstripe and a black Naugahyde interior with a new matching black convertible top. Though an older restoration, the paint, interior, and chrome are beautifully presented, and the car has been recently fitted with a new set of wide whitewall tires mounted on contrasting red wire wheels. The car is also fitted with the new-for-1934 faux split bumpers, iconic side-mount spares, and fully chromed accessory parking lights, front horns, and headlight buckets. The chrome contrasting and reflecting in the paint produces a dazzling effect which is sure to garner attention from enthusiasts and non-enthusiasts alike.

Under the hood, the car has the legendary nine main bearing 320-cu. in. straight eight backed by the standard three-speed manual transmission. To

many Packard enthusiasts, this is easily one of the best pre-war engine packages offered by the company due to its power, smoothness, and relatively low cost of maintenance. The storied Twelve offered only slightly more horsepower but at a hefty price both when new and today, making the Eight a viable and desirable alternative. The 120 hp from the Eight was more than capable of pushing the 4,400-lb. Phaeton to speeds more than 80 mph while maintaining comfort and luxury in the process. Few cars, then or now, could offer such grace and performance with the elegance and élan of the Packard.

Just 5,120 Eight Phaetons were made for 1934, making this car a highly desirable offering. It is said to be a highly capable performer which runs and drives exceptionally well. Beautifully presented in exciting period colors and with highly desirable optional equipment, this will make an ideal entrant in any driving tour, Antique Automobile Club of America, or Packard Club event nationwide. In addition to being a wonderful driver, it would be a superb start toward a high-point comprehensive restoration that could surely earn awards at concours events around the country.



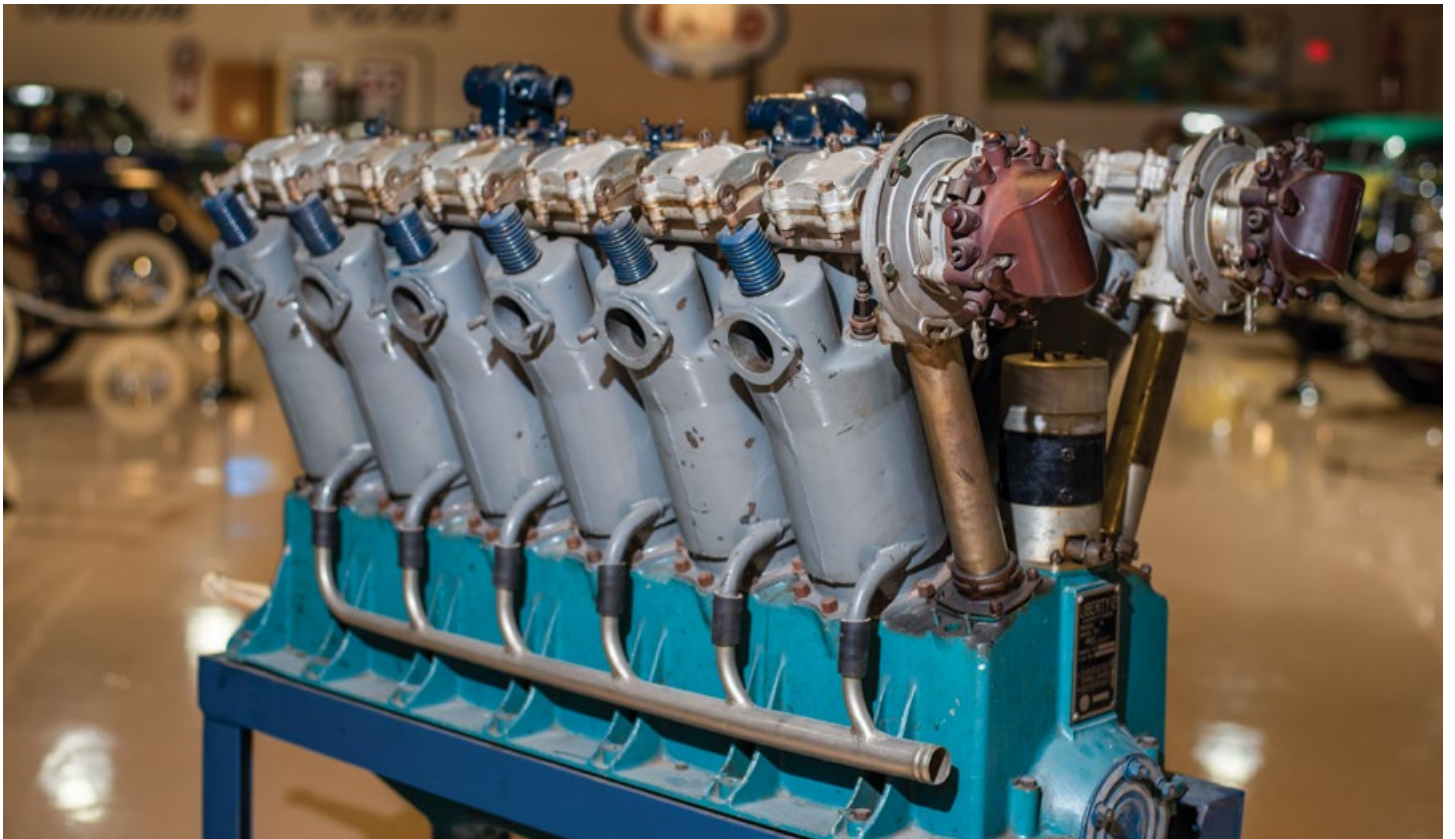


THE RICHARD L. BURDICK COLLECTION

LOTS 192-210

Lot 209

1931 Packard Custom Eight Roadster



Packard Liberty L-12 Aircraft Engine, 1917

192

Offered from the Richard L. Burdick Collection

Rare and desirable Packard-built World War I aero engine

A fascinating display piece

449 hp from 1,649 cu. in.!

\$10,000 – \$20,000
OFFERED WITHOUT RESERVE

The Liberty aircraft engine was one of the very first attempts at creating a modular engine that could be easily mass-produced by several different manufacturing companies in large quantity, in anything from four- to twelve-cylinder configuration. It was designed by Jesse G. Vincent and Elbert J. Hall, and produced for the World War I effort by Packard, Lincoln, Buick, Ford, Cadillac, and Marmon, with Lincoln and Packard (Vincent's employer) producing the majority of the engines.

Unfortunately, due to delays finalizing the design, very few of the 13,574 Liberty engines produced were used during the war. The surplus engines were put to use running tanks, civilian seaplanes and air mail planes, and even in several racing cars.

The Liberty L-12 offered is a display piece and is missing some ancillary pieces, including the exhausts; its operational condition is not known as it has been on exhibit in the Burdick Collection for some years.

VISIT RMSOTHEBYS.COM TO VIEW ALL PHOTOS.



193

1927 Ford Model T Coupe

ENGINE NO. 14254320

\$12,000 – \$18,000
OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

The first car in Mr. Burdick's collection, acquired in 1979

From the final year of Model T production

Remarkable original, unrestored condition, including paint and interior

This Model T was the very first automobile in Richard L. Burdick's collection, and has remained a favorite in the fleet now for almost four decades.

In 1979, Mr. Burdick was attending a petrochemical conference, representing Thermon, the heat-tracing equipment company that he had established in 1954. In attempting to sell more of his products to one Sam Aubrey, he learned that Aubrey simply did not have room, as he had a Model T taking up space in his warehouse. Mr. Burdick visited and traded five rolls of Thermon heater cable for the car, which became the first automobile in the Central

Texas Museum of Automotive History, established the following year. When the original Rosanky museum was shuttered and many of its cars sold, the Model T was one of the few long-term denizens of the collection moved to the new facility, Dick's Classic Garage in San Marcos.

Aside from having the front fenders repainted in the 1980s, the Model T is essentially otherwise original and unrestored, as would be expected from a car that lived much of its life in the dry Texas climate. The balance of its black lacquer paint is original, as is the very well-kept cloth interior, preserved under clear plastic covers to prevent damage, and much of the interior trim and hardware.

Offered now from nearly 40 years of continuous ownership, this is a final-year Model T with superb history and unusually outstanding preservation. The new owner can only hope to equal Mr. Burdick's record of care!



1949 Chevrolet Fleetline DeLuxe Sedan

194

Offered from the Richard L. Burdick Collection

An early post-war fastback design, in unusual four-door form

An amazing original, unrestored "survivor," including paint and interior

Only 36,226 believed actual miles

Surely one of the finest and most original extant

Chevrolet's new post-war line of 1949, "The Most Beautiful Buy of All," included, at its peak, the Fleetline DeLuxe, a continuation of the 1942-1948 Fleetline that included two upmarket body styles, a two-door and four-door sedan, both with a streamlined fastback roofline. Buyers responded to the Fleetline DeLuxe's gorgeous, flowing styling by buying nearly 312,000 of them. It is amazing, then, that they are so rarely seen today - where did they all go?

The Fleetline DeLuxe four-door sedan offered here is almost certainly one of the best original, unrestored

examples in existence. It is still wearing its factory Satin Green finish and striped cloth interior; the paint shows only minor wear and patina, as would be expected when driving about 36,226 believed actual miles, while the interior is remarkable for its age. This extends to the wood-grained dashboard's finish and the condition of the gauges, which are bright, clear, and beautiful. Options include rear fender skirts, grille guards, dashboard clock, AM radio, heater, and a sun visor; the car is also equipped with turn signals, for more safe modern driving.

For the Chevrolet enthusiast who appreciates clean, well-maintained, and beautifully kept originality, this example of post-war streamlined design would be hard to beat. It would be a surefire head-turner in the Antique Automobile Club of America's Historic Preservation of Original Features class, be it here at Hershey or elsewhere.

IDENTIFICATION NO. **GAA404558**

\$25,000 – \$35,000
OFFERED WITHOUT RESERVE

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195

1954 Ford Crestline Skyliner

CHASSIS NO. U4FF107364

\$40,000 — \$50,000
OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

Ford's original 'glass top' hardtop coupe

Cosmetically restored in original colors; 13,405 believed actual miles

Very rare dealer-installed 'peekaboo' Plexiglas hood

New to Ford's top-of-the-line Crestliner series for 1954 was the Skyliner, a Victoria hardtop coupe with a glass roof section over the front seat. "Glamorous Anywhere!" bragged the factory brochure, and they were right. The blue-green tinted glass admitted "a soft, diffused light, yet filter[ed] out 60% of the sun's rays," or so Ford claimed; it gave the interior an unusual, soft green glow.

The Burdick Collection's Snowshoe White and Cadet Blue Skyliner was formerly part of the well-known collection of Charles Cawley. It appears to have been repainted its original colors and reupholstered in correct blue and vinyl, but is otherwise original and unrestored,

and at the time of cataloguing had recorded just 13,405 believed actual miles. The glass roof, importantly, is still in fine condition, while the engine bay and undercarriage are clean, presentable, but largely untouched. The engine is mated to the Ford-O-Matic transmission, and the interior features an AM radio, while exterior accessories include a sun visor, rear fender skirts, stainless rocker guards, a rear-mounted spare, and front and rear bumper guards.

An especially interesting feature is the hood, with its inset glass "peekaboo panel." A limited number of these hoods were supplied by Ford to dealers for their showroom demonstrators, allowing the overhead-valve V-8 to be shown off without disturbing the lines of the car. The glass hoods were designed to be removed before the demonstrator was sold, and many were later destroyed; this is one of very few remaining.

Simply put, this car is a view of the future's past, straight out of the aviation-obsessed 1950s.



1947 Lincoln Continental Cabriolet

196

Offered from the Richard L. Burdick Collection

One of just 738 produced

An older restoration in wonderful Valley Green

Classic Car Club of America (CCCA) Full Classic

When Lincoln resumed post-war automobile production in 1946, the Continental sparkled with new, bolder chrome detailing, especially around the redesigned, more squared-off grille, which gave the car a great presence on the road. It remained an expensive and exclusive automobile that was often purchased by Hollywood celebrities. Continental production for 1947 was very limited, with only 831 club coupes and 738 cabriolets made.

The example offered here was acquired by Richard L. Burdick from the late, respected West Coast collector, Chuck Swimmer, in 2008, and has remained on display in his collection for the last decade. It is finished in the unusual, rare, and beautiful color of Valley Green, with a complementary dark green leather interior and tan cloth top. An older restoration with some signs of age and use, it remains very solid overall, with a rust-free body and chassis. Accessories include a dashboard clock, radio, and power windows and top – both highly advanced features for the late 1940s. At the time of cataloging, the car had recorded 17,274 miles, likely since completion of the restoration.

Every collection of Full Classics requires the beautiful, subtle Continental, a design landmark of its age. This is a fine example, with an especially striking color scheme sure to make it stand out in any collection.

CHASSIS NO. 7H-168585
BODY NO. 5 EH-56-577

\$35,000 – \$45,000
OFFERED WITHOUT RESERVE



197

1917 Milburn Electric Model 27 Brougham

CHASSIS NO. 2-381-7
BODY NO. 5375

\$25,000 – \$30,000
OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

One of the most lightweight and popular electric cars of its era

The only surviving example with limousine-style carriage lamps

Authentic trim, including optional wire wheels and whitewall tires

The Milburn of Toledo, Ohio, was similar in design to many other electric automobiles of its era, often being built with a phone booth-shaped body, and steered using a tiller bar. However, its design – by Karl Probst, the industrial designer who would go on to create the legendary Jeep – was unusually lightweight, enabling the Milburn to reach a top speed of 19 mph and cover 60 miles between charges.

With production of 4,000 cars between 1915 and 1923, the Milburn proved one of the most popular electric cars of its era. Survivors are tracked by an enthusiastic club and are always

much admired whenever they are seen, either on a show field or drifting silently down a city street.

The Model 27 brougham offered here has been part of the Richard L. Burdick Collection since the early 1980s, and was restored by the collection's own mechanics some years ago in carmine and dove grey, with a conversion to operate on modern 12-volt batteries. Much of the restoration is older and thoroughly patinaed, but would still present use for occasional driving or local cruise-ins, with the eyepopping mauve interior sure to be the object of much admiration. Importantly, the brougham retains its original diamond tube bumpers and is the only known surviving Milburn with limousine-style carriage lamps, on the sides of the body; its painted wire wheels and whitewall tires are both authentic factory options.

Charming and appealing as only a vintage electric car can be, this Milburn is ready to become the “greenest” automobile in another collection!



1932 Ford Model B Five-Window Coupe

198

Offered from the Richard L. Burdick Collection

Finely maintained older restoration in wonderful correct colors

Highly detailed and well presented

An impressive four-cylinder Ford with the iconic 1932 styling

While 1932 saw the landmark debut of the flathead V-8, Ford continued to produce its venerable four-cylinder engine, now under the hood of the updated Model B, largely to please Henry Ford who was, as always, resistant to major change. The new Model B combined the four-cylinder Ford's vaunted, thoroughly proven durability and reliability with the handsome "Little Lincoln" styling of the new V-8. Indeed, from the outside the two models were virtually identical at first blush.

The Model B five-window coupe offered here, from the Richard L. Burdick Collection, is an older high-quality restoration that has been maintained to the same

standard. The paint is very good, with only minor paint shrinkage visible on the hood. Panel fit is impressive, with even the doors seen to fit flush, and the interior is very nicely done, with tight seats and door panels, and properly fitted carpets. The dashboard, gauges, and steering wheel are all nearly like new, as is the engine bay, which has proper hoses and clamps, indicative of the level of attention given by the restorer.

Accessories include correct Ford script headlamps and a dual rear-mounted brake light, as well as dual side-mounted spares. The wheels are shod in Excelsior blackwall tires. At the time of cataloguing, the car had recorded just 9,720 miles, believed to be since the restoration was completed.

It is rare to find a Model B restored and maintained to the high standard of this example, which is sure to be a standout even in the most finely curated Ford collection.

ENGINE NO. 50788332

\$40,000 – \$50,000
OFFERED WITHOUT RESERVE

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199

1951 Kaiser Deluxe Golden Dragon Sedan

CHASSIS NO. K-512-053525
ENGINE NO. 5121-41328

\$35,000 – \$50,000
OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

Among the most interesting American sedans of its era; one of 1,622 made

“First Batch” Golden Dragon with “Dragon skin” upholstery

Largely original and unrestored; just over 11,000 actual miles

Upstart post-war automaker Kaiser-Frazer did not have a V-8 or true hardtop coupe, as other Michigan automakers did. They responded by hiring Carlton Spencer, an editor for *House Beautiful*, as an in-house consultant who worked on developing new colors and materials for Kaiser and Frazer automobiles, including various special editions designed to draw customers into showrooms.

In 1951 the company introduced the Dragon, a new version of the Kaiser Deluxe sedan. It was produced for just four months and 1,622 cars, but what, exactly, constituted a Dragon depended upon when one bought it. The model was produced in three distinct, separate batches, each of which had distinctively different design features. Early cars, the so-called “First Batch,” were

dubbed the Golden Dragon but could be had in any color, with the roof finished in a contrasting hue to the body and the interior in a special, synthetic alligator-textured vinyl, dubbed “Dragon skin.”

The Burdick Collection’s Dragon is equipped with the optional automatic transmission, AM radio, and dashboard clock. It has been refinished in its original color scheme, Ceramic Green and Cape Verde Green, but remains otherwise original and unrestored. The factory paint is still visible in the door jambs and unrestored engine compartment, and the interior “Dragon skin” is intact and in excellent condition; the original spare is still in the trunk. It is believed that the 11,726 original miles noted at cataloguing is the actual mileage since new – and that this may be the lowest-mileage surviving example of its kind.

Few American sedans of this era are as eye-catching, unique, and rare as a Kaiser Golden Dragon. It is even more rare to find one in such well-preserved condition, courtesy of the renowned collection of Richard L. Burdick.



1935 Chevrolet Series EB Canopy Truck

200

Offered from the Richard L. Burdick Collection
Charming period-correct presentation in a rare body style
Legendarily durable drivetrain
Ideal for either a collection or business advertising

If one was driving down country roads in the 1930s—and there were a lot more of them then than now!—chances are they would have seen a vehicle much like this running produce to and from market. It was a body style purpose-designed for the businessman on the go, with a commodious pickup bed shaded by a canopy and surrounded by curtains, which, when lowered and strapped into place, protected one's potatoes or corn from tumbling out along the bumpy pavement.

For obvious reasons, many of these work trucks were worked down into the ground, and they are rarely seen today.

The example offered here appears to be a solid, straight and unmolested original truck, which underwent a cosmetic restoration many years ago, in the original colors; factory paint is still visible in the door jambs. The interior is finished in black vinyl and, as is typical of that hardy material, is still in fine order, as are the canvas drop-down side curtains surrounding the rear cargo area. A single side-mounted spare and wire wheels, painted cream, add dressy touches. At the time of cataloguing, the truck had recorded 55,566 miles.

Few vehicles today offer the number of possibilities of this charming truck; it would be ideal for a collection, for liverying to promote one's business, or for simply driving to the farmer's market. One collector recently served visiting friends lunch from the back of a similar vehicle, set up as a buffet. The possibilities are endless!

ENGINE NO. **K5141545**

\$35,000 – \$45,000
OFFERED WITHOUT RESERVE



201

1948 Nash Ambassador Custom Cabriolet

CHASSIS NO. R-502739

\$45,000 – \$60,000
OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

The last Nash full-size convertible produced

One of just 1,000 built and very few known survivors

Attractive older restoration with modifications for easy driving

Nash Motors emerged from World War II with a number of models missing from the catalogue. Eight-cylinder cars had been discontinued with the closing of the assembly lines in February 1942, and convertibles had missed 1942 entirely.

Thus, it was noteworthy when an open cabriolet model re-emerged for the 1948 model year, as an upmarket-trimmed Custom model in the flagship Ambassador line on a 121-in. wheelbase. Only 1,000 were built in the 12-month model year ending in October 1948, and they were the very last full-size Nash convertibles ever produced. They were a brief but glorious, well-engineered, and beautifully styled effort.

The example offered from the Burdick Collection is one of very few Ambassador Custom cabriolets in existence, and was acquired by Richard L. Burdick from an owner in Auburn, Indiana, in 2005. An older restoration, it wears very nice, well-preserved chrome trim and paint in the factory color of Stratos Blue, with a blue and tan interior and tan canvas top. Accessories include Nash-badged fog lights and a grille guard. Under the hood, the engine has been built to drive, with dual carburetors, an aluminum head, headers, and an alternator, allowing for more power for modern highway driving – and blackwall radial tires aid in a more enjoyable experience. The odometer had recorded 77,791 miles at the time of cataloguing.

A rare survivor of one of the most desirable post-war Nash automobiles, this is a car made for driving in Arizona or Florida this winter, under a shining sun.



1932 Ford V-8 DeLuxe Roadster

202

Offered from the Richard L. Burdick Collection

Well-optioned and equipped; original Henry Ford sheet metal

Handsome older restoration in very attractive colors

By 1931, dwindling sales of Ford's Model A prompted many to write off Henry Ford's car company as being unable to keep up with the times. However, Ford had an ace up his sleeve with the revolutionary V-8 model line, which he developed in secret and introduced on 31 March 1932.

Henry Ford's insistence on a low-priced V-8 engine, against the four- and six-cylinder competition, was a stroke of engineering and marketing genius. The flathead powered most Ford cars and trucks until its replacement by an overhead-valve V-8 in 1954, but aesthetics were not ignored.

The new models featured rounded corners, a slanted windscreen, and a perfectly proportioned radiator shell. Nearly 300,000 of these "baby Lincolns" were sold in 1932, and the DeLuxe Roadster remains a favorite today, although only a small number of the original 6,893 units built have survived in their original form.

The car offered here, from the Richard L. Burdick Collection, is an older and much-enjoyed restoration in maroon and black, with red wire wheels shod in whitewall tires. It retains its original "Henry Ford" sheet metal, with a handsome wood-grained dashboard and fully restored top with chrome irons, as well as a rear-mounted spare. The upholstery is still largely tight and beautiful, particularly in the rumble seat. This would be an ideal V-8 roadster for driving and enjoying, adding to the 32,087 miles that had been recorded at the time of cataloguing.

IDENTIFICATION NO. **AB5041270**

\$55,000 – \$75,000
OFFERED WITHOUT RESERVE



203

1921 Stanley 735B Seven-Passenger Touring

IDENTIFICATION NO. 658629

\$40,000 – \$60,000
OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

Late-production condenser-model Stanley

One of only 14 surviving examples

Nicely presented older restoration

Stanley steam cars from the early 1920s are considerably rarer than earlier models, for the simple reason that, as gasoline cars gradually became the accepted means of transportation, fewer and fewer steam cars were being built. Underneath modern styling, Stanleys were still largely turn-of-the-century engineering; they could now condense and recirculate spent steam, but still required 30 minutes of heating a boiler to operate, and were not as fast as modern internal-combustion automobiles. Nonetheless, they continued to enjoy a market among tinkerers who had never operated any other type of car, and still have a tremendous following among like-minded enthusiasts today.

According to the Stanley Register, this particular car is one of just fourteen 1921 735B seven-passenger touring cars remaining in existence. While early history is not known, it has been part of the Burdick Collection for many years, and was formerly exhibited in Mr. Burdick's Central Texas Museum of Automotive History in Rosanky. A well-presented older restoration, it is finished in scarlet with black fenders, leather upholstery, and canvas top, and remains in good overall cosmetic condition. Attractive features include a running board-mounted tool box and wooden "artillery" wheels. The Stanley has not been operated in many years and it is recommended that it be inspected by a steam car expert prior to attempting to run it on the road.

Stanley steam cars are fascinating automobiles, both to behold and to drive, and are almost certainly the center of attention at any event which they attend. This example should be no exception!



1938 Oldsmobile L-38 Convertible Coupe

204

Offered from the Richard L. Burdick Collection

The only surviving Oldsmobile with the semi-automatic Safety Transmission

Equipped with nearly every other available option and accessory

Formerly owned by Don Spieldenner and Fred Greybeal Jr.

A fascinating landmark in GM engineering history

The 1938 model year was one of both firsts and lasts for General Motors. While rumble seats made their final appearance on coupe and convertible styles, GM also introduced the new Safety Transmission, their first attempt at obsoleting a manual transmission. The driver used the clutch only to get the car moving and underway; from that point, the transmission could be conventionally shifted, up and down, without manual clutch operation. It was, essentially, a semi-automatic gearbox.

The Safety Transmission was not a wide success and was seldom ordered. More successful was the Hydra-Matic introduced two years later, which was, of course, a fully automatic transmission, and would be used in various forms for four decades.

Offered here is the only known Oldsmobile, a 1938 L-38 convertible coupe, equipped with the Safety Transmission. It was originally restored in the early 1970s by Don Spieldenner, in whose ownership it won Best of Show at the Oldsmobile Nationals in 1973 and an AACA Senior First Prize in 1974. It was later sold by the Spielenners to longtime Oldsmobile enthusiast Fred Greybeal Jr., of Marion, Virginia, in whose ownership it was refinished in Starlight Blue with a red interior. The car has many of the available options and accessories, including a Deluxe AM radio and dashboard clock. Dual side-mounted spares were, by this time, quite rare, but this car has them, as well.

Richard L. Burdick acquired the car from the Greybeal family in 2007, and it has remained a feature of his collection ever since. The restoration is remarkably well preserved, with minor patina from age, and still has wonderful eye appeal and fine attention to detail, including restored top irons and a beautiful engine-turned dashboard.

This is a wonderful Oldsmobile in every important regard, with fine history and fascinating specifications.

ENGINE NO. **LA302577**
BODY NO. **18**

\$55,000 – \$75,000
OFFERED WITHOUT RESERVE



205

1940 Ford V-8 DeLuxe Coupe

CHASSIS NO. 18-5316012

\$32,000 — \$38,000
OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

Well-maintained, high-quality older cosmetic restoration

Converted to 12-volt electrical system with dual exhaust and radial tires

An excellent example to drive and enjoy

The 1940 Ford models introduced several new features, as well as one of the most distinctive pre-war automotive designs. Technically, one of the most significant changes was the movement of the gearshift lever from the floor to the steering column, a modern feature that was not only more convenient for the driver, but also increased front seat legroom for passengers. Ford also introduced sealed beam headlights in 1940, finally eliminating the persistent problem of moisture degrading the reflectivity of headlights, which relied on separate bulbs. The sealed beams sat at the front of the fenders in oval chrome housings that also incorporated the parking lights, merging earlier

Fords' covered headlight treatment with the improved efficiency and durability of the sealed beam bulbs.

The Burdick Collection's DeLuxe coupe appears to have been cosmetically restored, with excellent Ford Maroon paint with no visible flaws, and fine panel fit, although the running boards are original. The undercarriage bears original undercoating while the engine compartment is clean, but not fully detailed, with a proper oil bath air cleaner mounted, as well as a modern 12-volt distributor, spark plug wires, and dual exhaust. Inside, the seats, door panels, and carpets are all in very nice order, while the dashboard and gauges appear original. The car rides on painted steel wheels with chrome centers and trim rings, shod in radial whitewall tires. At the time of cataloguing it had recorded 57,954 miles.

This is a lovely pre-war Ford to drive and enjoy, as its manufacturer intended.



1955 Buick Special Riviera Coupe

206

Offered from the Richard L. Burdick Collection

Original and unrestored, with 4,875 actual miles

Beautiful overall condition; a preservation class stand-out

After a complete redesign of its line for 1954, Buick simply freshened its models the following year, adding such trendy features as chrome "Dagmars" on the front bumper, a wrap-around windshield, and the famous Buick "ventiports" on the front fenders, as well as, on closed models, a "Florentine" rear window. The design helped Buick to place 5th overall among American automakers during the 1955 model year.

Buick's entry-level 1955 offering was the Special, which was still a very comfortable automobile, with a 188-hp. OHV V-8, tubeless tires, turn signals, front seat armrests, and an abundance of other standard accessories.

The Temple Gray and Cadet Blue Special Riviera hardtop coupe offered here is special, indeed! It is completely original and unrestored, including its factory Temple Gray and Cadet Blue lacquer paint, interior, chrome trim, and rubber floor mats, and at the time of cataloguing had been driven just 4,875 actual miles. The very low mileage is borne out by the condition of the car; the paint still shines, the cloth and vinyl interior is beautiful, and the engine compartment and chassis, while showing some signs of use and age, are both clearly original and solid. Stickers from Sohio oil changes in the early 1960s are still in the door jambs, and a 1966 radiator service tag is still attached under the hood.

Surely few other Buicks of this era have survived in this car's well-preserved condition, making it a surefire favorite in any collection of great GM automobiles.

CHASSIS NO. **4B1133977**
BODY NO. **625522**

\$25,000 – \$30,000
OFFERED WITHOUT RESERVE

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207

1926 Reo Model G Speed Wagon Delivery Truck

ENGINE NO. **6T 30898**

\$30,000 — \$45,000
OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

A rare, fully restored example

Massive six-cylinder engine

Fabulous evocative appearance

One of the most seldom-seen trucks of its era

Long before the modern rock band, there was another Reo Speed Wagon (spelled, more often than not, as two words), a light truck built by the Reo Motor Car Company of Lansing, Michigan, R.E. Olds' second company. It was one of the first trucks introduced by a passenger car manufacturer on an entirely separate chassis (vs. the Model T-based Ford trucks), and was turned out by a completely separate division of the company, dedicated to its success. Powered by large Gold Crown six-cylinder engines, the Speed Wagon became highly regarded for its power and high standard of quality. In fact, Reo

trucks would outlive Reo passenger cars, remaining in production until after World War II.

The Burdick Collection's Speed Wagon is among the few survivors of the model from this era, and one of the fewer still that have been restored. Even the engine compartment and chassis are clean, presentable, and in general better-finished than one would imagine on a truck of this era. It features a handsomely constructed and well-finished wooden cab, upright in the style of the era, and an especially large wooden truck bed capable of hauling most any load that one could imagine. Powering the truck is a 1921 engine with a radiator from a lighter-duty canopy express model. The paintwork, striping, and livery are all lovely. The odometer notes 48,501 miles at the time of cataloguing.

One thing is for sure: the new owner will "keep on loving" this Reo Speed Wagon for many years to come.



1916 Hudson Series H Super Six Great Race Car

208

Offered from the Richard L. Burdick Collection

Winner of the 2000 Great Race; three-time entrant

Professionally constructed for robust long-distance driving

Richard L. Burdick was devoted to the Great Race (now known as the Great American Race), a timed cross-country rally first held in 1983. Fiercely competitive and dedicated to the thrill of victory, Mr. Burdick and his friend and trusted navigator, Wayne Bell, drove in all of the first 25 races, taking home a record number of five wins. At one point Mr. Burdick was also a part-owner of the event and officiated for it over 25 years.

This 1916 Hudson, based upon an original Series H Super Six chassis and engine, was built by the Burdick team specifically to be driven in the Great Race. It participated in the event several times in 1997, 1998, and 2000, driven by the experienced team of Burdick and Bell; they claimed overall

victory in the 2000 event, held between Boston, Massachusetts, and Sacramento, California.

The car features a tapered boattail body with a bare, polished aluminum engine cover, as well as fully exposed and functional side exhaust in the manner of a period Indianapolis racer. Disc wheels shod in blackwall tires provide excellent reliability, as does the engine, which was reportedly professionally built for long-distance driving. The interior features dual leather-covered bucket seats, facing an engine-turned aluminum dashboard with an assortment of instruments, including a Great Race-compliant rally timer and outsized clock. The steering wheel has been wrapped, for additional “grip” when maneuvering the Hudson across the U.S.!

One of the most exciting vehicles in this collection, this Hudson would be an ideal, potentially victorious rally competitor (perhaps a future repeat Great Race victor) – or simply a blast to drive for a new owner.

CHASSIS NO. 90513
ENGINE NO. 389975

\$75,000 – \$100,000
OFFERED WITHOUT RESERVE

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209

1931 Packard Custom Eight Roadster

VEHICLE NO. **472-138**
CHASSIS NO. **191299**
ENGINE NO. **191321**
STEERING GEAR NO. **191227**

\$180,000 – \$240,000
OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection
The sportiest body style from one of the great Packard years
Original numbers-matching chassis and engine
Well-maintained older Antique Automobile Club of America (AACA) National First Prize-winning restoration
Numerous desirable accessories
Classic Car Club of America (CCCA) Full Classic

Packard's "Senior" Eight Series models of 1931 featured a 20 percent gain in horsepower over the previous year, thanks to more efficient breathing and carburetion. Other important updates included fully automatic Bijur chassis lubrication, and a Stewart-Warner mechanical fuel pump that replaced the vacuum tank setup of earlier cars. Reportedly fewer than a dozen authentic examples of the Custom Eight roadster, the sportiest and most flamboyant model, remain in existence today.

The Custom Eight roadster offered here was an AACA National First Prize winner in 1979. Reportedly it was freshly cosmetically restored in 1990, and afterward moved for a time to Europe, winning a First Prize at the Concours d'Elegance Chopard in 2000. Former owners included Adrian Winchell of Beloit, Wisconsin. The car was later acquired by Mr. Burdick in 2009, and has remained on museum display ever since.

The car bears a reproduction vehicle number plate identifying it as having been delivered by the Star Garage Company of Streator, Illinois, on 26 July 1931. The stampings of the chassis frame, engine block, and steering gear all appear authentic and are close together in their numbering, indicating that they left the factory in this combination. While the restoration is older, it has held up remarkably well, with excellent paint in the beautiful era-correct Packard combination of Coral and Russett, and

a rich brown leather interior with only minor creasing and stretching. The engine compartment and chassis are both clean and have a pleasantly authentic appearance. Desirable accessories include dual Pilot Ray driving lights, a spotlight, radiator stone guard, "Goddess of Speed" mascot, and chrome wire wheels. The odometer at the time of cataloguing recorded 8,718 miles, likely since the original restoration.

This car would be a superb choice for light freshening and continued showing, or, with mechanical sorting, a bulletproof tour automobile for CCCA CARavans or any other adventure its new owner may wish to undertake.





210

1901 Oldsmobile Model R 'Curved Dash' Runabout

IDENTIFICATION NO. 6541

\$50,000 — \$75,000
OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

Owned by only two families since new

Wonderful preservation throughout, including paint and upholstery

Dated as a 1901 by the Veteran Motor Car Club of Great Britain

Ideal for the Antique Automobile Club of America (AACA)
Historic Preservation of Original Features class

This iconic, instantly recognizable 'Curved Dash' Oldsmobile has the significance of having had perhaps the youngest original owner of any of its brethren. Indiana resident Victor F. Hitz, attending the Chicago Automobile Show with his parents, paid a nickel for a raffle ticket and wound up winning the car, at the age of only five! He apparently recognized his luck and held on to the car for the remainder of his long life, eventually joining the Curved Dash Olds Club with it.

Richard L. Burdick acquired the Oldsmobile from the Hitz heirs in 1984, and it has remained in his collection ever since, preserved exactly as it was purchased in a "barn find" diorama. All of the original factory finishes are still present, including the original bodywork, upholstery, and rubber floor mat, though of course with considerable patina, and the car is accompanied by its original Indiana state registration disc, no. Y46. Only the wheels were replaced, with wire wheels shod in black rubber tires. While no identification number could be found on the vehicle in cataloguing, it has previously been inspected and "dated" a 1901 by the Veteran Motor Car Club of Great Britain, as noted on a brass plaque, no. 1729.

One of the most original examples of its kind offered in decades, this Olds fairly begs for continued preservation and display, and merrily tells the story of early American motoring. It is unlikely to ever again be owned by a five-year-old boy . . . but imagine the wonderment!



1947 Ford Super DeLuxe Station Wagon

211

An unusual Mexican-delivery example

Fascinating history, including use at Sea World San Diego

Always a solid, well-maintained car, retaining its original wood

Fitted with desirable period speed equipment from the 1950s

The Super DeLuxe “woodie” offered here was special-ordered through a Mexican Ford dealership by a government official, who took delivery of the car, fitted with metric instrumentation, on 31 May 1947, at a cost of 10,943 pesos. The Ford remained south of the border until the 1950s, when it moved to a new home in San Diego; its second and third owners were surfers, one of whom worked for Sea World and used it periodically for VIP transportation around the park. Retired from that use at 96,000 km, it has since been maintained by “woodie” collectors.

Today the wagon retains all of its original wood, in very good condition, with some unusual details, including a lip over the running boards at the bottom

of the front doors. It is believed to have the original 59A Ford flathead block, though it was upgraded in the 1950s with Edelbrock finned aluminum heads, dual Stromberg carburetors, and an Iskenderian cam, and it has been converted to 12-volt operation for greater reliability. There is a modern radio in the glove compartment, with removable speakers secreted behind the third-row seats. The owner reports that the engine fires up with great power, and that the car drives and stops well for its age.

The body and paint on the car is very presentable; while the paint is not fresh, it presents with a good luster, displaying only very minor imperfections from age and use. The undercarriage is incredibly clean with no evidence of any previous repair work or issues. The vinyl roof is correct pattern and intact. The interior is clean, crisp, and all correct, with the dash carrying all the original gauges.

This is a wonderful wagon, soon to continue the next step in its fascinating life.

CHASSIS NO. 799A-1519279

\$75,000 – \$85,000

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212

1937 Cord 812 Cabriolet

SERIAL NO. **812 1113 F**
CHASSIS NO. **113**
ENGINE NO. **FB 2193**
BODY NO. **C 92 158**

\$120,000 – \$140,000

Wonderful, rarely seen factory-correct color of Ganges Green

Restored with a factory prototype-style rumble seat

Well-preserved older restoration

Classic Car Club of America (CCCA) Full Classic

The cabriolet offered here is one of the earliest surviving Cord 812 cabriolets, the two-passenger convertible version of Gordon Buehrig's legendary streamlined design. Former owners included early enthusiasts Dick Spencer and Paul Marut of New Jersey; Marut owned the car for many years, and was recorded as its owner in the Auburn Cord Duesenberg (ACD) Club rosters in 1971 and 1984. Later the car was part of the personal collection of well-known Cord restorer, Stan Gilliland, in Wellington, Kansas.

As seen today the Cord is restored in the rare, unusual factory-correct color of Ganges Green with a proper green leather interior, original radio, and Deluxe heater. Reportedly the engine, a correct 1937 replacement unit, was rebuilt with insert



bearings in the rod and main bearings, as well as new aluminum heads, while the car was fitted with new heavy-duty steel wheels and whitewall radial tires. It retains the correct factory brass windshield frame, top bows, and latches. During the restoration the car was fitted with the desirable feature of side exhausts, as well as a rumble seat, a feature used on a handful of prototype 810 cabriolets.

The car retains its original serial number and body tags. Further, in addition to the aforementioned ACD Club rosters, it is recorded in both of Josh B. Malks' well-known Cord references, *The Timeless Classic* and *Cord Complete*.

This is a fascinating and unusual Cord cabriolet, ideal for carrying up to four passengers in next year's ACD Festival Parade of Classics, in Ganges Green style!





213

1932 Marmon Sixteen Close-Coupled Sedan COACHWORK BY LEBARON

SERIAL NO. **16 149 802**
ENGINE NO. **16760**
BODY NO. **543**
IDENTIFICATION NO. **SG 6818 PA**

\$250,000 — \$300,000

Offered from a prominent private collection

Original chassis, engine, and body; desirable factory vacuum-assisted power brakes

Classic Car Club of America (CCCA) Senior First winner

Well-maintained older restoration by the famed Reuter's Coach Works

**Documented by Dyke W. Ridgley's Marmon Sixteen Roster
CCCA Full Classic**

Like all great pieces of art, the Marmon Sixteen was one man's vision of perfection. Automobile pioneer Colonel Howard Marmon created a triumph of pattern-making and foundry technology, containing at its heart an all-aluminum V-16 engine on a state-of-the-art chassis. With 200 hp from over 490 cu-in., the car was capable of out-accelerating a Duesenberg Model J, yet it cost buyers only

one-third as much. It was dressed by Walter Dorwin Teague Jr., an MIT student working for his father's industrial design firm, whose crisp lines devoid of gratuitous ornamentation and characterized by crisp design shapes embodied the lean sportiness of the age.

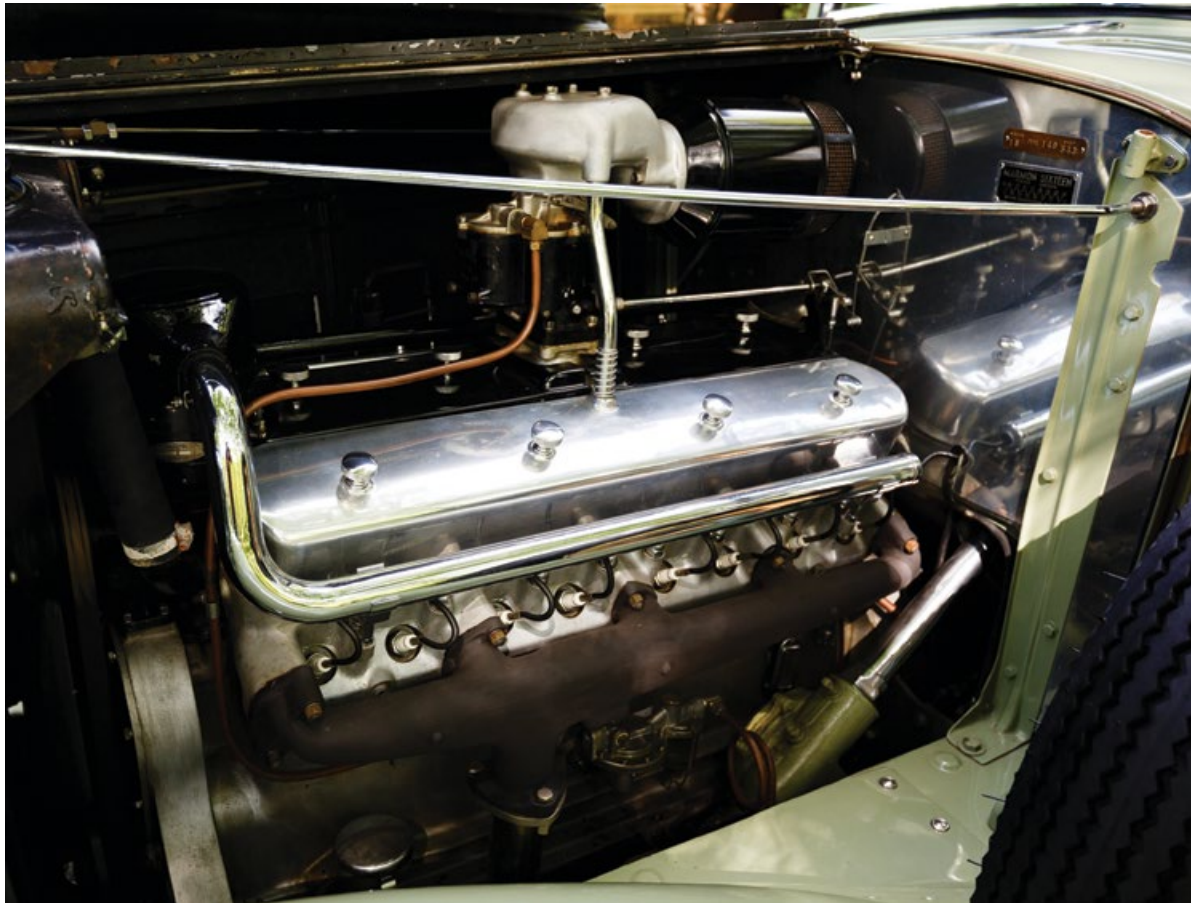
It was a design in which superb styling and world-class engineering existed with harmonious balance, as has seldom been seen before or since. Like a fine Swiss watch or the best mahogany speedboat, it whispered quietly but firmly of its owner's wealth and exquisite taste.

MR. MOTLOW'S MARMON

Marmon Sixteen historian Dyke W. Ridgley notes the original owner of this close-coupled sedan as having been Andrew Wallgren of Pittsburgh. The car

had several unusual and desirable features, including chrome “spears” on the hood doors and chrome moldings on the trunk rack (the first Sixteens so-equipped). Very importantly it was also one of the first Sixteens equipped with the desirable vacuum-assisted power brakes, much desired by those who enjoy driving their cars.

Following Mr. Wallgren’s ownership, the Marmon is believed to have been owned by a Pennsylvania State Senator – who, amusingly, was involved in a minor traffic accident behind the wheel – then in the early 1960s by J.S. Kearns of Canton, Ohio. In 1963 it was sold to Robert A. Baldwin of Collins, New York.





Several further East Coast caretakers are recorded, ending in 1982 with Daniel E. "Hap" Motlow of Lynchburg, Tennessee. Mr. Motlow was chairman of the Jack Daniels Distillery, and commissioned the car's restoration by the noted Reuter's Coach Works in Connecticut, one of the earliest and finest classic car restoration firms in this country. Known for his good nature and willingness to drive and share the cars in his small, finely chosen collection, Mr. Motlow enjoyed the Marmon regularly in tours for the remainder of his life.

In 1993 Mr. Motlow's collection was sold by Sotheby's, to benefit Vanderbilt University. It was then acquired for a renowned Midwestern collection, in which it remained until 2001, when it was sold to the late, great Marmon enthusiast, Phil Bray of

Michigan. Mr. Bray, in turn, sold the car in 2006 to the current owner, a fellow Sixteen connoisseur, with whose family it has now remained for well over a decade.

Typical of a Reuter restoration, the car has aged very well and remains extremely attractive and presentable. That is recognized by its achieving 97.75 points and 96 points in CCCA competition in 2011 and 2016, respectively – remarkable for a 30-year-old restoration! Indeed the car is still worthy of further showings, or, alternatively, of being one of the most attractive and powerful cars on a CARavan.

And at the end of the day, one can have a Jack Daniels toast. It seems only fitting.





214

1911 Packard Model UEFR '30' Limousine

CHASSIS NO. 16476
ENGINE NO. 16482
BODY NO. 40532

\$125,000 – \$150,000
OFFERED WITHOUT RESERVE

“The Cutty Sark Packard”

A wonderful, well-preserved original
example of a landmark Packard

Fascinating known ownership history since new

A potential Preservation Class standout

Packard's standard-bearer from 1907 until 1912, the Model 30's 431.9-cu. in. T-head four produced a namesake 30 hp at a comically lazy 650 rpm; the modern reading would be closer to 60 horses transmitted to the wooden wheels by a three-speed transaxle. Quality of construction was beyond compare, with Packard reportedly utilizing French-made castings throughout, and every car was exercised exhaustively on a demanding test track

prior to delivery. The car was known for its surprising power and ease of operation as compared to other automobiles of the time. This was Packard's last and arguably greatest four-cylinder model.

The Packard Limousine offered here was purchased by Laura Campbell Sloo Whitney of New Orleans, Louisiana. Born into one prominent local family, she had married into another with her nuptials to Charles Morgan Whitney, a member of the New York Morgan and Whitney banking families and himself a prominent financier and businessman. The car still wears its original 1914 New York and 1915 Louisiana license plates; it is believed to have moved between the Whitneys' houses in both cities.

Following Mrs. Whitney's passing, the limousine was inherited by her chauffeur, who garaged it in a carriage house in New Orleans. There, it was spotted in 1947 by Frank Franklin, a 19-year-old college student visiting from Texas. With youthful persistence, Mr. Franklin was able to track down the chauffeur on his bar stool at a French Quarter watering hole. Within a short time, he was able to arrange an even trade: the Packard for a bottle of Cutty Sark. A deal that could only be made in the Big Easy!

Mr. Franklin carefully spent the next five days driving his new acquisition home to Houston, later recalling that he experienced no overheating problems or breakdowns of any kind. It remained in his care in central Texas for over 60 years, spending much of that time on display in a museum in Hill County. It has continued to enjoy good enthusiast care since.

The car remains in astonishing, wonderful original condition. The carpet and paint are all original, as is the beautifully preserved ornate upholstery in the rear passenger compartment; the mahogany woodwork is lovely, and even the undercarriage is clean and intact. Only the upholstery on the driver's seat required correct replacement leather years ago. It is among the brassiest of the brass cars, the material employed in all of its hinges, most of its fittings, and the door and grab handles. In its current ownership, it has been sorted properly, with adjustments to the original carburetor and a thorough detailing throughout, and it now runs well.

Presented as an unrestored treasure, "the Cutty Sark Packard" is ready to make its mark on the Preservation Class at its new owner's favorite concours, where it can demonstrate the enduring excellence of one of the great cars of its era.





215

1960 Plymouth Fury Convertible

CHASSIS NO. 3301120362

\$130,000 – \$150,000

The 1960 Mexican International Auto Show car

Top-of-line, two four-barrel Cross-Ram “Sonoramic Commando” V-8

22,000 original miles; loaded with options

Exceptional, high-quality restoration

With its towering tailfins, a copious amount of bright trim, and deluxe luxury features, coupled with a high-performance engine, this 1960 Plymouth Fury represents the best of mid-century space age design. That year was the end of a brief but dramatic period of Virgil Exner’s “Forward Look” of tailfins for Plymouths that began in 1957 with the sales slogan, “Suddenly it’s 1960!”

The amount of detail and luxury features adorning this “low-priced” Plymouth is impressive, to say the least. Luxurious woven fabric power swiveling

seats, power windows, push-button TorqueFlite automatic transmission, uniquely shaped translucent “Aero” steering wheel, and a futuristic “floating” speedometer visually entertain and offer convenience to the driver.

This Fury convertible was produced with a full complement of deluxe options and was displayed new at the 1960 Mexican International Auto Show. Under the hood of this fabulous Fury is a rare and powerful, top-of-the-line 330-hp, 383-cu. in. “Sonoramic Commando” V-8 engine, crowned with the legendary “Cross Ram” two four-barrel intake and carburetors. Although it is loaded with factory options, this Plymouth was interestingly not equipped with a heater from the factory, presumably due to the warm climate of Mexico City, where the car was displayed and ultimately sold to its first owner.

The first owner of this former show car drove it only 22,000 miles before storing it safely away in Mexico, after which it was acquired by well-known collector Wayne Davis directly from the original Mexican owner. The Fury was in remarkably good condition when found, with the plastic seat covers still protecting the seats and door panels. Mr. Davis treated this very special Plymouth to a full concours-quality restoration and was able to save and reuse many of the like-new interior

upholstery pieces on this low mileage example. Subsequent owners of this rare car since 2008 have carefully maintained it, and it shows superbly today.

Finished in a subtle and elegant gold with a complementing tri-tone cloth and vinyl interior and chrome wire wheels, this 1960 Plymouth Fury is exceptional in quality, style, and collectability.





216

1931 Pierce-Arrow Model A Seven-Passenger Touring

CHASSIS NO. 3026143
ENGINE NO. 301034

\$100,000 – \$140,000
OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1931.

One of just six Pierce-Arrow 'Broadmoor' touring cars

Highly original and never fully restored

Well known in the Pierce-Arrow community

Classic Car Club of America (CCCA) Full Classic

In the Teens and "Roaring Twenties," there were few more desirable American travel destinations than the Broadmoor Hotel. Built in the Italian Renaissance style in scenic Colorado Springs, Colorado, the Broadmoor played host to movie stars, heads of state, professional athletes, and wealthy businessmen. Those who came to the hotel expected the best of the best, and the hotel did not disappoint. Even when it came to transportation to the sights and scenes of the area, the hotel went top of the line all the way, including the car offered here, the 1931 Pierce-Arrow seven-passenger touring car.

These unique and highly desirable Pierce-Arrows were ordered new by the Broadmoor and used to chauffeur hotel guests around Colorado Springs. Of the 15 Pierce-Arrows ordered at the beginning on the 1930s for the transport of Broadmoor Hotel guests around Colorado Springs, nine were closed sedans and, like the one offered here, six of them were seven-passenger touring cars on the 144-inch-wheelbase chassis. They were all fitted with custom gears specified for climbing the legendary Pike's Peak, one of the major attractions for guests of the Broadmoor.

This Pierce-Arrow bears the Broadmoor number "12" stamped into its left parking light bracket, confirming its provenance as one of the actual guest limousines of the hotel. After being retired from the hotel, the car found its way into the collection of a well-known Michigan collector. Now, the Pierce-

Arrow, once the pride and joy of that collection, is being offered here by the collector's estate. Though never fully restored, the car has been repainted at least twice and one of the repaints is believed to have been commissioned by the hotel itself. As befitting such a special and highly desirable automobile, the car has been maintained in excellent working order and appearance for the better part of the last 85 years. Both the paint and the chrome are excellent in appearance. The original leather is in astonishingly good condition, even the oft-worn out driver's seat. The entire drivetrain is reported to run well and in the uncannily

dependable and quiet manner one should always expect from a Pierce-Arrow.

Overall, this is simply a stunningly beautiful presentation of a highly special automobile, one that deserves pride of place in any collection of American classics. A recent veteran of the 800-plus mile Glidden Tour and frequent entrant at Pierce-Arrow Club events, the car is extremely well known to collectors and will make a fabulous and luxurious companion for any driving tour or show nationwide.





217

1939 Lincoln-Zephyr Convertible Coupe

CHASSIS NO. H 83062

\$80,000 — \$110,000

1930s design icon with delicate grille and teardrop headlights

Said to have spent most of its life in Arizona

Cosmetically restored several years ago

One of only 640 examples built in 1939

Includes driver's side spotlight, dual side-view mirrors, and rear fender skirts

A style leader from the beginning, the original Zephyr featured a tall, prow-like grille for its first two years. A new face appeared on the 1938 Zephyr, featuring a low-mounted, horizontal grille that would have a tremendous influence on automotive designers, and soon after many American cars were emulating the late '30s Zephyr ensemble. Inside, the stylish design aesthetic continued with a central console rising from the floor and a large, multi-gauge cluster acting as an orb-like cornice. Within the large, Art Deco scripted roundel was the speedometer, as well as gauges for temperature, fuel, oil, and battery. A smaller clock

sat below. Power came from the trusty 110-hp L-head V-12, shifted through the rugged Zephyr three-speed manual transmission, which would become a favorite among hot rodders of a later generation.

The car offered here is one of the few remaining today of only 640 convertibles produced for 1939, and has spent most of its life in Arizona. Cosmetically restored several years ago, it is beautifully finished in Zephyr Coach Maroon and accented with sparkling chrome. The exterior is elegantly complimented with a tan canvas top and a recently refurbished leather interior. Dual side-view mirrors, fender skirts, wide whitewall tires, and an accessory external spotlight add to the charm of this masterful Art Deco design.

A true icon of streamlined 1930s styling, the Zephyr has become more and more coveted over the years. This is a superb example.



1932 Cadillac V-16 Limousine Brougham

COACHWORK BY FLEETWOOD

218

The sole survivor of seven examples built; one of the rarest V-16 models

Long-term collector ownership; documented with its original build sheet

Best of Show, 2011 Cradle of Aviation Museum Car Show

Documented by a copy of its original build sheet

Classic Car Club of America (CCCA) Full Classic

Production of V-16-powered Cadillacs dropped dramatically for 1932, as the Great Depression endured its worst year. In 1930–1931, some 4,000 Sixteens had been produced. In 1932, that number dropped to only 300 cars, which boasted new, modern styling with streamlined fenders, radiator shell, and headlights, on the same imposing, massively overbuilt 143- or 149-inch-wheelbase chassis.

The example offered here is the sole survivor of seven produced in this style, the seven-passenger limousine brougham, a traditional open-drive town car by Fleetwood. Originally intended for Red Bank, New Jersey, the car was subsequently delivered

instead through the Newark sales branch to Hubert K. Dalton, a successful engineer who had sold his tool and die company to General Motors at a tidy profit. It was likely kept at Willowbrook, his palatial Georgian Revival home in the suburb of Rumson.

The Cadillac has been in collector hands since the 1970s, including time in several prominent East Coast collections, most recently with the late Robert Blakeman, who acquired it in 2006. It is offered today as a very well-presented older restoration in dark blue and black, with complementary black leather upholstery to the driver's seat and beautifully crafted button-tufted cloth to the rear compartment. Beautiful brightwork and solid wood trim can be found everywhere, and the overall impression is lush and comfortable. Inspection shows that the car retains its original engine, as noted on the build sheet, a copy of which accompanies it today.

Formal V-16s are rare indeed, and this car, the only known survivor of its style from the incredibly scarce 1932 models, is a one-of-a-kind opportunity.

ENGINE NO. 1400185

\$90,000 – \$115,000



219

1932 Lincoln Model KB Five-Passenger Sedan

CHASSIS NO. **KB 1396**
ENGINE NO. **KB 1628**
BODY NO. **10-155**

\$75,000 – \$90,000

Offered from a prominent private collection

Beautiful, well-maintained older restoration in wonderful colors

*Ideal for touring and Classic Car Club of America (CCCA)
CARavans*

CCCA Full Classic

The current owner, a longtime collector and twelve-cylinder Lincoln aficionado, acquired this 1932 Model KB in 1993 from Chicago-area broker Harry Woodnorth. Woodnorth had purchased the car from Jim Bickley, a well-known KB restorer and collector. Mr. Bickley restored the car with respected restorer George Kovanda. While the engine was replaced with another correct 1932 Model KB unit some years ago, the body is original to the chassis, and in fact retains its original woodwork and the original body number tag on the floorboard.

A wonderful, well-kept and preserved restoration, it is finished in a charming period color scheme of green with chicle fenders, painted wire wheels, and dual side-mounted spares with cloth covers, as well as dual driving lights and a luggage rack with trunk. The interior is a rich and sumptuous russet brown cloth, with leather piping to the armrests, surrounded by elegant wood accents. Properly displayed and maintained, it has been used occasionally for local touring over the years.

The 1932 model year was the first of the KB, and one of only two seasons with the famous “fork-and-blade,” hand-built V-12 – today considered Lincoln’s finest hour. This sedan offers an ideal touring and CARavanning experience for its lucky buyer, who will be able to savor some of the silkiest engineering of the Classic Era.



1937 Ford V-8 DeLuxe Phaeton

220

Desirable and sought-after phaeton body style

Legendary Ford flathead V-8 power

Fender skirts and side curtains accompany car

Nineteen thirty-seven was a year of significant change for Ford styling. The flowing, Art Deco influence of the Lincoln-Zephyr that debuted the year before carried through to Ford. The new modern Ford design featured teardrop headlights integrated into the fenders with a streamlined grille, in what Ford called “a brilliant new design that strikes the modern note in streamlined beauty.”

This beautiful 1937 Ford DeLuxe phaeton, model 78, is powered by a 221-cu. in., 85-hp “Flathead” V-8 that is matched to a three-speed manual transmission. Ford made revisions to the V-8 for 1937 that included a better cooling system that placed the water pumps at the bottom and moving water outlets to the middle of the cylinder heads. This configuration would endure for more than a decade. The rod-operated mechanical brakes gave way to a cable arrangement this year as well.

The phaeton remains among the most coveted body styles by Ford enthusiasts and collectors today. The era of the phaeton was rapidly drawing to a close in 1937 as coachwork construction methods, materials, and machinery made it easier and more cost-effective to build all-steel, enclosed bodies. Yet the appeal of the open four-seat, four-door automobile was apparent in Ford’s continuation of the body style in its catalogue where it was one of the most expensive models that year, selling 3,723 units.

Finished in the factory paint color of Bright Coach Maroon, the car is complemented with a correct brown interior and tan canvas top, all set off with highly desirable Ford accessory “spider” wheel trim and a set of period-correct wide whitewall tires. A full set of side curtains, boot cover, and fender skirts are also included with the car.

This well-kept example is an older restoration that shows great, and the legendary flathead V-8 runs smoothly and performs well, making this Ford a pleasure to drive.

CHASSIS NO. 3881000

\$45,000 – \$55,000
OFFERED WITHOUT RESERVE



221

1960 Autobianchi Bianchina Trasformabile

CHASSIS NO. 110B 018481

\$35,000 — \$45,000
OFFERED WITHOUT RESERVE

Please note that this lot is titled as a Fiat.

Only 16,907 original miles

Includes original documentation

Exceptional unrestored survivor

Rare and desirable Trasformabile model

Italian automaker Autobianchi's debut model was the Fiat 500-based Bianchina, named after Edoardo Bianchi's first-ever automobile. The Bianchina debuted as the "trasformabile" coupe, with a full-length folding sunroof and plentiful chrome trim. Positioned up-market from the Fiat 500, which had been designed as basic transportation for the masses, the Bianchina was marketed as a fun second car or luxurious recreational vehicle. Appealing strongly to the affluent middle class, it reflected post-war Italian society's increasing prosperity.

With a peppy, air-cooled, rear-mounted two-cylinder engine, four-speed manual gearbox, four-wheel independent suspension, and four-wheel hydraulic drum brakes, Autobianchi Bianchinas are brilliant examples of some of the finest microcars of the era.

This Autobianchi is an exceptional example of an unrestored original survivor, having traveled only 16,907 documented miles since new, and until recently has had only one owner for more than half a century. Built for the U.S. market, it was sold new at Benner Motors in Harrisburg, Pennsylvania. Dealer service records include receipts, canceled checks, and a door-jam sticker showing an oil change in November of 1963, all from the H.A. Boyd dealership in Lebanon, Pennsylvania.

This remarkable car still retains its shiny original paint, interior, glass, license plate, tool kit, and jack. The original Pirelli tires accompany the car as well. In excellent running condition, its current owner reports this well-preserved Autobianchi runs and drives great. It is ideally suited for generating smiles from admirers, as well as presenting an opportunity for exhibition in preservation class categories.

This delightful and charming Italian car possesses a very rare combination of low-mileage originality, authenticity, and playful style that is the essence of "La Dolce Vita."



1955 Cadillac Series 62 Coupe de Ville

222

Fully restored and ready to enjoy

Stunning red with red and white interior color scheme

Cadillac wire wheels

Iconic American luxury car

The ultimate symbol of success for any upwardly mobile American in the mid-1950s was to own a Cadillac. Few cars epitomize the optimistic mid-century Eisenhower-era more than this 1955 Coupe de Ville. Built not only to impress, but to take advantage of the new system of high-speed highways being constructed across the country at the time. The smooth and powerful 331-cu. in., 230-hp V-8 engine, and four-speed Hydra-Matic automatic transmission made the elegant 1955 Cadillac ideally suited for all that America's roads had to offer.

This exceptional example is finished with a stunning red paint scheme that is highlighted by brilliant

chrome bumpers and abundant, brightly polished, stainless and chrome trim and moldings. The luxurious interior features sumptuous two-tone red and white leather seats complementing the exterior. Attention to detail is prevalent throughout the car, from the fit and finish of the body, to the beautifully detailed engine bay and trunk compartment. Adding to the driver's comfort and convenience, this Cadillac is factory equipped with power windows, power steering, power brakes, and dual side-view mirrors. A set of wide whitewall radial tires mounted on a set of Cadillac wire wheels also add to the beauty and roadworthiness of this Coupe de Ville.

As it was when new in 1955, this carefully maintained Cadillac will be the source of pride for its next owner. With an abundance of power and a full complement of luxury features, this Cadillac is the perfect choice for car shows, club events, and touring in comfort and style.

CHASSIS NO. **5562137235**
ENGINE NO. **556249680**
BODY NO. **1935**

\$50,000 – \$60,000

VISIT RMSOTHEBYS.COM TO VIEW ALL PHOTOS.



223

1962 MG MGA 1600 Mk II Roadster

CHASSIS NO. **GHL2/106350**

\$55,000 — \$75,000
OFFERED WITHOUT RESERVE

1,622-cc inline four-cylinder engine with twin SU carburetors

Four-speed manual transmission

Includes removable side windows

Accompanied by British Motor Industry Heritage Trust (BMIHT) Certificate and service invoices

This 1962 MGA 1600 Mk II roadster was completed on 30 January 1962. A factory left-hand-drive example, the car was shipped to North America for sale through a U.S. dealership. According to the BMIHT Certificate, which accompanies the car, it left the factory painted black, with a red interior and grey top. The car is powered by a 1,622-cc inline four-cylinder engine featuring twin SU carburetors; it is paired to a four-speed manual transmission. The car rides on BF Goodrich Silvertown whitewall radial tires which are mounted on painted knock-off

wire wheels. Lucas fog lights help illuminate the road during inclement weather, and the MGA's front disc brakes help bring the car to a safe stop. The interior is completed in a beautiful shade of red and features Jaeger instrumentation, Tudor Windscreen Washer, as well as removable side windows, and an interior matching tonneau cover. Accompanying the car are service receipts from 1985 to 2011. The consignor purchased the car in 2012, where it was maintained in a large private collection.

The Mark II was the final iteration of the MGA, and it remains a desirable model among collectors today; this 1962 example is no exception. A beautifully presented vehicle throughout, it is among the last built in the final year of production. This is an excellent opportunity to purchase an iconic British sports car, one to show and enjoy.



1961 Morgan Plus 4

224

Inline four-cylinder engine featuring twin SU carburetors
Four-speed manual transmission
Factory left-hand-drive example
Front disc brakes; Maxtel fog lights
Retains its matching-numbers engine
Accompanied by Morgan Chassis Record

Morgan introduced the Plus 4 in 1950 at the Earls Court Motor Show as the replacement model for the 4/4. The new Plus 4 was built on a strengthened version of the outgoing 4/4 chassis which was also lengthened by four inches. It featured a more powerful engine as well as hydraulic brakes. The Morgan Plus 4 was produced from 1950 to 1969, during which time less than 5,000 examples were completed.

This 1960 Morgan Plus 4 was shipped to the U.S. on 13 July 1960. It was sold through the well-known Fergus Imports of New York. The car originally left the factory painted blue with black leather upholstery. A U.S.-specification left-hand-drive example, the Morgan was originally equipped with disc brakes.

Today the car is presented in red with a black interior and red top. The exterior features Maxtel fog lights, wind wings, driver mirror, and rear luggage rack. The Morgan rides on Kelly Steel Belted Metric tires that are mounted on painted wire wheels; front disc brakes bring the car to a safe stop. The simple, yet nicely appointed interior features a Bluemel's Brooklands steering wheel and Smiths instrumentation. The car is accompanied by its Morgan Chassis Record and the Morgan Plus 4 instruction book.

CHASSIS NO. **4572**
ENGINE NO. **TS73304ME**

\$40,000 – \$50,000
OFFERED WITHOUT RESERVE



225

1956 Chevrolet Bel Air Convertible

CHASSIS NO. **VC56K062087**

**205-bhp Power Pack engine with dual exhausts
Continental kit, skirts, and chrome wire wheels
Excellent driving Bel Air**

\$60,000 – \$70,000

The 1956 Chevrolets were mildly restyled, largely in response to dealer complaints that the '55s had looked a bit bland. Harley Earl obliged, and gave the new models a healthy helping of chrome. Some esthetes thought it was overdone, but the proof came in the sales figures: Chevy's market share improved from 16 to 28 percent.

This handsome 1956 Bel Air convertible is powered by the Power Pack version of Chevy's legendary small-block V-8. Displacing 265 cu. in., its four-barrel carburetor and dual exhausts boost bhp to the advertised 205, driving through a Powerglide automatic transmission. It is equipped with power

steering and power brakes. Other features include rear fender skirts, stone guards, bumper over-rider, chrome wire wheels, tilt steering wheel, driver's side spotlight, and a continental kit at the rear. Convenience options include radio and heater.

We understand that the car, completely restored and showing slightly fewer than 95,000 miles, runs and drives as new. The only convertible in Chevrolet's 1956 catalogue, Bel Air soft top production barely reached 41,000 cars, making it among the most coveted of the Even Hotter Chevys.



1982 Toyota FJ40 Land Cruiser

226

Desirable 2F engine; rebuilt with correct factory parts
Extensively restored and refinished in Medium Blue
Nicely trimmed with grey vinyl interior
OME suspension with BF Goodrich Mud-Terrain T/A tires

Toyota proved adept at building a high-quality and well-engineered, but simple vehicle for military use. The automaker applied the name “Land Cruiser” to its open-top four-wheeler a few years later. By 1960, a new generation arrived—the FJ40. The lineup started with a modest open-top vehicle riding on a 90-in. wheelbase but eventually included myriad pickup, station wagon, and utility configurations powered by a variety of straight four- and six-cylinder gas and diesel engines.

The 1982 FJ40 offered here comes from the second-to-last year of open-top Land Cruiser production for the U.S. market. Later American-market FJ40s like this one benefited from front disc brakes, the larger ‘2F’ 4.2-liter

inline six engine paired to a four-speed manual, and “ambulance doors” that allow access to the cargo area without moving the spare tire rack.

This FJ40 was sold new in Utah and stayed in the Western U.S. until about a decade ago. It has since been extensively restored. Its Medium Blue paint and white accents are shiny, and its grey interior is factory correct. Its only modifications include a desirable Australian-engineered OME suspension, BF Goodrich Mud-Terrain T/A tires, a 9,000-lb. synthetic rope winch, and an updated Pioneer radio head unit with matching speakers.

Power steering, an original factory option, is fitted to this Land Cruiser to make it easier to drive in town and around obstacles. Its 4.2-liter engine was rebuilt using Toyota parts, and it mates to a factory four-speed manual transmission. Its odometer was reset to correspond with its restoration and shows fewer than 100 miles today, affording the new owner many more miles of adventurous land cruising.

CHASSIS NO. **JT3FJ40C2C3353288**

\$50,000 — \$60,000
OFFERED WITHOUT RESERVE



227

1961 Cadillac Series Sixty Special Sedan

COACHWORK BY FLEETWOOD

CHASSIS NO. 61M111960

\$25,000 — \$35,000
OFFERED WITHOUT RESERVE

Cadillac's luxurious long-time special model

Unique original special-order ostrich-grain leather interior

Cosmetic restoration performed to a high level

From its late-Depression debut until the mid-1970s, the Sixty Special Sedan occupied a unique niche in Cadillac's catalogue. Never offered as other than a single body style, it had its own distinctive appearance and, very often, its own unique wheelbase. Bodies were from Cadillac's in-house coachbuilder Fleetwood.

By 1961, the external differentiation from other Cadillacs was muted, the most obvious feature being sextuple hash marks on the rear quarter panel and a front fender emblem ("subtle aura of distinction," the factory called it). A more practiced eye would recognize the unique roofline and angled C-pillar. The interiors featured special fine-textured Cambridge or Crestwood cloth with Florentine leather bolster trim. So popular was the style, though, that the exclusivity did not translate to limited production. For 1961, 15,500 units were built.

This Sixty Special Sedan was built on 15 May 1961. As ordered, it was fitted with Basic Accessory Group B, comprising air conditioning, whitewall tires, heater, radio, and EZ Eye tinted glass. Additional equipment from Group 3 includes door guards, fog lamps, and power headlight control, as well as power door locks and vent windows ordered à la carte. Painted Tunis Beige, its build sheet details a Special Request interior, which is done in the ostrich-grained leather interior that was usually exclusive to Eldorados.

The current owner acquired this stunning 1961 Sixty Special about 15 years ago from a prominent Cadillac collector. About 10 years ago it was entrusted to Cadillac restorer Jenkins in North Carolina for a bare-metal repaint in the original color. The engine was removed and detailed, while all of the exterior chrome was re-plated. The ostrich-grain interior, however, is entirely original.

The Sixty Special has always had a special niche in the Cadillac catalogue, and as a result in the hearts of many collectors. This car, with its special interior, most certainly is one of one, and a great opportunity to acquire a unique example.



1966 Triumph TR4A

228

Inline four-cylinder engine with twin SU carburetors

Four-speed manual transmission

Photo-documented restoration with receipts

Shown at the 2013 Palos Verdes Concours d'Elegance

Accompanied by its British Motor Industry Heritage Trust (BMIHT) Certificate

This Triumph TR4A was completed on 24 January 1966. The car left the factory finished in Signal Red with a black leather interior and black top. Shortly after completion the car was shipped from the Samuel Williams Wharf in Dagenham on 9 February 1966 destined for North America. Upon arrival the car was delivered to the Standard Triumph Motor Company Inc. of San Francisco, California.

Today, this 1966 Triumph TR4A presents similarly to the way it left the factory. The car benefitted from a restoration completed around 2012. Presented in

Signal Red, the car shows beautifully and features dual sideview mirrors and Triumph's unique Surrey removable hardtop, a two-piece hardtop that allows for either a targa-like driving experience or that of a full open convertible. The car rides on Vredestein Sprint Classic radial tires which are mounted on chrome knock-off wire wheels. The interior is completed in black with white piping, it features a wood dashboard, Jaeger instrumentation, Smiths clock, a Moto-Lita steering wheel, and Triumph radio. The trunk houses a full-size spare and Thor knock-off hammer. The Triumph is accompanied by a BMIHT Certificate, Triumph TR4A owner's handbook, as well as photos and receipts from its restoration.

With its stunning styling by Michelotti and its versatile hardtop, the Triumph TR4A is an impressive British sports car. The meticulous restoration on this example is evident, making it a perfect candidate for showing as well as enjoying on the open road.

CHASSIS NO. **CT64994L**
ENGINE NO. **CT39546E**
BODY NO. **65419CT**

\$35,000 – \$45,000
OFFERED WITHOUT RESERVE

VISIT RMSOTHEBYS.COM TO VIEW ALL PHOTOS.



229

1916 Buick D-4 Express Truck

CHASSIS NO. 160893

\$20,000 – \$30,000
OFFERED WITHOUT RESERVE

Believed to be one of just two extant examples

Highly original throughout, never fully restored

Fascinating ownership history

An ideal example for continued preservation and enjoyment

The Buick offered here, a 1916 D-4 express truck, is extremely rare indeed. The only other example believed to still exist is rumored to be in private hands in the Western U.S. This example is almost totally original and has never been fully restored. With the exception of later paintwork, it has never had any rust repair, wood rot, or cosmetic work in the 102 years since it left the Buick factory. It is mechanically excellent and beautifully presented, making this a thoroughly exciting example of an early workman's express truck.

Incredibly, this Buick's entire 102-year history is known and supported with historical documents, which are included in the sale. The truck was bought new by

Schmeuser Buick in Hammond, Indiana, in 1916 and it was used for several years in their Service and Parts department. It is believed to have been retired to the back of the dealership around 1930, where it remained until 1951. It was then cosmetically freshened with a fresh repaint of red paint for use in the Hammond Centennial Parade. This red paint is the very same which the truck still wears today. It was finally purchased from Schmeuser Buick by its first private owner in Zeeland, Michigan, around 1965.

The engine was freshened internally about six years ago and the truck was put in storage three years ago. With the exception of needing a minor repair to the lights, everything about the truck appears to be functioning well. Given that little has been done in all these years to alter the truck's originality, this is a perfect and likely unrepeatable opportunity to experience an extremely rare Buick from the first few years of mainstream motoring.

HERSHEY

COINCIDING WITH THE AACA EASTERN DIVISION FALL MEET
11-12 OCTOBER 2018

Thursday | 11 October 2018 | 5:30 p.m.

Friday | 12 October 2018 | 5:30 p.m.

LOTS 301 - 426



Auctions

Lot 397

1930 Cadillac V-16 Roadster by Fleetwood



301
**Prestone Anti-Freeze
Porcelain Thermometer**
9.25 x 36 in.
\$400 – \$600



302
**Pontiac Authorized Service
Double-Sided Porcelain Sign**
42 in. Diameter.
\$3,000 – \$4,000



303
**Pennzoil "Sound Your Z"
Double-Sided Painted Tin Sign**
31 x 22 in.
\$300 – \$400



305
Mobil Double-Sided Porcelain Sign
81 x 41 in.
\$3,000 – \$4,000



304
**Pennzoil "Sound Your Z"
Double-Sided**
\$1,000 – \$1,500



306
Gulf Dealer Double-Sided Porcelain Sign
60 in. diameter.
\$3,000 – \$3,500



307
**Goodyear Tires
Double-Sided Porcelain Sign**
60 x 33 in.
\$2,500 – \$3,000

308
Fram Filter Service
Thermometer
8.25 x 39 in.
 \$400 – \$600



309
Esso Neon Letters Sign
 \$2,500 – \$3,000

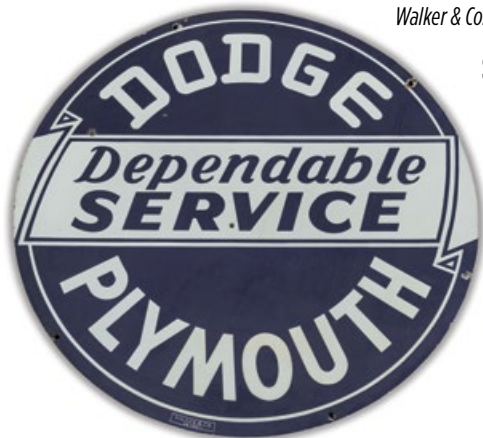
310
Esso Double-Sided
Porcelain Sign
Date code 1952; 88 x 60 in.
 \$2,500 – \$3,500



311
Dodge Plymouth Dependable Service
Double-Sided Porcelain Sign

Walker & Co. Detroit; 42 in. diameter.

\$2,500 – \$3,000



312
Buick Authorized Service
Double-Sided Porcelain Sign

42 in. diameter.

\$2,500 – \$3,500



313

**B.F. Goodrich "First In Rubber"
Painted Tin Sign**

\$200 – \$300



314

Hutchinson Porcelain Sign

\$200 – \$300



315

Michelin Porcelain Sign

\$600 – \$800



316

**Studebaker Authorized Service
Double-Sided Porcelain Sign**

42 in. diameter.

\$2,000 – \$2,500



317

Texaco Double-Sided Porcelain Sign

72 in. diameter.

\$3,000 – \$4,000



318

Buccioli

by Christian Huet

\$400 – \$600



319

Bugatti Magnum

by Hugh Conway and Maurice Sauzay

\$400 – \$600

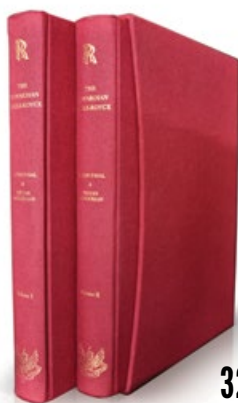


320

**J. Saoutchik,
Maître Carrossier**

by Peter M. Larsen with Ben Erickson

\$500 – \$700

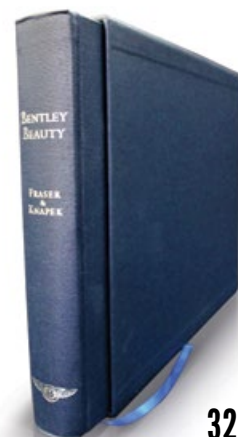


321

The Edwardian Rolls-Royce

by John Fasal and Bryan Goodman

\$600 – \$800

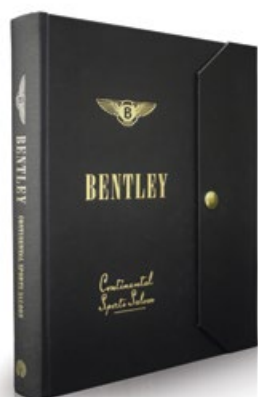


322

**The Art of the Coachbuilder on
the Derby Bentley, 1933-1940**

by Neill Fraser and Tomas Knapek

\$400 – \$600



323

**Bentley Continental
Sports Saloon**

by Christian Hueber and David Sulzberger

\$300 – \$500



324

**Alfa Romeo: Tutte Le Vetture Dal 1910,
All Cars From 1910**

by Luigi Fusi

\$800 – \$1,000



325

The Checkered Flag

by Peter Helck

\$50 – \$100



326

**Automobiles Voisin:
1919-1958**

by Pascal Courteault

\$600 – \$800



327

Hispano-Suiza Book Titles

A selection of important reference texts for the marque.

\$300 – \$500



328

Hispano-Suiza Books and Literature

A selection of important reference texts for the marque.

\$300 – \$500



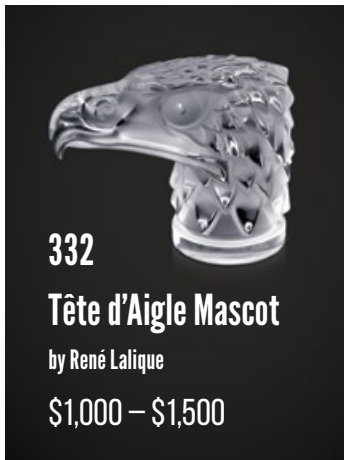
329
Chrysis Mascot
 by René Lalique
c. 1928; glass.
 \$4,000 – \$5,000



330
Brass-Era Lamps
 \$200 – \$300



331
**Jaeger Hispano-Suiza
 Eight-Day Clock**
c. 1920s
 \$400 – \$600



332
Tête d'Aigle Mascot
 by René Lalique
 \$1,000 – \$1,500



333
Hispano-Suiza Collectibles
 \$300 – \$400

334
Hand-Colored Lithographs
 by Ernest Montaut
 \$600 – \$800



336
Georges Richard Automobiles & Cycles Poster

*Framed and glazed. 47 x 73 in. (57 x 84 in. with frame)
 c. 1900-1901*

\$4,000 – \$6,000



335
Benzo-Moteur Poster

*Framed and glazed. 34.25 x 48.75 in. (39 x 53 in. with frame)
 c. 1900*

\$1,500 – \$2,500



337
Voitures Prosper Lambert Poster

*Framed and glazed. 49 x 36 in. (54 x 41 in. with frame)
 c. 1902*

\$1,500 – \$2,500



338

Chrysis Pebble Beach Concours d'Elegance

Lorin Tryon Trophy by René Lalique

2001

\$1,000 – \$1,500

339

Cigogne 'Flying Stork' Mascot

by François Bazin

\$1,500 – \$2,500



341

Cigogne 'Flying Stork' Mascot

in the style of François Bazin

\$1,500 – \$2,500



340

Cigogne 'Flying Stork' Mascot

by François Bazin for H6 and J12

\$1,500 – \$2,500



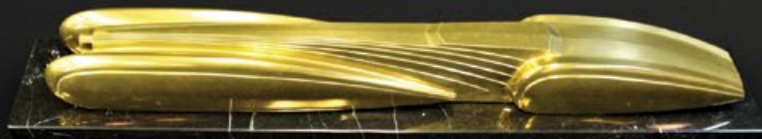
342

Cigogne 'Flying Stork' Mascot

in the style of François Bazin for K6

Brass, chrome-plated, mounted on a rolled wooded base.

\$1,500 – \$2,500



343

Coupe Aerodynamique by Emmanuel Zurini

1986; Signed by artist under rear edge. Polished bronze on marble base; 27 x 3.5 x 3 in.

\$3,500 – \$4,500



344

Coupe Aerodynamique Pebble Beach Concours d'Elegance

Class Trophy by Emmanuel Zurini

1971

\$1,000 – \$1,200



345

Hispano-Suiza Advertisement

c. 1928

\$400 – \$600



346

Hispano-Suiza by the Lily Pond

by William Motta

Depicting 1937 K6 Coach Mouette by Chapron,
chassis no. 16069

\$1,000 – \$1,500



347

Hispano-Suiza Framed Brochure

\$800 – \$1,200



348

Hispano-Suiza Boattail Skiff by Alain Gauthier

\$800 – \$1,000



349

Hispano-Suiza H6B Labourdette Skiff Torpedo Styling Art

by Strother MacMinn

Depicting chassis no. 10317

\$600 – \$800

350

Hispano-Suiza H6B Labourdette Skiff Torpedo Model by Martin Heukeshoven

Depicting chassis no. 10317; 31 x 10 x 9 in.

\$20,000 – \$30,000





351

**Veteran
Racing Car Desk Stand**

c. 1904

\$500 – \$600



352

English Locomotive Live Steam Engine Model

37 x 10 x 6.5 in. (track with locomotive and car)

Acquired by the consignee 37 years ago from the famous Michigan steam collection of Jack V. Frost, this scale model is of an English locomotive which ran a route between Uxbridge, Sandwich, and Anderton, hence the abbreviation “U.S.A.” While not operated in many years, it is designed to function on either compressed air or the more historically accurate charcoal, loaded from an accompanying tender.

\$2,000 – \$3,000



353

**Avery Tractor Live Steam Engine,
Seat, and Tank Car**

122 x 23.5 x 19 in.

Produced by Warren Taylor of Kansas City, Missouri, this beautifully crafted scale model was engineered to be fully functional and operates just like “the real thing,” with a firebox that can burn charcoal to heat water (provided by a tank car) in a tubular boiler and produce live steam. Alternatively, it can be operated on live steam. In either configuration, a separate car is provided for the “driver” to ride. The model was acquired by its present owner 37 years ago from the famous collection of Michigan steam car and Rolls-Royce enthusiast, Jack V. Frost, and has been displayed in his home ever since.

\$5,000 – \$7,500



354

Cord 812 ‘Sportsman’ Cabriolet Children’s Car

\$7,500 – \$10,000



355

1925 Harley-Davidson Model JD with Sidecar

ENGINE NO. 25JDCB2453

\$20,000 – \$25,000

Charming Harley for rider and passenger

Includes pair of matching helmets

First introduced in 1909, the Harley-Davidson V-twin would remain in production, with engineering updates, for the next two decades. In 1925, a restyled version of the Harley was introduced, which incorporated streamlining, interestingly a feature that would not be seen on motor cars for several more years, as well as a new, lower frame and smaller diameter wheels, which greatly improved handling. When new, the Harley-Davidson Model JD cost \$335 and had a production of 9,544 examples.

This example, equipped with a correct 24-hp, 74.66-cu. in. F-head V-twin engine and three-speed transmission, is also fitted with a passenger sidecar. It presents as an older restoration in good condition

and has been in the current ownership for nearly a decade. It is believed to have been owned by another collector for many years before that, thus having been out of the public eye for some time. As it has been in static display for an extended period, a thorough recommissioning is recommended prior to placing this Model JD back into regular service. It is equipped with a pair of color-matching helmets and would make for a charming machine for the rider and a friend.





1954 Packard Clipper Panama Hardtop Coupe

356

Proceeds to benefit the Antique Automobile Club of America (AACA)

Premier Packard Clipper of 1954

A wonderful driver-quality example

Upon joining Packard from appliance manufacturer Hotpoint in 1952, president James Nance unveiled a new strategy for success. The plan sought to distinguish the entry-level series from the larger Packards, both visually and in prestige. Re-introducing the Clipper name, he applied it to the least expensive Packards, although his desire for a separate marque name was never fully implemented. Clippers had simple trim, smaller engines, and fewer amenities, while the uppermost Patrician series featured longer wheelbases and more elegant ornamentation.

For 1954, Packard lines were further differentiated. The Clipper, while retaining the family grille, received entirely new rear fenders and was offered in three subseries to compete in the mid-priced market.

Least expensive was the Clipper Special, followed by Deluxe and Super Clippers. At the top of the Clipper Super line was the Panama, a handsome hardtop coupe. Just 3,618 were built.

The Panama was powered by the mid-size Packard straight eight, a 327-cu. in. version making 165 bhp. This car has the famed Ultramatic transmission. Painted Chariot Red over Sahara Sand, it has whitewall tires and full chrome wheel discs. The interior is Packard's black-and-red leather-nylon, which the company said marked the "Clipper Panama as one of America's outstanding sports-type cars."

This car has been donated to the AACA in support of the new national headquarters and library. The AACA, a non-profit charitable organization, is based in Hershey and is the oldest and largest antique car organization in the nation. The event this weekend in Hershey is held under the auspices of the AACA and is put on by the Club's Hershey Region.

CHASSIS NO. **5467-320524**
ENGINE NO. **M-320524**

\$18,000 – \$24,000
OFFERED WITHOUT RESERVE



357

1903 Oldsmobile Model R 'Curved Dash' Runabout

ENGINE NO. 17282

\$40,000 – \$45,000
OFFERED WITHOUT RESERVE

Eligible for Horseless Carriage Club of America (HCCA) events and tours

Potential London-to-Brighton participant

Ransom Eli Olds founded the Olds Motor Vehicle Company in Lansing, Michigan, on 21 August 1897. His automobile company was the first in Michigan organized solely for manufacturing and selling motor vehicles. By 1903, Olds was a bit of a veteran in the fledgling business. He tested his first car, a steamer, in 1887 with a gasoline car soon to follow. The Olds Motor Vehicle Works was capitalized in 1899 by a wealthy lumber merchant, Samuel L. Smith, while Olds himself set about the development of several different models, including electric vehicles.

It was not until the factory burned down on 9 March 1901 that Olds focused his attention on the surviving car, a gasoline runabout – the now familiar Curved-Dash Oldsmobile (CDO). The car was powered by a single-cylinder engine and fitted with a spur-gearred, two-speed transmission. The

simple engine produced 4½-hp at 600 rpm and was capable of a top speed of 20 mph. It was well made, simple to operate, and a good value. The Curved-Dash Oldsmobile quickly became America's first volume car. Olds sold 425 of the \$650 toboggan nose cars in 1901 with another 2,500 or so in 1902, and 3,924 in 1903. Production continued through 1904.

This remarkable 'curved dash' example is believed to be mostly original and unrestored. It appears to retain much of its original paint along with later advertising where it was likely shown in an auto dealer's showroom. Though currently not running, most of the significant parts are in place, though the wheels have been replaced, as has the radiator. Once operable, this will no doubt be the star of the show wherever it appears, including as a potential candidate for the London to Brighton Veteran Car Run. Or, it could be maintained as-is to showcase this incredible time capsule from the era of horseless carriages.



1912 Marion Model 33 Bobcat

358

A rare survivor of the Indianapolis-built Marion
Designed by Harry Stutz, then Marion's chief engineer
Formerly of the John McMullen Collection
Stutz-inspired, much desired

Advertised as "The Car That Has Set Men to Thinking," the Marion was originally a four-cylinder, air-cooled side-entrance tonneau; water-cooling came soon afterward. Among early personnel were Robert Hassler, Fred Tone, and Harry C. Stutz, the latter two coming from the American Motors Company, maker of the American Underslung.

Marions were four-cylinder cars of 16 to 45 hp, selling at \$1,600 to \$2,000, which at the time would buy the most expensive Buick. Production was never immense, fewer than a thousand cars a year. Although most were four- or five-passenger tourers, a marquee model, the Bobcat roadster, appeared in 1912. Described by the late historian Beverly Rae Kimes as a "rakish machine," it was Bearcat-like, no doubt Stutz's influence before he left to found his own company. It would bear close resemblance not only in design, but in spirit as well. By 1914, however, the Bobcat was gone, and by

1916 the Marion had become the Marion-Handley, a mundane car built in Michigan.

The current owner purchased this jaunty Marion Bobcat in 2008. Interesting features include a rear-mounted transaxle and an acetylene starting system that uses lighting gas to pre-charge the cylinders, which are then ignited by a spark. The system is not currently used (for safety reasons), but remains in place for authenticity and preservation. An older restoration, it had been in the John McMullen collection in Michigan from the early 1990s, by which time it had been the beneficiary of a mechanical and cosmetic restoration. It has recently had attention to some maintenance items, and comes ready to enjoy.

Brilliant in red, it has gold accent striping, black leather seating, and brass aplenty. The radiator is topped by a Marion MotoMeter, and the brass lighting all operates properly on gas. A monacle windscreen and a huge bass spotlight complete the motif. With just 912 Marion cars built in 1912, this car was part of a very small constituency when new. Today it is almost certainly the sole survivor.

CHASSIS NO. 37388

\$60,000 – \$90,000
OFFERED WITHOUT RESERVE



359

1952 MG TD

CHASSIS NO. **TD/19754**
ENGINE NO. **XPAG/20225**

\$20,000 – \$25,000
OFFERED WITHOUT RESERVE

Inline four-cylinder engine with twin SU carburetors

Four-speed manual transmission

Lucas fog lights and power windshield wipers

Antique Automobile Club of America (AACA) Senior award winner, 1987

In 1950, MG announced the production of the TD. Built on the Y-Type saloon chassis, it featured the prior TC series drivetrain with a modified hypoid rear axle, rack-and-pinion steering, and the availability of left-hand drive to further entice American buyers. The enhancements worked, with the large majority of MG TDs exported to North America. TD production ceased in 1953, when MG debuted its replacement, the TF. Arguably one of the more successful runs of MG vehicles, the T series was produced from 1936 to 1955.

This beautiful 1952 MG TD is presented in a brilliant shade of red with a tan interior and convertible top.

Exterior features include wind wings, rear luggage rack, as well as Lucas fog lights and power windshield wipers. The car is powered by a four-cylinder engine with twin SU carburetors, which is mated to a four-speed manual transmission. The interior is completed in tan and features Jaeger instrumentation, banjo-style steering wheel, and a dash-mounted rearview mirror. The MG rides on Nankang Low Noise radial tires which are mounted on painted steel wheels with factory wheel covers. This car won its AACA Senior award in 1987 and remains in very nice condition.

A retro-inspired car in its day, the TD has always met a niche in the classic car market. It is the quintessential British sports car, with the styling of the open race cars of the 1930s and 1940s, while having the conveniences of a more modern automobile. Easy to work on and with parts readily available, the MG TD is an excellent entry-level collector vehicle.



1957 Chevrolet Bel Air Convertible

360

Equipped with the optional 283/270 'Dual Quad' V-8

Used as the basis for a model by Franklin Mint

Antique Automobile Club of America (AACA) Senior Award Winner in 1987

Routinely driven and maintained

A well-sorted example

Without a doubt one of the icons of '50s collectibles, the Tri-Five Chevys (1955–1957) offered something for everyone. This was top-of-the-line for Chevrolet in 1957, and 47,562 buyers signed on the bottom line for a Bel Air convertible with a base price of \$2,611. Styling was all-new and buyers had a choice of eight engines, including an optional 283-hp Rochester Ramjet fuel-injected 283-cu. in. V-8 – the first factory engine to offer one horsepower per cubic inch of displacement.

This dashing Harbor Blue beauty with matching interior is equipped with the optional and highly desirable 270 bhp, 283-cu. in. “dual quad” V-8 and three-speed manual transmission with overdrive. Inside one will find a matching interior and the optional Wonderbar AM radio. All books and the owner’s manual are included in the sale. It is believed that the car was ordered new in California, as it is equipped with the unique California one-piece bumper.

The restoration, done by the consignor, dates to the mid-1980s following which the car received its AACA Senior Award in 1987 as well as repeat Preservation Awards in 1988 and 1992. In addition, it was used as the blueprint for a Franklin Mint model in the same colors. The car has been routinely maintained, driven regularly, and is a well-sorted driver. Just get in and go – and enjoy!

CHASSIS NO. **VC570101583**

\$50,000 – \$70,000
OFFERED WITHOUT RESERVE



361

1965 Rolls-Royce Silver Cloud III Saloon

CHASSIS NO. **LSJR501**

\$60,000 – \$80,000

Elegant presentation of a desirable model

Iconic Silver Cloud III styling

Offered with Rolls-Royce Foundation build documentation

In 1955, the long-awaited new Rolls-Royce Silver Cloud was introduced, and with its beautiful proportions was enthusiastically accepted by eager buyers. Very different from its predecessors, it was the last series to be powered by the reliable and long-lived inline six-cylinder engine, derived from the original Silver Ghost engine of 1907! The Silver Cloud II adopted a new V-8 engine, improved and made even more reliable for the Silver Cloud III of 1963. All three series were available as the new “Standard Steel Saloon,” introduced in order for the firm to remain competitive in the prosperous mid-1950s; they recognized the need to increase volume production with a standard assembly-line product, while retaining their long-held and highly respected position as a builder of very fine cars.

The Silver Cloud III offered here is an original left-hand-drive example, built to North American specifications and delivered through Gallagher Motors of Ontario, Canada; it was shipped from Liverpool via the *Empress of England* and sold to Dr. D.J. Kingsley of Ontario. The second owner, Rolls-Royce Owners Club member Donna Goldman of Florida, bought the car in 1983; the third owner was Bruce Reed of Pennsylvania, from whom the car was acquired by its current owner in 2011. Records for recent cosmetic and mechanical service in the current ownership are on file.

The Rolls-Royce Silver Cloud III's excellent reputation has survived through the decades and remains a favorite car for many not only for its elegant design and luxurious appointments, but for its reliability and low-maintenance costs. This example is ideal for enjoyment by its next owner and will be welcomed into specialty car clubs and concours events.



1957 Chevrolet Corvette 'Fuel-Injected' 283/283

362

Equipped with the 283/283 Rochester Ramjet fuel injected V-8
T-10 four-speed manual transmission

NCRS Top Flight Award winner, June 2007

Restored by its Corvette expert owner; has a Wonderbar radio
option

Thanks to the continued efforts of the now famous Zora Arkus-Duntov, the Corvette was becoming a serious sports car by the mid-1950s.

For 1957, a larger 283-cu. in. V-8 was offered and available in five versions, including the vaunted 283-hp version with Rochester Ramjet fuel injection – the first factory-installed engine to offer one horsepower per cubic inch. The \$500 extra cost item was ordered by 1,040 customers of a total 6,339 Corvettes built (more than double Corvette production for 1956). A four-speed manual transmission also became available at mid-year. Suddenly, Chevrolet truly meant business.

As the mightiest of '57 Corvettes, this example is fitted with the optional "Fuelie" 283/283 V-8 and T-10 four-speed manual transmission; arguably the most wanted combination among collectors today. The consignor's representative describes this as being an original fuel-injected car that had no body damage prior to restoration. Restored by the consignor, a Corvette expert, it was described as a rather simple restoration due to the condition of the car, which was complete in every way. The car has been regularly used and maintained and is deemed a "well-sorted" car.

Finished in Onyx Black with Inca Silver coves and a red interior, it also includes the optional factory hardtop finished in matching black. Attesting to the quality of the restoration, it received an NCRS Top Flight Award in June 2007 . . . and still looks great today.

CHASSIS NO. E57S106189

\$80,000 – \$120,000
OFFERED WITHOUT RESERVE

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363

1951 Jaguar XK 120 Fixed Head Coupe

CHASSIS NO. **679077**
ENGINE NO. **W 3628-8**
GEARBOX NO. **JH 7522**
BODY NO. **J 1097**

\$100,000 – \$125,000

Single ownership from new

Matching-numbers drivetrain

Original color combination of Twilight Blue with Dark Blue interior

Recent body-off restoration

Scored 98.4 points in Jaguar Clubs of North America (JCNA) competition; shown for the first time in 2018

Includes Jaguar Daimler Heritage Trust (JDHT) Certificate and original owner's manual, jack, and partial tool roll

Jaguar stunned both the public and automotive press when they revealed the sensational new two-seater XK 120 roadster to the world at the Earls Court Motor Show in London in late 1948. Designed to showcase the firm's new 3.4-liter twin-overhead-camshaft XK engine, the XK 120 raised the standard by which all other sports cars would be judged. A new level of modern style, comfort, handling characteristics, and brilliant performance for British cars was established, making the Jaguar

XK 120 one of the most desirable sports cars to own in the early 1950s, just as it is today.

This elegant Twilight Blue 1951 XK 120 FHC was purchased new by its current owner in February 1952 from Continental Motors in Hartford, Connecticut. A wealthy insurance executive placed a deposit on the new Jaguar, directing the dealer to have the car fitted with a set of Borrani wire wheels before he took delivery. He later discovered that he would be unable to race the Jaguar with his friends, who all owned Porsches, and walked away from the purchase never having taken title to the car. The current owner spotted the XK 120 on the dealer's lot and made a deal to pay the remaining balance due on the car and became its first owner. It was driven on a regular basis until 1977, when it was parked after traveling just 65,000 miles.

After sitting for several years, the original and current owner commissioned Eddie Adams of

Eddies Antique Auto in Elwood, New Jersey, to perform a full frame-off restoration. The color of this XK 120 is Twilight Blue Metallic, a color the factory applied to only approximately 70 cars according to research done by the owner. The interior restoration was done by George Dussack of Bayside Auto Trim with correct materials sourced from World Upholstery. Attention to detail is evident in every aspect of the restoration, and the results are

truly stunning, earning it a score of 98.4 points in JCNA in 2018, the first year it has been shown since restoration was completed.

This exceptional XK 120 presents a rare opportunity to acquire a one-owner, show-quality Jaguar and begin a new chapter in the history of this magnificent automobile.





364

1931 Packard Custom Eight Roadster

CHASSIS NO. **189075**
ENGINE NO. **189025**
VEHICLE NO. **472-78**

\$100,000 – \$150,000
OFFERED WITHOUT RESERVE

One of the most desirable driving Packards of 1931
Restored by well-known Packard aficionado Frank Buck
Equipped with dual side-mount spares and Pilot Ray lighting
Classic Car Club of America (CCCA) Full Classic
Eligible for all club events

Packard began production of its Eighth Series cars on 14 August 1930. The cars were largely carryovers from its Seventh Series with myriad detail changes. The Packard lineup encompassed an impressive total of 40 models, and prices ranged from \$2,385 to a staggering \$6,075. At the upper reaches of those prices, a buyer could have chosen to buy a Packard . . . or a modest house! Unfortunately, however, the Depression was being felt as Packard production dropped a precipitous 57.5 percent to 15,450 cars relegating the company to 18th in

industry sales. Despite the lower numbers, Packard remained America's luxury leader, outselling rival Cadillac's 10,709 units. Packard outsold Cadillac-LaSalle six other times during the decade.

The roadster, part of the Deluxe Eight lineup, differed from lesser Packards by being built on the longer 140.5-in. wheelbase and powered by the 384.8-cu. in. inline eight-cylinder engine, which now produced 120 hp. The increased power came as the result of adopting valve and manifold changes employed from the now-discontinued Speedster Series. Available only with a rumble seat, the sporty Packard had a base price of \$3,490.

This handsome Packard was restored during 1974–1975 by well-known Packard aficionado and collector, Frank Buck; in his possession the car received its CCCA Senior badge, no. 777, and was

the winner of a National First Prize at the 1977 Annual Meet. Somewhat later, it was displayed in a museum before being purchased by the current owner, who exhibited it at the 2005 Concours d'Elegance of the Eastern United States in Allentown, Pennsylvania.

Delivered new by the Packard Motor Car Company of Philadelphia on 5 October 1931, it is equipped with original factory accessory dual side-mounts with chrome covers, spotlights, Pilot Ray lighting, and a trunk rack. While showing some wear, the car presents nicely and has been driven regularly. Well detailed under the hood, it has been routinely serviced and cared for while in the current owner's possession, and was among his favorite cars.

A CCCA Full Classic, it is eligible for all CCCA events, Grand Classics, and CARavans and will serve its new owner as an ideal tour vehicle.





365

1937 Cord 812 Cabriolet

SERIAL NO. **812 2214 F**
CHASSIS NO. **1214**
ENGINE NO. **FB 2505**
BODY NO. **C 92 284**

\$140,000 – \$160,000

Offered for sale by its fourth owner since new

Owned for 66 years by legendary Canadian Cord enthusiast Harold Allsop

Driven and toured extensively for decades by Mr. and Mrs. Allsop

Accompanied by its original engine block and a large quantity of parts

ACD Club Certified Category 1

Talented engineer Harold Allsop spent 66 years under the hood and behind the wheel of this Cord, the only two-passenger cabriolet delivered new in Ontario. He purchased the Cord in 1947, only 10 years after Toronto dealer O'Donnell-Mackie delivered it to its original owner, Brights Winery heir John Bright, of Queenston. Following years at the Brights' estate, which was known as Willowbank, Bright sold the Cord to a garage in Toronto, where Allsop found and purchased it.

With the Cord's well-known proclivity for mechanical stubbornness, Allsop set about improving the factory's work over the years. It is important to note that early on he resolved not to damage or modify any original part and to retain every part removed from the car so that it would be possible to reverse all of his changes and return the car to stock. A 12-volt electrical system was installed, and he replaced the Cord's trouble-prone control for the vacuum shift with a manual control lever of his own design.

Allsop was incredibly proud that this Cord was never on a trailer. Everywhere it went, it went under its own power. That included several ACD Club Can-Am Meets in Ontario, with the first Canadian ACD meet having been held in the Allsop house, as well as trips "south of the border" to the ACD Festival in Auburn, Indiana. His last journey from Willowdale, Ontario, to Auburn was made in 2005,

at the age of 85. He last drove the Cord in 2011 and passed away two years later, after a lifetime of joyous enthusiasm for all things mechanical, which is best displayed in his Cord.

The cabriolet is still in solid condition, as its owner left it, and has been Certified Category One by the ACD Club. Its decades-old black repaint has worn down in places to the original Rich Maroon beneath, and the maroon interior, which was a gift from Marion to Harold, is well worn from the use of many happy passengers.

Mr. Allsop replaced the original engine block with another block that was machined to accept a Cord supercharger, as

his long-term plan was to supercharge the car. That never happened. The car is still running and driving with that block under the hood; the original matching-numbers block, FB 2243, is in good condition and accompanies the car, along with 13 crates of new and used parts accumulated by the Allsops for the Cord over the years, and numerous mementos. Please contact an RM specialist for a complete roster of what accompanies this marvelous Cord.

Today marks a new owner's chance to continue a grand tradition.





366

1957 MG MGA 1500 Roadster

CHASSIS NO. **HDA43/28764**
ENGINE NO. **BP15GB-18854**

\$40,000 — \$50,000
OFFERED WITHOUT RESERVE

1,489-cc inline four-cylinder engine with twin SU carburetors
Four-speed manual transmission

Frame-off restoration completed in 2003

Accompanied by British Motor Industry Heritage Trust (BMIHT) Certificate

Includes driver's and workshop manuals

This 1957 MGA 1500 Roadster was completed on 4 April 1957 and destined for North America. A factory left-hand-drive example, it was shipped out the following day to the USA. According to its BMIHT Certificate, which accompanies the car, this 1500 roadster left the factory painted black and trimmed with a red interior and black convertible top. The MGA was fitted with wire wheels and an adjustable steering column, both of which the car retains today. The car is powered by a 1,489-cc inline four-cylinder engine with twin SU carburetors, which is mated to a four-speed manual transmission.

The car was acquired in November of 2002 by marque experts Tom and Randee Rocke of

Healey Lane. Under their ownership the car benefitted from a frame-off restoration, which was completed in 2003. The car was later purchased by a notable collector in Southern California and later a Georgia-based owner, both impressed by the car's stunning presentation. The most recent caretaker acquired the car in 2011. The interior is completed in black with red piping and features Jaeger instrumentation, a heater, and MG branded rubber floor mats. Side windows and a black tonneau cover also accompany the car. The MGA rides on Metric Steel Belted radial tires mounted on chrome knock-off wire wheels. Bringing the car to a safe stop are four-wheel-drum brakes. The car is accompanied by the driver's manual and workshop manuals.

One of the more desirable British offerings of the 1950s, this MGA 1500 roadster is an iconic sports car and an excellent candidate for local shows or touring the countryside in charming style.



1936 Ford V-8 DeLuxe Roadster

367

One of 3,862 DeLuxe Roadsters sold in 1936

Great club support for parts and service

Equipped with a factory radio and novel rear view mirror with clock

Ideal driver-quality car for those who love to experience their cars

Ford rocked the automotive industry with the 31 March 1932 introduction of its V-8 engine, the first in the low-price field. The 221-cu. in. V-8 produced an advertised 65 hp. Over the years horsepower grew, and the venerable engine served in FoMoCo products until 1953.

Featuring aluminum pistons and a single-barrel carburetor, the block was cast as a single unit – key to keeping the cost competitive at just \$50 more than a four-cylinder Ford. That same year, Edsel Ford hired E.T. “Bob” Gregorie who quickly became head of Ford’s first in-house styling department. Ford and Gregorie were a force to be reckoned with as the

dynamic pair was responsible for the fresh styling of the 1935 Fords.

Production nearly doubled, and for 1936, the styling received only minor tweaks. The roadster was Ford’s least popular car with 3,862 copies sold. Lower production, however, adds to its desirability today among collectors.

Restored by the consignor some 25 years ago, this jaunty Ford, finished in Coach Maroon over a brown interior, will look great whether at the local cruise-in or going for ice cream with the kids. According to the consignor’s representative, it is the veteran of many tours, events, and Ford meets. It is equipped with both a radio and the novel rear view mirror with clock, both highly desirable to vintage Ford collectors.

Lovingly maintained and used by its owner, this is the perfect car for owners who like to drive and enjoy their cars.

CHASSIS NO. **18-2873855**
BODY NO. **68 710-1543**

\$55,000 – \$65,000
OFFERED WITHOUT RESERVE

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368

1938 Packard Twelve Touring Cabriolet COACHWORK BY BRUNN

VEHICLE NO. **1608-2007**
ENGINE NO. **A600189**
BODY NO. **3**

\$150,000 — \$200,000

The 1938 Philadelphia Auto Show car

The third of only four built for 1938

Delivered new to Campbell's Soup heiress, Margaret Dorrance Strawbridge

Formerly of the Lyon Family Collection

Packard resurrected the "Twin Six" name for a new V-12 in 1932. A 67-degree vee, the new powerplant displaced 445 cu. in., just 20 more than its 1920s namesake, but developed 75 percent more power. In 1933 the name was changed to simply "Packard Twelve," and two years later displacement rose to 473.3 cu. in., making 175 bhp. For 1937, the Twelve was given coil spring independent front suspension and hydraulic brakes. In addition to standard bodies, Packard catalogued a number of styles from the major coachbuilders, among them Dietrich, LeBaron, Rollston, and Brunn.

In 1935, Buffalo, New York, coachbuilder Hermann Brunn designed for himself a handsome long-wheelbase landaulet type body with open chauffeur compartment, which he called a cabriolet. Added to the Lincoln catalogue custom line for 1937, it was extended to Packard in 1938. It was offered both as the All-Weather Cabriolet, with removable leather roof for the chauffeur, or Touring Cabriolet with a fixed forward roof, accented with small smoked-glass clerestory windows over the windshield. Both styles were available in Collapsible form, with a folding rear top and functional landau irons, and Non-Collapsible with a fixed rear roof and faux landau irons.

Exhibited at the 1938 Philadelphia Auto Show, this car was purchased by Margaret Dorrance Strawbridge, the daughter of John T. Dorrance, founder of the Campbell Soup Company. A sportswoman and aviator,

Mrs. Strawbridge rode with the Radnor Hunt Club and was named one of Philadelphia's six best-dressed women. She kept the car for the rest of her life. Inherited by her husband after her passing in 1953, it was later restored. Over the years it has had pride of place in the collections of Albert Sellers, Barnard Walsh, and more recently the renowned Lyon Family in California. It has since been preserved in excellent condition, and the engine has just been groomed. The body is painted in maroon lacquer, with grey cloth interior. The car bears a tan canvas-covered top, the collapsible rear section of which lowers to let the passengers ride in sunshine.

A fine example of a limited-production Packard, it is equipped with the Packard Deluxe radio, heater, custom trunk, Trippe driving lights, and dual side-mounts with metal covers. The passenger compartment is fitted with a Jaeger clock. Vacuum-assisted brakes and clutch make driving the car nearly effortless.

The car's rear-view mirror has a thermometer at the left and a manual setting altimeter at the right, as well as a distance guide to judge the distance of following cars by measuring headlight separation. A pewter image of Saint Anthony appears on the shift knob.

Brunn Touring Cabriolets were built in minuscule numbers in 1938 and 1939, no more than 10 each per year on Lincoln and Packard chassis. It is believed that there were only nine Brunn-bodied examples built between 1938 and 1939, of which this car is the third of four built in the former year. The most expensive Packard in 1938, it was some \$1,500 more than the equivalent body on a Lincoln chassis or the most expensive V-16 Cadillac.

Freshly serviced and ready to show, tour, or simply enjoy, it represents a rare chance to acquire an excellent example.





369

1938 Cadillac Series 75 Town Sedan

COACHWORK BY FLEETWOOD

ENGINE NO. 3270896
BODY NO. 21

\$30,000 — \$40,000
OFFERED WITHOUT RESERVE

One of just 56 produced in this style

Recent cosmetic restoration

Ideal for tours and CARavans

Classic Car Club of America (CCCA) Full Classic

The 1938 year can be considered a milestone one for Cadillac, as it introduced the revolutionary Sixty Special Sedan and, to the shock of the industry, a totally new V-16 model. The Sixty Special influenced the look of General Motors cars, as well as its competitors', for years to come, but the exclusive and very limited production V-16 was gone after the 1940 model year. Other Cadillacs were also changed.

The V-8 cars featured distinctive grille designs, one for the Series 60 and one shared by the larger Series 65 and 75 models. While the Series 60 used thin horizontal grille bars that extended around the sides of the squared-off nose, the Series 65-75 cars had tall,

vertical, die-cast egg-crate grilles. Inside, the gearshift lever on all models was relocated from the floor to the steering column. New features included a "Synchro-Flex" flywheel, the use of a hypoid rear axle, and a bump in compression ratio on the V-8 engine to 6.70:1.

The example offered was the 21st of 56 produced in this style, the five-passenger town sedan with blind rear quarters, in 1938. Recipient of a partial cosmetic restoration, including more recent black paint and a beautiful tan cloth interior, it is well equipped with dual side-mounted spares with full metal covers, and wide whitewall tires, while the interior features handsome solid wood garnish moldings and a banjo steering wheel. At the time of cataloguing the car recorded about 63,000 actual miles, which the consignor believes to be original.

This would be an ideal automobile for regional tours and CARavans with a new owner.



1947 Nash Ambassador Suburban

370

One of just 130 examples produced and about a dozen known survivors

Winner of the Antique Automobile Club of America President's Cup

Formerly owned by well-known "woodie" collector Jim Fritts

Among the rarest American "woodies;" one of the nicest restored examples

After World War II, Nash, like many American automakers, faced a double-edged sword. The market for new automobiles was roaring and unlike any ever before, but at the same time, competition was absolutely brutal. Virtually every automaker was returning to post-war production with its warmed-over 1942 design. Nash required something new and different, that may not, necessarily, sell in large quantities, but would serve as a "draw" for showrooms.

That car was the Ambassador Suburban, a four-door fastback sedan with handsome "woodie" bodywork, in

the fashion of the Chrysler Town and Country. By far the costliest Nash product, it was always extraordinarily rare. Estimates are that, in three years of production, fewer than 1,000 were produced, with the most scarce being the 1948 model, of which just 130 were made. Of the entire Suburban run, about a dozen survivors remain in existence worldwide.

The Suburban offered here is finished in the year-correct color of Strato Blue over a handsome red leather interior, with fully restored mahogany bodywork, accessory rear window wiper and fog lights, Zenith radio, and Weather Eye ventilation. The transmission features Synchro-shift and Automatic Cruising Gear, or overdrive. According to a former owner, the car has a known history back to the 1970s, and won numerous honors, including the AACA President's Cup, while in the ownership of Jim Fritts. It is an award-winning, beautifully presented example, and one of the finest of its kind to be offered in recent years.

CHASSIS NO. **454676**
ENGINE NO. **RE72874**
BODY NO. **5410**

\$80,000 – \$100,000

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371

1938 Cadillac V-16 Convertible Coupe Conversion

COACHWORK BY FLEETWOOD

CHASSIS NO. 5270136
ENGINE NO. 5270136
BODY NO. 4

\$175,000 — \$195,000

Restored from a factory coupe, one of five produced in 1939

Well-maintained professional restoration

Formerly of the noted Noel Thompson Collection

Antique Automobile Club of America (AACA) and Classic Car Club of America (CCCA) Senior First Prize winner

CCCA Full Classic

Cadillac introduced its second-generation V-16 engine for 1938. More conventional in design than the original V-16, it featured a simple side-valve configuration packed in an unusual 135-degree bank angle. The new engine provided comparable horsepower and torque while weighing a remarkable 250 lbs. less and being less costly to build than the previous V-16s. This represented an ideal situation, both for the enthusiasts who appreciated the V-16's superb performance, and for Cadillac, who was facing decreasing sales as

the U.S. was just starting on the road to recovery from the Great Depression.

The new Series 90 V-16 engine was mounted in a chassis of the same 141¼-in. wheelbase as the eight-cylinder Series 75, enabling the two series to share Fleetwood bodies. This allowed prices to be



significantly reduced from previous years. Twelve Series 90 body styles were catalogued for 1938 and 1939, all with beautiful styling directed by Cadillac's Chief Designer Bill Mitchell. The emerging young GM legend borrowed design cues from his very modern Series 60 Special for the Series 90 coachwork and presented the buying public with a stylish and traditional range of Series 90 vehicles.

The example offered here is documented by its build sheets as having been constructed as a factory coupe, the fourth of just five examples produced in 1938. It was restored by Stone Barn Automobile Restorations for the late Noel Thompson, using the best components of an original convertible. Afterward the car

garnered numerous awards, including a Senior National First Prize from the Antique Automobile Club of America, and Senior Premier laurels from the Classic Car Club of America (badge no. 1102). The restoration, in Deauville Beige over rich brown leather, is well preserved, with only light patina, and would still be highly presentable for regional shows and concours. In particular the dashboard is beautifully finished with rich wood-graining and clear, bright Art Deco gauges, and the car is filled with factory options and accessories.

This is a lovely example of a second-generation V-16, well presented from a wonderful home.





372

1949 Oldsmobile Futuramic 88 Deluxe Convertible

CHASSIS NO. 498M11520
BODY NO. L 4510

\$40,000 – \$50,000
OFFERED WITHOUT RESERVE

A famous landmark model in American performance
Highly original example; 29,800 believed actual miles
Numerous options and accessories
Original jack and spare tire

There are many contenders for the title of “First American Muscle Car.” Surely the 1949 Oldsmobile 88 must be among them. “Muscle car,” as we now understand the term, refers to a large, powerful engine in a small or medium size lightweight body. The archetypal muscle car is inarguably the Pontiac GTO, but the Oldsmobile 88 is from much the same mold.

The first part of the muscle car recipe, a powerful engine, came from GM’s big technical advance for 1949: two high-compression, overhead-valve V-8s, one from Cadillac and one from Oldsmobile. They were similar, yet different. The second part of the prescription, a light body, was the province of Olds alone, for no Cadillac could ever be considered lightweight. With GM’s

corporate body program, that part was easy: the A-body, as used by Pontiac and Chevy, was the ideal candidate. Thus was born the Oldsmobile 88, a new “80 series” with an eight-cylinder engine, adhering to the traditional Olds naming scheme. The 88 was a big hit, the best-selling Olds series, with 99,276 built for 1949.

The Deluxe convertible coupe offered here, one of 5,434, is a highly original example, finished in its factory color of Seafoam Green with a two-tone green interior and black power top. It is equipped with Hydra-matic transmission, AM radio, heater, locking gasp cap, and dual fog lights, and has recorded only 29,800 actual miles, which the consignor believes to be the original miles from new. It is offered with a set of service manuals and with the original bumper jack and spare.

This is a superb example of one of the original American muscle cars.



1905 Northern Runabout

373

A wonderful survivor from early Detroit automaking

“The Silent Northern”

One of very few surviving authentic examples

Award-winning older restoration

When it was introduced in 1901, the Northern had a lot going for it. It boasted the engineering expertise of Jonathan Maxwell, an automotive “boy genius,” and the business sense of Charles Brady King, who had, it could be argued, more automotive experience than anyone in Detroit. He had built the first automobile to be run on the streets of the Motor City in 1896, and he was involved in several early production efforts in the city.

The original Northern, as shown here, looked a lot like a “Curved Dash” Oldsmobile, which was no surprise, as both men had worked for R.E. Olds. However, its engineering was vastly improved, as it had a single-cylinder engine that Maxwell had developed. This engine’s trademark ease of operation and quiet running led the new automobile to be nicknamed “The Silent Northern.”

Formerly owned by Pennsylvania enthusiast Merrell Jones, this 1905 Northern was later acquired by the Edwards family in 1991; the family’s personal restoration shop restored the Northern in the same year it was acquired. The car reportedly retains its original chassis and all of its original body panels and trim components, with the only “new” fittings being the black leather cape top, upholstery, and tires. Even the rubber mat fitted to the interior is said to be the original one that was installed by the factory 109 years ago. The result is one of the most original and authentic Northern automobiles in existence.

This car was awarded an AACA Junior/Senior Award in 1992, and it also won the Grand Champion Award for pre-1916 automobiles at the Old Car Festival at Greenfield Village.

This is a wonderful survivor of one of Detroit’s pioneer automobiles, and it is one that was built by some of the best and brightest of the early car industry in America.

CHASSIS NO. 2181

\$45,000 – \$65,000
OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1904.

VISIT RMSOTHEBYS.COM TO VIEW ALL PHOTOS.



374

1957 Chevrolet Bel Air 'Fuel-Injected' Convertible

CHASSIS NO. **VC57N171432**

\$100,000 – \$125,000

Just 386 miles since a comprehensive restoration

Highly desirable fuel-injected 283-cu. in. V-8

Impressively equipped and very nicely presented

"Tri-Five" Chevrolets, produced between 1955 and 1957 are, without a doubt, among the most popular American cars in the world. They offered something for everyone, from basic and inexpensive two-door coupes to high-end convertibles, and everything in between. Some 19 different combinations were available, with different body styles, trim packages, and engine choices. The 1957 model year, with its characteristic rear fins, became one of the defining automobiles of the 1950s. The example offered here is especially iconic, the fuel-injected Bel Air Convertible.

This car was subject to a no-expense-spared restoration, with just 386 miles driven since the completion of the work. The centerpiece of the car, the optional Super Turbo Fire 283-cu. in. V-8, was rebuilt to high-performance specification with a high-performance cam, factory dual exhaust, 10.5:1 compression and, of course, the highly desirable factory fuel-injection system. It offers some 283 hp, more than enough to make this one of the quickest Bel Airs available. Great effort was taken in the restoration to ensure that each part is correct. Under the hood, all clamps, hoses, and belts are period-correct replacements with proper code markings. The car is fitted with a proper Delco tar top battery. The car has been exhaustively detailed, inside and out, with special attention paid to the engine compartment and undercarriage, making this an ideal '57 to show at any of the highest-level events in the country.

Perhaps the most impressive part of the car is the number of period-correct accessories with which it is fitted. It offers a power top, DeLuxe red and silver interior with functional clock, turn signals, the DeLuxe heater, cigar lighter, E-Z See tinted windows, spinner hubcaps, and period-correct BF Goodrich Silverton wide whitewall tires. It is also equipped with the highly desirable "Gold Package," with a gold license plate frame, gold grille, and gold "V" on the hood and trunk.

Offered in its original shade of Matador Red, this car is one of the finest Bel Air convertibles available anywhere. The bodywork, interior, chrome, brightwork, and paint are, in a word, phenomenal, as would be expected with restoration expenses well into the six figures. It is, without a doubt, the ultimate '57 "Fuelie." It will make a distinct statement wherever it goes and is sure to provide its new owner with countless miles and countless smiles.





375

1953 Buick Skylark Convertible

CHASSIS NO. 16834349

\$80,000 — \$100,000
OFFERED WITHOUT RESERVE

Rebuilt engine and transmission

Recently rebuilt power steering, fuel system, and brakes

Top-of-the-line Buick from 1953

One of only 1,690 built

The Skylark was first displayed as a General Motors Motorama car in 1952. It was based on the Roadmaster convertible. The Skylark's windshield was chopped four inches, while the beltline was cut down and notched at the rear fender line, and the rear-wheel cutouts were rounded and raised to match those in the front fenders. Buick's trademark "ventiports" were removed, giving it a more streamlined, customized look. A limited-production version of the Skylark was offered the following year to celebrate Buick's 50th anniversary. The Buick Skylark joined the Oldsmobile Fiesta and the Cadillac Series 62 Eldorado as the top-of-the-line model for their respective marque and further promoted GM's design prowess in the early 1950s. The Skylark was offered with a number of luxurious features as standard equipment, which led to a

price tag of nearly \$5,000. Ultimately, only 1,690 Buick Skylarks were produced in 1953.

This beautiful 1953 Buick Skylark convertible was purchased by the consignor from a large collection. Today, it is presented in a brilliant shade of red with a white convertible top and a two-tone maroon and white interior. When the top is down, a maroon top boot hides the tucked away convertible. The car rides on BF Goodrich Silvertown wide whitewall tires, which are mounted on wire wheels. The car is powered by Buick's Fireball V-8 engine and is paired to an automatic transmission, both of which have been rebuilt. Power equipment on the car includes power antenna, windows, seat, convertible top, and steering. The two-tone interior features a clock and Selectronic radio; a battery kill switch has also been installed. Recent work on the car includes the rebuilding of the power steering, fuel system, and brakes. The trunk houses a full-size spare with jack. The Skylark is accompanied by an owner's manual and shop manual.



1911 American Eagle Touring

376

Unique and early piece of American automotive history

Built for the test of a patented aluminum tire

Formerly of the famed Barney Pollard collection

Extensive documentation and correspondence

The car offered here is a unique and one-off automobile, built by Martin Burzynski in Detroit, Michigan, in 1911.

Burzynski had patented the design for a novel tire that used aluminum sidewalls and spring-loaded canvas-and-rubber treads, backed by inflated inner tubes. In order to test his tires, Burzynski designed and built an entire car. He operated the Eagle Motor Car Company in Detroit and gave his vehicle the company name. He built his assembled car from readily available components: a Wisconsin 60-hp six-cylinder engine; Timken axles, bearings, and hubs; and universal joints from Blood Brothers Machine Company in Kalamazoo. The patented wheels were built for Burzynski by Turnbull Wagon Company in Defiance, Ohio. The result was a handsome seven-passenger touring car on a 132-in. wheelbase. Furthermore, there were few automobiles at the time that offered more than 60 hp, significant power in 1911.

Alas, the wheels proved to be a disappointment, as they bottomed out on deep ruts and gave a jarring ride, overshadowing the promised freedom from blowouts. After driving the car for a scant 224 miles, Burzynski laid it up and went on to other ventures. It remained with him, though, until his passing in 1946. The following year his widow sold it to famed Detroit collector Barney Pollard. The car was subsequently restored by Clyde Wade, known for his work for the famed Harrah's Automobile Collection.

The Eagle continues to run and drive well and comes with a large history file, including correspondence and invoices for components used in its construction, Burzynski's patent petition for his Pneumatic Mechanical Vehicle tires, and the 1947 Bill of Sale to Pollard. Also included are three of the original prototype aluminum tires.

The auto industry is quick to tout success, but usually prefers to forget failure. Thankfully, those who respect history sometimes preserve those cars whose time had just not come. Henry Ford saved one example of Charles Kettering's copper-cooled Chevrolet; Barney Pollard saw the value in saving Martin Burzynski's American Eagle.

ENGINE NO. 3525

\$50,000 – \$80,000
OFFERED WITHOUT RESERVE

VISIT RMSOTHEBYS.COM TO VIEW ALL PHOTOS.



377

1911 Delahaye 43A Charabanc

CHASSIS NO. 249

\$100,000 – \$150,000

Formerly of the well-known Michael Banfield Collection

Beautiful recent restoration

Great parade vehicle, perfect for friends and family

Upgraded tires, brakes, and electric system for enhanced drivability

The origins of Delahaye lie in a company set up as long ago as 1845 to produce brick-making machinery. Emile Delahaye was a railroad engineer who designed rolling stock for the French and Belgian railroads. He designed his first car similar to the German Daimler in 1895. Two years later he sold the company to two Paris-based industrialists – Leon Desmarais and George Morane. He remained with the company but retired in 1901 due to poor health. Now located in Paris, the company became involved in a variety of engineering projects.

This 1911 Delahaye began life as a fire engine built by Societe Generale du Carrosserie et de Charonage of Paris serving southeast France. After very little time in service, it was replaced by a larger unit capable of covering a bigger area. Following its decommission, the Delahaye went to the Musee de l'Automobile du Sud-Est in St. Cannat, Provence, where it remained for many years. The museum closed in 1973 and the vehicle was purchased by Michael Banfield, a well-known British fire apparatus enthusiast. Banfield kept the vehicle for 40 years, all the while intending to restore it, though never doing so.

A new owner commissioned a ground-up restoration in 2014 while having the 12-seater charabanc-style body fitted to the chassis along with a removable canvas roof. Lots of brass, including a winged Moto-Meter, windscreen, twin

coach lamps, and period King of the Road headlamps provide a bit of extravagance.

Power is supplied by a 3.0-liter four-cylinder, side-valve engine with a Ferodo-type cone clutch and three-speed transaxle connected to a dual chain driven rear axle. As a concession to modern convenience, a battery, charging system, and electric starter have been added along with metal brakes converted to Ferodo friction

linings. The wooden rims have been upgraded to accommodate pneumatic tires, offering a more comfortable ride.

Restoration of this unique vehicle was completed in 2016. It is an ideal vehicle like no other to promote one's business, participate in parades, or to take the whole family on excursions with room for friends, too!





378

1934 Lincoln Model KB Convertible Sedan COACHWORK BY DIETRICH

CHASSIS NO. **KB3434**
ENGINE NO. **KB3434**

\$225,000 – \$275,000

Offered from a prominent private collection

Formerly of the renowned Jack Passey Lincoln collection

One of 25 examples built in this beautiful “semi-custom” style

**Concours-quality restoration of a longtime California car
Classic Car Club of America (CCCA) Primary First Place winner**

The KB, as the “ultimate” Lincoln, could be had as a 145-in. chassis for custom coachwork, but many coachworks took advantage of the “semi-custom” offerings that were produced for Lincoln by the East Coast’s finest custom coachbuilders and catalogued by the factory. Among the most attractive designs was style no. 281, a convertible sedan designed by the legendary Raymond Dietrich, with his distinctive, opening vee’d windshield and superb proportions. Just 25 examples of this model were produced.

The example offered here was acquired in the 1950s by the late, great Lincoln collector, longtime Pebble Beach Concours judge, and friend to many, Jack Passey, from a fellow enthusiast in Modesto, California. In 2014, Mr. Passey recalled that when he acquired “3434 from ‘34,” it had a tow bar attached to the rear bumper, and he used it to pull home several other “finds” without difficulty. He eventually passed the car to a fellow collector and judge, Bill Smith, at which point it was still original and, as can be seen from its tow duties, in very solid and nicely running condition.

Smith conducted a concours-quality restoration over a three-year period, which ended up being a frame-off process that encompassed the chassis, body, powertrain, upholstery, and top. The bulk of the effort was carried out in his own shop, with engine work by Ellsworth Machine, of Palo Alto, California; paint by Avenue Auto Body, of San Carlos;

and upholstery by Bill Debuque, of Cooks Upholstery in Redwood City. After the Lincoln's completion in 2010, it went on to receive two 1st in Class awards at West Coast shows. In previous ownership it was also awarded a CCCA Primary First Place in 2016 and is now eligible to be shown in the Senior division.

The car's previous owners rebuilt the carburetor and fuel pump, had the gauges rebuilt, installed a new top and boot, had the footrest for the rear compartment reproduced to the correct original design, and located and installed a

correct, virtually impossible-to-source trunk. The owner notes that all gauges work and the car runs and drives well, and has been enjoyable on the road while being maintained to a high standard. It is offered with an original instruction book, reproduction service bulletins, recent service and maintenance records, and a second set of keys.

This is a lovely example of the Full Classic Lincoln, in one of the best body styles, with superb known provenance and a wonderful presentation.





379

1940 Buick Special Sport Phaeton

CHASSIS NO. 13639276

\$40,000 – \$50,000
OFFERED WITHOUT RESERVE

Very rare body style; one of only 597 produced

Older restoration in beautiful colors

Rare dual side-mounted spares

Buick's four-door convertibles of the late 1930s and early 1940s were referred to alternatively as convertible phaetons and sport phaetons, confusing as they were true convertible models, with a handsomely constructed, fully insulated, and properly fitted canvas top bound in leather, and roll-up side windows. As Americans increasingly preferred closed sedans, the phaetons were always quite rare among all series, even in the entry-level Special of 1940, which saw only 597 made.

The example offered here comes from a prominent collector of Buicks of this era, who has enjoyed many

over the years and knows them better than most anyone. It has been restored in a charming period red hue, with a maroon interior and tan top. It is equipped with the column-shifted three-speed transmission, directing power from the 107-hp, 248-cu. in. straight eight-cylinder engine, and is fitted with numerous accessories, including rare dual side-mounted spares, AM radio, heater, and whitewall tires, giving it an appropriately jaunty appearance.

Very few Special sport phaetons were produced in 1940, and even fewer remain today. This may well be the only opportunity soon to acquire one, as a particularly unusual part of any collection that values well-built and beautifully designed American pre-war automobiles. It would be ideal for next season's touring in Antique Automobile Club of America activities, and sure to be a great head-turner at the local cruise nights and car shows.



1931 Chevrolet Independence Coach

380

Attractively designed 1931 Chevrolet

Fully restored example

Believed to have 44,000 actual miles

By the early 1920s, Chevrolet had established itself as an excellent automaker that offered reliability and durability in the same package. By January 1930, Chevrolet introduced its new line of cars along with several innovations, which were joined by additional engine improvements in November. In fact, the eight millionth Chevrolet was produced on 25 August 1931.

In January 1931, Chevrolet introduced a new model, the AE Independence, with a wheelbase extended by two inches to 109 inches, and a slightly more powerful 85-hp version of the famous “Stovebolt

Six” engine first introduced in 1929. The top speed of all models was about 85 mph, respectable performance for a low-priced automobile of the era.

Chevrolet production declined in 1931 to 619,554 cars, as the Great Depression continued. Ford sales were even worse, however, allowing Chevrolet to reclaim its traditional 1st place in overall sales.

The attractively designed 1931 Independence Coach offered here is believed by the consignor to have only 44,000 actual miles. It was fully restored in this charming color scheme of maroon and black, for an elegant period-correct appearance, complemented by a wonderful taupe cloth interior that is as comfortable as it appears. Accented by wide whitewall tires, the car simply looks ready for a parade, and would be an ideal addition to any collection.

CHASSIS NO. **12AE111623**

\$24,000 – \$34,000
OFFERED WITHOUT RESERVE



381

1961 Chrysler 300G Convertible

CHASSIS NO. **8413158814**

\$125,000 – \$150,000

One of only 337 convertibles produced

Rare factory air conditioning

413-cu. in., 375-hp engine with Cross-Ram dual carburetion

Real wire wheels; includes original steel wheels and covers

Final year for iconic tail fins

When Chrysler debuted the C-300 in 1955, it was a sensation. Based on the luxurious New Yorker coupe, the 300 was the ultimate “Banker’s Hotrod,” equipped with Chrysler’s most potent engine at the time, a 331-cu. in., Hemi V-8 with two four-barrel carburetors, hot cam, and solid lifters. Rated at 300 hp, from which it took its name, it was the most powerful American passenger car engine available at the time. In 1956, a new 300B model began the legendary “Letter Series,” which would continue for a decade.

In 1957, a convertible was added to the 300C. Chrysler styling chief Vigil Exner Jr.’s fresh and innovative styling, featuring long, sweeping fins, was what the company hailed as “the most glamorous car in a generation,” creating a shape that soon had all of Detroit trying to emulate. Horsepower steadily increased along with the 300’s reputation as an extremely fast and stylish machine. An all-new 413-cu. in. engine with wedge-shaped combustion chambers and dual four-barrel carburetors powered the mighty 300E for 1959 and would be the standard 300 “Letter Series” engine for the next few years.

The 300G would be the last Chrysler with fins, marking an end to an era. Nineteen sixty-one would also be the last year the “Letter Series” cars would be exclusive. The 300 line was expanded in 1962 to include less expensive, non-letter series 300 cars that included a four-door, thus diluting its exclusivity.

This 1961 300G, one of only 337 convertibles produced, is what many collectors and enthusiasts consider the last of the great 300 "Letter Series" cars made. Flamboyantly styled inside and out, with canted headlights and large fins on the exterior and an interior that featured leather bucket seats front and rear, plus a spectacular dashboard design highlighted by a unique Astra-dome instrument panel. It is believed to be one of only a handful of 300G convertibles that were sold new with factory air

conditioning. The dramatic styling of this rare car is set off by a set of Chrysler wire wheels and wide whitewall tires, adding to the striking appeal of this sensational example of mid-century design. The original steel wheels and covers are included, as well.

Combining a large, high-performance engine with luxurious appointments and brute power make driving this 1961 300G convertible as thrilling to drive today as it was when new.





382

1969 Jaguar E-Type Series 2 4.2-Litre Roadster

Recent quality restoration

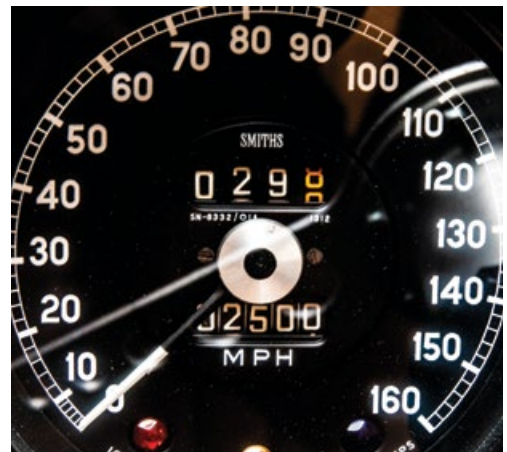
An exceptional second-series example

Attractive red with biscuit interior

CHASSIS NO. 1R 10742

\$100,000 – \$125,000

The Jaguar E-Type, introduced in 1961 with a 3.8-liter engine, had instantly classic lines and a 150-mph top speed, causing quite a sensation when it appeared. The first significant upgrade of Jaguar's sensational E-Type sports car 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. Like its 3.8-liter predecessor, the 4.2-liter E-Type was built in open two-seater and fixed-head coupe forms, and in 1966 gained an additional 2+2 coupe variant on a 9-in. longer wheelbase.



In 1968, all three versions of the E-Type underwent major revision to comply with U.S. safety and emissions legislation, emerging in "Series 2" guise minus the first series' headlight covers. In addition, enlarged side and rear lights were adopted, while a thickened front bumper center section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles, and air conditioning became available as an option.

This stunning red 1969 roadster was formally part of the Ray Skillman collection, where it recently received a complete concours-quality restoration. Every component of this classic E-Type has been rebuilt and highly detailed. The fit and finish of the body panels, interior pieces, and under-bonnet detailing show the careful attention paid to every aspect of this Jaguar. The current owner reports this E-Type roadster has been driven less than 3,000 miles since the restoration was completed and is now properly sorted and a pleasure to drive.





383

1938 Packard Twelve Convertible Sedan

ENGINE NO. **A600479**

\$150,000 — \$175,000

One of just five extant examples

Only 17,025 miles, claimed to be original

Long-term ownership in prominent collections

Classic Car Club of America (CCCA) Full Classic

The original Packard Twin Six was introduced for the 1916 model year and quickly became extremely popular with wealthy motorists. Though initially discontinued in 1922, the moniker was reintroduced for Packard's new twelve-cylinder engine. The name choice was, however, short lived and was soon dropped in favor of the more easily understood "Twelve." It was an all-new step for Packard and the new name helped to signify the substantive styling and engineering refinements embodied in the new model. Although the Twelve displaced an additional 49 cu. in., or 12 percent more than the original Twin Six, the horsepower

output was almost doubled from 90 to 175, and it was a completely modern engine in a completely modern automobile.

The Twelve would remain Packard's most capable offering through 1939 when the model was discontinued for good. Along the way, the Twelve gradually adopted more streamlined styling with full pontoon fenders and bullet-like headlights, making it a fine exercise in restrained Art Deco styling while maintaining the prominent and iconic "tombstone" radiator design. It continued to boldly remind drivers of other cars that they need only "ask the man who owns one" to learn why the Detroit automaker remained the choice of America's most prominent citizens. Those who could pay the asking price for cars such as the convertible sedan offered here, gained entry to an exclusive world of power, performance, and prestige.

The luxurious convertible sedan offered here, a 17th series car from 1938, is reportedly one of fewer than 30 built and is one of five known survivors. Mounted on a 137-inch-wheelbase chassis, the period-correct Twelve engine is backed by a proper three-speed manual transmission. Resplendent in Centennial Blue with red leather interior, the car is said to be thoroughly original with just 17,025 miles, believed to be original. It was formerly part of the Charles Cawley and Blackhawk Collections, and was purchased from the collection of noted enthusiast John Gambs.

With just a handful in existence, this is a truly unrepeatable opportunity to own one of the finest driving automobiles of the

pre-war period. It has undergone recent brake work, with all-new wheel and master cylinders, recent exhaust work, and some \$3,000 in electrical and detail work, as shown by the included paperwork. It is fully ready to be enjoyed and was recently driven by the consignor on a six-hour round trip, and it was reported that the car performed flawlessly.

Sure to make an impression at any CCCA, AACA, or Packard Club meet, the 1938 Packard Twelve Convertible Sedan is, without question, one of the finest offerings from one of the finest manufacturers of the period.





384

1932 Pierce-Arrow Model 51 Sport Coupe

COACHWORK BY LEBARON

CHASSIS NO. 350004
ENGINE NO. 350087

\$145,000 – \$175,000

An outstanding potential concours competitor

The 1932 New York Auto Show show car

A one-off, fully custom body by LeBaron on the largest V-12 chassis

Among the very sportiest Pierce-Arrow Twelves produced

Remarkably original condition; ready for restoration

Classic Car Club of America (CCCA) Full Classic

One of the very earliest twelve-cylinder Pierce-Arrows produced, this car was a unique custom creation by LeBaron on the grand 147-inch-wheelbase Model 51 chassis, ordinarily intended for sedans and limousines. The design chosen was a two-passenger coupe with a rumble seat, featuring a distinctive low windshield and padded, leather-covered roofline, decorated with landau bars. The result has truly impressive proportions, especially with the V-12's vast front end,

and undoubtedly caused quite a stir when exhibited at the 1932 New York Auto Show, as was depicted in numerous period drawings and advertisements.

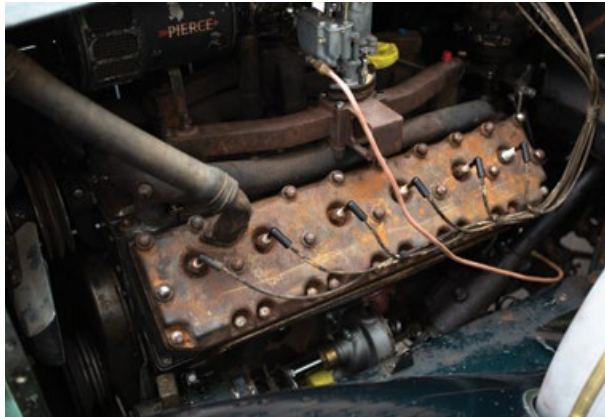
The car's further history is known back to 1964, when Lacy Winstead of Roxboro, North Carolina, acquired it. Mr. Winstead drove the car for four years while attending college, then, in 1968, drove it into a wooden barn, where it remained until 2016. There it remained, hidden away and forgotten to all but a handful of Pierce-Arrow Society members, until its discovery and acquisition by a well-known collector that year.

A FUTURE CONCOURS COMPETITOR

The Pierce shows considerable age to all components, including heavy moth damage to the cloth interior, but remains largely solid and intact except for some minor trim and hardware components. Much of the

Brewster Green finish is still intact, as is the distinctive leather roof covering. The engine and transmission have been disassembled and then reassembled in the car, but it is not in running condition and would require a further mechanical rebuild. By its serial number the engine is the original unit installed in the car in 1932, and by chassis number the car is only the fourth Model 51 produced; it is believed to be the second-earliest surviving example. Prospective bidders are warmly advised and encouraged to inspect the car and its accompanying parts to their satisfaction.

It is clear that this very, very special twelve-cylinder Pierce would be a largely straightforward restoration project for a new owner, and even more certain that it would be warmly welcomed to a great roster of AACA, CCCA, and national concours events upon its completion. Here is one of the final opportunities to acquire a barn-find, one-off Full Classic, just as the ancestors of today's collectors did in the grand early days of the 1940s and 1950s, and follow in their footsteps of resurrection. It awaits future appreciation and awards on the world's most prestigious show fields.



THE CALUMET COLLECTION

LOTS 385-394





1909 Ford Model T Coupe de Ville

385

Offered from the Calumet Collection

Unique custom “front entry” bodywork on a Model T chassis and drivetrain

Beguiling period appointments

Distinctive and fun!

Ford sold the Model T as “The Universal Car” that could go anywhere and do anything. Its chassis and drivetrain were used over the years for experiments both humble and grand, and one of the latter is this elegant *coupe chauffeur*. Based on an original Model T chassis, engine, and drivetrain, it features ‘tulip’ bodywork with an open driver’s seat and a snugly enclosed two-passenger rear compartment, upholstered in grey cloth and beguiled with flowers in glass bud vases. The rear compartment is actually entered through a door that is hinged at the floorboard and tips forward alongside the driver, an idea borrowed from horse-drawn carriages;

indeed, the body on this Model T may well have been appropriated from a coach!

While the car’s drivetrain appears to be later, including a 1921-specification engine with electric starting and added accessory water pump, the bodywork and appointments are designed to replicate a 1909 model, including N&J lighting, a New York ignition kick switch with Yale lock, Ford script ammeter, Waltham stem-wound clock, and Stewart speedometer. The car is offered with an umbrella stand on the right-hand windshield stanchion, as well as a jaunty walking stick.

The inspiration for the car has long been forgotten; its current owner bought it simply for fun, the sort of vehicle in which grandchildren would enjoy riding. The water pump makes it eminently suitable for parades, or perhaps picnics, for there is a wicker hamper on the left running board. The possibilities are limited only by one’s imagination.

ENGINE NO. 5105162

\$40,000 – \$60,000
OFFERED WITHOUT RESERVE



386

1937 Rolls-Royce 25/30 Saloon

COACHWORK BY LANCEFIELD

Offered from the Calumet Collection

A one-off design; the only Lancefield-bodied saloon on a 25/30 chassis

Unusually well proportioned, attractive, and sporting

Well-maintained older restoration, in very good condition

Offered with full road and hand tools, as well as copies of factory build records

Accompanied by history and condition report from Rolls-Royce historian Diane Brandon

Classic Car Club of America (CCCA) Full Classic

This car is the only Rolls-Royce 25/30 produced with a saloon body by the renowned British coachbuilders, Lancefield. Many saloon bodies on the 25/30 were of rather awkward proportions, as coachbuilders were unused to working on such a short chassis; Lancefield, however, succeeded in producing a beautiful little four-door car, with a well-shaped roofline and fenders. Specifications included a sliding "sunshine roof"; a single side-mounted spare, for use "mainly touring"

in the UK and on the European continent; as well as built-in jacks in both the front and rear.

The car was originally delivered to Daimler Hire Ltd., a high-end rental firm in London. By the early post-war era it had moved to the U.S., where its owners included Sterling Cook of Oxford, Ohio, and Glenn Grismere. Its present restoration was completed in the early 1990s and is overall well preserved, with an elegant Brooklands Green finish with correctly applied pinstriping, properly fitted leather upholstery, and interior woodwork of a period-correct finish, not too shiny as is often seen on today's restorations.

Equipment includes a Lucas metal visor and P100 headlamps, dual driving lights and side lights, and wonderful Art Deco interior fixtures, including the correct original smoker's companions in the rear. The taillamps are a 1950s installation to comply with the MOT rules of the time. Overall presentation is very good, with only minor wear as would be found on an automobile that has, indeed, been driven and enjoyed by its owners.

CHASSIS NO. **6R03**
ENGINE NO. **B29D**

\$45,000 — \$60,000
OFFERED WITHOUT RESERVE



1934 Covered Wagon Camping Trailer

387

Offered from the Calumet Collection

Produced in Mount Clemens, Michigan, by a pioneer in American house trailers

Wonderful original interior, complete with correct fixtures and accessories

“Blazing New Trails of Romance and Adventure”

The ideal partner to any Classic Era automobile

Prior to 1929, most house trailers were unique designs, custom-built for a specific client. That year, the Covered Wagon Trailer Company of Mount Clemens, Michigan, became the first American manufacturer to take orders for and mass-produce an “off-the-shelf” trailer, constructed of leatherette-covered Masonite over an inner birchwood frame. Their product inspired numerous “copycats” over the next decade, but was seldom equaled for its excellent quality and design.

The Calumet Collection’s Covered Wagon was regularly towed to Southern California events behind their 1931 Cadillac V-12 Victoria Coupe, also offered today. Information received when they

acquired it indicates it was formerly owned by J. Douglas Trimper, who claimed that the second owner kept the trailer for 62 years and used it to take his family to the Kentucky Derby.

It has been externally restored, complete with an original-style fireproof roof covering and leatherette panels, but retains the original interior, including the 1934-vintage linoleum flooring and countertops, seat upholstery, and window curtains, as well as numerous period accessories and product boxes. Many of the original fixtures are still present, as well, including a Readykook cast iron camp stove, a lead-lined icebox, and a porcelain sink fitted with a hand pump. (There is no toilet or shower; the former was still largely accomplished in the woods, behind a convenient tree, while campers were expected to heat water over a fire and bathe outdoors.)

Offered with its interior appointments and a selection of original advertising, sales, and travel materials, this is one of the most charming vintage travel trailers offered in many years, with originality and patina that are difficult to beat!

SERIAL NO. 1511

\$25,000 – \$35,000
OFFERED WITHOUT RESERVE

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388

1924 Cadillac Type 63 Phaeton

CHASSIS NO. **63-B-1332**
ENGINE NO. **63-L-2928**

\$50,000 – \$65,000
OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

Excellent, well-maintained authentic restoration

100-point winner in Classic Car Club of America (CCCA)
competition

Offered with owner's manual, tool set, and side curtains

Among the very best-restored examples available

CCCA Full Classic

By the end of 1923, Cadillac had produced more than 160,000 V-8-engined automobiles, including 2,000 that were sent overseas as staff cars in World War I. Newly promoted chief engineer Ernest Seaholm, who would oversee Cadillac's technical developments for nearly two decades, directed the first major redesign to the groundbreaking V-8. Until that time, it was common to design a V-8 as two four-cylinder engines on a common

"flat" crankshaft. This worked well enough but was subject to inherent imbalance that gave the engine a certain roughness. For 1924, Cadillac introduced a balanced, two-plane crankshaft that was counterweighted with rod journals at 90 degrees to one another; the way all V-8s are made today. The difference was dramatic. The engines exhibited remarkable smoothness and, thanks to a lighter flywheel, developed more power.

The other major improvement to the new V-63 model Cadillacs was four-wheel braking, which was becoming increasingly popular in the market, although the system was mechanical not hydraulic, as used by Duesenberg and Chrysler.

The Type 63 phaeton offered here was born with this body style, and is noted on its build records as having been sold new by the Cadillac Sales

Company of Davenport, Iowa, to J.H. Hanlon of Iowa City. At some point a correct replacement engine was installed. The car was subsequently fully restored prior to its acquisition by the Calumet Collection, although it has received numerous cosmetic and mechanical improvements in their care, bringing it to the superb condition in which it is seen here. Fit, finish, and presentation are outstanding throughout, wanting for virtually nothing. In fact,

at the 2016 Southern California Grand Classic, it was scored at a perfect 100 points in CCCA competition.

The car is offered with a reproduction owner's manual and with an original tool set, as well as proper restored side curtains, a copy of the aforementioned build documents, and a charming period set of leaded glassware in the rear compartment.





389

1931 Cadillac V-12 Victoria Coupe COACHWORK BY FISHER

ENGINE NO. 1002367
BODY NO. 285

\$70,000 – \$85,000
OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

Elegant, seldom-seen body style from the first season of V-12 production

Recent mechanical and cosmetic sorting by its current owners

Ideal for numerous tours and CARavans

Classic Car Club of America (CCCA) Full Classic

In 1931, only a year after the introduction of the famed V-16, Cadillac introduced another multi-cylinder engine, a V-12 based upon the same architecture, displacing nearly 370 cubic inches and producing 135 silky-smooth horsepower. It was well balanced and a smooth highway performer, and offered much of the V-16's snob appeal and imposing design at a cost some \$2,500 lower – making it an appealing bargain for customers in the depths of the Great Depression.

The Calumet Collection's handsome five-passenger victoria coupe was designed as a two-door car to be driven by chauffeur; the employer rides in the capacious

rear seat, with a chauffeur at the wheel and a footman or maid in the folding front jump seat.

Acquired in New England, the car was in solid and presentable condition as-purchased, and in fact retains its original floor wood with the correct Fisher body stampings, although the engine was replaced with the current, year-correct unit some years ago. It has benefitted from numerous mechanical and cosmetic improvements; the green and black paint has a good shine and is very attractive, while the interior features excellent cloth upholstery and wood trim. Even the underbody and engine compartment are clean, tidy, and well presented. Most importantly, the car runs and drives well, and is a strong performer, as evidenced by its use towing the collection's Covered Wagon travel trailer (also offered today).

Accessorized with painted wire wheels, a rear-mounted spare, dual mirrors and fender lights, dual horns, "Goddess" mascot, and a radiator stone guard, this is a sumptuous Cadillac ready for extended touring – with or without Covered Wagon!



1920 Ford Model T Speedster

390

Offered from the Calumet Collection

A charming period-style speedster with a wonderful presentation

Ruckstell rear axle and Rocky Mountain brakes

While Ford's Model T is most famous today as bare-bones transportation for the masses, the design's famous hardiness paid off in other pursuits as well. As early as 1909, a Model T proved its race worthiness by successfully competing in the legendary transcontinental race from New York City to Spokane, Washington. As many young clients began to recognize Ford's surprising performance pedigree, a new market sprang up for used Model Ts.

Heavy wooden factory bodies were stripped away and left behind in farmyards, and they were replaced by lightweight racing bucket seats and oval tanks. Full-length windshields were replaced by circles of glass no larger than a lady's hand mirror. Sleek vee'd brass radiator shells recalled the Mercedes

machines that ran at Indianapolis. Taken down to its bare essentials, a Model T was more than just affordable transportation. It was genuinely quick and a real hoot in which to shoot up and down a dirt road.

The car was acquired for the Calumet Collection and represented as a 1920 model, though no number can be found on its engine or chassis – simply a brass plate reading “Samantha,” the name given it by prior owners Richard and Jean Hawkins of Atascadero, California. Its body is built in the usual speedster meme, with a pair of simple upholstered bucket seats facing a leather-wrapped steering wheel and Ford ammeter, an oval bolster-style gas tank, and a small trunk. It is equipped with a fixed hood with removable side panels for servicing, as well as the desirable touring features of a Ruckstell rear axle and larger “Rocky Mountain” brakes.

This is an exciting little Ford and would be a real treat for a new owner.

IDENTIFICATION NO. DRF63974

\$15,000 – \$25,000
OFFERED WITHOUT RESERVE



391

1940 Cadillac V-16 Seven-Passenger Imperial Sedan

COACHWORK BY FLEETWOOD

CHASSIS NO. **5320045**
ENGINE NO. **5320045**
BODY NO. **21**

\$75,000 — \$100,000
OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

Formerly part of the famed Harrah's Automobile Collection

One of just five known survivors from the last year of V-16 production

Accompanied by its Harrah's history file and build sheet

A beautiful, well-maintained restoration with the original engine

Classic Car Club of America (CCCA) Full Classic

Equipped with the newly available sealed-beam headlamps and factory turn signals, this seven-passenger Imperial sedan was one of just 20 made in the last season of Cadillac V-16 production, and is one of five known survivors. Sold new by the D.B. McDaniel Cadillac Company of Houston, Texas, the car has a history known back to 1963, when it was sold by Adrian L. De Jong to James Tagliabue. Mr. Tagliabue was a Houston funeral director and early Full Classic enthusiast, with a particular passion for limousines and formal sedans. In 1970 he elected to liquidate his collection, and reached out to the famed Harrah's Automobile Collection to inquire if they would be interested in purchasing any cars. They bought the Imperial sedan, and it remained in the Collection, largely unrestored and left as-acquired, until 1979.

At the 1979 Harrah's auction the Cadillac was bought by Mariposa, Inc., of Reno; later owners were Dr. Rick Zeiger of California and Thomas Pontius.

By the time of the Calumet Collection's acquisition, the car had been fully restored to its present appearance, with high-quality Antoinette Blue paint over straight, true "solid Texas" bodywork, and a properly finished leather and cloth interior with the original push-button AM radio, lighters, and other accessories. Typical of the cars in this collection, it has been well maintained in excellent overall condition, while also still being occasionally driven and enjoyed. Authentic attention to detail extends to the correct windshield washer bottle under the hood, an original service badge inside one of the doors, and an "A" ration sticker on the windshield.

Offered with its extensive Harrah's history and information file, a copy of its build record, and an owner's manual for the model, this is a particularly lovely second-generation V-16, from the most desirable model year.



1941 Lincoln Custom Limousine

392

Offered from the Calumet Collection

Formerly of the noted John Groendyke Collection

The very rare Zephyr-based limousine; one of 295 made

One of very few examples fully restored; beautiful condition

Classic Car Club of America (CCCA) Full Classic

In 1940 Lincoln began phasing out the massive Model K in favor of a new limousine, based on the design and engineering of the popular, smaller Zephyr. It was still an impressively sized automobile, with handsome styling by Eugene T. Gregorie, based upon the custom Zephyr-based limousines and town cars produced for the Ford family by Brunn & Company. Offered in two eight-passenger styles, a sedan and a limousine, it was made for only two seasons, and did return following World War II.

The limousine shown here was one of 295 produced in 1941, very few of which have survived the passing years. It was completely restored for John Groden, also the former owner of the Calumet Collection's 1937 Lincoln Model K, to an

outstanding standard of fit and finish, still evident in its well-preserved and sparkling condition. Reportedly the restoration cost over \$400,000. The car is finished in its original color, Spode Green, with a rare interior featuring tan whipcord on both the front and rear seats, as well as folding jump seats and three separate heater cores, for ample cold-weather comfort. Particular attention should be given to the dashboard, with its gold-finished instrument bezels, an authentic and correct feature of this model. Even the glass throughout is correct "script" panels.

Shown by the Grodens for several years, winning a CCCA First Prize, the Lincoln was eventually acquired for a prominent Texas collection, then by the great enthusiast John Groendyke of Enid, Oklahoma, from whom it was purchased by the Calumet Collection. It has continued to be very well maintained and occasionally shown, and is most certainly the best of its kind remaining in existence. It is offered here with a complete tool set and jack, from one fine collection to another.

CHASSIS NO. H-123610
ENGINE NO. 168H-32-209

\$75,000 – \$125,000
OFFERED WITHOUT RESERVE



393

1938 Cadillac V-16 Convertible Sedan

COACHWORK BY FLEETWOOD

CHASSIS NO. **5270060**
ENGINE NO. **5290098**
BODY NO. **2**

\$175,000 – \$225,000
OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

From the first season of the second-generation V-16

One of just 13 produced in this style; documented by its build sheet

Recent partial cosmetic and mechanical restoration

Formerly owned by well-known Cadillac enthusiast Jack Royston

Classic Car Club of America (CCCA) Full Classic

In 1938 Cadillac introduced the second generation of its fabled V-16 engine, this time a new flathead design with “square” bore and stroke, which managed to produce more horsepower than the old design while being more economical and easier to live with on the open road. In fact, this model is now widely recognized as being one of the finest road automobiles of its era, with smooth, flexible

performance and nearly modern handling and road manners. It was available with a smaller but no less impressive roster of Fleetwood “semi-custom” bodies, and lasted in production for three seasons, after which the grand sixteen-cylinder engine became part of the fabled past.



A copy of the build sheet, which is on file, notes that this V-16 was originally built as a convertible sedan, as it appears today, with body no. 2, and was delivered by the Randall-Donaldson Cadillac Company of Brooklyn. While its earliest ownership history is not known, it was formerly part of the well-known Jack Royston Cadillac collection in Pennsylvania, and was later acquired by Joel Adelstein, who maintained it for many years. At some point the original engine was replaced by a 1939 unit, virtually identical to the 1938 V-16 in all but its numbering, and which remains under the hood today.

The Calumet Collection purchased the car from Mr. Adelstein several years ago, and set about recently freshening its restoration, with a full, proper engine rebuild and complete

restoration of the interior, with beautiful new tan leather upholstery. Inspection during the work revealed that the body remains very solid, with much of its original woodwork featuring the assembly numbers and markings from Cadillac's craftsmen. The chassis and engine compartment were both fully detailed to bring them to the standards of the rebuilt engine itself, while the dashboard and gauges were all fully restored and much of the chrome refinished.

Recently completed, the V-16 is now in beautiful overall condition, and ready for a continued spate of show appearances with a proud new caretaker, or for CCCA CARavans, where the modern performance of the "new" V-16 is ideal.





394

1937 Lincoln Model K Two-Window Berline

COACHWORK BY JUDKINS

CHASSIS NO. **K8423**
ENGINE NO. **K8423**
BODY NO. **5-12878**

\$100,000 – \$140,000
OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

Lincoln Continental Owners Club Best of Show at the 2003
Ford Centennial Meet

Originally delivered to Manila in these striking colors

Very well-maintained restoration in excellent condition

Accompanied by a copy of its build record

Classic Car Club of America (CCCA) Full Classic

Some of the most handsome semi-custom bodies for the prestigious Lincoln Model K were produced by the John B. Judkins Company of Merrimac, Massachusetts, a respected old-line coachbuilder known for its outstanding craftsmanship and skill with a variety of different body styles. Particularly well regarded was the berline, a sedan with a limousine-style division window and padded, fabric-covered roofline, sold in both two- and three-window variations (the latter with rear quarter windows).

The car offered here was one of 47 produced in the two-window style in 1937. A copy of its build information, acquired from The Henry Ford, confirms that it was originally finished in this striking color of Jasmine Yellow, quite unusual and sporting for a formal automobile, with a unique Janartz cloth top, special Laidlaw tan whipcord upholstery, separate front and rear radios, and an intercom for directing

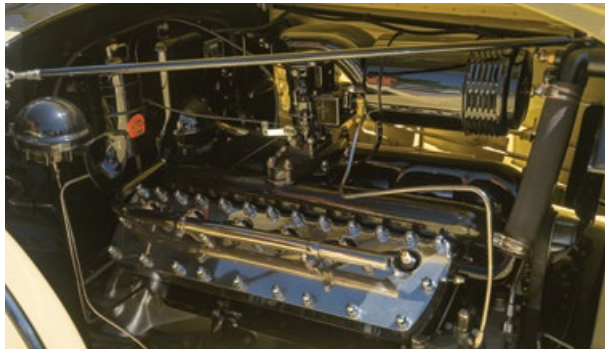


the chauffeur, as it is equipped today. It was shipped from the factory on 4 August 1937 to Manila, the Philippines. While the original owner is not mentioned in any of the paperwork, longstanding rumor places the car with the Rockefeller family.

The Lincoln was eventually returned to the U.S. and fully restored, reportedly at a cost in excess of \$300,000, by specialists in Illinois for then owner, John Groden. It was shown in Lincoln Continental Owners Club judging, eventually earning its Senior Emeritus and Best of Show trophies at the 2003 Ford Motor Company Centennial Meet in Dearborn, Michigan. Since it has

been part of several prominent private collections, including, currently, the Calumet Collection, where the restoration has required only light improvements. In every regard it is in excellent, show-ready condition, with sparkling paint and an interior that still appears fresh. The rear compartment is still equipped with appropriate vanities and there is still a "Chauffeurrella" tucked under the driver's seat.

This is a simply outstanding Classic Lincoln, of wonderful quality and fine presentation – in colors appropriate to a spring showing!





395

1936 Packard Twelve Coupe Roadster

VEHICLE NO. **939-201**
ENGINE NO. **904052**

\$275,000 — \$325,000

Believed to be the first 14th Series Twelve coupe roadster built
Desirable original rear-mounted spare and chromed headlights
Long-term, known enthusiast history; offered from a prominent collection
Excellent tour and CARavan automobile with proven performance
Classic Car Club of America (CCCA) Full Classic

Most desirable of Packard's 175-hp, 473-cu. in. V-12 models is the two-passenger coupe roadster, of which this 14th Series (1936) model is a particularly superb example. The vehicle number plate on the firewall identifies it as car no. 201, making it the first twelve-cylinder coupe roadster produced for the 14th Series. According to Packard historian Dr. Charles Blackman, the engine is

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sufficiently early enough to make this the first coupe roadster built. Dr. Blackman further notes the car was delivered with a chromed radiator shell and rear-mounted spare, both features that indicate it may have been a Packard factory show car.

The Twelve's history has been traced back to 1972, when it was owned by Richard Utecht of Omaha, Nebraska. Mr. Utecht advertised it for sale in the October 1977 issue of the *CCCA Bulletin*, noting that it was "believed to be the first 1936 V-12 roadster-convertible built by Packard for the 1936 Detroit and New York Auto Shows."

In 1977, the car was purchased from Tom Crook by John Hamilton of Corona Del Mar, California. Mr. Hamilton kept the car for 20 years and in 1987 had it restored, with cosmetic work by Autobahn Auto Body of Costa Mesa and mechanical restoration by the famous Packard Twelve guru, Charlie Last. The most recent owner purchased the car in 1997 and himself kept it for 19 years, after which it joined the present owner's distinguished private collection.



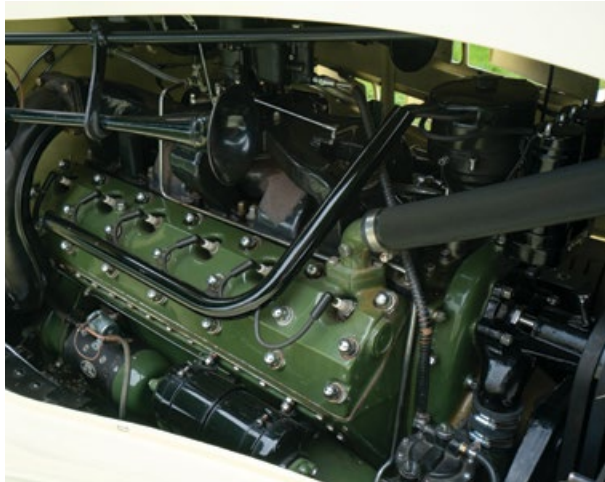
The Packard is accompanied by detailed service records from previous ownership going back to 1977, and including records of its restoration. Both the Packard Ivory finish and chrome are in older but very presentable restored condition, with extensive detailing as part of \$50,000 of work by the noted Stone Barn Auto Restorations. This work also included fitting a new top and interior (including upholstery, carpets, and inside wood door moldings), replacing the



running board mats correctly, and installing new radial tires. A host of mechanical updates and refurbishments included rebuilding the water and fuel pumps, installing a new electric pump, and fitting correct coils. The gas tank was cleaned and the sending unit rebuilt, and the gas gauge replaced. The thermostat for the "winter front" was also replaced, and the radiator shell itself refinished. The owner has driven the car happily on several CCCA CARavans and regional

tours, including the New England Mini-CARavan just this September!

An especially fine, properly sorted, and striking example of its type, this Packard has everything the serious Full Classic collector wants, including superb history and a delightful presentation of the most sought-after body style. It is ready to enjoy.





396

1941 Packard Custom Super Eight One Eighty Convertible Victoria COACHWORK BY DARRIN

VEHICLE NO. 1429-2016
ENGINE NO. CD5011982

\$350,000 – \$425,000

One of just 35 examples built in 1941

Shown at the 1956 Pebble Beach Concours d'Elegance

Known ownership history since new; always well kept and maintained

Classic Car Club of America (CCCA) Full Classic

Some of the most rare and desirable "Darrin" Packards are the 1941 and 1942 models, featuring the new, up-to-date Clipper-inspired styling with the model's signature extended hoodline, low vee'd windshield, and cut-down doors. As before, these automobiles were essentially hand-built to individual customer order; just 35 were produced in 1941.

The DeAtley Darrin was sold new on 29 May 1941 to Howard Viet of Pebble Beach, California, by Stahl Motors of Monterey. Mr. Viet owned the car until his passing in the early 1950s, after which his widow sold the car



to Mark Raggatt of Carmel, a longtime family friend. Mr. Raggatt exhibited the Packard at the Pebble Beach Concours d'Elegance in 1956, when it was largely still a small local charity car show.

Subsequently, the car passed through the hands of early Packard enthusiasts Patrick Young and Tom Mix, then several Midwestern collectors, including the late Harold Mistele. In 1990 it was purchased by Bill Weltyk of Oak Brook, Illinois, who sourced a correct 1941 engine block (replacing the 1948 block in the car), which was completely rebuilt, and had the engine compartment detailed and fitted with new wiring. Much of the chrome work was refinished or replaced, and the body professionally stripped to bare metal, blocked and sanded, and refinished in the year-correct color of Saratoga Beige, with a new leather interior and wood-grain and plastic dashboard, per original specifications.

The late Neil DeAtley acquired the Packard in 2007 from well-known specialist Tom Mix, and it was maintained in his distinguished collection for over a decade. It was occasionally driven and shown in local CCCA Arizona Region activities, and has been well maintained in beautiful overall condition.

This is a particularly beautiful and well-kept Darrin, long considered among the most well preserved and to have the best-known ownership history of any surviving 1941 model. It would be an ideal addition to any distinguished Packard collection, or, alternatively, a superb CARavan automobile, offering outstanding performance that is some of the best of its era.









397

1930 Cadillac V-16 Roadster COACHWORK BY FLEETWOOD

ENGINE NO. **702414**

\$400,000 – \$450,000

Authentically restored with a correct Fleetwood roadster body

Well-known, fascinating ownership history

Elegant presentation and appearance

Classic Car Club of America (CCCA) Full Classic

Largely the work of Cadillac's Owen Nacker, the massive 452-cu. in engine placed its sixteen cylinders at a 45-degree angle while developing 175 hp. Even more impressive was low speed torque, 320 foot-pounds of it at 1,500 rpm, assuring low-speed operation that was silky smooth and super-silent, thanks to the engine's hydraulic valve lifters. This was the first automobile

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with an under-hood area that was both styled and engineered to look as attractive as the bodywork around it.

Cadillac offered no fewer than 70 different body styles for the V-16, though only a handful were ever actually produced! This was unprecedented in the industry, especially for a car that would comprise such a small percentage of the division's production.

According to Cadillac archives, no. 702414 was shipped per the instructions of General Motors Export on 26 July 1930. The car was right-hand-drive equipped and initially fitted with "Madame X" seven-passenger Imperial sedan coachwork. Dispatched to the Earls Court Motor Show in London, it was sold at the show on 18 November 1930 to Count Labia, the Italian Ambassador to South Africa. He later gave it to an Italian native in Cape Town, South Africa, in exchange for services; that individual then sold the car to L. Durban, an Italian restaurateur, also in South Africa.









Following the sale to another South African, George Alexander Huddlestone, in 1965 – at a price of \$600 and showing just 21,000 miles – it arrived in the U.S. on or about 14 February 1977. It was then sold to Archie Meinerz of Franklin, Wisconsin, its first U.S. owner, on 16 October 1978. Sometime after this transaction, the original blue Madame X coachwork was swapped for a V-8 Fleetwood roadster body purchased from Art Burrichter of Florida and painted the lovely two-tone green combination it wears today.

The car sports CCCA Badge No. 1742, a National First Prize Award in the Primary Division it received in Indiana in 1992 while in the ownership of Fred Weber. Having known history, the Cadillac was sold to a succession of owners, including well-known collector Cal High of Lancaster, Pennsylvania, who sold it to a friend in New Jersey in 1997.

The consignor notes that the car runs and drives well, with lots of presence. Fitted with dual spotlights, Pilot Rays, side-mounted spare tires and a trunk rack, it is nicely accessorized, as well, and the restoration is well maintained and still highly impressive. Of course – it is a V-16 Cadillac, after all.



THE *Lloyd Needham* COLLECTION

OFFERED WITHOUT RESERVE

LOTS 398-408



It is with both sadness and deep respect that RM Sotheby's presents the Lloyd Needham Collection at this year's Hershey auction. Lloyd was one of RM's very early "big" restoration customers, dating back to 1983. I still clearly recall visiting Lloyd in London, Ontario, to inspect his 1941 Cadillac convertible coupe that he was interested in having fully restored. On the evening of my visit, I had my year-and-a-half-old son Shelby with me. It just so happened that, shortly after my arrival, Shelby got into a fussy mood, and after testing both Lloyd's and my patience, Lloyd went and got one of the ladies who was working at his funeral home that evening to assist me with Shelby for a time so that Lloyd and I could make a restoration timetable and budget. Later, Lloyd commented to me that bringing my very young son was quite testing of his decision-making process, but, somehow, he still

gave me the job! From that evening on, a great relationship was formed, and the RM team and Lloyd worked together on many restorations thereafter.

Lloyd was well known for many years in the hobby and truly loved his vintage car collection, which RM proudly serviced and worked with him on for over 35 years. The RM team will truly miss Lloyd and his visits to catch up with me and all the guys in the restoration shop. We would like to thank Lloyd's son, Paul, who has entrusted us with his father's prized possessions in order to help find their next caretakers, who will hopefully enjoy these wonderful cars as much as Lloyd did over the years.

Handwritten signature of Rob Myers

- Rob Myers, Chairman & CEO, RM Sotheby's



1937 Buick Special Convertible Phaeton

398

Offered from the Lloyd Needham Collection

Beautiful presentation of a very rare model; one fewer than a dozen remaining

Offered with an album of restoration and maintenance information

As devastating to American life as it was, one of the better things to come out of the Depression years of the 1930s was Art Deco. Its flamboyant styling is still admired today and is mimicked in contemporary art and fashion. The designers of the better automobiles at this time were well aware of Art Deco and soon the cars they styled bore its influence. Buicks in particular from 1937 had a styling flare with Art Deco overtones. The cars looked racier thanks to a 1.5-in. drop in height, while the floors were dropped 2.5 in. to provide additional headroom. Engineering improvements consisted of a quieter valve train, as well as a new oil pump and cooling system.

The Special convertible phaeton offered here was acquired by Lloyd Needham in the mid-1990s from Bruce McLean of Glencoe, Ontario, who had overseen its painstaking and authentic restoration. One of just 1,945 made and fewer than a dozen known survivors, it is finished in the original color scheme of Samarra Beige, over an interior in trim code no. 343, tan Bedford Cord – rarely seen on a convertible but indeed available in 1937, and original to this example. Correct replacement material was sourced from Hampton Coach. The top is proper black cloth with red leather welting, while seatbelts were added for more safe enjoyment on modern roads. Accessories include a proper Centerline radio.

The car is accompanied by a binder Mr. McLean produced when selling the car, documenting its restoration and the high level of research he performed into correct finishes and detailing. It shows just why this is one of the finest 1937 Buick Specials surviving today.

CHASSIS NO. 3139921
ENGINE NO. 43311807
BODY NO. 1222

\$60,000 – \$80,000
OFFERED WITHOUT RESERVE

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399

1940 Ford V-8 DeLuxe Convertible

CHASSIS NO. 18-5767176

\$70,000 – \$80,000
OFFERED WITHOUT RESERVE

Offered from the Lloyd Needham Collection

Formerly owned by noted enthusiast Jim Miller

Beautiful, well-detailed and correct restoration

The 1940 Ford models introduced several new features, as well as one of the most distinctive pre-war automotive designs. Technically, one of the most significant changes was the movement of the gearshift lever from the floor to the steering column, a modern feature that was not only more convenient for the driver, but also increased front seat legroom for passengers. Ford also introduced sealed beam headlights in 1940, finally eliminating the persistent problem of moisture degrading the reflectivity of headlights, which relied on separate bulbs. The sealed beams sat at the front of the fenders in oval chrome housings that also incorporated the parking lights, merging earlier Fords' covered headlight treatment with the improved efficiency and durability of the sealed beam bulbs.

Lloyd Needham acquired his 1940 Ford many years ago from his fellow well-known Ontario enthusiast, Jim

Miller, the late, deeply respected expert on low-mileage American automobiles of the 1940s and 1950s. It had been fully restored to an exceptionally high standard of fit, finish, and presentation, and thanks to Mr. Needham's care has remained superb, with a tight, fresh interior with correct floor mats and trim evident throughout. Even the steering wheel and the dashboard knobs are in excellent condition.

The body is properly fitted and has a beautiful finish in Coach Maroon, with a correct black cloth top piped in red leather, while the windows bear proper Ford script glass. That the car is still so attractive is borne out by its odometer reading; it has covered just 322 miles since its restoration. Accessories include bumper and grille guards, amber fog lights, a dashboard clock, full chrome wheel covers, and whitewall tires, as well as rear fender skirts.

This is a simply exquisite 1940 Ford.



1941 Lincoln Continental Cabriolet

400

Offered from the Lloyd Needham Collection

One of just 400 examples produced; an American design icon

Well-maintained, beautifully presented restoration

Part of the Needham Collection since the early 1980s

Classic Car Club of America (CCCA) Full Classic

Returning from Europe in 1938, Edsel Ford sketched for designer E.T. Gregorie a concept that he wished to build on a Ford chassis. Gregorie did detailed drawings based on a Zephyr convertible instead, and the result was the Continental. The hood and fenders were extended, and the car sectioned horizontally by four inches. The bustle back with outside "Continental" tire was the finishing touch. The car was built, and Edsel took it to Florida that winter. Legend says that his friends were so taken with the car that many of them placed orders. Thus, the Continental went into production in December 1939, and a coupe version soon followed.

Lloyd Needham acquired his Continental cabriolet in the early 1980s from his fellow longtime Ontario

enthusiast, Al Webster, who had owned it for five years and oversaw its restoration to original condition, including rebuilding the engine. The restoration was furthermore recently improved for Mr. Needham, with body and paintwork by Stan Uher of Classic Coachworks in Blenheim, Ontario. With the original gold finish for the interior trim and gauges no longer available, all were refinished in genuine gold plating, producing a spectacular appearance. The result scored a perfect 100 points in CCCA judging in 1998.

The Lincoln has been well kept in the manner typical to the Needham cars, and shows beautifully, with nearly pristine and still show-worthy leather and cloth upholstery, well-fitted body panels finished in rich Spode Green, and excellent interior hardware. Even the engine compartment is clean and well detailed, with a very authentic appearance. Showing only 1,033 miles at the time of cataloguing, this Continental would be a most rewarding acquisition for a new owner.

CHASSIS NO. H-109092

\$80,000 – \$100,000
OFFERED WITHOUT RESERVE

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401

1941 Cadillac Series 62 Convertible Sedan

ENGINE NO. **8341946**
BODY NO. **25**

\$60,000 — \$80,000
OFFERED WITHOUT RESERVE

Offered from the Lloyd Needham Collection

One of just 400 produced; well-known, long-term ownership history

Part of Mr. Needham's collection for three decades

Accompanied by a copy of its original delivery invoice

Classic Car Club of America (CCCA) Full Classic

Its original delivery invoice, a copy of which is on file, notes that this Series 62 convertible sedan, the 25th of just 400 made, was first sold by the Goad Motor Company of San Antonio, Texas, outfitted with whitewall tires, a windshield washer (supplied loose, interestingly enough), and a tan fabric top. It was originally finished in Monica Blue with a blue leather interior, a striking combination that may well be worth resurrecting.

Lloyd Needham acquired the car in the late 1980s from his fellow Ontario enthusiast, Al Webster; Mr. Webster had bought it in Quebec, and recently recalled that he drove it extensively, including a road trip between Toronto and the East Coast. It had been refinished prior to his ownership in the present livery, Black with a Tan interior, and fitted with a push-button AM radio and Guide spotlight. Typical of Mr. Needham's cars, the restoration is amazingly well kept for its age. Its paintwork still has a rich shine, and the wood-grained dashboard and steering wheel are both delightful to admire. Only very minor aging to chrome and the upholstery are visible.

In 1991, Lloyd Needham had the honor of using this car to chauffeur Dame Vera Lynn, Sweetheart of the Armed Forces, at the ceremonies at the Hamilton Air Show honoring the 50th anniversary of the Battle of Britain. It is ready to make new happy memories for its next caretaker, whether on show field or CCCA CARavan.



1948 DeSoto Custom Convertible

402

Offered from the Lloyd Needham Collection

One of 8,100 post-war Custom convertibles produced

Finely maintained restoration in elegant original colors

A seldom-seen and highly attractive DeSoto

Like all Chrysler marques, DeSoto considered its immediate post-war models of 1946–1948 as one series, produced continuously for three years to meet a booming post-war demand. The styling was among the most “new” of any major automaker after the war, maintaining the basic shape of the 1942 models but with numerous changes, most prominently a return to fixed, open headlights, rather than the hidden Airfoil units of '42.

The Custom convertible, a nicely proportioned and attractive design, saw a total production of 8,100 units, or about 2,500 per year, making this one of the more rare American convertibles of its era. It has been a long time since many enthusiasts have seen one “in the metal.”

The example offered here, another long-term resident of the Lloyd Needham Collection, is finished in the original color of Butterfly Blue (a wonderful name!) with beautiful blue leather and tan cloth upholstery, and a blue canvas convertible top. The level of detail throughout is exceptional, with fine chrome trim, extending to the interior hardware; minor cracking and wear to the steering wheel is the only noticeable defect. The dashboard plastic and gauges are beautiful, and the central radio, a feature of Chryslers of this era, impressive in scale and presentation. Additional accessories include the Fluid-Drive transmission, a driver's mirror, dual remote spotlights, and a correct full-size spare in the trunk.

This DeSoto is thoroughly charming and presented in fine order, and would be a distinctive addition to any collection of post-war American convertibles.

CHASSIS NO. **5891198**
ENGINE NO. **S11-153895**
BODY NO. **534-6089**

\$40,000 – \$60,000
OFFERED WITHOUT RESERVE



403

1936 Packard Twelve Convertible Victoria

VEHICLE NO. 927-223
ENGINE NO. 904568
BODY NO. 927-8735

\$225,000 — \$275,000
OFFERED WITHOUT RESERVE

Offered from the Lloyd Needham Collection

Beautifully presented, authentic restoration

Original vehicle number and body tags

Classic Car Club of America (CCCA) Full Classic

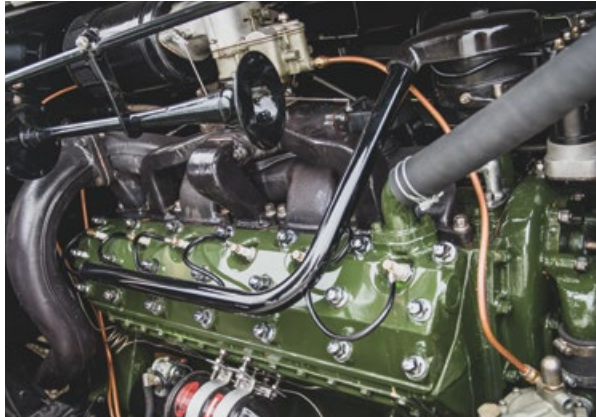
Packard's twelve-cylinder models were, by the late 1930s, the height of American engineering and design, adopting more streamlined, graceful styling that embodied the vigorous spirit of their age. Accordingly, they remain among the most desirable cars that this great manufacturer ever produced, especially the open models such as the five-passenger convertible victoria, with its long, fleet lines taken from designs by the revered Raymond Dietrich.

The car offered here bears its original vehicle number and body number tags, identifying it as a genuine twelve-cylinder convertible victoria, delivered by the famous Earle C. Anthony of Los Angeles on 2 July 1936. One can well imagine the first owner that it must have had, driving his or her new treasure down Sunset Boulevard. Eventually the car made its way North, and was fully restored for Mr. Needham by Tim Reaume of Chatham, Ontario, several years ago, as the final restoration completed for his distinguished collection.

The body is richly finished in a lustrous, subtly metallic Golden Tan, with a tight proper red leather interior and tan cloth top; the dashboard is correctly finished, with bright, clear gauges, including a

factory radio, while the engine compartment shows only minor signs of age and use. The wire wheels are painted body color and shod with whitewall tires, which have a wonderful period-correct look, accentuated by the dual side-mounts with metal covers and mirrors. A classic Packard cormorant graces the radiator shell. At the time of cataloguing the car recorded 17,265 miles.

Mr. Needham last exhibited the car, with preparation by RM Auto Restoration, at the Cobble Beach Concours d'Elegance in 2016, receiving the Tom Thomson Art Gallery Timeless Design award. It has remained on display in his collection since, and is offered here to an owner who will treasure it just as he did for many years.





404

1948 Chrysler Town and Country Convertible

CHASSIS NO. 7408150
ENGINE NO. C39-75859
BODY NO. 9031

\$120,000 – \$140,000
OFFERED WITHOUT RESERVE

Offered from the Lloyd Needham Collection

Late-production 1948 model; one of 3,309 made

Special-ordered in this striking hue of Noel Green Metallic

Excellent, well-preserved older restoration

Classic Car Club of America (CCCA) Full Classic

A dazzling expression of status, the post-war Town and Country convertible was Chrysler's most glamorous, top-of-the-line vehicle, over 20 percent more costly than the comparable New Yorker upon which it was based. The beautiful wooden bodywork was fabricated by Pekin Wood Products of Helena, Arkansas, with a unique rear deck and taillights, and final forming and fitting at the Chrysler Jefferson Avenue factory in Detroit. Favored by socialites and film stars, the Town and Country sold 3,309 copies in 1948, the last year of

the original post-war design. Today it is recognized as a Full Classic by the Classic Car Club of America.

The convertible offered here was originally delivered in this striking special-order color of Noel Green Metallic. Part of Lloyd Needham's wonderful



collection for many years, it was obviously a high-quality restoration, as seen by the superb fit and finish of its wooden and metal body panels, the excellent rich paintwork that flows beautifully over the hood and fenders, and the leather and cloth interior, which is nearly pristine aside from minor stretching. Even the presentation of the dashboard, with glistening

hardware, is exceptional. The trunk contains a proper full-size spare and top boot. At the time of cataloguing, the odometer recorded 42,840 miles.

This is a particularly lovely and special example of the “glamour model” of 1948 – the vivacious and costly Town and Country.





405

1949 Cadillac Series 62 Convertible

ENGINE NO. **496208030**
BODY NO. **FW 818**

\$70,000 — \$90,000
OFFERED WITHOUT RESERVE

Offered from the Lloyd Needham Collection

Very high-quality older restoration in excellent colors

Numerous factory options and accessories

Accompanied by a copy of its original delivery invoice

Single collector ownership since the late 1980s

Cadillac emerged as the leader in the post-war U.S. luxury car market on the strength of a full redesign for 1948, which was followed a year later by a new overhead-valve V-8. Praise for the 1949 Cadillac was literally universal, with Britain's *The Motor* declaring that "the car offers astonishing value for the money. It has performance which few makes can rival, even fewer surpass, a general silence of running which many will consider unbeaten, and an ease in driving." *Motor Trend* was more succinct: it simply named the 1949 Cadillac its very first Car of the Year.

The car offered here was originally delivered to Buffalo, New York, and was optioned with

Hydra-Matic transmission, push-button AM radio, automatic heater, and fog lights; importantly, it retains its original engine. Part of Mr. Needham's collection since the late 1980s, it was the recipient of a high-quality restoration in the year-correct color scheme of Madeira Maroon over Tan leather, with a complementary tan cloth convertible top. Typical of the cars in this collection, the restoration is well preserved, with only minor aging to the paintwork and upholstery; with recent detailing it now shows beautifully and readily reveals the quality of the work's fit and finish. In fact, it looks nearly as good today as when it was exhibited at the 1991 Meadowbrook Concours d'Elegance.

Another treasured car from a man who knew and loved his fine Cadillacs, this car radiates post-war optimism, and is American design and engineering at its very best.



1951 Monarch Convertible

406

Offered from the Lloyd Needham Collection

Very rare Canadian-market Monarch convertible; one of four extant

Beautiful older restoration in Fez Red; well accessorized

Sure to be the only one at an American meet!

Following World War II, Ford took notice that more lower-priced cars were being sold in Canada, due to a slightly lower standard of living at the time, as well as high taxes that added 20 percent to the sticker price of new automobiles. Their response was the creation of the Monarch, a low-cost line exclusive to the Canadian market, which was produced until the Automotive Free Trade Agreement more or less evened the playing field in 1965.

The 1951 Monarch was essentially a “bathtub” Mercury by any other name, with the exception of some unique body trim. It is significantly rarer than

a '51 Mercury on either side of the border, with only four convertibles known to have survived.

Lloyd Needham’s car was restored in 1995 for then-owner Paul Bezruki of Kitchener, Ontario, in the striking color of Fez Red, available only on the Monarch convertible. The restoration shows some age, including wear and stretching to the leather upholstery and minor creasing to the power-operated black fabric top, although the paint finish is still excellent, as is much of the trim hardware, inside and out. The original serial and body number tags are still under the hood, which is properly finished and presented, while the floorpans have been undercoated over the original metal. The windshield is Ford “script” glass. At the time of cataloguing the car had recorded 10,770 miles.

Seldom seen anywhere, this car is sure to be the only one of its kind at an American Mercury meet.

CHASSIS NO. **0376H51-14568**
ENGINE NO. **1CB-2131**
BODY NO. **88**

\$65,000 – \$75,000
OFFERED WITHOUT RESERVE

Please note that this lot is titled as a Mercury.



407

1953 Buick Super Convertible

CHASSIS NO. **16903070**
ENGINE NO. **V883275**
BODY NO. **G 3840**

\$50,000 – \$60,000
OFFERED WITHOUT RESERVE

Offered from the Lloyd Needham Collection

Rarely seen model with the 164-hp., 322-cu. in. V-8

Handsome and well-preserved restoration in original colors

The 1953 model year marked the end of an era for Buick, as the following year, the GM division redesigned its cars around new V-8 engines, celebrating its 50th anniversary. As a result, these were the final Buicks with the original post-war styling from 1949, albeit now heavily facelifted with distinctive headlights and additional exterior trim. Today they are widely regarded among the handsomest American automobiles of their generation.

The Super convertible offered here is another well-kept, long-time resident of the Needham Collection. Only 6,701 of this model were produced, and survivors are quite rarely seen.

This particular car was restored some years ago in the original color scheme of Imperial Blue with an unusual Duchess Blue and Light Green instrument panel, and dark blue genuine leather upholstery. Equipment includes a three-speed manual transmission, power top and windows, AM radio, and a dashboard clock. At the time of cataloguing, the car had recorded just 1,644 miles, reflected in the excellent quality of the restoration, including proper panel fit, and an interior that still appears fresh and tight. The engine compartment is clean and properly detailed, and the chassis reflects only the most minor signs of age and use.

This is one of the finest examples of its kind available today, with a presentation that is difficult to beat.



1947 Cadillac Series 62 Convertible

408

Offered from the Lloyd Needham Collection

One of the most desirable driving cars of the Classic Era

Well-preserved older restoration in wonderful colors

Accompanied by a copy of its original delivery invoice

Classic Car Club of America (CCCA) Full Classic

Lloyd Needham's 1947 Cadillac Series 62 convertible, one of the most desirable late American Full Classics, was delivered new through the Columbus Motor Car Company of Columbus, Ohio, equipped with Hydra-Matic transmission, AM radio and aerial, under-seat heater, and factory fog lights – all as documented in its original delivery invoice, a copy of which accompanies the car today.

The convertible eventually moved to Ontario, and at one point was apparently given away in a sweepstakes held for the Club Z rewards program members of the now-defunct Zeller's discount store chain. What plans the lucky owner had for it are not known.

A long-term part of the Needham Collection, the Cadillac was restored some years ago, in French Gray with a beautifully fitted blue leather interior and black cloth top, from what was obviously a solid and intact original automobile. Inspection reveals that the restoration has been superbly preserved, with only the most minor signs of aging evident, most prominently a crack in the paint under the hood latch; with detailing the car could still be quite successfully shown. The chassis is properly finished and undercoated. The trunk contains a correct full-size spare and jack, and it is also offered with a selection of additional drivetrain components for the owner's stock of "spares."

This is a wonderful, powerful Full Classic Cadillac, sure to become one of many beloved by CCCA enthusiasts all over the country. The new owner may not be able to win it in a sweepstakes, but they can certainly drive it like they won it!

ENGINE NO. **8427425**
BODY NO. **FW 1377**

\$75,000 – \$100,000
OFFERED WITHOUT RESERVE



409

VEHICLE NO. **906-5**
CHASSIS NO. **900104**
ENGINE NO. **900116**
BODY NO. **5455**

\$600,000 — \$750,000

1932 Packard Twin Six Individual Custom Convertible Sedan COACHWORK BY DIETRICH

Formerly of the Bob and Sandra Bahre Collection

Original Dietrich Individual Custom bodywork

Well-preserved restoration by marque specialist
Steve Gunder

Not shown since its completion

The most prestigious Packards of the Classic Era were the so-called Dietrich Individual Customs, which were produced on Super Eight and Twelve chassis from 1932 through to 1934. Built largely to individual tastes, as true “factory customs” are, these striking bodies were known for their lithe and sporty lines, which were created by the vee’d windshields, a beltline that curved away from the

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windshield, and an extraordinary long hoodline, and they were assembled on massive 147.5-in. wheelbase chassis. They were tremendously expensive, particularly in 12-cylinder form, and with a modified L-head V-12 that could displace 445.5 cu. in. and develop 160 bhp under the hood, the Dietrich Packard had power to match its style. It was a masterpiece of form and function.

THE BAHRE TWIN SIX

Robert Bahre and his family have stood at the peak of American motorsport for five decades, most famously as the founder of New Hampshire International Speedway. Off the track, one of Mr.



Bahre's lasting passions has been for the world's finest antique automobiles, in particular, Dietrich Individual Customs on Packard's most desirable Classic Era chassis. Over the years, he has been able to build a complete collection of superb examples, with each being restored by the finest artisans and all being held among Packard cognoscenti as the finest of their kind.

During the early years of his collection, in 1981, Mr. Bahre acquired an original Dietrich Individual Custom Convertible Sedan from Harrah's Automobile Collection. The car, which was mounted to a 904 Super Eight chassis, had resided in Harrah's fabled halls since 1962. Earlier ownership was recorded as Edgar C. Lawrence and James F. Baccardo, both of San Jose, California.

Mr. Bahre's passion, however, was for Dietrich Individual Custom Packard Twelves. As luck would have it, an opportunity presented itself in the form of his friend, Bob Adams, who owned a donor chassis, engine, and drivetrain, which had only 18,965 miles, from an appropriate Ninth Series Twin Six that had also been acquired from Harrah's.

Soon, Mr. Bahre had purchased the Twin Six and set his plans to work. Both cars were delivered to respected Packard restorer Steve Gunder, of Topeka, Kansas. Mr. Gunder removed the Super Eight's Dietrich bodywork and installed it on the newly acquired Twin Six chassis. The body was in excellent condition,



and as such, all of the original body panels were able to be saved, in addition to all of the correct Dietrich hardware.

Rich lacquer paint was applied, in the factory color of Packard Maroon, as well as soft plum leather upholstery, which provides an elegant contrast to the black canvas top. These colors emphasize the joyful dual personality of the Convertible Sedan design that was created by Raymond Dietrich, a man who insisted that his convertibles look as good with their tops up as they do with them down. With the top and division window raised, it is a formal sedan for elegant occasions. With the top lowered, the windows disappear into the doors and the Packard becomes a lighthearted open tourer. Its lines are set off by chrome wire wheels and wide whitewall tires, and the car looks spectacular with its top up or down, demonstrating the genius of Dietrich's eye.

Sold from the Bahre Collection in 2014, the Packard has enjoyed excellent care over the last three decades. The result is a restoration that belies its age, as its paint, interior, and chrome are crisp and nearly flawless, and it is still virtually show ready in all regards. Importantly, the car is still equipped with the vacuum-assisted clutch that was available only on the Ninth Series Twin Six. The car is also accompanied by a collection of documentation that dates back to the 1960s, including Harrah's registrations.

This car marks the rare opportunity to acquire a superb Dietrich Individual Custom, for the connoisseur of superb taste.





410

1912 Everitt Six-48 Touring

CHASSIS NO. P6259

\$100,000 – \$125,000
OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1913.

A rare and unusual model from the founders of the E.M.F.

Regularly toured in Horseless Carriage Club of America (HCCA) and Antique automobile Club of America (AAC) events

Mechanical upgrades to enhance drivability

Original owner's manual and spare parts included

It may be likely the name E.M.F. rings a bell – Everitt-Metzger-Flanders, to be exact. The Metzger Motor Car Company was formed by Barney Everitt and William Metzger, partners with Walter Flanders in the E.M.F. The Detroit, Michigan, company produced automobiles from 1910–1912 beginning with the Four-30, very similar to the E.M.F. 30 – not surprising since its designer at E.M.F., William Kelly, joined them at the new company.

In 1911, a larger 36-hp four-cylinder model was added, and in 1912, the Six-48, its larger 48-hp six-cylinder model. The company produced only open

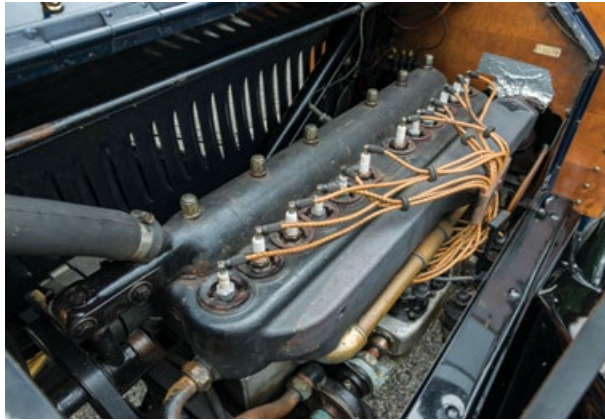
cars and by late 1912, Walter Flanders rejoined his former partners. The company was reorganized as the Flanders Motor Co. and the Six-48 became the Flanders Six, albeit with the addition of electric lighting and starting. The company lasted just one year before Flanders left to reorganize the United States Motor Co.



The consignor purchased this unusual vehicle from the late Ralph Lehtola of Dania, Florida, in 2005. It was Lehtola who retrieved the Everitt from a Mid-Western barn; described as a “hard-charging guy,” Lehtola set about restoring the car with the intent of using it on tours. He secured noted expert Tom Lester to rebuild the engine. The radiator is a square-matrix design, built by Vintage Wings and Radiators of Manchester, England. An oil pump lubricates the motor rather than relying upon the original splash lubrication. The clutch was upgraded to a hydraulic unit, the rear end was fitted with disc brakes (cleverly hidden within the

original drums), and an electric starter was added to be more user friendly – all in the interest of more care-free touring.

Both Lehtola, and the consignor following his purchase, continued to actively use the car on HCCA and AACC vintage tours, and the owner notes that it will continue to service as an excellent tour vehicle for its new owner. Included with the sale is the original owner’s manual, details on the Lester engine rebuild, and a number of spare parts (including the original brakes). The car has been regularly exercised and maintained and is ready for its next tour.





411

1935 Cadillac V-12 Two-Passenger Coupe

COACHWORK BY FLEETWOOD

ENGINE NO. 4100743
BODY NO. 23

\$165,000 – \$195,000

Offered from a prominent private collection

Formerly of the noted Thomas Cadillac Collection

One of just two known surviving examples of a beautiful design

Offered with a copy of its original build sheet

Classic Car Club of America (CCCA) Full Classic

The coupe offered here is one of only two known survivors of this design, style no. 5776, on Cadillac's impressive 146-inch-wheelbase 370A Twelve chassis. It is strictly a two-passenger car, with room for a snug couple within and a large trunk, a wonderful example of "Classic Era logic," impressive in its vast scale and imposing proportions.

The car's build sheet identifies it as having been originally delivered to the Cleveland branch, tagged for V.I.P. delivery directly to a "Mr. Prentiss" with delivery

promised by 31 December 1934. It was finished entirely in black, including the chassis, wheel discs, and apparently even the tires, with a Goddess mascot and antifreeze. Given the locale and the delivery directly to an owner, without a dealer, the original owner may well have been the Cleveland industrialist and philanthropist, Francis Fleury Prentiss, whose name was regularly alternatively spelled "Prentis."



Revered California Cadillac dealer LaRue Thomas maintained the coupe in his famous private collection for many years, after which it was sold when the collection was dispersed in 1993. In 2007 it was acquired by well-known enthusiast David Kane as a nearly finished restoration, which he completed beautifully, including completing the paintwork and extensive mechanical rebuilding, including the generator, starter, water pump, and fuel pump.

The mufflers and exhaust were properly installed, and the radiator cleaned and repaired, with new hoses and clamps.

The car was then sold to the current owners, with whom it has been well-maintained since in their wonderful collection. Presented beautifully in every regard, it remains one of the most dramatic Cadillacs of its era, and is sure to become a favorite in its next owner's fleet of Full Classics.





412

1939 Lincoln-Zephyr Coupe

ENGINE NO. **H 67590**
BODY NO. **96H-72-363**

\$125,000 – \$175,000

Elegant three-passenger coupe

Stylish door-mounted rear-view mirrors and wind-wings

Features a radio, heater, and overdrive

In superb condition throughout

On 2 November 1935, the Lincoln Motor Company unveiled a new model, called Lincoln-Zephyr. Priced at \$1,275 to \$1,320, it was less than a third the price of the least expensive Model K Lincoln. For Lincoln, which had sold barely 1,400 cars for 1935, the Zephyr was a fresh breeze in the Depression-weary automobile doldrums.

The new car had been developed from designer John Tjaarda's innovative Sterkenburg concept studies of the late 1920s. Smooth and streamlined, the Sterkenburg had a low frontal aspect and was designed for a rear-mounted engine. Edsel Ford

became interested in Tjaarda's work, and Briggs, one of Ford's body suppliers, built a mockup that appeared at the 1934 Century of Progress exhibition in Chicago.

For the production version to be manufactured by Ford, the engine was moved to the front, but the advanced bridge-truss integral frame was retained. Since it was to carry the Lincoln name, a V-12 was called for, but instead of the big engine from the Model K, a twelve based on the Ford V-8 was developed. Initially sold as a four-door sedan or a two-door "Coupe-Sedan," the Lincoln-Zephyr offered a "Zephyr-smooth ride with all the passengers cradled between the axles." A division-window Town Limousine was added in April 1936, and for the model year nearly 15,000 Zephyrs were sold, while deliveries of big Lincolns hovered around the 1,500 mark.

A particularly sleek and handsome three-window coupe debuted for 1937, and the following year designer E.T. "Bob" Gregorie gave the car a new nose. The 1938 Lincoln-Zephyr was modestly restyled, with twin grilles placed in the forward end of the "catwalk" section of the fenders. Not merely a styling gimmick, this change markedly improved engine cooling. The vee-shaped nose was softened, and headlamps were made flush with the fender contours. In addition to the sedan, coupe, and coupe-sedan, as Ford called the two-door, six-passenger model, two new open styles appeared, a convertible coupe and convertible sedan.

For 1939, Lincoln-Zephyrs received hydraulic brakes. Henry Ford had finally dropped his objections, and hydraulic binders were adopted for all models except the big K Lincolns, themselves on life support. External changes included a raised hood line, a new grille with vertical bars, and running boards were concealed by extending the bottoms of the doors and quarter panels. The front bumper was given an open center section that allowed greater

airflow. The instrument panel was redesigned. During the year, custom interior options became available, with color-keyed fabrics and bronze-trimmed fittings and ornaments.

The three-passenger Lincoln-Zephyr coupes are recognized as some of the most beautiful designs of the period. Sleek and seductive, they appeal to one's inner instincts. This example, in Lincoln's Coach Maroon, is no exception. A two-owner car from new, it features the Columbia overdrive, radio, heater and defroster, a tan leather interior, and rear fender skirts. The "weeping willow" hinge-mounted rear-view mirrors and wind-wings on the doors give the car an elegant air. The car was completed on 25 November 1938. It has been retrofitted with seat belts for two. The odometer shows barely 32,000 miles, understood to be correct.

Just 2,500 Lincoln-Zephyr Coupes were built for 1939. This car is undoubtedly one of the nicest.





413

1965 Austin-Healey 3000 Mk III BJ8

CHASSIS NO. H-BJ8-L/30659

\$80,000 — \$100,000

Finished in attractive champagne over red leather

From the final Mk III BJ8 series

Includes British Motor Industry Heritage Trust (BMIHT) Certificate

Donald Healey's early life revolved around aircraft, not automobiles. After serving in the Royal Flying Corps, he decided to stay on the ground and developed an interest in sports cars, first with Triumph and then, after the Second World War, at the helm of his own company. The Donald Healey Motor Company started with elegant, upmarket cars, but found its success in building small sports cars with more accessible price tags.

It was the fledgling company that debuted a 100-mph open-top car at the Earls Court Motor Show in London in 1952. Healey's car attracted the interest of Austin Motor Company managing director Leonard Lord. The two signed an agreement and the Austin-Healey Hundred was on the road within a year. A straight-six replaced the roadster's

four-cylinder engine in 1956, and in 1959 Austin-Healey reached into BMC's grab bag for the upsized 3.0-liter engine. The new car was badged Austin-Healey 3000 and it was aimed primarily at the American market, where its more powerful engine made the most of high-speed roads.

The 1965 Austin-Healey Mark III BJ8 offered here was delivered new in New York in the spring of 1965 in Ivory White over red leather with a black top. This well-equipped model wore wire wheels wrapped in whitewall tires, an adjustable steering column, a laminated windscreen, overdrive, a heater, and a black tonneau cover when it left the factory at Abingdon.

Today, the fully restored roadster retains a red interior that contrasts beautifully with its champagne paint. Its chrome shines and its auxiliary driving lamps flank an RAC badge that emphasizes its period charm. Underhood, its straight-six is well-detailed. A spare tire and jack are included, as well.



1934 Ford V-8 DeLuxe Roadster

414

Frame-off nut and bolt restoration to correct standards

Early Ford V-8 Club Dearborn National Winner, scoring 994 points

Rebuilt engine, transmission, and rear end

Having learned their lesson with the delayed introduction of a replacement for the venerable Model T, Ford wasted no time in bringing a new car to market to follow the popular Model A. Introduced in 1932, directly on the heels of 'Henry's Lady,' the V-8 was largely a mild cosmetic redesign of the Model A. Its biggest advancement was technological. Powering the car was Ford's first-ever V-8 engine, a marked technological improvement over the Model A's four-cylinder. With minor design tweaks in the following years, the V-8 DeLuxe was and remains one of the most iconic and most sought-after cars of the 1930s.

This 1934 Ford V-8 DeLuxe Roadster is a superb example of the breed. Interestingly, it is a left-hand-drive

car but has been equipped with a speedometer which reads in kilometers per hour. It has been beautifully restored to factory standards using all OEM and NOS parts. The engine, transmission, and rear axle have been fully rebuilt, ensuring many years of trouble-free motoring. No mere driver, though, the car is beautifully presented in Coach Maroon with an interior and top by noted restoration suppliers LeBaron Bonney. No expense or effort was spared in bringing this car back to perfection. The restoration efforts have paid off handsomely, earning a near perfect score of 994 points while winning the highly prestigious Dearborn National Award given by the Early Ford V-8 Club of America.

This is without question one of the finest and most collectable V-8 DeLuxe Roadsters in existence today. It is a surefire trophy winner at nearly any pre-war show and would also make an incredible partner for driving tours and other enthusiast events.

CHASSIS NO. 18-1023262

\$80,000 – \$100,000

VISIT RMSOTHEBYS.COM TO VIEW ALL PHOTOS.



415

1905 Pope-Hartford Model D Side-Entrance Tonneau

CHASSIS NO. 226
ENGINE NO. 226

\$90,000 – \$120,000
OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1904.

Oldest known Pope-Hartford Model D; one of two survivors
Excellent restoration by Herb Prentiss

Colonel Albert Pope was a bicycle manufacturer in Hartford, Connecticut. In 1897 he placed an electric car on the market with the name "Columbia," the same brand used for his bicycles. Columbia electrics, and a few gasoline models, enjoyed a brief vogue before being overtaken by the Stanley-designed Locomobile steamer as America's best-selling car. In 1903, the Colonel embarked on a scheme to build automobiles in many cities using his own name.

The first of these was the Pope-Hartford, named for its home city. A prototype single-cylinder car was running in the summer of 1903, and a Model A runabout and Model B tonneau tourer were

introduced to the market shortly afterward. The following year a Model D twin-cylinder car became available. It had a horizontally opposed engine and a progressive sliding gear transmission with three speeds forward and reverse. With an 88-in. wheelbase, it carried five passengers easily.



The current owner acquired this exquisite Pope-Hartford Model D from the estate of Herb Prentiss in 2005. A former president of the Horseless Carriage Club of America, Prentiss had owned it some 30 years and performed a most careful restoration. Its features include a battery ignition with Splitdorf coils, a gear-driven water pump, and an oversized radiator. The total-loss lubrication is managed by a brass McCord oiler. A French Testophone four-trumpet brass bulb horn provides ample warning, to pedestrians and other motorists. A 12-volt electric starter has been added for turn-key convenience, and it has recently been fitted with new tires.

Finished in brilliant Carmine Red, the car is upholstered in buttoned black leather to the exact pattern shown in early Pope illustrations. Even the inside door panels in the tonneau have the correct molded accents. Since acquisition, it has been stored in climate-controlled conditions and toured occasionally. In 2009 it was presented at the Kirkland Concours d'Elegance in Washington State.

One of two Model D Pope-Hartfords known to survive, this car would be a sterling entrant to any concours or Brass Era touring event.





416

1934 Lincoln Model KB Convertible Roadster

COACHWORK BY LEBARON

CHASSIS NO. **KB3639**
ENGINE NO. **K9376**
BODY NO. **15-43**

\$100,000 – \$140,000

The most desirable body style offered

One of only three intact examples on the 145-in. wheelbase Model KB chassis

Owned for over 50 years by beloved enthusiast Delyle “Del” Beyer

Very well known among Lincoln enthusiasts

Believed to have 86,990 actual miles

The example offered here is the most desirable body style, the sporting convertible roadster by LeBaron on the 145-inch-wheelbase Model KB chassis. Lincoln factory records indicate that 45 examples of this body were produced for 1934. Only four remain in existence – one a basket case that was severely damaged in a fire, and three intact examples, including this one.

Early history of this 1934 Lincoln begins with well-known dealer, Tom Barrett of Arizona, who had it restored by James O. Rodgers of Phoenix. Barrett

sold it in March 1964 to early collector Michael Strater of Los Angeles, equipped with the present later Model K-series engine. In the spring of 1965, Strater sold the car to his contemporary Delyle “Del” Beyer of Wisconsin, who picked it up in California and drove it back to the Dairy State, “driving at 50 to 60 mph most of the time. I had lots of ice and snow on the way home.... My family and I are very happy with the car and will take care of it.”



Mr. Beyer did exactly that. He kept and maintained the car for over 50 years, during which time it became very well known in the Classic Car Club of America. In 1990 it appeared in Beverly Rae Kimes' famous book, *The Classic Car*, in which it was noted that Mr. Beyer had already driven it about 40,000 miles. Only following his recent passing was it sold to the present owner, who has decided to part with it as it represents a duplicate in his fine collection.

One of only two surviving convertible roadsters on the long 145-inch-wheelbase Model KB chassis of 1934, and the only example available for sale, this is Del Beyer's famous Lincoln – accompanied today by fascinating 1960s documentation, Beyer's maintenance log, and a copy of its Lincoln build record information, to another fine caretaker. Perhaps it is time for another drive from Arizona to Wisconsin.





417

1931 Cadillac V-8 Sport Phaeton COACHWORK BY FISHER

CHASSIS NO. **85618**
ENGINE NO. **805180**

\$100,000 — \$130,000
OFFERED WITHOUT RESERVE

Former Classic Car Club of America (CCCA) National award winner

Formerly of the well-known Zach Brinkerhoff Collection

Described by the consignor as an excellent tour car

Includes 1930–1931 Cadillac LaSalle shop manual

CCCA Full Classic

It arguably began a trend that eventually led to Cadillac's domination of the luxury car field over rival Packard. While the flagship V-12 and V-16 gathered all the fanfare, the V-8 powered models like this Sport Phaeton sold in steady numbers, helping Cadillac's bottom line during difficult economic times. Cadillac produced a total of 10,717 V-8s, 5,733 V-12s, and 363 V-16s for the model year.

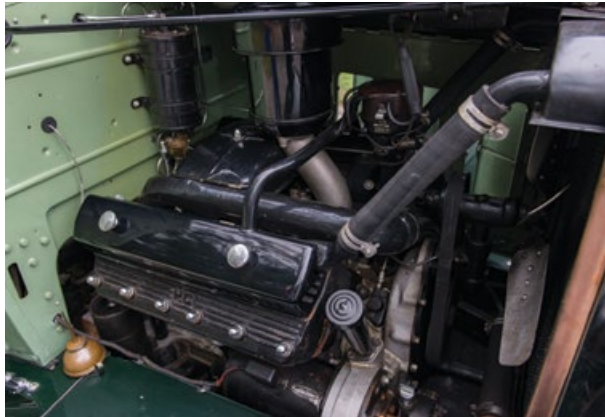
Nineteen thirty-one is considered by many the apogee of Cadillacs of the Classic Era with the introduction of a new V-12 series to fill the gap between the V-8 and the V-16. The Standard of the World was certainly an understatement among luxury marques with offerings of 134-, 140-, and 143-in. wheelbases; bodies by Fisher and Fleetwood; three different engine configurations; and the more moderately priced LaSalle as part of its lineup.



For 1931, all Series 355 Cadillacs rode a new 134-in. wheelbase shared with its companion LaSalle; six inches shorter than 1930 models while giving the cars a more sporting appearance. The five-passenger sport phaeton weighed in at 4,380 lbs. at a base price of \$2,945.

This example received its CCCA National First Prize, badge no. 1130, in 1984 and its Senior Award in 1991 while under the stewardship

of its former owner, renowned collector Zach Brinkerhoff. Brinkerhoff sold the Cadillac to the consignor in 2001 and the car has been toured and shown at many AACA meets during his ownership. Finished in a very sporting two-tone green with saddle interior, it includes a 1930–1931 Cadillac/LaSalle shop manual. The car has been exercised and used regularly and according to the owner, will be an excellent tour vehicle for its new owner, eligible for all CCCA events, including Grand Classics and CARavans.





418

1913 Pierce-Arrow Model 48-B-2 Seven-Passenger Touring

CHASSIS NO. 11552
ENGINE NO. 11552
BODY NO. A9514

\$200,000 – \$250,000

A superb Big Horsepower Pierce-Arrow

Known ownership history since new; national tour veteran

Original chassis, engine, and bodywork

This magnificent big-horsepower Pierce was originally delivered to W.H. Coleman of Indianapolis via local dealer the Archey-Atkins Company, equipped with an additional spare tire and special lined top at a final cost of \$5,124.04. Mr. Coleman treasured the car, as it was still registered in his name some 14 years after purchase, and the Pierce remained with his family until 1957. At some point, the Coleman family sent the car to New York, and in 1918, it was returned to the Pierce-Arrow factory in Buffalo to have a new "One-Man" top installed, to allow it to fit in the garage better.

The second owner was Walter Benedict, who worked at a service station in New York and fondly remembered the Coleman family chauffeur bringing the magnificent Pierce in for occasional service. Walter was able to buy the car in 1957, in remarkably original and complete condition, with the agreement that he would restore it to its former glory.

Third owner Courtland J. Cross acquired the now-restored Pierce-Arrow in 1972, maintaining and enjoying its incredible performance on numerous tours for the next 25 years. He completed both the Spirit of '76 Reliability Tour (Seattle to Philadelphia) and the 1985 Portland, Maine, to Portland, Oregon, Transcontinental Reliability Tour. Recent owners have continued to care for the Pierce, with a full engine rebuild with new cast iron pistons performed in 2006.

The Pierce presents very much as it would have when owned by Mr. W.H. Coleman, with the newer-style top and Westinghouse Series 8 Air Springs. Its massive scale is balanced by beautifully styled coachwork, richly detailed with numerous fine-quality nickel fittings, and an upholstered trunk. Royal Maroon paintwork is accented in black, and shows in outstanding condition, particularly for its age. The interior is finished in black leather and carpet, with excellent black linoleum floor panels. The fascia is detailed with original instruments – a mix of Stewart Warner and Westinghouse dials. Controls and switchgear are all presented with excellent plating.

Without a doubt, the centerpiece of this Pierce-Arrow is the mighty 525-cu. in. T-head inline six. Powerful and smooth, the engine

produces unrelenting torque, propelling the 2½-ton Model 48 along at a surprising pace. It is highly detailed with beautiful black paintwork, and polished brass and copper fittings. It runs strong, exhibiting the effortless, low-RPM delivery that typifies high-horsepower cars of the era.

The Pierce Model 48-B-2 is easily counted among the most exceptional cars of the period, and this example remains wonderfully suited to both show and touring events. The exquisite quality and imposing presence of this Model 48-B exemplify the caliber of automobile that made Pierce-Arrow one of the most prestigious car companies of all time.





419

1932 Ford Five-Window Coupe Custom

IDENTIFICATION NO. 15048549

\$75,000 — \$100,000

Offered from a prominent private collection

Exceptional build with custom Cornhusker frame and beautiful steel bodywork

351 V-8 drivetrain with numerous Edelbrock performance components

Machined billet and chrome chassis and under-hood components

An ideal street machine for cruising the boulevard

There is no more classic design than the 1932 Ford, the legendary 'Deuce,' and it is especially renowned in hot rod and street rod form. Numerous interpretations of the car have been produced over the years, most often using Chevrolet small-block V-8 power. It is rare indeed to find one with authentic Ford performance power, albeit from a much different, later, muscular era.

The full steel-bodied coupe offered here is based upon a boxed Stage III custom frame produced by Cornhusker Rod and Custom, with a Heidts independent rear suspension, independent front suspension, stainless control arms, rack-and-pinion steering, and power-assisted four-wheel disc

brakes fed through stainless lines. Under the hood is a 351 Ford Cobra V-8 with Edelbrock Performer RPM intake and carburetor, Holley electric pump, and a C4 automatic transmission sending power to a nine-inch Ford rear axle, and coated headers, as well as a chrome-finished starter, alternator, and shocks, and pulleys custom-machined out of billet aluminum.

The body and steel fenders are finished in a rich, deep period-correct red, with chromed headlights and wheel covers with chromed "beauty rings" and center caps, shod in whitewall radial tires. The interior is beautifully finished, with excellent full leather upholstery, leather-wrapped banjo steering wheel, engine-turned dashboard with white-faced nostalgia-style gauges, air conditioning, and wonderful attention to detail. Everything has a wonderful, subtle appearance, without shouting out the performance of the drivetrain beneath. With only 67.9 miles recorded since the build, it is a fabulous presentation with exceptional build quality, and sure to be the great success of any cruise night or custom show that the new owner attends.



1964 Pontiac Bonneville Convertible

420

Top-of-the-line convertible model for 1964

Features factory air conditioning

Factory eight-lug wheels with finned aluminum brake drums

Beautiful condition throughout

Pontiac introduced the Bonneville as a limited-production, high-performance, fuel-injected convertible in 1957, giving the world just a taste of what they would produce in the next few years. The legendary Wide-Track suspension system came in 1959, earning Pontiac new respect among the performance-loving public and the admiration of the motoring press as well, as *Motor Trend* magazine bestowed its coveted “Car of the Year” award on the Pontiac Division that same year.

Styling became more refined with the “coke bottle” body lines starting in 1961, becoming more pronounced by 1964, creating Pontiac’s most aggressive looking car to date. With the exciting good looks of the big Pontiacs such as the Bonneville and Grand Prix, plus the introduction of the GTO, a Pontiac was the car to own in 1964.

This stylish, top-of-the-line, luxurious Bonneville convertible is finished in Cameo Ivory, complemented with a black convertible top and interior. Luxury features include optional power windows, automatic transmission, factory AM/FM radio with rear speaker, and rear-mounted power antenna. Pontiac’s famous and highly effective eight-lug wheels with finned aluminum brake drum allow this heavy car stopping power that is unmatched with any other full-sized car of the era. This Bonneville is also equipped with factory air-conditioning. A nicely detailed engine bay houses Pontiac’s veritable 389 V-8 engine with four-barrel carburetor, providing ample power and effortless cruising. The consignor states this car is properly sorted and ready to drive and enjoy.

With handsome good looks, excellent power and braking, room for six, a cavernous trunk, and a host of luxury amenities, this beautifully maintained, good-handling Wide-Track Pontiac is one of the most useable and enjoyable full-size cars to own from the era.

CHASSIS NO. **884L87261**

\$25,000 – \$35,000
OFFERED WITHOUT RESERVE

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421

1948 Chrysler Town and Country Sedan

CHASSIS NO. 71003838

\$80,000 — \$100,000
OFFERED WITHOUT RESERVE

Rare and very stylish T&C Sedan

Very original car with iconic features

One of only 41 known survivors

Classic Car Club of America (CCCA) Full Classic

The first Chrysler Town and Country was a wood-bodied, barrel-back sedan in the 1941 six-cylinder Royal line. Neither sedan nor station wagon, it had a fastback profile with twin hinged “barn doors” at the rear. Exactly 999 were built, 200 of them in six-passenger configuration and the rest with three bench seats to hold nine people. A similar lineup was continued into 1942, with nearly identical production despite the war-shortened model year.

The response was such that an expanded range of five body styles was planned for 1946. In the end, only a conventional trunk-back sedan and an eight-cylinder convertible coupe were built. Just 100 long-wheelbase eight-cylinder sedans were built, the rest being six-cylinder cars on the shorter Windsor wheelbase. The new-design second-series 1949 line dropped the T&C sedan, and for 1950 the model retreated to an eight-cylinder hardtop coupe with painted insert

panels. Thereafter, the name “Town and Country” graced a long succession of Chrysler steel-bodied station wagons and minivans.

This handsome Town and Country sedan is one of the last hundred produced. A highly original car, it is painted in the factory color Catalina Tan and has the distinctive Highlander Plaid interior. The wood and chrome trim are original, the latter refinished when the car was repainted about 10 years ago. The interior was replaced at that time. Among its features is the chrome roof rack with wood skid rails, with which most T&C sedans were equipped. A radio, heater, sun visor, and dual spotlights comprise the other factory accessories, and a custom-fabricated wood canoe completes the motif with a country air. The owner, who has cherished it for 25 years, regards it as “a member of the family,” and reports that it runs and drives flawlessly.

Total Chrysler Town and Country sedan production for 1948 was limited with just 1,175 examples built. Most wood-bodied cars were lost long ago, and according to Town and Country authority Donald Narus, this car is one of only 41 known to survive. It represents a chance to acquire one of the most stylish and rare production automobiles of the post-World War II era, recently accepted as a Full Classic by the CCCA.



1958 Chevrolet Impala 'Tri Power' Convertible

422

348-cu. in. "Tri Power" V-8

Highly optioned first-year Impala

Used to escort Britney Spears during Las Vegas residency

Recently restored and nicely presented

General Motors' Motorama traveled the country throughout the 1950s to give consumers a glimpse into the space age. Showgoers in 1956 saw a hint of what was to come for Chevrolet, which debuted a new, range-topping nameplate: Impala.

The 1958 Impala that debuted several years later was both the brand's new flagship and an anniversary celebration for the bowtie division. The Impala was based on the Bel Air, but its Cadillac-inspired chrome grille penned by the legendary Harley Earl helped it stand apart. The chrome body side moldings that run nearly the entire length of the Impala pair well with the mock exhaust ports in its lower rear quarter panels and its numerous simulated vents. The first-year Impala's striking body sat over a new X-frame construction with

an coil-sprung suspension. A 348-cu. in. "Turbo Thrust" V-8 sat underhood.

Painted Snowcrest White with a white top over a red interior, the 1958 Impala Convertible offered here was one of about 55,000 droptops built in the model's inaugural year. With its "Tri-Power" V-8, this Impala was well optioned when it left the factory with air conditioning, power windows, a power-operated soft top, and a power-adjustable driver's seat. An extensive restoration was undertaken by Autobahn Auto Body in Costa Mesa, California, and the Impala shows well today.

This Impala made a flashy appearance in Las Vegas in 2013 when it was used to drive entertainer Britney Spears down the Strip to the Planet Hollywood Resort and Casino to kick off her "Piece of Me" residency that lasted until 2017.

With its strong V-8 power, high level of options, and striking appearance, this 1958 Impala is ready to be enjoyed in style.

CHASSIS NO. **F58J249242**

\$90,000 – \$130,000



423

1956 Ford Thunderbird

CHASSIS NO. P6FH263427

\$40,000 – \$50,000
OFFERED WITHOUT RESERVE

Rare and very attractive Sage Green

Recently restored; presents very nicely throughout

Features power steering, brakes, and windows

One of the most easily recognizable and iconic American automotive designs of the 1950s are the 1955–1957 “Baby” Thunderbirds, which offered a sporty and elegant style that is as admired now as it was when new. This exceptional example is a 1956 model, the rarest of the three model years produced. Finished as it was originally built in the rarely seen, sage green-hued Thunderbird Green color, this classic Thunderbird stands out from the rest. A dark green porthole hardtop complements the body color superbly, as does the high-quality dark green Stayfast soft top also included with the car. Factory luxury and convenience items include automatic transmission, power windows, power steering, power brakes, Town & Country radio, and continental spare. In addition, this Thunderbird is equipped with a set of wide whitewall radial tires mounted on a stylish set of real wire wheels.

Sold new in 1956 in California, the current owner recently treated this solid original '56 “T-Bird” to a complete restoration. The restoration process featured stripping the body down to bare metal to insure an arrow-straight body and a mirror-gloss finish. A full mechanical restoration was performed by a previous owner, including a complete rebuild to the engine (as demonstrated by a recent compression check, recording 150 lbs. per cylinder), automatic transmission, as well as a complete detailing of the engine bay and undercarriage to create a truly beautiful car. Only 800 carefully driven miles have been put on this Thunderbird by its meticulous owner since restoration was completed a little over one year ago. The owner further notes that all components work as-new.

An excellent choice for exhibition, touring, and club events, or cruising on a Saturday night, this classic Thunderbird represents all that was good about the fabulous Fifties.



1934 Lincoln Model KB Seven-Passenger Limousine

424

One of the most elegant and powerful models of its era

Handsome formal coachwork

Ideal for CCCA CARavans or local shows

Classic Car Club of America (CCCA) Full Classic

Streamlining its operation in the face of the Great Depression, Lincoln adopted a single new V-12 for both its smaller KA and top-of-the-line KB models in 1934. Enlarged to 414 cu. in. from the KA engine of the year prior, it rode a cruciform double-drop chassis frame, with the two models distinguished largely by their wheelbases: 136 in. for the KA and 145 for the KB.

The other major difference was in available body styles. The KB, as the “ultimate” Lincoln, could be had as a chassis for custom coachwork, but many coachworks took advantage of the “semi-custom” offerings that were produced for Lincoln by the East Coast’s finest custom coachbuilders and catalogued by the factory.

Finished to the specifications of each individual customer order, these bodies offered an unbeatable combination of custom quality, style, and individuality, at a price somewhat lower than a “full custom” body.

The elegant limousine offered here boasts a sumptuously appointed body by Lincoln’s own shops, and was one of just 215 so-fitted in 1934. A well-preserved older restoration in a rich dark blue, striped in gold, it features a lush interior with a black leather driver’s compartment and grey cloth passenger compartment, with beautiful brightwork and solid wood trim evident throughout. Everything presents very nicely and the car would be a treat for local showing or CCCA CARavans, just as it was enjoyed by its most recent long-term owner, the late New York enthusiast Robert Blakeman.

The Model KB is the most desirable Lincoln of the Classic Era, and this car offers a chance to experience the joys of its ownership.

CHASSIS NO. KB3651
ENGINE NO. KB3651

\$60,000 – \$80,000

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425

1960 Morgan Plus 4

CHASSIS NO. **4498**
ENGINE NO. **TS44717ME**

\$40,000 — \$50,000
OFFERED WITHOUT RESERVE

Inline four-cylinder engine featuring twin SU carburetors

Four-speed manual transmission

Factory left-hand-drive example

Brooklands adjustable race windshields; side windows

Accompanied by Morgan Chassis Record

Introduced in October 1950, Morgan's Plus 4 was produced through 1968. These models were powered by a Standard-Triumph dual-carbureted OHV engine mated to a Moss four-speed gearbox and, by 1960, offered a rated 100 bhp in the U.S. In particular, Morgan's unique sliding-pillar front suspension design gives the car its unique, lively handling and sporting character.

This Morgan Plus 4 was shipped to the U.S. on 27 April 1960. It was sold through Worldwide

Motors of Los Angeles, California. The car left the factory painted black with red leather upholstery. A U.S.-specification left-hand-drive example, the car was also originally fitted with disc wheels and disc brakes.

Today the car is presented in crème with a red interior with tonneau cover and a black top. The exterior features Lucas fog lights, fold-down windshield, fender-mounted mirrors, and rear luggage rack. The Morgan rides on Michelin XZX radial tires which are mounted on chrome wire wheels; front disc brakes bring the car to a safe stop. The nicely appointed interior features a Bluelmel's Brooklands steering wheel, Brooklands adjustable race windshields, and Smiths instrumentation. The car is accompanied by its Morgan Chassis Record and the Morgan Plus 4 instruction book.



1941 Buick Special Sedan

426

Restored by Buick expert Lewis Jenkins

Beautiful original interior

Fireball “Dynaflash” straight eight

Diamondback radial tires and new brakes

For 1941, Buick offered its widest array of body styles to date. Production increased 34 percent, qualifying Buick for 4th place in industry sales. The Special was Buick’s most popular model, accounting for 242,089 of the 377,428 cars Buick sold that year.

“When Better Automobiles are Built, Buick Will Build Them” they boasted in 1941. Style-wise, the 1941 Buicks were quite different from their predecessors. Exposed running boards and door hinges, as well as fender-mounted spare tires, were things of the past. New fender lines provided a much sleeker look, and headlights were completely enclosed in the fenders for the first time. Hoods were able to be opened from either side, too. The sporty fastback Sedan, like the one offered here, was an instant hit with style-conscious

buyers. Today, the styling remains a favorite among Buick aficionados.

The big news, however, for 1941, was Compound Carburetion, the forerunner to the four-barrel carburetor as well as the multi-carb setups favored by American manufacturers following World War II. Optional on Specials like this car and standard on all other models, a twin set of carburetors extracted 10 extra horses from Buick’s standard 248-cu. in. Fireball “Dynaflash” straight eight, rating it at 125 hp.

Presenting quite handsomely in a lovely black with bright and shiny chrome both inside and out, this Buick has a beautiful original interior, adding even more charm to this elegant pre-war Buick. The current owner purchased this Special from well-known and respected Buick expert, collector, and restorer Lewis Jenkins, who performed a sympathetic restoration, maintaining the best original aspects of the car. While in the consignor’s possession, it was fitted with a set of Diamondback wide whitewall radial tires and new brakes, making this stylish Buick ready to enjoy.

CHASSIS NO. **34004356**

\$15,000 – \$20,000
OFFERED WITHOUT RESERVE

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Craig Plowman

CREATIVE DEPARTMENT

Adriaan Geluk
Jordan Kwasnycia
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**TANYA
PAWLAK**

t: +1 519 352 4575
m: +1 519 365 7011
tpawlak@rmsothebys.com



**OLIVIA
WALKER**

t: +1 519 352 4575
m: +1 519 359 8513
owalker@rmsothebys.com



**ALLIE
BRYDGES**

t: +1 519 352 4575
m: +1 519 360 8982
abrydges@rmsothebys.com



**REBECCA
JOHNSON**

t: +1 519 437 3006
m: +1 226 229 0662
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To some, orange is just a color. To us, it represents our award-winning drivers who deliver with confidence and security. Reliable drivers have an average of 10+ years of experience transporting valuable vehicles and corporate fleets. Reliable Carriers is the largest enclosed auto transport company in the U.S., with a fleet of over 400 air-ride-equipped trucks that travel the 48 contiguous states and into Canada. *Reliable Carriers. Vehicles taken seriously.*

OFFICIAL CARRIER OF



Auctions

BIDDING INCREMENTS

Under normal circumstances, the auction estimate of the lots being auctioned off will determine the minimum increment the auctioneer will accept according to the following schedule. Please note that due to the nature of a live auction, it is at the auctioneer's sole discretion to accept bids outside of what is being asked for during the live auction.

ESTIMATE	MINIMUM INCREMENT
\$50,000	\$2,500
\$250,000	\$5,000
\$500,000	\$10,000

REMOVAL OF PURCHASED LOTS

All purchased lots must be removed from the auction site by the next business day by three PM (3:00 p.m. EST) ("Removal Deadline"). If the lot is not removed by the Removal Deadline, the Buyer will be charged a daily storage fee of up to \$30.00 (USD) until the lot is removed. Please note that the Buyer is required to insure their lot while it is being stored on their behalf.

DOMESTIC SHIPPING

Representatives from Reliable Carriers, RM's official carrier sponsor, will be onsite to assist clients wishing to transport any motor cars purchased at auction. For further information on transporting your purchased lots, please contact:



Reliable Carriers, Inc.
800 521 6393
www.reliablecarriers.com

INTERNATIONAL SHIPPING

Please contact Mike Brablec at the numbers provided below for recommendations and assistance.

TRANSPORTATION CONTACT INFORMATION



MIKE
BRABLEC
+1 519 436 8765
mbrablec@rmsothebys.com

INSURANCE

RM's official insurance partner is Hagerty, the global leader in classic car insurance. Hagerty representatives will be available onsite for assistance. For more information, please contact:

HAGERTY

Hagerty
+1 800 922 4050
www.hagerty.com

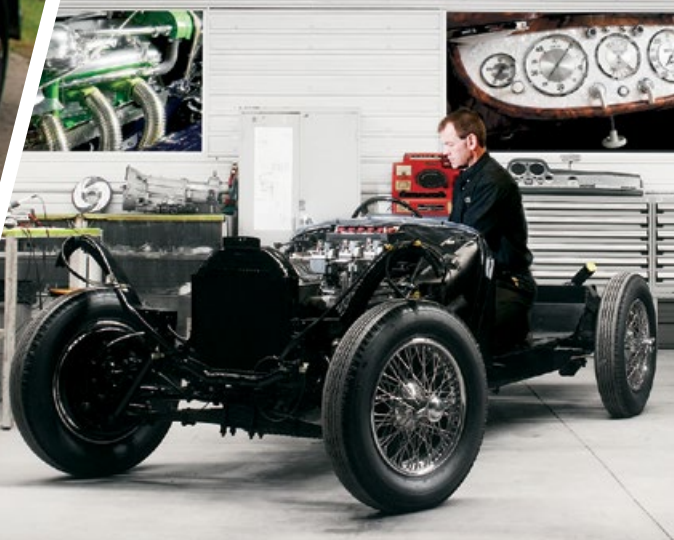
A REPUTATION FOR PERFECTION

Over the past 30 years, RM Auto Restoration has steadily grown and evolved into a widely recognized world-class restoration facility that has achieved unprecedented honors in the automotive restoration industry.

Whether it's a complete body-off restoration, a partial restoration, or a cosmetic upgrade, our dedicated team of restoration perfectionists provides an unwavering commitment to delivering flawless work no matter the project.



1932 Packard Twin Six Individual Custom Convertible Victoria
Coachwork by Dietrich
Chassis no. 906-14
Restored by RM Auto Restoration from an exceptional original car, this Packard was judged Best in Class and nominated for Best of Show at the 2017 Pebble Beach Concours d'Elegance



Restoration

RMAUTORESTORATION.COM

Ernie Morreau

t: +1 519 352 4575
m: +1 519 350 0280

emorreau@rmautorestation.com

Don McLellan

t: +1 519 352 4575
m: +1 519 350 0888

dmcclellan@rmautorestation.com

UPHOLSTERY
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DETAILING

FABRICATION
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CONSIGNORS' CONDITIONS OF BUSINESS

1. Introduction.

1.1 Please ensure that you read and understand these Conditions of Business prior to consigning a motor car or any other lot at this or any other RM Auctions, Inc. ("RM") sale.

1.2 RM's contractual relationship with the Consignors is governed by:

1.2.1 these Consignors' Conditions of Business;

1.2.2 the Consignment Agreement Package; for the avoidance of doubt, this is the fillable package containing the Consignor's personal information and information regarding the motor car or any other lot;

1.2.3 the Conditions of Business displayed in the auction salesroom;

1.2.4 the Conditions of Business displayed on RM's website; and

1.2.5 in each case as amended by any salesroom notice or auctioneer's announcement at the auction.

(Clauses 1.2 to 1.2.5 together "**Contractual Obligations**".)

1.3 As auctioneer, RM acts as agent for the Consignor and a sale contract is made directly between the Consignor and the Buyer.

1.3.1 Occasionally, RM may own a motor car or any other lot (and in such circumstances, acts in a principal capacity as the Seller) and/or may have a legal, beneficial, or financial interest in a motor car or any other lot as a secured creditor or otherwise.

2. RM Receiving Motor Car or Any Other Lot in Trust.

Any consigned motor car or any other lot is delivered to RM in trust under the exact terms set forth in this agreement. RM agrees to receive the motor car or any other lot in trust and not to permit its use for any other purposes, other than those contained in this agreement, without the expressed written consent of the Consignor.

3. Services.

RM agrees to act as an agent for the Consignor and provide auction services including, but not limited to, a sale facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RM will have absolute discretion with regard to the motor car and any other lot or any RM auction as to (a) consulting any expert either before or after the sale, (b) researching the provenance, (c) grouping and providing catalogue and other descriptions as may be appropriate, (d) marketing and promotion of the sale, and (e) any other services required to conduct the sale.

4. Commissions.

In the event that the motor car or any other lot is sold, the Consignor agrees to pay the Sellers' Commission on the last accepted bid to RM, as indicated in the Commissions Section of the consignment package. Further, the Consignor acknowledges that RM will collect a Buyers' Premium from the Buyer of the motor car or any other lot in question based on the last accepted bid on the motor car or any other lot. Please note that the Buyers' Premium may be subject to change at the discretion of RM if the standard Buyers' Premium for the auction changes. To be clear, the Buyers' Premium on the motor car or any other lot will not be different from the Buyers' Premium for other motor car lots or any other lots in the auction.

5. Proceeds to Consignor.

5.1 As an accommodation to the Consignor, RM agrees to act as an intermediary between the Consignor and the Buyer by accepting the purchase price from the Buyer, transferring the motor car or any other lot to the Buyer, and delivering the amounts due to the Consignor under this agreement. If the motor car or any other lot is sold by RM during the term of this agreement, the money due to the Consignor shall be disbursed within twenty (20) business days after the sale provided the purchase price, applicable commissions, and fees have been received by RM, in accordance with the terms of this agreement.

5.2 As used in this agreement, a "sale" occurs between the Consignor and the Buyer when the hammer or equivalent device or mechanism drops on the last accepted bid or when the auctioneer awards the motor car or any other lot to the highest Bidder.

5.3 The Consignor authorizes RM to release the motor car or any other lot to the successful Buyer upon RM receiving full payment from the Buyer or financing terms as agreed to with RM.

5.4 The Consignor agrees to rely solely upon the Buyer for payment.

5.5 Before payment of any money due to the Consignor is to be made, the Consignor agrees to provide RM with the documents necessary to transfer the ownership of the motor car or any other lot to the Buyer.

5.6 If RM has reason to believe or is notified that the Consignor's breach or alleged breach of the Contractual Obligations or Consignor's action could potentially cause RM liability ("**dispute**"), RM, at its sole discretion, may withhold payment to the Consignor until the dispute has been resolved; further, RM may deduct any sums that are due to it from the sum held.

6. Exclusivity.

6.1 The Consignor grants to RM the exclusive right and authority to advertise and sell the motor car or any other lot for a period beginning with the date of this agreement and ending sixty (60) business days following the auction.

6.1.1 If the motor car or any other lot is sold prior to the auction and RM has not agreed in writing to this sale, the motor car or any other lot will then be considered "withdrawn" from the auction by the Consignor, and the Consignor agrees to abide by clause 19 *Withdrawn Motor Car or Any Other Lot of these Conditions*.

6.1.2 If the motor car or any other lot does not sell at auction, the Consignor grants RM the authority to list the motor car or any other lot for sale on RM's Private Sales website and advertise in other mediums at RM's discretion the motor car or any other lot for sale up to sixty (60) days after the auction.

6.1.2.1 RM does not have the authority to unilaterally sell the Consignor's motor car or any other lot after the auction and must submit what RM believes to be commercially reasonable offers for sale to the Consignor.

6.1.2.2 If the Consignor agrees to the sale of the motor car or any other lot, the Consignor will be required to pay RM a percentage of the sale price as an administrative fee, based on RM's standard payment grid.

7. Title, Registration Documents, and/or Appropriate Documents Evidencing Chain of Ownership.

7.1 It is the absolute requirement of the Consignor that they provide any and all titles, registration documents, or appropriate documents evidencing ownership and/or government registrations (such as Purchase Agreements and Bills of Sale) ("**Titles**") to the motor car or any other lot to RM prior to the auction of the motor car or any other lot.

7.2 The Consignor warrants that the Consignor is the sole and only owner of the motor car and that the Consignor has full right and authority to sell the motor car.

7.3 The Consignor agrees to provide RM with a good, clear, and transferable Title to the motor car in advance of the auction.

7.3.1 If for whatever reason RM is forced to correct any Title defect, the Consignor agrees to pay for any and all reasonable expenses.

7.4 In order to facilitate and transfer the Title for the motor car, the Consignor agrees to sign a Power of Attorney attached in this Consignment Agreement package.

8. Non-Payment by Buyer. In the event of non-payment by the Buyer, RM will endeavor to use reasonable efforts to enforce payment from the Buyer; however, RM shall not be liable to the Consignor for payment. If the Buyer does not pay RM, then at RM's sole discretion, RM may cancel the sale and return the motor car or any other lot to the Consignor, enforce payment by the Buyer, or take other actions permitted by law. Notwithstanding the preceding sentences, if RM has paid any portion of the purchase price to the Consignor, but the purchase price has not been collected from the Buyer of the motor car or any other lot, the Consignor hereby agrees, simultaneously with such payment, to assign to RM any and all rights that the Consignor may have against such Buyers to the extent of such payment, whether at law, in equity, or under the Contractual Obligations. The Consignor agrees to execute any documents reasonably necessary to evidence this assignment, including, with respect to the Consignor's representations, warranties and indemnities set forth in this agreement. The Consignor authorizes RM, at RM's sole discretion, to impose on any Buyer, and retain for RM's account, a late charge if payment is not made in accordance with the Contractual Obligations.

9. Motor Car or Any Other Lot Description.

9.1 The Consignor agrees to accept sole responsibility and liability for any representations made by RM that accurately repeat the information supplied by the Consignor as to the character, features, condition, correctness, authenticity, or history of the motor car or any other lot and to indemnify, defend, and hold RM harmless from any claims that may be made with respect to any such representations.

CONSIGNORS' CONDITIONS OF BUSINESS

- 9.2 The Consignor is required to review and approve any and all catalogue descriptions within two (2) business days of receiving the catalogue descriptions from RM's Research department.
- 10. Motor Car or Any Other Lot Operation.**
- 10.1 The Consignor warrants that the motor car or any other lot is in a safe, operable condition to be driven or moved by RM's employees or representatives. The Consignor acknowledges that should RM, at RM's sole discretion, determine that the motor car or any other lot is not safe to operate or move, the motor car or any other lot will not be allowed across the block under its own power.
- 10.2 The Consignor authorizes RM to perform minor work on the motor car or any other lot to facilitate the motor car or any other lot to start and drive across the auction block or be presentable for sale. The Consignor will hold RM harmless and indemnify RM from any damage or liability caused by the minor work performed by RM's staff on the motor car or any other lot.
- 11. Drivers.** The Consignor acknowledges and grants permission for RM and its employees and agents to drive or move the motor car or any other lot from time to time before, during, or after the sale. The Consignor acknowledges that it is the Consignor's responsibility to maintain sufficient insurance coverage to permit such driving or moving, and the Consignor specifically agrees to indemnify, defend, and hold RM harmless, as provided in this agreement, from any liability that may result from such driving or movement of the motor car or any other lot.
- 12. No-Sale of Motor Car or Any Other Lot.**
- 12.1 At the termination of this agreement due to a no-sale, the Consignor is required to remove their non-sold motor cars, including motorcycles, boats, and trailers, from the auction site by the next business day by five PM (5:00 p.m. EST) in the jurisdiction where the auction was held ("**Removal Deadline**").
- 12.1.1 Contingent upon clause 12.1 being satisfied, the motor car Title (as long as the Consignor does not owe RM any money) will be returned to the Consignor within sixty (60) business days.
- 12.2 If any motor cars, including motorcycles, boats, and trailers, are not removed by the Removal Deadline, RM will remove the motor cars, including motorcycles, boats, and trailers, and the Consignor is required to pay RM a removal fee of up to \$500.00 (USD) and a daily storage fee of up to \$30.00 (USD).
- 12.3 For the removal of a non-motor car lot, including but not limited to memorabilia, jewelry, and clothing, from the auction site, a direct shipping company will contact the Consignor after the sale; please note that a reasonable memorabilia removal and storage fee will apply.
- 12.4 If the Consignor has not removed their motor car or any other lot from the storage facility within six (6) months of the sale date, RM has the right to enter the motor car or any other lot into an auction at no reserve or sell via private treaty for fair market value.
- 12.4.1 Once sold, RM will retain all reasonable expenses, auction fees if sold via auction, and if sold via private treaty, a twenty percent (20%) commission; if there are any remaining funds, these will be returned to the Consignor within thirty (30) business days of the sale.
- 12.5 RM shall have the right to exercise a charge or lien on the non-sold motor car or any other lot, or any other property belonging to the Consignor in the possession of RM if the Consignor owes RM money, and to apply any money due or to become due to the Consignor, to the outstanding money the Consignor owes to RM.
- 13. Cancellation/Rescission of Auction.**
- 13.1 RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the auction and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:
- 13.1.1 Force Majeure events including but not limited to:
- 13.1.1.1 any natural disaster, which despite reasonable efforts, restricts RM from holding the auction;
- 13.1.1.2 structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RM from holding the auction; and
- 13.1.1.3 a terrorist event, which despite reasonable efforts, restricts RM from holding the auction.
- 13.1.2 Government/Court action, order, injunction, regulation, or law that necessitates a cancellation.
- 14. Cancellation/Rescission of Motor Car or Any Other Lot.**
- 14.1 RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the sale of a motor car or any other lot and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:
- 14.1.1 RM opines that the motor car or any other lot has been intentionally and materially misrepresented by the Consignor;
- 14.1.2 RM opines that physical damage to the motor car or any other lot, which cannot be sufficiently repaired prior to the auction, occurred after this agreement was signed;
- 14.1.3 RM is served with a lawsuit from a third party in relation to the motor car or any other lot;
- 14.1.4 RM faces significant reputational damages that would cause monetary damages for selling the motor car or any other lot;
- 14.1.5 material issues regarding Title, registration, or transfer of ownership that cannot be reasonably cured;
- 14.1.6 material issues regarding the provenance, merchantability, or authenticity of the motor car or any other lot that cannot be reasonably cured; or
- 14.1.7 if there are legitimate claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a motor car or any other lot not being authentic, being misrepresented, having an encumbered title or registration, having undisclosed material issue, or having a similar claim, RM has the right to retain the Buyer's funds on account and be the arbitrator as to the merit of the Buyer's claims and to cancel the sale of the motor car or any other lot and reimburse the payment to the Buyer if RM deems the Buyer's claims to be valid.
- 15. Estimates and Catalogue Descriptions.** Any pre-sale estimates are intended as guides for prospective Bidders. RM makes no representation or warranty of the anticipated selling price of a motor car or any other lot, and no estimate anywhere by RM of the selling price of a motor car or any other lot may be relied upon as a prediction of the actual selling price. Estimates included in catalogues, online, in pre-mailers, in advertisements, or elsewhere are preliminary only, and they are subject to revision by RM from time to time at its sole discretion. The Consignor acknowledges that RM will not be liable for any errors or omissions in the catalogue or other descriptions of a motor car or any other lot, and these descriptions make no guarantees, representations, or warranties whatsoever to the Consignor with respect to a motor car or any other lot, its attribution, legal title, condition, value, or other characteristics.
- 16. Odometer Statement.** The Consignor agrees to provide a duly executed odometer statement on or before the first day of the auction and to accept sole responsibility for the accuracy or inaccuracy of such statement.
- 17. Reserve.**
- 17.1 A reserve price noted in the fillable section of the Auction Consignment Agreement is the lowest bid acceptable to the Consignor. Reserve prices may be lowered at any time by the Consignor, either verbally or in writing, but they may not be raised. The reserve does not include commissions to RM. RM has the right to sell the motor car or any other lot at a price below the agreed verbal or written reserve provided that the Consignor receives the same net proceeds as the Consignor would have received had the reserve been met. If no reserve, indicate clearly by writing "NONE" in the space provided in the fillable section of the Auction Consignment Agreement.
- 17.2 If RM contributes to the hammer price to meet a reserve, the reserve for the respective motor car or any other lot becomes the hammer price plus RM's contribution for purposes of commissions.
- 18. Insurance.** The Consignor will be responsible for maintaining adequate property insurance on the motor car or any other lot at all times, and this insurance must be at least equal to the aggregate low pre-sale auction estimate for the motor car or any other lot, which in each case shall include insurance for damages to the motor car or any other lot and shall not be cancellable by the insurance company until after ownership and Title have passed to the Buyer and the Buyer has taken possession of the motor car or any other lot from RM. RM does not maintain insurance with respect to the Consignor's motor car or any other lot, but RM does carry Garage Keeper's Insurance to cover RM employees' acts of gross negligence while the motor car or any other lot is in the care, custody, and control of RM. With the exception of RM's employees' acts of gross negligence, the Consignor agrees that RM and its respective affiliates and agents will not be responsible for, and the Consignor releases RM and its respective affiliates, agents, and warehouses from, any and all liability for loss of, theft of, or damage to the motor car or any other lot.

CONSIGNORS' CONDITIONS OF BUSINESS

19. Withdrawn Motor Car or Any Other Lot.

19.1 The Consignor acknowledges that RM has incurred and will incur significant costs preparing, advertising, marketing, and promoting the motor car or any other lot for the auction.

19.2 If the Consignor withdraws one or more of the motor cars or any other lot from the auction after the signing of this agreement, the Consignor will pay RM the Buyers' Premium and Sellers' Commission that would have been due under this agreement, had the motor car or any other lot met (i) their reserve, (ii) if offered without reserve, then the motor car's or any other lot's published low estimate, or (iii) if no published low estimate, then the motor car's or any other lot's fair market value as determined by RM, by five PM (5:00 p.m.) of the next business day following the auction.

20. Legal Action. In the event that either party brings action against the other arising from or relating to the provisions of this agreement, the prevailing party, as determined by the court, shall be entitled to recover its reasonable attorneys' fees and costs. The law of the jurisdiction in which the auction is held shall govern the provisions of this agreement.

21. Marketing Fee. The marketing fee is non-refundable and is not credited toward the sales commission.

22. Bidding Restrictions. The Consignor hereby agrees not to bid on his/her/their motor car or any other lot. Although the auctioneer shall be entitled to bid on the Consignor's behalf up to the amount of the reserve (if applicable), the Consignor shall neither instruct nor permit any other person to bid on behalf of the Consignor for his/her/their motor car or any other lot. If, however, in violation of the foregoing, the Consignor (or his or her agent) bids on his/her/their motor car or any other lot and becomes the successful Bidder, the expenses, entry fee, repair expenses, Buyers' Premium, and Sellers' Commission on the hammer price shall be payable by the Consignor. If the Consignor does not pay in accordance with this clause, his/her/their motor car or any other lot may be sold without reserve.

23. Motor Car's or Any Other Lot's Batteries. If a motor car or any other lot arrives at the auction with a dead battery, or shows signs of a draining battery, an automatic \$200.00 (USD) (or the local currency equivalent) replacement fee will be charged to the Consignor.

24. Anti-Freeze Is the Responsibility of the Consignor.

24.1 As the Consignor's motor car or any other lot could be shipped to a location where below freezing temperatures are a possibility, it is the Consignor's responsibility to ensure that within the last six (6) months they have winterized their motor car or any other lot for shipping in freezing temperatures. Winterizing one or more of the motor cars or any other lots means that the Consignor has completely filled and properly mixed, at a minimum, negative twenty degrees Fahrenheit rated (-20°F) anti-freeze into their motor car's or any other lot's radiator.

24.2 If any damage occurs because the Consignor did not properly winterize their motor car or any other lot, it will be the Consignor's responsibility to cover the damages, and RM may recap these damages from the Consignor's settlement. If it is found that the Consignor did not properly winterize their motor car or any other lot, the associated costs with checking, filling, and disposing the anti-freeze will be recapped from the Consignor's settlement; if the motor car or any other lot is not sold, the Consignor must pay RM before the Consignor can re-take possession of their motor car or any other lot. If already settled, the Consignor must pay RM directly.

25. Entire Agreement. This document contains the entire agreement between the parties and shall be binding upon them and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, this agreement shall not be modified, except in writing. Whenever used in this agreement, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.

26. No Legal or Tax Advice. This agreement is an important legal document. The Consignor acknowledges that the Consignor has had the opportunity to consult an attorney before signing this agreement and has signed this agreement after having the opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in this agreement, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of this agreement, RM has not provided legal or tax advice or tax planning services to the Consignor or for the Consignor's benefit in connection with the transactions contemplated by this agreement, and no one at RM has acted as the Consignor's attorney or tax advisor.

27. Data Use. The Consignor agrees to allow RM to use their personal information in accordance with RM's privacy policy. RM uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchases of items at RM auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RM's website homepage under the Privacy and Terms tab. If you wish to ask any questions regarding the use of your personal information; request a full accounting of what personal information is on file with RM; unsubscribe to any services or purge your personal information from RM's systems, please email privacy@rmsothebys.com.

28. Anti-Money Laundering. The Consignor agrees to provide all information and assistance reasonably requested by RM to comply with RM's internal Anti-Money Laundering process and to comply with any and all Anti-Money Laundering Laws and Regulations in force in the jurisdiction in which the auction is held.

29. Photography, Videography, and Illustrations. All photographs, videography, and illustrations commissioned by RM for the motor car or any other lot are the absolute property of RM, and RM shall have the absolute right to use the photographs, videography, and illustrations as RM deems fit.

BIDDERS' CONDITIONS OF BUSINESS

1. Introduction.

1.1 Please ensure that you read and understand these Conditions of Business prior to bidding on a motor car or any other lot at this or any other RM Auctions, Inc. ("RMA") or RM Sotheby's ("RMS") auction (RMA and RMS together "RM"). Even though the RM Bidders' Conditions of Business are standardized, there are unique jurisdictional requirements and terms that may not apply to every auction, and it is each Bidder's responsibility to understand and review these Conditions of Business as they apply. By agreeing to these Conditions of Business, you are agreeing to be bound by these Conditions of Business for both RMS and RMA auctions. Please note that the Bidders' Conditions of Business are subject to change, and it is each Bidder's responsibility to apprise themselves of any changes to the Bidders' Conditions of Business. Bidders are encouraged to contact RM's Client Service department at clientservices@rmsothebys.com with any questions or concerns regarding these Bidders' Conditions of Business.

1.2 RM's contractual relationship with the Bidders is governed by:

- 1.2.1 these Bidders' Conditions of Business;
- 1.2.2 the Bidders' Conditions of Business displayed in the auction salesroom;
- 1.2.3 the Bidders' Conditions of Business displayed on RM's website; and
- 1.2.4 in each case as amended by any salesroom notice, auctioneer's announcement at the auction, or website update.

(Clauses 1.2 to 1.2.4 together "Contractual Obligations".)

1.3 As auctioneer, RM acts as the agent for the Consignor, and a sale contract is made directly between the Consignor and the Buyer.

- 1.3.1 Occasionally, RM may own a motor car or any other lot (and, in such circumstances, acts in a principal capacity as the Seller) and/or may have a legal, beneficial, or financial interest in a motor car or any other lot as a secured creditor or otherwise.

2. **Services.** RM agrees to act as an agent for the Bidders and provide auction services including, but not limited to, a sale facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RM will have absolute discretion with regard to the motor car and any other lot or any RM auction as to (a) consulting any expert either before or after the sale, (b) researching provenance, (c) grouping and providing catalogue and other descriptions as may be appropriate, (d) marketing and promotion of the sale, and (e) any other services required to conduct the sale.

3. Registration Fee.

3.1 In order to register to bid onsite at auction, Bidders must pay a bidder registration fee as outlined below:

- 3.1.1 up to a \$300 (USD) bidder registration fee for RMS North American auctions;
- 3.1.2 up to a \$200 (USD) bidder registration fee for RMA North American auctions;
- 3.1.3 a €200 (EUR) bidder registration fee for RMS Paris auctions;

3.1.4 a €150 (EUR) bidder registration fee for RMS Monaco and Villa Erba auctions; and

3.1.5 a £150 (GBP) bidder registration fee for RMS London, United Kingdom, auctions.

4. Bidding.

4.1 To bid at an RM auction, a Bidder must be at least 21 years of age.

4.2 At auction, there is no "cooling-off period." If you are awarded the final bid, ownership changes hands at the drop of the gavel. You own the motor car or any other lot and are responsible for payment in full. No Bidder may retract a bid made during the sale for any reason.

4.3 The Bidder is responsible for all risk of loss or damage and insurance immediately upon purchase of the motor car or any other lot.

4.4 RM reserves the right to reject any bid. The highest Bidder acknowledged by the auctioneer will be the Buyer. The auctioneer has absolute and sole discretion in the case of error or dispute with respect to bidding and, whether during or after the sale, to determine the successful Bidder, to re-open the bidding, to cancel the sale, or to re-offer and re-sell the motor car or any other lot in dispute. If any dispute arises after the sale, RM's sale record is conclusive. At RM's discretion, RM will execute order or absentee bids and accept telephone bids and online bids via rmsothebys.com as a convenience to clients who are not present at auctions; RM is not responsible for any errors or omissions in connection therewith. Prospective Bidders should also consult rmsothebys.com for the most up-to-date cataloguing of the motor cars or any other lots.

4.5 By participating in the sale, the Bidder represents and warrants that any bid placed by them, or on their behalf, is not the product of any collusive or other anti-competitive agreement and is otherwise consistent with federal and state antitrust law. RM may require such necessary financial references, guarantees, deposits, and/or such other security, at their absolute discretion, as security for any bid. Please bear in mind that RM is unable to obtain financial references over weekends or public holidays.

5. Purchase Price.

5.1 The Purchase Price shall consist of the following:

- 5.1.1 the Hammer Price of the motor car or any other lot, and
- 5.1.2 the applicable Buyers' Premium.

(Clauses 5.1 to 5.1.2 together "Purchase Price".)

6. Buyers' Premium.

6.1 In addition to the Hammer Price, the winning Bidder is required to pay RM a percentage of the Hammer Price, which RM retains as the Buyers' Premium for the purchase of each motor car or any other lot ("Buyers' Premium").

6.2 RMS North American auctions will have the following Buyers' Premiums:

- 6.2.1 In the event of a final Hammer Price of \$250,000 (USD) and below on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%).
- 6.2.2 In the event of a final Hammer Price above \$250,000 (USD) on all motor car lots, RMS will receive a Buyers' Premium of twelve percent

(12%) on the first \$250,000 (USD) and will receive a Buyers' Premium of ten percent (10%) on the Hammer Price above \$250,000 (USD).

6.2.3 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of twenty percent (20%) on the Hammer Price of those particular lots.

6.3 RMA North American auctions will have the following Buyers' Premiums:

6.3.1 RMA will receive a Buyers' Premium of ten percent (10%) on all motor car lots.

6.3.2 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMA a Buyers' Premium of fifteen percent (15%) on the Hammer Price of those particular lots.

6.4 RM European auctions will have the following Buyers' Premiums:

6.4.1 In the event of a final Hammer Price of €200,000 (EUR) and below on all motor car lots, RM will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium).

6.4.2 In the event of a final Hammer Price above €200,000 (EUR) on all motor car lots, RM will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium) on the first €200,000 (EUR) and will receive a Buyers' Premium of twelve and a half percent (12.5%) (plus VAT on the Buyers' Premium) on the Hammer Price above €200,000 (EUR).

6.4.3 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RM a Buyers' Premium of twenty percent (20%) (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.

6.5 RMS London, United Kingdom, auctions will have the following Buyers' Premiums:

6.5.1 In the event of a final Hammer Price of £200,000 (GBP) and below on all motor car lots, RMS will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium).

6.5.2 In the event of a final Hammer Price above £200,000 (GBP) on all motor car lots, RMS will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium) on the first £200,000 (GBP) and will receive a Buyers' Premium of twelve and a half percent (12.5%) (plus VAT on the Buyers' Premium) on the Hammer Price above £200,000 (GBP).

6.5.3 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of twenty percent (20%) (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.



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- 6.6 For those Bidders utilizing the online service Live Auctioneers for any RM auction, in addition to the applicable Buyers' Premium, an additional two percent (2%) of the Hammer Price will be charged to the Buyer of a motor car lot, and an additional three percent (3%) of the Hammer Price will be charged to the Buyer of a non-motor car lot, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing.
- 7. Tax.**
- 7.1 The Buyer is responsible to pay all city, state, federal, provincial, territorial, and any and all other taxes due for which the Buyer does not qualify as exempt, subject to RM verification; proof of exemption is the Buyer's responsibility. The Buyer is responsible for any applicable duty, import tariffs, charges, or any and all other required payments that are due upon the import of the motor car or any other lot to its final destination.
- 7.2 Although by no means an exhaustive list, please be aware of the tax scenarios below.
- 7.2.1 For auctions held in the United States, if the Buyer of a motor car or any other lot resides in an American state in which RM is registered to collect/remittance sales tax, RM is required to collect/remittance sales tax on the purchase of that motor car or any other lot. RM is registered to collect/remittance sales tax in the following states: California, Florida, Indiana, Pennsylvania, Arizona, New York, and Michigan. RM reserves the right to collect/remittance sales tax from residents from other jurisdictions if RM deems the collection/remittance of tax necessary.
- 7.2.2 For auctions in the EU, according to the EU VAT Directive, motor cars that have been in use for no more than six (6) months or that have been driven for no more than 6,000 kilometers are considered new means of transport and will be subject to VAT. Payment of VAT is the responsibility of the Buyer. Where applicable, RM may take a deposit from the Buyer equal to the amount of VAT due, which will be refunded upon receiving satisfactory evidence that the motor car has been transported to and registered in another EU country.
- 8. No Legal or Tax Advice.** This agreement is an important legal document. The Bidder acknowledges that the Bidder has had the opportunity to consult an attorney before signing this agreement and has signed this agreement after having the opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in this agreement, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of this agreement, RM has not provided legal or tax advice or tax planning services to the Bidder or for the Bidder's benefit in connection with the transactions contemplated by this agreement, and no one at RM has acted as the Bidder's attorney or tax advisor. It is the Bidder's responsibility to satisfy themselves and comply with all applicable tax, duty, or any and all other payments associated with the purchase of a motor car or any other lot at an RM auction.
- 9. Payment.**
- 9.1 Subject to fulfillment of the Contractual Obligations, on the fall of the auctioneer's hammer or equivalent device or mechanism ("**Hammer Price**"), the contract between the Consignor and the Bidder is concluded; payment is due in full on or before 5:00 p.m. of the next business day ("**Payment Deadline**"), and payment is to be made to RM.
- 9.2 For RM North American auctions, all payments must be in the form of cash or certified funds unless other arrangements have been approved in advance. Cash payments will be reported according to U.S. federal government requirements.
- 9.3 For RM United Kingdom and European auctions, all payments must be in the form of wire transfer unless other arrangements have been approved in advance.
- 9.4 RM is not obligated to release the motor car or any other lot to the winning Bidder until the winning Bidder has met all of the Contractual Obligations and paid the Purchase Price plus applicable taxes.
- 9.5 In the event that the winning Bidder does not pay any portion of the Purchase Price plus applicable taxes by the Payment Deadline, the Bidder agrees to and acknowledges the following: If RM elects to pay the Consignor any portion of the Purchase Price plus applicable taxes, RM shall have all of the rights of the Consignor to pursue the Buyer for any amounts paid to the Consignor, whether at law, in equity, or under these Conditions of Business. The Bidder hereby authorizes RM to deduct the Purchase Price plus applicable taxes from the Bidder's cash deposit or to charge this amount to the credit card that the Bidder has provided. If the Bidder's cash deposit and/or credit card payment does not cover the Purchase Price plus applicable taxes, in addition to other remedies available by law, RM reserves the right to impose, from the Payment Deadline until the full Purchase Price plus applicable taxes has been made by the Buyer, a late charge of ten percent (10%) interest per annum on the (1) Purchase Price plus applicable taxes, (2) maximum published Sellers' Commission, (3) applicable expenses, (4) any collection costs, attorneys' fees, and court costs incurred to enforce payment, and (5) other damages.
- 10. All Sales Are "As Is" and "Where Is."** The Bidder is responsible for inspections and verification of the condition, authenticity, and completeness of any motor car or any other lot purchased. No warranties or representations of any type whatsoever are made by RM. Statements printed in catalogues, online content, pre-mailers, advertisements, brochures, signs, and window cards, as well as verbal statements made by auctioneers or auction staff, are representations made by the Consignor, and RM has no obligation to verify or authenticate any such claims or representations. Except as herein provided, all motor cars or any other lots are sold as is, where is, with no representations or warranties, expressed or implied. THE CONSIGNORS AND RM DISCLAIM ALL WARRANTIES, EXPRESSED OR IMPLIED, AS TO CONDITION, ORIGINALITY, OR AUTHENTICITY; ORIGIN OR PROVENANCE; PREVIOUS USE OR OWNERSHIP; MANUFACTURING OR RESTORATION PROCESSES; YEAR OR AGE; SERIAL NUMBER, MAKE, OR MODEL; OPTIONS AND TOOLS; ENGINE HOURS; AND MILEAGE OF ANY MOTOR CAR OR ANY OTHER LOT OR COMPONENT OF ANY MOTOR CAR OR ANY OTHER LOT, AND THEY SPECIFICALLY DISCLAIM ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.
- 11. Reserves.** Motor cars or any other lots not marked as "no reserve" (or similar) are subject to a reserve bid set by the Consignor. When a motor car or any other lot is sold subject to such a reserve bid, the auctioneer may bid on the Consignor's behalf in an amount not to exceed the amount of the reserve bid.
- 12. Absentee and Telephone Bidding.** Absentee and telephone bidding are services provided by RM for the Bidder's benefit, and RM cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid. By submitting one or more bids, the Bidder has entered into a binding contract to purchase each motor car or any other lot if the Bidder's bid is successful. If the Bidder's bid is successful, the Bidder is to pay the Purchase Price plus applicable taxes, including the Buyers' Premium and sales tax, if not otherwise exempt. It is the Bidder's responsibility to provide proof of exemption from sales tax. By participating in telephone bidding, the Bidder acknowledges that RM has the right to record all telephone calls.
- 13. Cancellation/Rescission of Auction.**
- 13.1 RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the auction and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:
- 13.1.1 Force Majeure events including but not limited to:
- 13.1.1.1 any natural disaster, which despite reasonable efforts, restricts RM from holding the auction;
- 13.1.1.2 structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RM from holding the auction; and
- 13.1.1.3 any terrorist event, which despite reasonable efforts, restricts RM from holding the auction.
- 13.1.2 Government/Court action, order, injunction, regulation, or law that necessitates a cancellation.
- 14. Cancellation/Rescission of Motor Car or Any Other Lot.**
- 14.1 RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the sale of a motor car or any other lot and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:
- 14.1.1 RM opines that the motor car or any other lot has been intentionally and materially misrepresented by the Consignor or the Bidder;
- 14.1.2 RM opines that physical damage to the motor car or any other lot, which cannot be sufficiently repaired prior to the auction, occurred after this agreement was signed;
- 14.1.3 RM is served with a lawsuit from a third party in relation to the motor car or any other lot;

BIDDERS' CONDITIONS OF BUSINESS

- 14.1.4 RM faces significant reputational damages that would cause monetary damages for selling the motor car or any other lot;
- 14.1.5 material issues regarding Title, registration, or transfer of ownership that cannot be reasonably cured;
- 14.1.6 material issues regarding the provenance, merchantability, or authenticity of the motor car or any other lot that cannot be reasonably cured; or
- 14.1.7 if there are legitimate claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a motor car or any other lot not being authentic, being misrepresented, having an encumbered title or registration, having undisclosed material issue, or having a similar claim, RM has the right to retain the Buyer's funds on account and be the arbitrator as to the merit of the Buyer's claims and to cancel the sale of the motor car or any other lot and reimburse the payment to the Buyer if RM deems the Buyer's claims to be valid.
- 15. Online Services Are "As Is" and "As Available."**
- 15.1 Bidders may be able to bid via websites, telephone services, applications, and tools (collectively "Services").
- 15.2 RM tries to keep the Services safe, secure, and functioning properly, but RM cannot guarantee the continuous operation of or access to the Services. Bid update and other notification functionality may not occur in real time. Such functionality is subject to delays beyond RM's control.
- 15.3 Bidders agree that they are making use of the Services at their own risk and that they are being provided to Bidders on an "AS IS" and "AS AVAILABLE" basis. Accordingly, to the extent permitted by applicable law, RM excludes all expressed or implied warranties, terms, and conditions, including but not limited to implied warranties of merchantability, fitness for a particular purpose, and non-infringement.
- 16. Currency Display.** RM may use a currency display in the salesroom for informational purposes only. The currencies listed on the currency converter are not real-time conversions pegged to market rates and are not to be relied on by anyone. Errors and inaccuracies may occur in the operation of the currency converter. To be clear, the bid price stated by the auctioneer is the prevailing and binding bid price.
- 17. Bank Letter.** Please note that in order to register to bid at an RM sale, RM requires that all Bidders provide a Bank Letter. All Bank Letters must be written on bank letterhead. Please note that RM may waive this requirement at its sole discretion.
- 18. Credit Card Hold and Pre-authorization.**
- 18.1 Please note that in order to register to bid at an RM sale, RM requires a hold and pre-authorization to be placed on the Bidder's credit card, which is dependent on the particular auction as listed in clause 18.2 ("CC Hold"). If the Bidder fails to pay for a motor car or any other lot purchased on or before 5:00 p.m. of the next business day following the auction, the Bidder acknowledges that their credit card will be charged the applicable CC Hold for the missed payment; please note that the Bidder is still bound to pay their remaining balance. The CC Hold will not be charged to their credit card if the Bidder makes full payment on or before 5:00 p.m. of the next business day following the auction. If the Bidder does not purchase a motor car or any other lot, their credit card will not be charged. If their credit card is not to be charged, the CC Hold should fall off their credit card within ten (10) business days, depending on their credit card company. Please note that RM may waive this requirement at its sole discretion.
- 18.2 A CC Hold as outlined below will be placed on the Bidder's credit card:
- 18.2.1 a \$5,000 (USD) CC Hold for RMS North American auctions;
- 18.2.2 a \$2,000 (USD) CC Hold for RMA North American auctions;
- 18.2.3 a €5,000 (EUR) CC Hold for RM European auctions; and
- 18.2.4 a £5,000 (GBP) CC Hold for RMS London, United Kingdom, auctions.
- 19. Title Transfer.** In an effort to ensure all titles are free and clear of liens or encumbrances, RM manages the process of title reassignment on behalf of the Buyer. Buyers will receive titles in the mail up to twenty (20) business days following the auction. A \$75 (USD) administration fee or its equivalent in local currency of the auction location (\$65 [USD] in the State of California) will be assessed per motor car purchased, but this fee will not apply to nostalgia lots.
- 20. Removal of Purchased Motor Car or Any Other Lot.**
- 20.1 For RM North American and European auctions, all purchased motor cars, including motorcycles, boats, and trailers, must be removed from the auction site by the next business day by five PM (5:00 p.m.) in the applicable time zone where the auction is held ("**RM Removal Deadline**").
- 20.1.1 Specifically, for RM North American auctions:
- 20.1.1.1 If a motor car (including motorcycles, boats, and trailers) is not removed by the RM Removal Deadline, the Buyer will be charged a removal fee of up to \$500 (USD) and a daily storage fee of up to \$30 (USD) until the motor car (including motorcycles, boats, and trailers) is removed.
- 20.1.1.1.1 Please note that for RM auctions in Auburn, Indiana, no removal fee will apply.
- 20.1.2 Specifically, for RM European auctions:
- 20.1.2.1 The Buyer will be charged a removal fee of up to €600 (EUR) plus VAT per motor car, and a daily storage fee of up to €40 (EUR) plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.
- 20.1.2.2 Specifically, if a boat lot is not removed by the RM Removal Deadline, RM will remove the boat lot, and the Consignor is required to pay RM a removal fee plus VAT per boat lot and a daily storage fee plus VAT per boat lot. The removal fee and daily storage fee for a boat lot will be determined based on the size of the boat lot and therefore cannot be confirmed until the boat lot is consigned.
- 20.2 For RMS London, United Kingdom, auctions:
- 20.2.1 All purchased motor cars, including motorcycles, boats, and trailers, will be removed and taken to the CARS Europe storage facility located in either Chedburgh, Suffolk, United Kingdom, or Fair Oaks Chobham, United Kingdom, by the next business day by twelve PM (12:00 p.m.) in the applicable time zone where the auction is held.
- 20.2.2 The Buyer will be charged a removal fee of up to £600 (GBP) plus VAT per motor car and a daily storage fee of up to £40 (GBP) plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.
- 20.3 Regarding the collection of any non-motor car lots, including but not limited to memorabilia, jewelry, and clothing, from the auction site: Once the Buyer has made payment by the Payment Deadline, a direct shipping company will contact the Buyer. Please note that a reasonable memorabilia removal and storage fee will apply.
- 20.4 Please note that the Buyer is required to insure their motor car or any other lot while the motor car or any other lot is being stored on their behalf.
- 21. Legal Action.**
- 21.1 For RM North American auctions, in the event that either party brings action against the other, arising from or relating to this auction, the prevailing party, as determined by the court, shall be entitled to recover its reasonable attorneys' fees and costs. Jurisdiction for any action brought shall lie exclusively in a court of competent jurisdiction in the judicial district in which the auction is located.
- 21.2 For RM European auctions:
- 21.2.1 These Bidders' Conditions of Business (and any dispute or claim relating to them, their subject matter, their enforceability, or their termination [including non-contractual claims]) are to be governed by and construed in accordance with English law.
- 21.2.2 The courts of England and Wales shall have jurisdiction to settle any claim, dispute, or issue, whether arising out of or in connection with these Bidders' Conditions of Business or otherwise (including non-contractual claims). In the case of a dispute that is the subject of a claim by RM, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer and Consignor agree that it will not institute proceedings in the courts of any country other than England and Wales.

BIDDERS' CONDITIONS OF BUSINESS

21.3 For RMS' Paris auctions:

21.3.1 These Bidders' Conditions of Business (and any dispute or claim relating to them, their subject matter, their enforceability, or their termination (including non-contractual claims)) are to be governed by and construed in accordance with French law.

21.3.2 The courts of France shall have jurisdiction to settle any claim, dispute, or issue, whether arising out of or in connection with these Bidders' Conditions of Business or otherwise (including non-contractual claims). In the case of a dispute that is the subject of a claim by RM, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer and Consignor agree that they will not institute proceedings in the courts of any country other than France.

22. Packing and Shipping. RM is not responsible for the acts or omissions in our packing or shipping of purchased motor car or any other lot or of other carriers or packers of purchased motor car or any other lot, whether or not recommended by RM. Packing and handling of purchased motor car or any other lot are at the entire risk of the Buyer.

23. Data Use. The Bidders agree to allow RM to use their personal information in accordance with RM's Privacy Policy. RM uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchase of items at RM auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites,

products, and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RM website homepage under the Privacy & Terms tab. If you wish to ask any questions regarding the use of your personal information, to request a full accounting of what personal information is on file with RM, or to unsubscribe to any services or purge your personal information from RM's systems, please email privacy@rmsothebys.com.

24. Anti-Money Laundering. The Bidder agrees to provide all information and assistance reasonably requested by RM to comply with RM's internal Anti-Money Laundering process and to comply with any and all Anti-Money Laundering Laws and Regulations in force in the jurisdiction in which the auction is held.

FOR RM CALIFORNIA AUCTIONS SPECIFICALLY:

25. Notice to Buyers as Required by the California Department of Motor Vehicles Code Section 11729. Failure of RM to comply with the terms of this agreement may be in violation of statute, which could result in criminal or administrative sanctions, or both. If you feel RM has not complied with the terms of this agreement, please contact an investigator of the Department of Motor Vehicles.

26. Contract Cancellation Agreement. In the event of a successful bid, if a motor car or any other lot has a combined hammer price and Buyers' Premium equaling less than \$40,000 (USD), under the Car Buyer's Bill of Rights (FFVR 35), RM is required to offer a two (2) day contract cancellation option agreement to the successful Buyer. If the Buyer exercises this contract cancellation option, RM is obligated to return any funds paid by the Buyer and cancel the sale. If the sale is canceled, RM is under no obligation to pay the Consignor for the motor car

or any other lot, and the motor car or any other lot will be deemed to have not sold.

FOR RM EUROPEAN AUCTIONS SPECIFICALLY:

27. Motor Car or Any Other Lot Under Temporary Import.

27.1 A temporary import bond is used in all EU sales. If a motor car or any other lot is brought into the EU from a country outside of the EU, the motor car or any other lot must be placed on either RM's bond in the United Kingdom or one of RM's nominated customs agencies for Paris, Monaco, or Italy. Fees and charges vary from sale to sale, and for some countries, this is also determined by the value of the motor car or any other lot.

27.2 Motor cars or any other lots subject to temporary importation restrictions cannot be discharged from RM's custody without the completion of customs procedures and until full payment has been received. Customs charges will be levied appropriately depending on each individual scenario and will be payable directly to the relevant authorities, which RM will provide the details of as and when necessary.

27.3 Should the Buyer decide for the motor car or any other lots to remain in the EU when purchased, the Buyer is responsible to pay any and all import fees for the motor car or any other lots.

28. Translated Bidders' Conditions of Business. If there is a contradiction due to translation in our Bidders' Conditions of Business, please note that the English version of RM's Bidders' Conditions of Business will supersede.

FOR RMS' PARIS AUCTIONS SPECIFICALLY:

29. Guarantee. Please note that RMS has placed a guarantee with Catlin Insurance Company UK Limited, via Aquila Underwriters LLP trading as Vectura Underwriting, with registered offices at 1st floor, 80 Leadenhall Street, London, EC3A 3DH. Contact Stephen Fletcher to secure availability of sale proceeds as required by law.



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INDEX

YEAR/MAKE/MODEL	LOT	YEAR/MAKE/MODEL	LOT
1911 American Eagle Touring	376	1957 Chevrolet Corvette 'Fuel-Injected' 283/283	362
1965 Austin-Healey 3000 Mk III BJ8	413	1958 Chevrolet Impala 'Tri Power' Convertible	422
1960 Autobianchi Bianchina Trasformabile	221	1960 Chevrolet Impala Convertible	177
1912 Baker Electric Model W Runabout	159	1968 Chevrolet Camaro Convertible	175
1916 Buick D-4 Express Truck	229	1937 Chrysler Airflow Coupe.....	169
1937 Buick Special Convertible Phaeton.....	398	1948 Chrysler Town and Country Convertible.....	404
1940 Buick Special Sport Phaeton	379	1948 Chrysler Town and Country Sedan.....	421
1941 Buick Special Sedan.....	426	1961 Chrysler 300G Convertible.....	381
1953 Buick Skylark Convertible	375	1972 Citroën SM Coupe.....	181
1953 Buick Super Convertible.....	407	1983 Citroën 2CV6 Convertible	170
1955 Buick Special Riviera Coupe.....	206	1956 Continental Mark II	161
1969 Buick Riviera.....	172	1936 Cord 810 Westchester	187
1917 Cadillac Type 55 Opera Coupe	164	1937 Cord 812 Cabriolet	365
1924 Cadillac Type 63 Phaeton	388	1937 Cord 812 Cabriolet	212
1930 Cadillac V-16 Roadster <i>by Fleetwood</i>	397	1934 Covered Wagon Camping Trailer.....	387
1931 Cadillac V-12 Victoria Coupe <i>by Fisher</i>	389	1911 Delahaye 43A Charabanc.....	377
1931 Cadillac V-8 Phaeton.....	417	1948 DeSoto Custom Convertible.....	402
1932 Cadillac V-16 Limousine Brougham <i>by Fleetwood</i>	218	1912 Everitt Six-48 Touring	410
1935 Cadillac V-12 Two-Passenger Coupe <i>by Fleetwood</i>	411	1909 Ford Model T Coupe de Ville.....	385
1938 Cadillac Series 75 Town Sedan <i>by Fleetwood</i>	369	1920 Ford Model T Speedster	390
1938 Cadillac V-16 Convertible Coupe Conversion <i>by Fleetwood</i>	371	1927 Ford Model T Coupe	193
1938 Cadillac V-16 Convertible Sedan <i>by Fleetwood</i>	393	1932 Ford Five-Window Coupe Custom.....	419
1939 Cadillac Series 60 Special Touring Sedan <i>by Fleetwood</i>	154	1932 Ford Model B Five-Window Coupe.....	198
1940 Cadillac V-16 Seven-Passenger Imperial Sedan <i>by Fleetwood</i>	391	1932 Ford V-8 DeLuxe Roadster.....	202
1941 Cadillac Series 62 Convertible Sedan.....	401	1934 Ford V-8 DeLuxe Roadster	414
1947 Cadillac Series 62 Convertible.....	408	1936 Ford V-8 DeLuxe Roadster	367
1949 Cadillac Series 62 Convertible	405	1937 Ford V-8 DeLuxe Phaeton.....	220
1955 Cadillac Series 62 Coupe DeVille.....	222	1940 Ford V-8 DeLuxe Convertible.....	399
1961 Cadillac Series Sixty Special Sedan <i>by Fleetwood</i>	227	1940 Ford V-8 DeLuxe Coupe	205
1931 Chevrolet Independence Coach	380	1947 Ford Super DeLuxe Station Wagon	211
1935 Chevrolet Series EB Canopy Truck	200	1954 Ford Crestline Skyliner	195
1949 Chevrolet Fleetline DeLuxe Sedan	194	1955 Ford Fairlane Crown Victoria.....	189
1954 Chevrolet Corvette.....	179	1956 Ford F-100 Pickup	158
1956 Chevrolet Bel Air Convertible	225	1956 Ford Thunderbird.....	423
1957 Chevrolet Bel Air Convertible.....	186	1959 Ford Galaxie Fairlane 500 Sunliner.....	176
1957 Chevrolet Bel Air Convertible.....	360	1925 Harley-Davidson Model JD with Sidecar.....	355
1957 Chevrolet Bel Air 'Fuel-Injected' Convertible	374	1916 Hudson Series H Super Six Great Race Car.....	208

INDEX

YEAR/MAKE/MODEL	LOT
1951 Jaguar XK 120 Fixed Head Coupe.....	363
1958 Jaguar XK 150 Fixed Head Coupe.....	180
1965 Jaguar E-Type Series 1 4.2-Litre Roadster.....	185
1969 Jaguar E-Type Series 2 4.2-Litre Roadster.....	382
1951 Kaiser Deluxe Golden Dragon Sedan.....	199
1930 Lincoln Model L Town Sedan.....	190
1932 Lincoln Model KB Five-Passenger Sedan.....	219
1934 Lincoln Model KB Convertible Roadster <i>by LeBaron</i>	416
1934 Lincoln Model KB Convertible Sedan <i>by Dietrich</i>	378
1934 Lincoln Model KB Dual-Cowl Sport Touring.....	184
1934 Lincoln Model KB Seven-Passenger Limousine.....	424
1937 Lincoln Model K Two-Window Berline <i>by Judkins</i>	394
1941 Lincoln Continental Cabriolet.....	400
1941 Lincoln Custom Limousine.....	392
1947 Lincoln Continental Cabriolet.....	196
1964 Lincoln Continental Convertible.....	156
1939 Lincoln-Zephyr Convertible Coupe.....	217
1939 Lincoln-Zephyr Coupe.....	412
1912 Marion Model 33 Bobcat.....	358
1932 Marmon Sixteen Close-Coupled Sedan <i>by LeBaron</i>	213
1980 Mercedes-Benz 450 SL.....	155
1989 Mercedes-Benz 560 SL.....	171
1952 MG TD.....	359
1957 MG MGA 1500 Roadster.....	366
1962 MG MGA 1600 Mk II Roadster.....	223
1917 Milburn Electric Model 27 Brougham.....	197
1907 Mitchell Model E Runabout.....	162
1951 Monarch Convertible.....	406
1960 Morgan Plus 4.....	425
1961 Morgan Plus 4.....	224
1947 Nash Ambassador Suburban.....	370
1948 Nash Ambassador Custom Cabriolet.....	201
1905 Northern Runabout.....	373
1901 Oldsmobile Model R 'Curved Dash' Runabout.....	210
1903 Oldsmobile Model R 'Curved Dash' Runabout.....	357
1938 Oldsmobile L-38 Convertible Coupe 'Safety Transmission'.....	204
1949 Oldsmobile Futuramic 88 Deluxe Convertible.....	372
1957 Oldsmobile 98 Convertible.....	178

YEAR/MAKE/MODEL	LOT
1911 Packard Model UEFR '30' Limousine.....	214
1924 Packard Single Six Touring.....	168
1928 Packard Six Roadster.....	165
1929 Packard Eight Convertible Coupe.....	188
1931 Packard Custom Eight Roadster.....	364
1931 Packard Custom Eight Roadster.....	209
1932 Packard Twin Six Individual Custom Convertible Sedan <i>by Dietrich</i>	409
1934 Packard Eight Phaeton.....	191
1936 Packard Twelve Convertible Victoria.....	403
1936 Packard Twelve Coupe Roadster.....	395
1938 Packard Twelve Convertible Sedan.....	383
1938 Packard Twelve Touring Cabriolet <i>by Brunn</i>	368
1939 Packard Super Eight Phaeton <i>by Derham</i>	160
1941 Packard Custom Super Eight One Eighty Convertible Victoria <i>by Darrin</i>	396
1941 Packard Custom Super Eight One Eighty Sport Brougham <i>by LeBaron</i>	183
1954 Packard Clipper Panama Hardtop Coupe.....	356
1913 Pierce-Arrow Model 48-B-2 Seven-Passenger Touring.....	418
1924 Pierce-Arrow Seven-Passenger Phaeton.....	182
1931 Pierce-Arrow Model A Seven-Passenger Touring.....	216
1932 Pierce-Arrow Model 51 Sport Coupe <i>by LeBaron</i>	384
1948 Playboy A48 Convertible.....	157
1960 Plymouth Fury Convertible.....	215
1964 Pontiac Bonneville Convertible.....	420
1905 Pope-Hartford Model D Side-Entrance Tonneau.....	415
1957 Porsche 356 Speedster Recreation.....	174
1926 Reo Model G Speed Wagon Delivery Truck.....	207
1937 Rolls-Royce 25/30 Saloon <i>by Lancefield</i>	386
1965 Rolls-Royce Silver Cloud III Saloon.....	163
1965 Rolls-Royce Silver Cloud III Saloon.....	361
1909 Stanley Model Z Mountain Wagon.....	167
1913 Stanley Model 64 Roadster.....	166
1921 Stanley 735B Seven-Passenger Touring.....	203
1982 Toyota FJ40 Land Cruiser.....	226
1966 Triumph TR4A.....	228
1969 Volkswagen 'Weekender' Microbus.....	173
1971 Volvo 1800E Coupe.....	153
1911 Wagner Single.....	152

INDEX

MEMORABILIA

LOT

Alfa Romeo: Tutte Le Vetture Dal 1910, All Cars From 1910 <i>by Luigi Fusi</i>	324
American Marque Hand Books	116
American Marque Sales Brochures and Literature	115
Aston Martin DB2 and DB4 Sales Brochures	108
Automobile Badges, Plaques, and Club Badges	118
Automobiles Voisin: 1919-1958 <i>by Pascal Courteau</i>	326
Avery Tractor Live Steam Engine Model.....	353
B.F. Goodrich "First In Rubber" Painted Tin Sign	313
Bénicourt Bicycles Poster, <i>c. 1905</i>	145
Bentley 4¼-Litre Mk VI Handbook.....	104
Bentley 4½-Litre Giclee Print <i>by Scott Jacobs</i>	132
Bentley Beauty: The Art of the Coachbuilder on the Derby Bentley, 1933-1940 <i>by Neill Fraser and Tomas Knapek</i>	322
Bentley Continental Sports Saloon <i>by Christian Hueber and David Sulzberger</i>	323
Bentley Dealership Banner	135
Bentley Dealership Signs	133
Bentley Neon Sign	134
Bentley Wicker Picnic Hamper, Arnage-Era	136
Benzo-Moteur Poster, <i>c. 1900</i>	335
Brass-Era Lamps	330
Buccioli <i>by Christian Huet</i>	318
Bugatti Magnum <i>by Hugh Conway and Maurice Sauzay</i>	319
Bugatti Type 35C, Fernando Minoia, 1929 Targa Florio <i>by John W. Burgess, c. 1930</i>	147
Buick Authorized Service Double-Sided Porcelain Sign	312
Cadillac Eldorado Brougham Owner's Manual, 1958.....	101
Chrysler Mascot <i>by René Lalique, c. 1928</i>	329
Chrysler Pebble Beach Concours d'Elegance Lorin Tryon Trophy <i>by René Lalique, 2001</i>	338
Cigogne 'Flying Stork' Mascot <i>by François Bazin</i>	339
Cigogne 'Flying Stork' Mascot <i>by François Bazin</i> for H6 and J12.....	340
Cigogne 'Flying Stork' Mascot <i>in the style of François Bazin</i>	341
Cigogne 'Flying Stork' Mascot <i>in the style of François Bazin</i> for K6	342
Cord 812 'Sportsman' Cabriolet Children's Car.....	354
Cottreau Bicycles Poster, <i>c. 1905</i>	146
Coupe Aerodynamique <i>by Emmanuel Zurini, 1986</i>	343
Coupe Aerodynamique Pebble Beach Concours d'Elegance Class Trophy <i>by Emmanuel Zurini, 1971</i>	344
Curta Type II Mechanical Calculator	140

MEMORABILIA

LOT

Delage 30 CV Six-Cylinder Owner's Manual, 1926	103
Dodge Plymouth Dependable Service Double-Sided Porcelain Sign	311
Drew & Sons Six-Person Picnic Basket Set.....	150
English Locomotive Live Steam Engine Model	352
Esso Double-Sided Porcelain Sign.....	310
Esso Neon Letters Sign	309
European Marque Sales Brochures and Literature.....	110
European Marque Sales Brochures and Literature.....	105
European Marque Sales Brochures and Literature.....	106
Ferrari Sales Brochures.....	117
Fram Filter Service Thermometer.....	308
Georges Richard Automobiles & Cycles Poster, <i>c. 1900-1901</i>	336
Goodyear Tires Double-Sided Porcelain Sign.....	307
Gulf Dealer Double-Sided Porcelain Sign	306
Hand-Colored Lithographs <i>by Ernest Montaut</i>	334
Hand-Colored Lithographs <i>by Ernest Montaut, c. 1910</i>	144
Hispano-Suiza Advertisement, <i>c. 1928</i>	345
Hispano-Suiza Boattail Skiff <i>by Alain Gauthier</i>	348
Hispano-Suiza Book Titles.....	327
Hispano-Suiza Books and Literature	328
Hispano-Suiza by the Lily Pond <i>by William Motta</i>	346
Hispano-Suiza Collectibles	333
Hispano-Suiza Framed Brochure.....	347
Hispano-Suiza H6B Labourdette Skiff Torpedo Model <i>by Martin Heukeshoven</i>	350
Hispano-Suiza HB6 Labourdette Skiff Torpedo Styling Art <i>by Strother MacMinn</i>	349
Hutchinson Porcelain Sign	314
J. Saoutchik, Maître Carrossier <i>by Peter M. Larsen with Ben Erickson</i>	320
Jaeger Hispano-Suiza Eight-Day Clock, <i>c. 1920s</i>	331
Jaguar & Daimler Sales Literature	109
Mercedes-Benz Dealership Three-Pointed Star	143
Mercedes-Benz Grand Prix Reproduction Posters.....	142
Mercedes-Benz Grille with Automotive Badge Collection.....	119
Mercedes-Benz Sales Literature	111
Michelin Porcelain Sign	315
Mobil Double-Sided Porcelain Sign.....	305
Momo Volante FI Steering Wheel.....	141
Motoring Helmet Bronze <i>by John Nelson Bettenberg</i>	149

INDEX

YEAR/MAKE/MODEL	LOT
Packard Liberty L-12 Aircraft Engine, 1917.....	192
Pennzoil "Sound Your Z" Double-Sided Painted Tin Sign.....	303
Pennzoil "Sound Your Z" Double-Sided Sign.....	304
Pontiac Authorized Service Double-Sided Porcelain Sign.....	302
Porsche 356 B Parts Catalogs.....	112
Porsche Service Manuals.....	114
Prestone Anti-Freeze Porcelain Thermometer.....	301
Rolls-Royce & Bentley Dealership Sign.....	124
Rolls-Royce & Bentley Dealership Sign.....	128
Rolls-Royce & Bentley Dealership Sign with Lights.....	122
Rolls-Royce & Bentley Overseas Touring Spares Kit, No. 15.....	123
Rolls-Royce & Bentley Overseas Touring Spares Kit, No. 18.....	121
Rolls-Royce & Bentley Post-War Sales Brochures and Literature.....	107
Rolls-Royce Dealership Sign.....	125
Rolls-Royce Dealership Wall Plaques.....	126
Rolls-Royce Handbooks for the Wraith, Phantom II, and Phantom III.....	113
Rolls-Royce Neon Sign.....	127
Rolls-Royce Silver Ghost Bulb Horn and Oiler.....	130
Rolls-Royce Stained Glass Panel.....	129
Santa's New Toy by Stanley Wanlass, 1988.....	151
Studebaker Authorized Service Double-Sided Porcelain Sign.....	316
Studebaker Color and Fabric Selector Guides, 1957-58.....	102
T.M. King George VI and Queen Elizabeth, Coronation, 1937 Commemorative Grille Badge.....	120
Tazio Nuvolari by <i>Larry Braun</i> , 1981.....	148
Tête d'Aigle Mascot by <i>René Lalique</i>	332
Texaco Double-Sided Porcelain Sign.....	317
The Checkered Flag by <i>Peter Helck</i>	325
The Edwardian Rolls-Royce by <i>John Fasal and Bryan Goodman</i>	321
Veteran Racing Car Desk Stand, c. 1904.....	351
Voitures Prosper Lambert Poster, c. 1902.....	337
Volkswagen Three-Spoke Steering Wheel, 1948-1955.....	139
Watkins Glen Grand Prix Posters.....	137
Willard Battery Tin Sign.....	138
Wyandotte and Marx Tin Toys.....	131





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