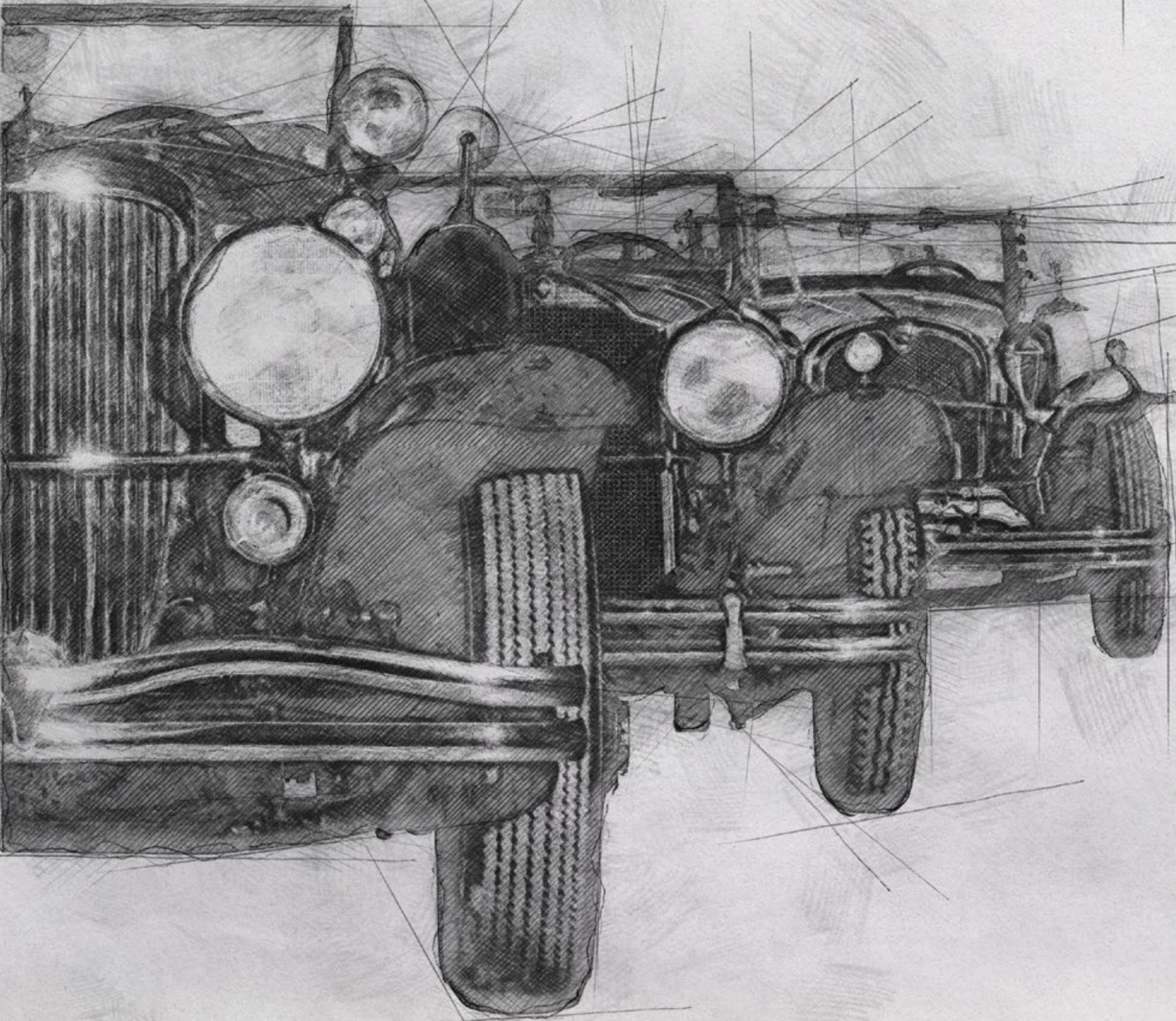


4-5 MAY 2019 • ST. LOUIS, MISSOURI

GUYTON COLLECTION

OFFERED WITHOUT RESERVE

MOTOR CARS • AUTOMOBILIA • COLLECTIBLES



Sotheby's

The image shows two classic cars in a museum setting. In the foreground is a 1930 Packard 734 Speedster Eight Phaeton, which is a two-seater convertible with a bright red body and black fenders. It features a tan leather interior and a matching tan convertible top. The car has a prominent front grille with vertical slats, dual round headlights, and a chrome bumper. The wheels are black with red wire-spoke hubs. In the background is a 1930 Duesenberg Model J Convertible Sedan, a four-door car with a dark blue body and black fenders. It also has a tan leather interior and a tan convertible top. The car features a large, rounded front grille, dual round headlights, and a chrome bumper. The wheels are black with blue wire-spoke hubs. Both cars are parked on a light-colored concrete floor against a dark stone wall.

LOT 377
1930 PACKARD 734 SPEEDSTER EIGHT PHAETON
LOT 379
1930 DUESENBERG MODEL J CONVERTIBLE SEDAN



LOT 382
1930 RUXTON MODEL C ROADSTER



LOT 379
1930 DUESENBERG MODEL J CONVERTIBLE SEDAN

Sale produced by RM Auctions, Inc. d.b.a. RM Sotheby's | 5536 County Road 11A | Auburn, IN 46706 | U.S.A. | Licensed Auctioneer Brent Earlywine



Sotheby's

4-5 MAY 2019 • ST. LOUIS, MISSOURI

GUYTON COLLECTION

OFFERED WITHOUT RESERVE

MOTOR CARS • AUTOMOBILIA • COLLECTIBLES

LOCATION

1203 Ambassador Blvd
St. Louis, Missouri 63132
United States

AUCTION PREVIEW

Thursday		2 May 2019		5:00 p.m.–8:00 p.m.
Friday		3 May 2019		9:00 a.m.–8:00 p.m.

ADMISSION TO PREVIEW

\$20 – Admits one

\$80 – Admits two and includes auction catalogue

AUCTION

Saturday		4 May 2019		10:00 a.m.
Sunday		5 May 2019		11:00 a.m.

Admission to the auction is open to registered bidders and qualified media only.
Doors open at 9:00 a.m. for auction attendees in advance of the auction start.

BIDDER REGISTRATION - \$100

Bidder registration includes an auction catalogue and admission for two to the preview and both auction days. Please note that a discounted registration rate is available for bidders interested in attending the Sunday auction only. Please contact our Client Service department for further details.

GENERAL INQUIRIES

+1 519 352 4575
info@rmsothebys.com

ONSITE CONTACT

Wednesday, 1 May–Monday, 6 May
+1 734 660 0015



FRED GUYTON

It is our distinct honor to offer the collection of Fred F. Guyton Jr. in St. Louis this May. A beloved fixture of the collector car hobby, Fred was well known and respected within collecting and car club circles, having amassed his renowned collection over more than four decades. He was a proud St. Louisan, and we are delighted to present his 60 Veteran, Brass, and Classic Era automobiles and numerous automobilia items at the site of his esteemed collection.

After graduating from the University of Illinois College of Fine & Applied Arts in 1961 with a Bachelor of Architecture, Fred Guyton spent a year in the Peace Corps before his induction into the U.S. Army, where he served as a helicopter pilot. After discharge, Fred moved to St. Louis and began his illustrious career as an architect, which culminated in his co-founding of the world-renowned architectural firm Peckham Guyton Albers & Viets, Inc. (PGAV), where he continued to work until his passing in 2018. During Fred's 35 years as Chairman of PGAV, he led the development of landmark projects around the globe, including Busch Gardens Williamsburg & Tampa,



Anheuser-Busch World Headquarters, and Universal Studios Theme Parks. Mr. Guyton was also active in civic works and was appointed by a succession of St. Louis mayors to numerous posts of local importance.

Fred's architectural accomplishments celebrate the intersection between form and function, demonstrating how considerate design can create captivating and multifaceted visitor experiences. An avid hobbyist and true student of history, his passion for vehicles and their historical value is evident throughout his collection. Beginning with the dawn of the automobile and culminating in the immediate pre-war period, the collection is displayed chronologically, presenting visitors with a journey through automotive history. Both American and European automobiles were chosen for their historical significance, bringing to light the best of the era's technological advancements and engineering. Fred Guyton's passion for historical pursuits is also reflected in discernable areas within his automobilia collection, with an entire room in his facility dedicated to WWI and WWII aviation and naval ephemera, as well as an exceptional automotive library alongside the world's most comprehensive collection of Minic clockwork toy cars and countless other collectibles.



We certainly look forward to welcoming you to the Guyton Collection in St. Louis this May as we celebrate Fred's vision for an immersive experience of automotive history.

Mason's Garage

The logo on the back cover of this catalogue was hand drawn by Fred Guyton, evoking a classic car experience he enjoyed with a friend overseas while hunting for cars in England. A part of the family collection for many years, the Mason's Garage logo is quite fitting in light of the collection's complete presentation of Duesenberg history, from the Mason motor car through to the mighty Model J.



VISITING ST. LOUIS, MISSOURI

Welcome to St. Louis, the Gateway to the West! Conveniently located 10 minutes from St. Louis Lambert International Airport and 20 minutes from downtown, a visit to the Guyton Collection auction provides attendees with an opportunity to explore the spectacular sites of the city.

During your visit, make a point to visit the Gateway Arch National Park, St. Louis' most iconic landmark. Travel to its apex for breathtaking views of the city and across the Mississippi River to Illinois. Downtown, visit the world-famous Budweiser Brewery. This stunning campus has brewed the renowned American-style pale lager since 1876. Budweiser offers factory tours allowing visitors to observe the brewing process, meet the famous Clydesdale horses, and enjoy a beer and a bite in their wonderful beer garden.

From fantastic barbecue to some of the best Italian food west of the Mississippi, the city offers a wide variety of exceptional dining options. Toasted ravioli is a St. Louis

staple worth sampling, and this unique dish can be found in the city's Italian neighborhood, referred to as The Hill.

For those interested in local history, stop by the Missouri History Museum. Located in St. Louis and operated by the Missouri Historical Society, the Museum offers a broad range of collections and exhibits celebrating the state's rich history. Visitors seeking a truly unique experience should pay a visit to The Butterfly House, located just outside St. Louis in Chesterfield. This butterfly zoo, operated by the Missouri Botanical Gardens, features an 8,000-square foot conservatory that is home to roughly 80 species of nearly 2,000 butterflies.

There is no shortage of activities for you and your guests to enjoy during your stay in St. Louis this May. Please feel free to reach out to our Client Service team for travel and lodging recommendations as well as great places to visit during your visit to historic St. Louis. We look forward to welcoming you to The Guyton Collection sale!



PARKING INFORMATION

Friday | 3 May 2019

Clients attending the Friday preview are asked to park at the following designated offsite lot. Complimentary shuttle service will take guests to and from the auction venue (five-minute drive).

Staenberg Family Complex

(Jewish Community Center)
2 Millstone Campus Drive
St. Louis, Missouri 63146

RM Sotheby's guests are asked to park in the North Pavilion Lot at the back of the property. Signage and parking attendants will be onsite to guide you.

***Important:** Clients should not attempt to park at nearby businesses to the auction venue on Friday during regular business hours as vehicles will be towed.

Saturday & Sunday | 4–5 May 2019

Local parking is available at nearby businesses to the auction venue. Local parking assistants will be onsite and available to direct you.

LEGEND

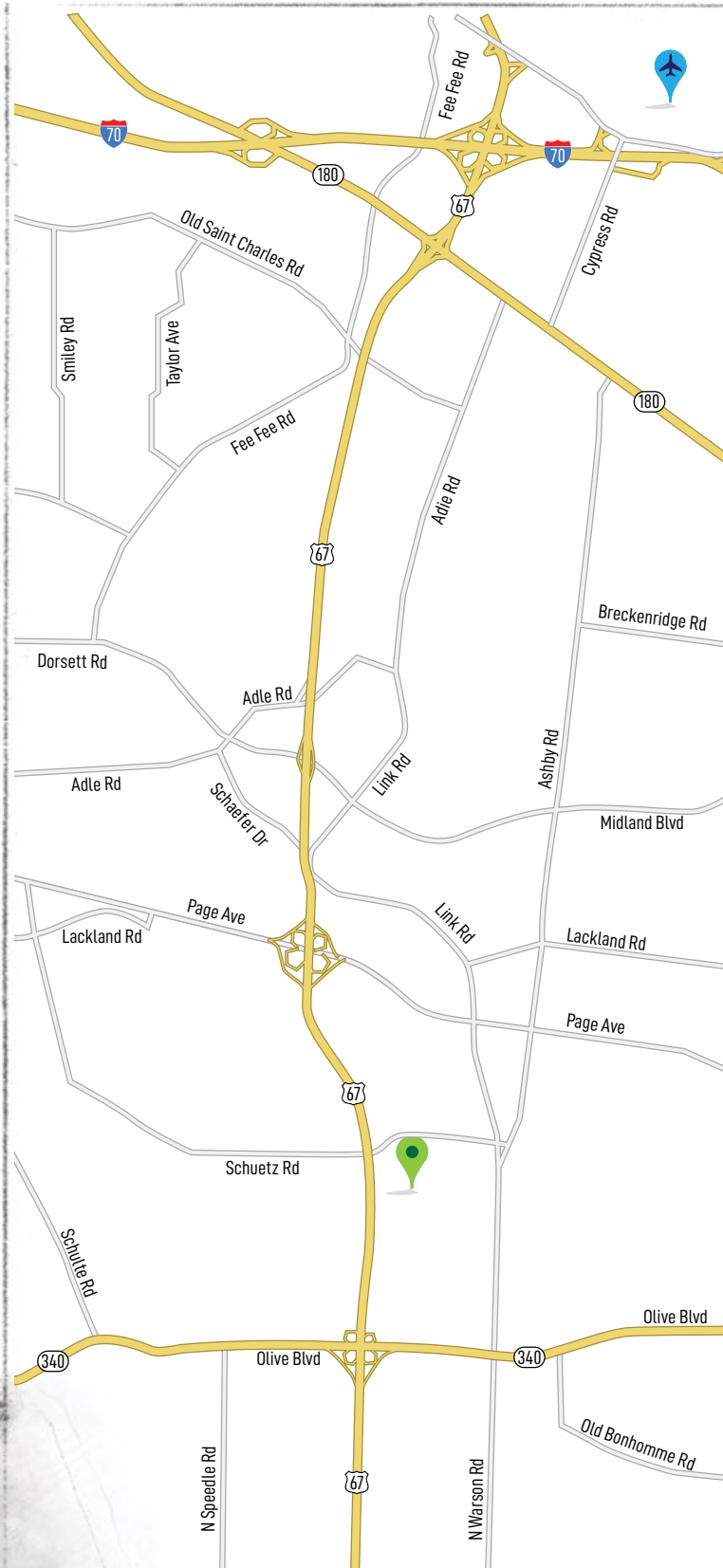
Staenberg Family Complex

(Jewish Community Center)



St. Louis Lambert

International Airport



CLIENT SERVICE

BIDDER REGISTRATION

Bidding Requirements:

- 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 \$100 registration fee. Should you prefer, you may register in advance to avoid onsite queues. To do this, please visit rmsothebys.com/bid or contact Client Service at +1 519 352 4575.

TELEPHONE REGISTRATION

If you are unable to attend the sale, we offer telephone bidding services free of charge. An RM Sotheby's 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 rmsothebys.com/bid or contact Client Service at +1 519 352 4575.

ABSENTEE REGISTRATION

Alternatively, you may prefer to leave a maximum bid with us in advance of the sale, which is known as an Absentee Bid. An RM Sotheby's representative will then represent this bid in the live auction room, bidding up to your maximum until you have either won the lot or your bid has been surpassed. To register as an absentee bidder, please visit our website at rmsothebys.com/bid or contact Client Service at +1 519 352 4575.

INTERNET REGISTRATION

Unlike in other online auctions, you can bid in real time during the live auction. The online bidding application will launch when the auction is scheduled to begin. Clients looking to bid over the Internet are urged to register in advance, as they will be required to create an account (username and password) prior to choosing the auction for which they wish to register. Please visit rmsothebys.com/bid and click on "Internet Bidding" to create your account and register for the sale.



RECOMMENDED ACCOMMODATIONS

Should you need assistance with accommodations, please contact Madeline Baker, one of our Client Liaisons, at +1 519 352 4575 or mbaker@rmsothebys.com. The following recommended hotels are all within a short drive to the auction venue:

Chase Park Plaza

212 Kingshighway Blvd
St. Louis, Missouri 63108
+1 314 633 3000

The Ritz-Carlton, St. Louis

100 Carondelet Plaza
St. Louis, Missouri 63105
+1 314 863 6300

Hilton St. Louis Frontenac

1335 S Lindbergh Blvd
Frontenac, Missouri 63131
+1 314 993 1100

CLIENT SERVICE

RM Sotheby's has a world-renowned support team that prides itself on providing the best experience possible to our clients. If you would like to register to bid or order catalogues, or if you have any questions about logistical processes, shipping, registrations, or general inquiries, our team is here to help.



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



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



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



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



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t: +1 310 559 4575
m: +1 562 852 8652
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*EXPERIENCE.
KNOWLEDGE.
PASSION.
REACH.*



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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

Matt Traylor
Car Specialist

*Auburn, Indiana – United States
Languages: English*
+1 260 494 7545
mtraylor@rmsothebys.com

Ramsey Potts
Car Specialist

*Savannah, Georgia – United States
Languages: English*
+1 912 508 4096
rpotts@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

Shelby Myers

*Global Head of Private Sales & Car Specialist
Los Angeles, California – United States
Languages: English*
+1 310 559 4575
smyers@rmsothebys.com

Barney Ruprecht
Car Specialist

*New York, New York – United States
Languages: English*
+1 203 912 7168
bruprecht@rmsothebys.com

Alexander Weaver
Car Specialist

*Los Angeles, California – United States
Languages: English, German*
+1 864 313 6844
aweaver@rmsothebys.com

Thatcher Keast
Car Specialist

*Blenheim, Ontario – Canada
Languages: English*
+1 785 643 6459
tkeast@rmsothebys.com

Dan Matthews
Memorabilia Specialist

*Auburn, Indiana – United States
Languages: English*
+1 217 259 7059
dmatthews@rmsothebys.com

Donnie Gould

*Car Specialist
Stuart, Florida – United States
Languages: English*
+1 954 647 0779
dgoald@rmsothebys.com

Pete Fisher
Car Specialist

*Blenheim, Ontario – Canada
Languages: English*
+1 519 784 9300
pfisher@rmsothebys.com

David Swig
Car Specialist

*San Francisco, California – United States
Languages: English*
+1 415 302 2247
dswig@rmsothebys.com

Roger Willbanks
Car Specialist

*Blenheim, Ontario – Canada
Languages: English*
+1 303 918 0079
rwillbanks@rmsothebys.com

Kurt Forry
Memorabilia Specialist

*San Francisco, California – United States
Languages: English*
+1 717 623 1638
kforry@rmsothebys.com

Mike Fairbairn

*Car Specialist
Blenheim, Ontario – Canada
Languages: English*
+1 519 352 4575
mike@rmsothebys.com

Jake O’Gorman
Car Specialist

*Blenheim, Ontario – Canada
Languages: English*
+1 316 217 3810
jo’gorman@rmsothebys.com

Zach Oller
Car Specialist

*Auburn, Indiana – United States
Languages: English*
+1 316 217 2961
zoller@rmsothebys.com

Ken Wallace
Car Specialist

*Washington, New Jersey – United States
Languages: English*
+1 734 368 1967
kwallace@rmsothebys.com



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We offer tailored financing options using motor cars as collateral.



PRIMARILY FOCUSED ON PROVIDING SECURED LOANS ABOVE US\$500,000, OUR FINANCING SOLUTIONS INCLUDE:

- **CONSIGNOR ADVANCE** – to provide immediate liquidity to clients who are consigning their motor cars at one of our auctions or offering them through our Private Sales division
- **EQUITY RELEASE** – to provide liquidity to clients who have significant equity “tied up” in a motor car, thereby providing financial flexibility while retaining ownership of the vehicle
- **ACQUISITION FINANCING/BRIDGE LOANS** – to provide financing to clients who are acquiring a significant motor car through a private sale or auction
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Financial Services

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4-5 MAY 2019 • ST. LOUIS, MISSOURI

GUYTON COLLECTION

OFFERED WITHOUT RESERVE

MOTOR CARS • AUTOMOBILIA • COLLECTIBLES

SATURDAY | 4 MAY 2019 | 10:00 AM

AUTOMOBILIA LOTS 101-341

LOT 341
ROLLS-ROYCE SPIRIT OF ECSTASY DEALERSHIP BRONZE



Sotheby's



101

“HE/SHE DRIVES A DUESENBERG”
FIVE FRAMED ADVERTISEMENTS

\$400 - \$500



102

DUESENBERG
MODEL J
ENGINE MODEL

Beautifully detailed. 18.5 in.

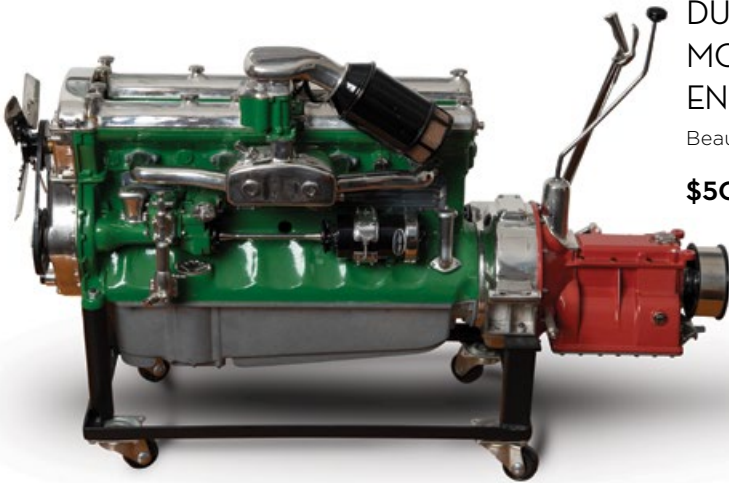
\$500 - \$750

103

VINTAGE ERECTOR SET
WITH ORIGINAL BOX

Appears to be set number
7 and largely complete.

\$300 - \$400



105

E.L. CORD
GRIFFITH BORGESON

Boxed first edition. Leather bound with gold leaf.

\$300 - \$400



104

R.M.S. TITANIC POSTER AND ORIGINAL
DISCOVERY PHOTOGRAPH

EMORY KRISTOF, JULY 5, 1991

Photograph signed “Al Giddings” and inscribed “Depth
12,460’... 2:10 AM...” and “The great ship fills my frame!”

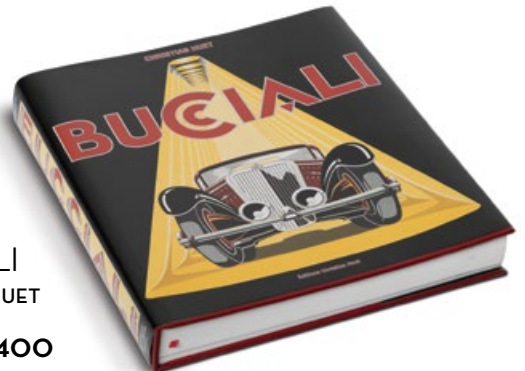
39.5 x 54.5 in.

\$250 - \$350

106

BUCCIALI
CHRISTIAN HUET

\$300 - \$400





107

SHELL OIL PUMP
AMERICAN OIL PUMP
AND TANK COMPANY

Restored condition.
61 in. tall

\$400 - \$600



108

THREE AIRPLANE MODELS

18-in. wingspan

\$400 - \$600



109

BRITISH AVIATION MEMORABILIA
SHADOWBOX

Primarily focused on Schneider Trophy ephemera.
25.5 x 33.5 in.

\$400 - \$600



110

PAIR OF SALESMAN'S
SAMPLE RANGES

One in original sample and original
transport case. The other is free in box.

\$400 - \$600



111

BRASS DRUM HEADLIGHT
TABLE LAMP

\$400 - \$600



112

KINGSTON CABURETOR LAMP

\$400 - \$600

113

THE LEGENDARY 2.3
SIMON MOORE

Three volume box set.

\$600 - \$700



114

E.L. CORD
GRIFFITH BORGESON

Boxed first edition. Leather bound with gold leaf.

\$300 - \$400



115

MERCEDES-BENZ W125
REKORDWAGEN SCULPTURE

One of a limited run of aluminum castings of the famous Rudolf Caracciola flying kilometer streamliner. 27 in. long

\$600 - \$700



116

DUESENBERG MODEL J
ORIGINAL OWNER'S MANUAL

Exceptional condition.

\$700 - \$900



117

CONTINENTAL MARK II
DEALER FOLIO

Includes color and upholstery samples
in extraordinary condition.

\$700 - \$900



118

MINIC TOY CAR COLLECTION

A wide assortment, including vans,
racing cars, lorries, jeeps, and more.

\$900 - \$1,000



119

MINIC TOY CAR COLLECTION

Assortment includes timber lorry,
omnibus, BP tanker truck, and more.

\$900 - \$1,000



120

MINIC TOY CAR COLLECTION

Includes various iterations of the breakdown lorry.

\$900 - \$1,000



121

MINIC TOY CAR COLLECTION

Includes various iterations of omnibuses and transports.

\$900 - \$1,100



122

MINIC TOY CAR DISPLAY

An original toy store display item with a wide variety of models.

\$800 - \$900



123

MINIC TOY CAR SERVICE STATION

\$200 - \$250



124

MINIC TOY CAR COLLECTION

Includes multiple log transports, milk tankers, boat truck, and original boxes.

\$900 - \$1,000



125

MINIC TOY CAR COLLECTION

Comprehensive assortment of the pre-war tourer body style.

\$800 - \$1,000



126

MINIC RACING CAR AND ORIGINAL CONSTRUCTION KIT

\$800 - \$1,000



127

BOXED COLLECTION OF MINIC TOY CARS

Includes taxis, caravans, and more.

\$750 - \$1,000



128

MINIC ORIGINAL CONSTRUCTION KIT AND ORIGINAL BOXED CLOCKWORK TOYS

\$1,200 - \$1,500



130

MINIC TOY CAR COLLECTION

Includes boxed searchlight lorry and three small 'learner' cars.

\$900 - \$1,000



129

MINIC MILITARY TOY CARS AND BALLOON BARRAGE

Includes original box for "Balloon Barrage" and a wide variety of military jeeps, transports, and more.

\$3,000 - \$4,000



131

MINIC TOY CAR COLLECTION

Includes military assortment, boxed fire engine, and fuel trucks.

\$900 - \$1,000

132

MINIC TOY CAR COLLECTION

Includes caravans, boat, cable trucks, and more.

\$900 - \$1,000



133

MINIC TOY CAR COLLECTION

Includes petrol tank lorries, boxed tip lorries, timber trucks, and caravans.

\$2,000 - \$2,500



134

MINIC TOY CAR COLLECTION

Includes various models of the Daimler-type sedanca and taxis.

\$1,000 - \$1,500

135

MINIC TOY CAR COLLECTION WITH HEXAGONAL DISPLAY CASE

Includes multiple service stations, omnibuses, a selection of toy cars, and original boxes. Display case is very presentable with four glass shelves inside. *75 x 20 x 20 in.*

\$1,000 - \$1,500

136

MINIC TOY CAR FIRE AND SERVICE STATIONS

Four stations with assorted toy cars.

\$1,200 - \$1,500





137

MINIC TOY CARS FIRE STATION AND GARAGES

Includes assorted toy cars.

\$1,200 - \$1,500

138

MINIC TOY CAR COLLECTION

Caravans, saloons, and more.

\$1,000 - \$1,200



139

MINIC TOY CAR COLLECTION

Primarily utilitarian trucks. Also includes delivery wagons, a city bus, and milk and gas trucks.

\$1,000 - \$1,200



140 MINIC TOY CAR COLLECTION

Includes boxed examples, Ford Light vans, boxed tip lorries, and more.

\$1,100 - \$1,200



141 MINIC TOY CAR COLLECTION

Pre-war cars, transport trucks, and double-decker bus. Includes original boxes and plastic display case.

\$900 - \$1,000



142 MINIC TOY CAR COLLECTION

Includes lorries, tractors, transport vans, and original boxes.

\$800 - \$900

143

MINIC TOY CAR COLLECTION

Includes Watney Lorry, caravans, transports, and fire trucks.

\$700 - \$800



144

MINIC TOY CAR COLLECTION

Includes breakdown lorry, vans, sedancas, transports, and more.

\$800 - \$900



145

MINIC TOY CAR COLLECTION

Pre-war saloons, cabriolets, brewery trucks, and more. Includes original boxes and plastic display case.

\$700 - \$800



146

MINIC TOY CAR COLLECTION

A wide variety of body styles including vans, sedancas, saloons, and more.

\$700 - \$800



147

MINIC TOY CAR COLLECTION

Includes lorries, traffic control cars, ambulances, fire engines, and more.

\$800 - \$900



148

MINIC TOY CAR COLLECTION

Includes pre-war cars and transport trucks, as well as original boxes and plastic display case.

\$600 - \$700



149

BARCLAY/MANOIL DIMESTORE SOLDIERS

Features military biplane with associated crew as well as a variety of machine gunners and infantry men.

\$1,500 - \$2,000



150

BARCLAY/MANOIL DIMESTORE SOLDIERS

Features mostly elaborate trench warfare scenes.

\$1,200 - \$1,500



151

BARCLAY/MANOIL DIMESTORE SOLDIERS

Features primarily a military base with medical unit.

\$1,200 - \$1,500



152

BARCLAY/MANOIL DIMESTORE SOLDIERS

Features a WWI tank, encampment, and naval officers.

\$1,200 - \$1,500



153

COLLECTION OF MILITARY FIGURINES

Primarily focused on French military regiments.

\$2,500 - \$3,500



154

BARCLAY/MANOIL
DIMESTORE SOLDIERS

Features gas warfare soldiers, a boxing match, and a variety of artillery.

\$1,000 - \$1,200



155

COLLECTION OF
LEAD TOY SOLDIERS

Primarily made by Imperial Productions
with a focus on the Zulu War.

\$2,000 - \$2,500



156

AUTOMOBILE QUARTERLY COLLECTION

\$900 - \$1,200



157

FLYING LEMON MASCOT

Remarkably rare accessory mascot representing the Citroën brand.

\$1,000 - \$1,200



158

SPOILS OF WAR SILVER-PLATED
MERCEDES-BENZ CARBURETOR INKWELL

Carburetor derived from an Albatross Scout. 1916

\$1,000 - \$1,200



159

ALFA ROMEO 8C GS TOURING

POCHER

21 in. long

\$1,000 - \$1,200



160

ALFA ROMEO 2300
MONZA SCUDERIA FERRARI

POCHER

21 in. long

\$1,000 - \$1,200



161

BMW MILITARY MOTORCYCLE WITH SIDECAR

11 in. long

\$3,000 - \$5,000



162 WILLYS JEEP WITH TRAILER
26 in. long
\$3,000 - \$5,000



163

PT BOAT

This finely crafted PF boat bears the number 572 and is equipped with torpedoes, machine guns, and other authentic details. *15 x 41 x 10 in.*

\$5,000 - \$7,000



164

JUAN MANUEL FANGIO
LARRY BRAUN

Bronze, 21.5 in tall.

\$6,000 - \$8,000

165

GILMORE GASOLINE FRY
'MAE WEST' FIVE-GALLON
VISIBLE GAS PUMP

Restored condition.

\$2,500 - \$3,500



166

CLOISSONNÉ AUTOMOBILE
BADGES AND EMBLEMS

34 x 26 in.

\$2,000 - \$3,000



167

PACKARD
TOM HALE

Acrylic on canvas, 39 x 29 in.

\$2,000 - \$2,500





168 MILITARY JEEP WITH TRAILER
Smithsonian Museum Models. 32 in. long
\$1,000 - \$1,500



169 ROLLS-ROYCE PHANTOM II SEDANCA COUPE
POCHER
1:8 scale. Professionally built. 26 in. long
\$1,000 - \$1,500



170
PAIR OF BRASS CLOCK TABLE LAMPS
\$700 - \$900



171
VETERAN RACING INKWELL
Alloy cast replica of an early desk piece.
\$800 - \$1,000

172

ROLLS-ROYCE PHANTOM I
RADIATOR SHELL

Restored and nicely presented.

\$2,000 - \$3,000



173

SET OF AUTOMOBILE BADGES AND EMBLEMS

26.5 x 7 in. (largest)

\$2,000 - \$3,000



174

PAIR OF LUCAS HEADLIGHT
TABLE LAMPS

Restored and artfully crafted
into table lamps. 33 in.

\$4,000 - \$6,000



175 USS INTREPID AIRCRAFT CARRIER MODEL

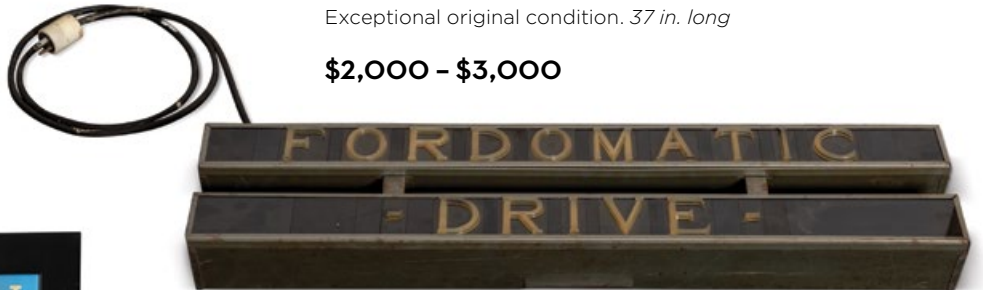
USS Intrepid, also known as "The Fighting I," is one of 24 Essex-class aircraft carriers built during World War II for the United States Navy. It is the fourth US Navy ship to bear the name. Built in the early 1940s, Intrepid participated in several campaigns, most notably the Battle of Leyte Gulf. After World War II this ship was used for various purposes including an antisubmarine carrier during the Vietnam War, and as a recovery ship for a Mercury and Gemini space mission. In 1982 Intrepid became the foundation of the Intrepid Sea, Air & Space Museum in New York City. *18 x 62 x 14 in.*

\$6,000 - \$8,000

176 FORDOMATIC DRIVE ILLUMINATED DEALERSHIP SIGN

Exceptional original condition. *37 in. long*

\$2,000 - \$3,000



177 1928 LINCOLN TONY SIKORSKI

Inspired by an original period Lincoln ad. A multimedia piece composed of mostly carved wood. *30 x 27 in.*

\$2,000 - \$3,000

178

ART DECO MOTOR CAR
TONY SIKORSKI

A multimedia piece composed mostly of carved wood. 32 x 31 in.

\$2,000 - \$3,000



179

FERRARI 250
CALIFORNIA SPIDER
AMALGAM

20 in.

\$2,000 - \$3,000



180

PAIR OF ROLLS-ROYCE SIDELAMPS

Appear in fine condition. Ideal for display or restoration.

\$1,500 - \$1,800



181 1939 ROLLS-ROYCE
WRAITH ILLUMINATED
GLASS ARTWORK
24 × 32 in.
\$1,000 - \$1,500



182 ROLLS-ROYCE STAINED
GLASS ILLUMINATED SIGN
34 × 22 in.
\$1,000 - \$1,500



183 PAIR OF STUTZ BRASS
HEADLIGHT DESK LAMPS
Made from a fine matched set
of original headlamps.
\$1,000 - \$1,500



184 1961 MASERATI VIGNALE
SPYDER ILLUMINATED
GLASS ARTWORK
24 × 32 in.
\$1,000 - \$1,500



185 HISPANO-SUIZA CIGOGNE
'FLYING STORK'
TOM HALE
Acrylic on canvas, 14.5 x 16 in.
\$800 - \$1,200



186 BUGATTI TYPE 13
BRUCE WHEELER
Exceptional detail as seen in the leather upholstery wooden wheels, and brass accoutrements. 14 in. long
\$700 - \$900



187 MASERATI TRANSPORTER
WITH SPORTS AND
RACING CAR MODELS
\$800 - \$900



188 CHAMPION SPARKPLUG
CLEANER
Fully restored.
\$700 - \$900



189 DUESENBERG INDY CAR
BRUCE WHEELER
Charmingly detailed throughout.
Copper on wooden base. 17 in. long
\$700 - \$900



190 ROLLS-ROYCE SPIRIT OF
ECSTASY MASCOT
CHARLES SYKES
Nickle-plated brass. 1918-1925
\$800 - \$1,000



191 DELUXE MOTO-METER
WINGED MASCOT
\$800 - \$1,000



192 LONGCHAMPS MOLDED
GLASS MASCOT
PERSONS MAJESTIC
"Persons Majestic" molded in
relief on side/base of neck.
\$800 - \$1,000



193 BULLFROG MASCOT
Silver-plated bronze
\$800 - \$1,000



194 L'OEUF D'ELEPHANT MASCOT
Nickle-plated bronze
\$900 - \$1,100



195 LE FEMME PAPILLON MASCOT
Silver-plated bronze
\$900 - \$1,100



196 DRAGONFLY MASCOT
Nickle-plated bronze
\$1,200 - \$1,500



197

AIDA 1928 MASCOT
GUIRAUD

Chrome-plated brass

\$1,200 - \$1,500



198

DRAPED NUDE OPALESCENT
GLASS MASCOT

LUCILE SEVIN/ETLING

An Art Deco 'Draped Nude' glass mascot by Lucile Sevin for Etling, French, introduced 1932.

\$2,000 - \$3,000



199

1930 MONACO GRAND PRIX

WALTER GOTSCHKE

The picture depicts René Dreyfus at the 1930 Monaco Grand Prix. Includes original correspondence from Walter Gotschke. Signed by René Dreyfus.

Gouache on artist paper.
28 x 30 in.

\$4,000 - \$6,000



200 TORPEDO BOAT MODEL

The Torpedo boat was an armed fast attack vessel used by the United States Navy in World War II. This is a very detailed example.
17 x 41 x 6 in.

\$5,000 - \$7,000



201 FOUR-PLACE PICNIC SET

Appears to be complete with wicker bottles, enameled sandwich containers, ceramic butter and preserve dishes, utensils, and more.

\$3,000 - \$5,000

202

HISPANO-SUIZA CIGOGNE
'FLYING STORK' SCULPTURE

Believed to be a dealership display.
Silver-plated bronze. 16.5 in. long

\$6,000 - \$8,000



203

CLOISONNÉ AUTOMOBILE
BADGES AND EMBLEMS

35 x 26 in.

\$2,000 - \$3,000



204

NEW YORK-TO-PARIS
THOMAS FLYER

BRUCE WHEELER

21 in. long

\$2,000 - \$3,000



205

MIRA DISC MUSIC BOX

Serial no. 9470.

\$1,500 - \$2,000



206

VICTOR-VICTROLA
PHONOGRAPH

\$1,500 - \$2,000



207

SWINGSPOUT
MEASURING STAND

A fascinating piece of petroliana
complete with brass swingspout set.

\$1,200 - \$1,500



208

BUGATTI STAINED
GLASS ARTWORK

Features a country racing scene.
20 x 24 in.

\$1,200 - \$1,400



209

CLOISONNÉ AUTOMOBILE
BADGES AND EMBLEMS

36 × 22 in.

\$1,500 - \$2,000



210

CLOISONNÉ AUTOMOBILE
BADGES AND EMBLEMS

36 × 21.5 in.

\$2,000 - \$3,000



211

TODAY AND TOMORROW BY
HENRY FORD AND "FIRESTONE
CAMP" PHOTO ALBUM

The book is believed to be signed by Henry Ford. Accompanied by telegram correspondence. The photo album features images from the famous Firestone Camp with Henry Ford, Thomas Edison, Harvey Firestone, and President Warren Harding.

\$4,000 - \$5,000



212

MAJOR LEAGUE SIGNED
BASEBALLS

A wide assortment of MLB legends' signatures, including Lou Brock, Yogi Berra, and Joe DiMaggio. *Authenticity of signatures unverified.*

\$3,000 - \$4,000



213

DIVING GIRL MASCOT

Brass

\$900 - \$1,100



214

CADILLAC-LASALLE MASCOT

Chrome-plated alloy

\$900 - \$1,100



215

WOMAN ON HORSEBACK
WITH SPEAR MASCOT

Nickel-plated alloy

\$900 - \$1,100



216

CADILLAC MASCOT,
Cast alloy and plastic. 1937-1939

\$900 - \$1,100



217

SHELL OIL BOTTLE AND
CAN COLLECTION

Includes eight-pack of Shell oil bottles and
oil rack with 10 bottles and original oil cans.

\$800 - \$1,000



218

BENTLEY SPEED SIX
'BLUE TRAIN'
BRUCE WHEELER

*On wooden base.
16 in. long*

\$800 - \$900



219

FINE BUGATTI COLLECTIBLES

Includes desirable Ruddspeed decanter, Ettore
Bugatti bronze, and Le Chanteclair ephemera.

\$800 - \$1,000



220 RENÉ DREYFUS SIGNED PHOTOGRAPHS

One is signed by René Dreyfus at Monaco. The other is signed by René Dreyfus and Luigi Chinetti at Indianapolis.

\$800 - \$1,000



221 BUGATTI BOOKS

Includes Hugh Conway's *Bugatti Magnum* and Barrie Price's *Bugatti Type 40*, *Bugatti Type 46*, and *La Petit Royale*.

\$800 - \$1,000



222 FERRARI F40 TONY SIKORSKI

On a wooden base.
24 in. long

\$1,000 - \$1,200



223 MONACO GRAND PRIX DE EUROPE ILLUMINATED ARTWORK

Alloy-glass mixed media.
14 in.

\$1,000 - \$1,200

224

SWEET MANEUVER

TONY SIKORSKI

Mixed-media sculpture.
Includes stand. 16 × 39 × 18 in.

\$4,000 - \$6,000



225

FLETCHER-CLASS
DESTROYER MODEL

The Fletcher class is a class of destroyers built
by the United States during World War II.

16 × 53 × 9 in.

\$5,000 - \$7,000



226

ROLLS-ROYCE PAINTING

TOM HALE

Watercolor gouache on paper. 23.5 × 33.5 in.

\$1,200 - \$1,500



227

DUESENBERG LIBRARY

Multiple titles, including Fred Roe's *Duesenberg: The Pursuit of Perfection* and J. E. Elbert's *Duesenberg: The Mightiest American Motor Car*.

\$1,200 - \$1,500



228

SPIRIT OF ST. LOUIS COLLECTIBLES WITH DISPLAY CASE

Includes original pennant and model airplane. 33 in. wingspan

\$2,000 - \$3,000



229

MILITARY COLLECTIBLES

Featuring large artillery practice round, Army officer's hat, equipment, helmet, instruction manuals, ephemera, and various other literature.

\$1,500 - \$2,000



230

THE WHISPER IN THE STYLE OF CHARLES SYKES

Inscribed on base "Charles Sykes." Mounted on a Rolls-Royce Silver Ghost radiator cap. Silver-plated bronze

\$2,000 - \$2,500

231

WORLD WAR II BOMBING
RAID PAINTING

Flying fortress convoy is depicted
under attack by German aircraft.
Acrylic on artist board, 30 × 54 in.

\$2,000 - \$3,000



232

RED BARON
STAN STOKES

28.5 × 22.5 in.

\$1,500 - \$2,000



233

SPITFIRES
STAN STOKES

24 × 31.5 in.

\$1,500 - \$2,000



234

TARGA FLORIO: NOW CAME
THE BUGATTI YEARS

PETER HELCK

Image used in the 1956 issue of *The Upper Hudson Valley Automobilst* and as an original illustration for Peter Helck's book *Great Auto Races*. Pen and ink wash on artist paper, 12 × 15 in.

\$3,000 - \$4,000



235

FALCON GLASS MASCOT

RENÉ LALIQUÉ

"R. Laliq" molded in relief.
Catalogue number 1124.

\$1,500 - \$2,000



236

SUPERMARINE
SPITFIRE F Mk XIVc

STAN STOKES, 1985

Acrylic on canvas, 32 × 42 in.

\$1,800 - \$2,500



237

SUPERMARINE SPITFIRE Mk IV

STAN STOKES, 1994

Acrylic on canvas, 26 × 38 in.

\$1,800 - \$2,500



238

24-HOUR RACING

PETER HELCK

Depicts an early ACF race.
Pen/ink wash on artist board, 15 × 20 in.

\$2,500 – \$3,000



239

FORREST FOUNTLEROY
AND HIS MAGNIFICENT
RED SIMPLEX

KEN EBERTS

Brass Era Simplex depicted in winter scene.
Gouache on artist paper, 35 × 29 in.

\$1,800 – \$2,500



240

STUTZ

WILLIAM MOTTA

Striking depiction of lady and Stutz ornament.
Acrylic on canvas, 32 × 44 in.

\$1,800 – \$2,500



241

MIDWAY
STAN STOKES

American fighter bomber attacks Japanese carrier. *Acrylic on canvas, 26 × 38 in.*

\$1,800 – \$2,500



242

DOOLITTLE'S RAIDERS
STAN STOKES

B-25 bomber depicted by Mt. Fuji during the legendary raid on Tokyo. *Acrylic on canvas, 26 × 38 in.*

\$2,000 – \$2,500



243

TIMES-HERALD:
DURYEA FINISHES

PETER HELCK

Original illustration featured on pages 42-43 of Peter Helck's book, *The Checkered Flag*. *Pen/ink wash on artist board, 17 × 28 in.*

\$2,500 – \$3,000



244 FIRST INDIANAPOLIS WINNER
TONY SIKORSKI
Large-scale sculpture of the 1911
Marmon Wasp. 32 in. long

\$2,000 - \$3,000



245 MARMON WASP
BRUCE WHEELER
A lovely sculpture of the first
Indianapolis winner.

\$1,500 - \$2,500



246
RED CROWN GASOLINE
10-GALLON VISIBLE GAS PUMP
\$1,800 - \$2,200



247
THE WHISPER
IN THE STYLE OF CHARLES SYKES
Inscribed on base "Charles
Sykes." *Silver-plated bronze*
\$2,000 - \$2,500



248

USS COD SUBMARINE MODEL

The USS Cod is a Gato-class submarine built in the early 1940s. The submarine's five diesel engines were built by General Motors' Cleveland Diesel plant. The submarine is now permanently moored as a museum ship in Cleveland, Ohio. *12 x 42 x 9 in.*

\$3,000 - \$5,000



249

BISMARCK BATTLESHIP MODEL

The Bismarck was the first of two Bismarck-class battleships built for Germany's navy in the late 1930s. Bismarck, and her sister ship Tirpitz, were the largest battleships ever built by Germany. After suffering damage in battle, Bismarck sank on 27 May 1941 in the North Atlantic. *15 x 58 x 12 in.*

\$5,000 - \$7,000



250 ROLLS-ROYCE PHANTOM II
SEDANCA COUPE
POCHER
1:8 Scale Unassembled Model
\$1,000 - \$1,200



251 FERRARI 250
CALIFORNIA SPIDER
ENRICA
\$900 - \$1,200



252 ORIGINAL ILLUSTRATIONS
STROTHER MACMINN
Stunning lot of original drawings in original box drawn specifically for J. L. Elbert's important book, *Duesenberg: The Mightiest American Motor Car*.
\$800 - \$1,000



253 MOTORING PAINTING
GEORGE ANGELINI
Depicts LaSalle and two Stutz motor cars in garage scene. *Acrylic on canvas, 39 x 27 in.*
\$1,800 - \$2,500



254

1937 HISPANO-SUIZA
STARKEY HOOT

Gouache on artist paper, 30 x 22 in.

\$1,800 - \$2,500



255

SHELL OIL PUMPS

Both restored. 53 in. tall (largest)

\$1,500 - \$2,000



256

WINGED LADY OF
SPEED MASCOT
REGDES

Depicting a winged woman kneeling
on a winged wheel. *Plated bronze*

\$1,700 - \$2,200



257 ROLLS-ROYCE LIBRARY
Includes numerous Dalton Watson titles,
a set of *The Flying Lady*, and a large
format of *Twenty Silver Ghosts*.
\$1,800 - \$2,200



258 SIRENE OPALESCENT
GLASS MASCOT
RENÉ LALIQUE
"R. Lalique" molded in relief.
Catalogue number 831. c. 1920
\$2,000 - \$3,000



259 THE WHISPER
IN THE STYLE OF CHARLES SYKES
Inscribed on base "Charles Sykes." *Bronze*
\$2,500 - \$3,000



260

FAIRWAY DRIVE

BARRY ROWE

Features a 1933 Duesenberg Boattail Speedster overlooking the Pebble Beach golf course. Acrylic on canvas. 1996. 32 x 44 in.

\$3,000 - \$4,000



261

AMELIA EARHARDT'S
LOCKHEED ELECTRA

STAN STOKES

The famed aviator depicted alongside a Cord. Acrylic on canvas. 26.5 x 38.5 in.

\$1,800 - \$2,500



262

BENTLEY 4-¹/₂ LITRE

GEORGE ANGELINI

Acrylic on canvas. 35 x 25 in.

\$2,000 - \$2,500



263

PACKARD

TOM HALE

Acrylic on canvas. 38 × 29 in.

\$2,000 - \$2,500

264

CHOCOLATE TOWN

KEN EBERTS

*Watercolor and gouache. 33 × 43 in.
Includes Two Additional Prints*

\$1,800 - \$2,500



265

MOTERING PAINTING

KEN EBERTS

*Depicts Mason, Stutz Bearcat,
and Oakland Speedster motor cars.
Gouache on artist board. 29 × 38 in.*

\$1,800 - \$2,500

266

RED BARON DOGFIGHT

STAN STOKES

World War I-era biplanes engage in mid-air combat. *Acrylic on canvas. 28 x 40 in.*

\$1,800 - \$2,500



267

D-DAY INVADERS

STAN STOKES

A depiction of the Normandy invasion from the air and sea. *Acrylic on canvas. 26 x 38 in.*

\$1,800 - \$2,500



268

HERSHEY FALL INTERNATIONAL MEET

KEN EBERTS

Depicts Ruxton, Cord, and other Classic Era icons at the annual AACA meet. *Watercolor and gouache. 33 x 42 in.*

\$1,800 - \$2,500



269 **QUEEN TEPHI MASCOT**
VIVAT.REX
Depicting Tephî: Queen of Tara and Gibraltar.
Silver-plated bronze
\$1,500 - \$2,000



270 **1933 ELGIN NATIONAL TROPHY**
PETER HELCK
Preliminary pencil sketch of "Grant's Isotta."
Pencil on velum. 16 x 12 in.
\$1,000 - \$2,000

271 **"FLYING FISH" MODEL**
WITH GLASS CASE AND
STORAGE UNIT
37 in. long
\$2,000 - \$3,000





272

CHESAPEAKE-OHIO LOCOMOTIVE MODEL

O Scale. Entire train including seven pieces, passenger cars, and dining car. Engine and tender measures 51 inches.

\$4,000 - \$6,000



273

USS MISSOURI BATTLESHIP MODEL

The USS Missouri is an Iowa-class battleship built in the early 1940s. It is best remembered as the site of the surrender of Japan which ended World War II. The USS Missouri has received a total of 11 battle stars and served a total of 16 years active service.

15 x 62 x 11 in.

\$5,000 - \$7,000

274

**THE WHISPER
IN THE STYLE OF CHARLES SYKES**

Large and impressive statue commissioned by Lord Montagu of Beaulieu. Includes display case.
Silver-plated bronze. 25 in.

\$10,000 - \$15,000



275

**DUESENBERG SSJ MORMON
METEOR MODEL**

A hand-built model of the exceptional Ab Jenkins Duesenberg, from the leather upholstery to the detailed engine bay.
36 in.

\$6,000 - \$8,000





276

MERCEDES-BENZ
500 K ROADSTER

POCHER

26 in. long
1:8 scale.

\$1,000 - \$1,200



277

MERCEDES-BENZ 540 K
SPECIAL CABRIOLET

POCHER

1:8 scale. Professionally built.
25 in. long

\$1,000 - \$1,500



278

VOLVO F12 TRUCK

POCHER

18 x 26 in.

\$1,000 - \$1,200



279

FERRARI F40

POCHER

1:8 scale. Professionally built.
22 in. long

\$750 - \$1,000



280 ALFA ROMEO GS TOURING
POCHER
1:8 scale. Professionally built. Some damage to the windscreen and radiator.
\$800 - \$1,000



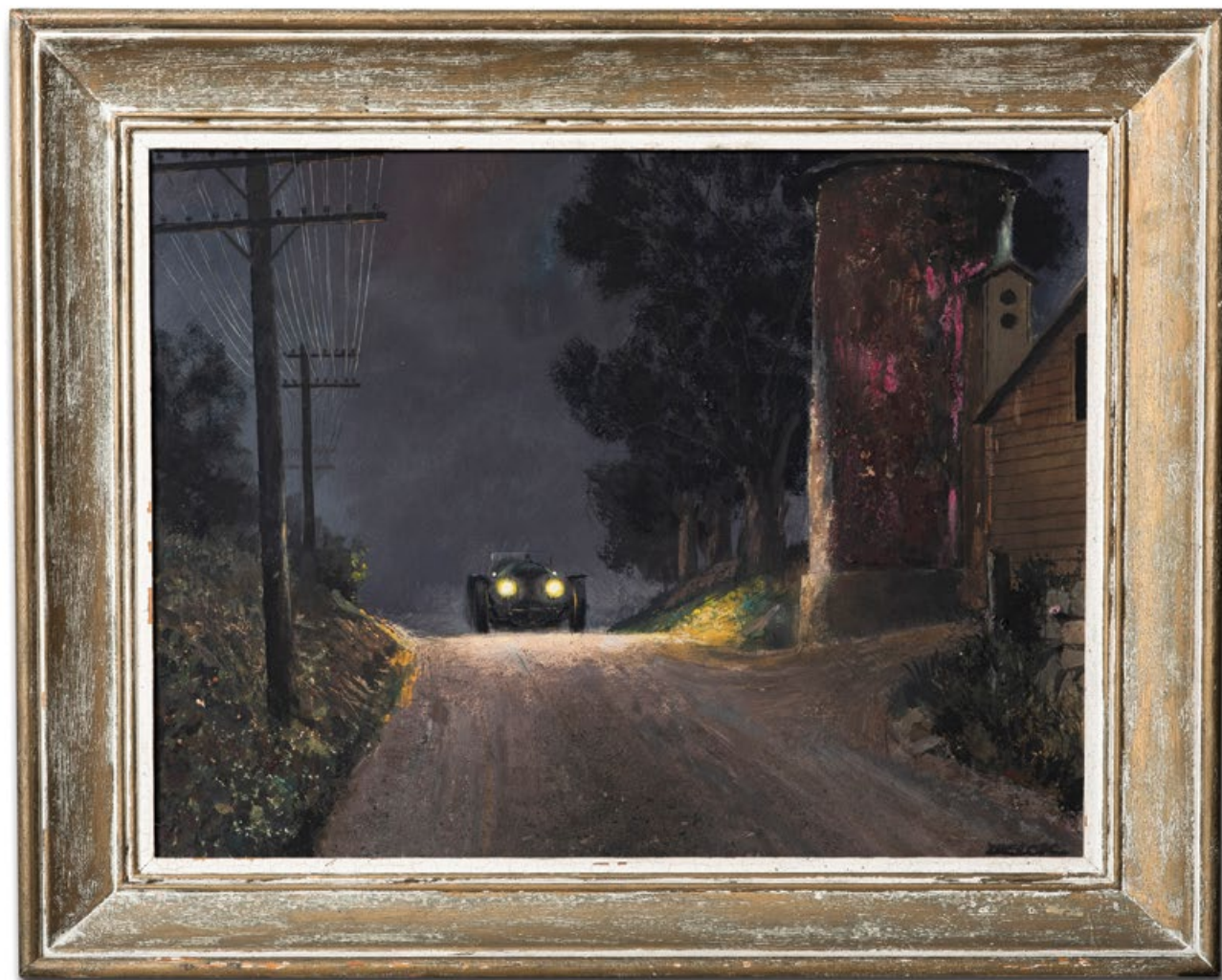
281 ELEANORE
JOHN FRANCIS MARSH
Depicts Charles Sykes sculpting the famed Spirit of Ecstasy.
Gouache on artist paper. 27 x 33 in.
\$2,500 - \$3,500



282 DUESENBERG AT
GILMORE STATION
KEN EBERTS
Gouache on artist paper. 35 x 45 in.
\$2,500 - \$3,500



283 CLOISONNÉ AUTOMOBILE
BADGES AND EMBLEMS
14 x 33.5 in.
\$5,000 - \$7,000



284

NIGHT RIDER

PETER HELCK

One of Peter Helck's most famous paintings, long in the collection of his close friend, historian and writer Keith Marvin, to whom he is believed to have gifted it. Although Helck is best known for his action paintings of automobile races, his "still life" works with automobiles are exceptional. The car cresting a rise near Helck's home in Boston Corner, New York, casts an eerie glow from its gas headlamps. Helck was a master of capturing darkness and light on canvas. The artist himself related that no luminous material was used in creating the image. The effect, the fullness of which can only be experienced in person, comes entirely from his skill.

21 x 25 in.

\$20,000 - \$25,000



285

DUESENBERG TORPEDO
MODEL WITH PRINT

JACK JURATOVIC

Includes model, lighted display
art piece and framed print.
12 x 30 x 10 in. (model)

\$8,000 - \$10,000



286

RUCKSTELL LED THE PACK

PETER HELCK

Original illustration featured on page 146
of Peter Helck's book, *The Checkered
Flag*. Depicts Ruckstell's Mercer at
the head of the pack during the 1916
Santa Monica Vanderbilt Cup Race.
Pen and ink on velum. 25 x 16.5 in.

\$7,000 - \$9,000



287

MERCEDES-BENZ 540
K SPORT ROADSTER

POCHER

1:8 scale. Professionally built.
25 in. long

\$1,000 - \$1,500



288

ROLLS-ROYCE PHANTOM
II SEDAN COUPE

POCHER

1:8 scale. Professionally built.
26 in. long

\$1,000 - \$1,500



289

THREE FERRARI
TESTAROSSA MODELS

POCHER

1:8 scale. Professionally built. Two cabriolets of
the Agnelli style and one coupe. Some damage
sustained to the bumper of the silver cabriolet.
22 in. long

\$1,500 - \$2,000



290

ROLLS-ROYCE PHANTOM II
TOURING MODEL

POCHER

1:8 scale. Professionally built.
28 in. long

\$1,000 - \$2,000



291 BUGATTI TYPE 46
SEMI-PROFILE COUPE
POCHER
1:8 scale.
24 in. long
\$1,000 - \$1,200



292 ALFA ROMEO P3
POCHER
1:8 scale.
21 in. long
\$1,000 - \$1,200



293 CALVIN ADAMS' AUBURN
KEN EBERTS
Watercolor and gouache. 14.5 x 18.5 in.
\$1,500 - \$2,000



294 LAST VOYAGE OF THE YAMATO
STAN STOKES
Acrylic on canvas. 36 x 24 in.
\$1,500 - \$2,000



295

DUESENBERG
TOM HALE

Acrylic on canvas. 43 x 33 in.

\$3,500 – \$4,000



296

ROLLS-ROYCE
TOM HALE

Watercolor. 32 x 42 in.

\$2,500 – \$3,500



297

AT THE NEW HOTEL HERSHEY
KEN EBERTS

Rolls-Royce, Duesenberg and other motor cars featured at the annual AACA meet.
Watercolor and gouache. 33 x 42 in.

\$1,800 – \$2,500



298 THE LITTLE CHRISTMAS CAROLERS
KEN EBERTS
Watercolor and gouache. 29 × 36 in.
\$1,800 - \$2,500



299 PRELIMINARY LINE DRAWING
PETER HELCK
Depicts MG T-Series driven in competition on a country road.
\$4,000 - \$6,000



300 USS ARIZONA BATTLESHIP MODEL
The USS Arizona was a Pennsylvania-class battleship built in the mid-1910s. It was bombed in the attack on Pearl Harbor on 7 December 1941. A memorial exists over its resting place.
14 × 41 × 10 in.
\$5,000 - \$7,000



301

1902 PARIS-VIENNA

PETER HELCK

Exciting scene depicting De Cater's Mors sprinting through a crowd with train in the background.

Gouache on artist paper. 24 x 37.5 in.

\$10,000 - \$15,000



302

PACKARD TWELVE
MODEL WITH PRINT

JACK JURATOVIC

25 x 37 x 17 in.

\$8,000 - \$10,000





303

HERMAN MILLER EAMES
SHELL TASK CHAIRS

HERMAN MILLER

Set of five

\$1,500 - \$2,000



304

HERMAN MILLER EAMES
SHELL TASK CHAIRS

HERMAN MILLER

Set of five

\$1,500 - \$2,000



305

HERMAN MILLER EAMES
SHELL TASK CHAIRS

HERMAN MILLER

Set of five

\$1,500 - \$2,000



306

ST. LOUIS CARDINALS
STADIUM SEATS

Section 165A, Row 10, Seats 7 and 8.
Believed to be from Busch Stadium.

\$1,500 - \$2,000



307 ROLLS-ROYCE VALVE
COVER WALL SCONCES
\$1,200 - \$1,500



308 OZZIE SMITH
H. WEBER
Numbered 5/25. Bronze. 2002. 24 in. long
\$1,000 - \$1,200



309 LOU BROCK
H. WEBER
*Numbered 9/25.
Bronze. 1999. 20 in. long*
\$1,000 - \$1,200



310 BOB GIBSON
H. WEBER
*Numbered 11/25.
Bronze. 1997. 22 in. long*
\$1,000 - \$1,200



311 COOPER-TYPE FORMULA RACING CAR
JAVEN SMITH
Believed to be Ecurie Ecosse livery.
\$1,500 - \$2,000



312 MERCEDES-BENZ W196
JAVEN SMITH
1:12 scale. Professionally built.
20 in. long
\$1,500 - \$2,000



313 JAGUAR XK 120
CARL SCHNEIDER
1:8 scale. Limited edition.
From his 100 Grand Collection.
21.5 in. long
\$1,500 - \$2,000



314 SCHNEIDER TROPHY
Issued to Ft. Lt. J. Boothman in 1931 at 340 mph.
Silver-plated bronze. 3.5 x 6 x 3.5 in.
\$3,000 - \$4,000



315

WORLD WAR II SKETCHES

WALTER GOTSCHKE

Nine realistic depictions of the German-Russian front as well as a "Panzergrenadiere" sketch.

\$4,500 - \$5,500



316

R.M.S. TITANIC

BY FINE ART MODELS

Stunningly detailed and enclosed in a beautiful wood and glass case.
57 in. long

\$8,000 - \$10,000



317

THE TITANIC PUB

A beautiful wooden bar complete with assorted barware, Titanic ephemera, built-in lighting, a small sink, double doors, and more. No refrigeration is included.

98 × 117 × 70 in.

\$15,000 - \$20,000



318

ROLLS-ROYCE AND
MALLARD LOCOMOTIVE
JACK JURATOVIC

Includes Mallard train model.
Gouache on paper. 32 x 48 in.

\$3,000 - \$4,000



319

SHELL CORRECT MEASURE
10-GALLON 'PIPE ORGAN'
GAS PUMP

Restored condition.

\$3,000 - \$4,000



320

HERMAN MILLER CHADWICK
MODULAR 12-PIECE SEATING
HERMAN MILLER

In very presentable and original condition.

\$2,500 - \$3,500



321 FERRARI F40
POCHER
1:8 scale. Professionally built. *21.5 in.*
\$1,000 - \$1,200



322 BUGATTI TYPE 46
SUPERPROFILE COUPE
POCHER
1:8 scale. Professionally built. *24 in. long*
\$1,000 - \$1,500



323 ROLLS-ROYCE PHANTOM
II SEDANCA COUPE
POCHER
1:8 scale. Professionally built. *26 in. long*
\$1,000 - \$1,500



324 MERCEDES-BENZ 540
K SPORT ROADSTER
POCHER
1:8 scale. Professionally built. *25 in. long*
\$1,000 - \$1,500



325 FERRARI V-12 VALVE COVERS
\$1,200 - \$1,500



326 FRANCE WON AGAIN
PETER HELCK
A preliminary sketch featured on page 74
of Peter Helck's, *The Checkered Flag*.
15.5 x 18.5 in.
\$1,800 - \$2,000



327
TUCKER COLLECTIBLES
Includes rare original NOS radio with antenna,
and an original grille badge with original
paperwork. Paperwork includes purchase
order, stock certificate, and more.

\$1,500 - \$2,000



328 ENZO FERRARI BRONZE BUST
19 in. tall
\$1,500 - \$2,000



329 ALFA ROMEO 8C
2300 MONZA
POCHER
1:8 scale. Professionally built. 19 in. long
\$1,000 - \$1,500



330 ALFA ROMEO GS TOURING
POCHER
1:8 scale. Professionally built. 21 in. long
\$1,000 - \$1,500

331

MERCEDES-BENZ 500
K SPORT ROADSTER

POCHER

1:8 scale. Professionally built. 26 in. long

\$1,000 - \$1,500



332

CLOISONNÉ AUTOMOBILE
BADGES AND EMBLEMS

34.5 x 18 in.

\$3,000 - \$4,000

333

ROLLS-ROYCE EXECUTIVE
GIFTS AND COLLECTIBLES

Includes desk clock, ashtrays, cigarette case, notepad with pencil, and more.

\$3,000 - \$4,000





334

BLOWER BENTLEY
AND SPITFIRE

TONY EPSON

Gouache on artist paper. 53 × 37 in.

\$3,000 - \$4,000



335

CLOISSONNÉ AUTOMOBILE
BADGES AND EMBLEMS

26 × 25 in.

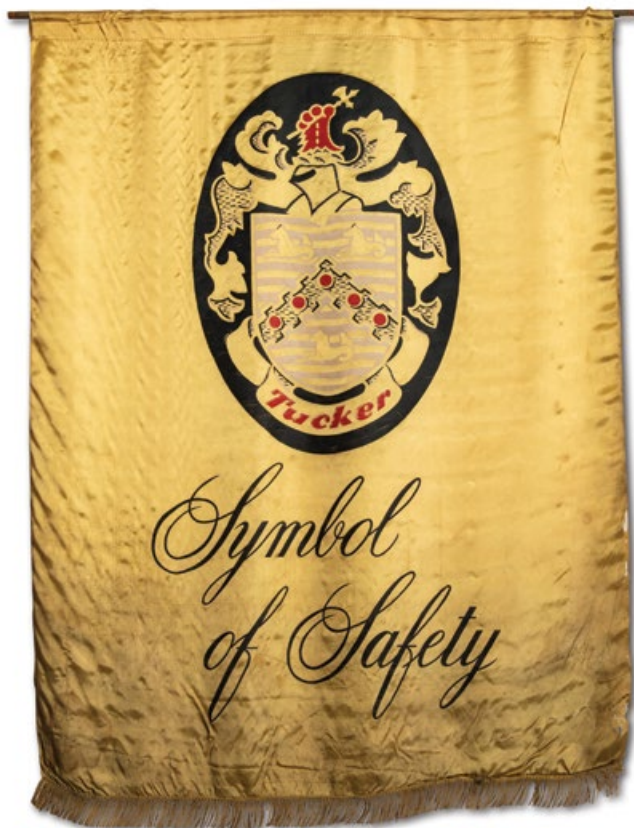
\$3,000 - \$4,000

336

TUCKER DEALERSHIP
ORIGINAL BANNER

Large and remarkably rare
dealership banner. 52 × 39 in.

\$4,000 - \$6,000





337

MERCEDES-BENZ 300 SL GULLWING

AMALGAM

Numbered 2/199. 23 in. long

\$4,000 - \$6,000



338

MERCEDES-BENZ W196 'TYPE MONZA'

AMALGAM

22 in. long

\$4,000 - \$6,000



339

LARGE MINIATURE CIRCUS SCENE

Stunning presentation and exquisite detail. From the tents, animals, and spectators, right down to the sawdust. 96.5 x 49 in.

\$8,000 - \$10,000



340

ROLLS-ROYCE V-12 MERLIN DISPLAY ENGINE AND SERVICE TOOL KIT

Large and impressive engine with stand. First used in aircraft in 1936 on planes such as the Fairey Battle, Hawker Hurricane, and Supermarine Spitfire, later the Merlin engine was used to power motor cars and racing boats. In many ways, it is the engine that won the War. The tool kit appears to be complete.

\$30,000 - \$40,000



341

ROLLS-ROYCE SPIRIT OF ECSTASY
DEALERSHIP BRONZE

CHARLES SYKES

This attractive Spirit of Ecstasy appears to be of the fourth run of original dealership bronzes. This run had a more decorative base with polished features compared to the earlier dark mahogany patinaed bronzes. These sculptures were sent to overseas offices and representatives, including Bentley showrooms, after the Bentley factory was taken over in 1931. Charles Sykes realized these were becoming collectible and rather than just producing them commercially for Rolls-Royce, he cast proofs for himself. This particular bronze is believed to be one of Sykes' personal artist proofs. Standing an impressive 28 in. tall, it also includes a base and acrylic case.

Bronze. c. 1933-1935. 28 in. tall

\$60,000 - \$80,000

4-5 MAY 2019 • ST. LOUIS, MISSOURI

GUYTON COLLECTION

OFFERED WITHOUT RESERVE

MOTOR CARS • AUTOMOBILIA • COLLECTIBLES

SATURDAY | 4 MAY 2019 | 10:00 AM

MOTOR CAR LOTS 342-402



Sotheby's

342

FLEET NO. 3855

\$20,000 - \$40,000
OFFERED WITHOUT RESERVE

PLEASE NOTE THAT THIS LOT IS OFFERED ON A BILL OF SALE ONLY.



1950s BUDWEISER BEER WAGON



Authentic Budweiser wagon used for promotions
Very good condition with only minor wear
Exceptional piece of brewery and beer memorabilia

This wooden horse-drawn wagon is purported to be an original and authentic beer wagon used by Budweiser in 1950s promotions. According to experts, its design indicates that it was never used as a working beer wagon – those vehicles feature a bowed chassis and body. It was purchased locally by Mr. Guyton from the



St. Louis Car Museum. It is described to be in overall solid and very good condition with minor paint wear and flaws that do not detract from what is otherwise an impressive finish and appearance.

Its painted Budweiser Fleet Number 3855 is readily apparent, but there is no visible serial number plate or manufacturer's identification. Painted an appropriate shade of red, the artillery wheels, axles, and leaf springs are painted a contrasting white with red pinstriping. The

company logo is featured on a mirrored background below the seat on the side panels, and the sides of the wagon are prominently lettered with 'Budweiser, Anheuser-Busch, Inc., St. Louis, Mo.'

Coach lights are fitted, and the seat surround is comprised of a brass rail. The artillery wheels are fitted with rubber tires. This will make for a fantastic static display piece of interest to a variety of hobbyists, including Budweiser collectors.

343

ENGINE NO. 1070

\$100,000 - \$125,000

OFFERED WITHOUT RESERVE



1903 CADILLAC REAR-ENTRANCE TONNEAU

One of the very finest early Cadillacs extant

Formerly owned by Charles A. Moore
and John B. McMullen

Immaculate, finely detailed, and well-
preserved award-winning restoration

The first production Cadillacs of 1903 were offered as a runabout, either with or without a rear-mounted tonneau and powered by a single-cylinder, 98-cu. in. engine that could produce as much as 10 hp. From the start, the so-called Model A performed exceptionally well in hard driving events worldwide. The 2,497 examples produced

in 1903 were widely acclaimed as the finest in their class for quality, finish, and mechanical engineering, establishing a reputation that has endured for over a century.

Fred Guyton's 1903 Cadillac was originally delivered in Providence, Rhode Island, as noted in its factory build documents. It was exhibited in Antique Automobile Club of America (AACA) competition by former owner Charles A. Moore, achieving its Grand National First Prize in 1975. Reportedly, Mr. Moore was so proud of the Cadillac that he exhibited it in his living room. Later it was acquired for the renowned collection of John B. McMullen in Lapeer, Michigan, and was fully detailed and sorted for Mr. McMullen by Classic & Exotic Service of Troy, Michigan, including rebuilding the carburetor, repainting the wheels, and other improvements throughout.

Mr. Guyton acquired the Cadillac from the McMullen Collection in 2007, and it has been on display at his Mason's Garage for over a decade. Its restoration is remarkably well preserved, with nary a crack in the beautiful finishes of its wooden body, superb fit and finish of the black leather interior and canvas top,



and brass that has cleaned up beautifully, including the Phare Solar headlamp and Dietz sidelights and taillamp. Testament to its authenticity is the level of fine detail throughout, extending to the original brass number plate still in place on the engine. The chassis and drivetrain are very clean and highly attractive. The car is offered with a pair of wicker side baskets.

This is almost certainly the nicest surviving example of the original Cadillac, and is one of the finest restorations in the Guyton Collection.



344

CHASSIS NO. 37206
ENGINE NO. 62784

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



1912 CADILLAC MODEL 30 FIVE-PASSENGER TOURING



Wonderful Brass Era Cadillac
Well-preserved older restoration
Originally sold by Don Lee Cadillac, San Francisco

The Model 30, named for its horsepower, was Cadillac's sole offering in 1909. A refinement of the 1907-1908 Model G, it had a longer wheelbase but was offered only in open body styles. Selling for about two-thirds the price of the G, the new Model 30 sold nearly six times as many cars as all 1908 Cadillacs combined.

Three body styles were offered: a roadster, a tourer, and a demi-tonneau. The latter had a detachable tonneau and could be converted to a runabout. The roadster and demi-tonneau had a sweeping cowl that presaged "torpedo" styling. When a windshield was ordered, it was affixed to a wood dashboard fitted over the cowl. In 1910, closed bodies—a coupe, and a limousine—returned to the Cadillac line. The 1911 model year brought a longer wheelbase and marked the last use of "Model 30." Although the cars remained much the same through 1914, they were sold as simply "Cadillac."



The big news for 1912 was electric starting and lighting. This Delco system, developed by visionary engineer Charles Kettering, was not the first electric starter, but was much smaller and simpler than previous efforts, and thus more practical. From his work at the National Cash Register Company, he understood that an electric motor could be severely overloaded, provided that it was used only intermittently. The 1912 Cadillac system used four six-volt batteries connected in series for 24-volt starting, while lighting and accessories ran at six volts. Kettering realized that a complete electrical system made sense for a car, and thus Cadillacs dispensed with gas- and oil-fueled lighting completely.

This 1912 Model 30 five-passenger touring was shipped from the factory on 24 October 1911 to Don Lee, the San Francisco dealer. Its further history is not known, until acquisition by the Guyton Collection in October 2008, from Eric Gibson of Keswick, Virginia. An older restoration, it has been well preserved and presents well in dark blue over black fenders, the body accented with delicate white pin striping. It has a full canvas top in black, and black buttoned leather seating. The famed Cadillac electric lighting and starting is present, complemented by a bulb horn. The engine compartment is correctly detailed, showing just a few signs of use.



345

CHASSIS NO. 30564639
ENGINE NO. SOS 64639
\$10,000 - \$15,000
OFFERED WITHOUT RESERVE



1919 FORD MODEL T TOURING



Nice "Black T" from the transition era
Correct and authentic older restoration

The Model T Ford was built in a myriad of body styles over the two decades of its existence, but by far the most popular was the five-passenger Touring car. Most of these were of the 'three-door' configuration introduced for 1913. Bodies were all new that year. Doors were permanently mounted, but there were

just three of them, the driver's door being a "dummy" with a faux outline in the outer sheet metal. This was to eliminate an otherwise clumsy entry and exit for the driver, since the left-side handbrake got in the way. For 1914, the body was slightly revised, to add strength and rigidity, and the door openings were made shallower to accommodate the additional bracing. Fully 80 percent of Model Ts were Tourings.

Subsequent changes included electric lights, supplied by the magneto, for 1915 and the abandonment of brass trim for the "black T" motif in 1917. A battery, electric starter, and generator were added to closed cars for 1919. Later in the year, open cars also received a starter. Wheels were now demountable.

This car, an older quality restoration, has the hallmarks of an early 1919 tourer, with electric lights and demountable rims, but no battery, generator, or starter. It has been titled as 1918, however, using an engine number that was possibly state assigned. It was acquired in June 1985 from Victor Labantschnig of



St. Louis, who is believed to have restored it. The top is a LeBaron Bonney item, and the upholstery is done to factory specification in buttoned black artificial leather. The floors have the difficult-to-find rubber mats. The tires are 30 x 3½ Wards Riverside, of considerable age.

The archetypal Model T, this black touring car will provide pleasure, whether on tour, on the show field, or simply being driven for old-fashioned enjoyment.



346

CHASSIS NO. 35

\$40,000 - \$50,000

OFFERED WITHOUT RESERVE

PLEASE NOTE THAT THIS LOT IS OFFERED ON A BILL OF SALE ONLY.



1886 BENZ PATENT MOTORWAGEN REPLICA



Exacting re-creation of first Benz model

The essence of pioneer motoring

Suitable for static museum display

It is generally recognized that Carl Benz is the father of the internal combustion motor car. Certainly, he was the first to market a successful automobile, although its sales success would come initially in France. By the close of 1885, Benz had produced a single-cylinder, four-stroke gasoline engine and fitted it to a three-wheel carriage designed specifically for his engine.

This first Benz had two driven rear wheels powered by a horizontally mounted single-cylinder engine that developed 3/4 hp, and a speed of eight mph was recorded on one of the very first test runs.

Although somewhat primitive in design, the Benz Motorwagen incorporated many innovative features, like electric ignition, a mechanically operated inlet valve, and a differential gear. Benz patented his car on 30 January 1886, and that spring, it was seen on the streets of Mannheim. Throughout 1886 and 1887, Benz further developed his design, making his first sale in 1887.

The 1886 Benz Patent Motorwagen offered here is an exacting replica produced by John Bentley Engineering in the UK. Considered the most authentic and painstaking recreation of the first working Benz design, these vehicles were made between 1986 and 1997. Bentley and his team were granted access to the original Benz in preparation for the project, and the rendition was so faithful that Daimler-Benz acquired the final group of cars.



This example was acquired by the Guyton Collection in 2007, from Peter Harper of Warrington, Cheshire, England. It is reported as having been part of the former Donington Collection at the museum founded in 1973 by the late Thomas Wheatcroft, prior to his re-establishing a race course at the site in 1977. It is believed to be one of the early Bentley-built cars.

The car is presently inoperable, as a large section of the water jacket has separated, requiring significant repair. It is in other ways intact and presents well as a fascinating display of motoring at its earliest.



347

CHASSIS NO. AM112/1872
ENGINE NO. AM112/1872
BODY NO. 5067

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



1970 MASERATI MEXICO 4.7 COUPE COACHWORK BY VIGNALE

A “barn-find” Maserati in long-term storage since 1987

One of 485 Mexicos produced; only
175 with the 4.7-liter engine

Equipped with air conditioning

This is one of just 485 Mexicos produced from 1966 to 1973, including only 175 equipped with Maserati’s 290-hp 4.7-liter DOHC V-8 engine. In 1969, the car was made available with a smaller 4.2-liter V-8 as used in the Quattroporte. The majority were delivered to France, Switzerland, and Italy. Based on the chassis of

the 5000GT, the model debuted on the Vignale stand at the 1965 Turin Motor Show. It was well received, prompting Maserati to build the car. The production version was introduced one year later at the Paris Salon.

Two stories exist as to how the car got its name. The prototype show car was sold to Mexican President Adolfo Lopez Mateos and the subsequent production car named after him. Another claims it received the name after a Mexican owner crashed a 5000GT chassis and returned the car to Italy for repair. Regardless, all subsequent cars received the Mexico moniker. The model became the first Maserati to be equipped with

ALL LOTS OFFERED WITHOUT RESERVE



servo-assisted disc brakes at all four wheels. When new, the Mexico sported a princely \$16,300 price in the U.S.

This rare example has been in storage since 1987 and will require reconditioning prior to being put back into regular service. Before its lengthy slumber, the Mexico was being used as a "daily driver." Finished in medium blue with a white leather interior, the odometer reads 73,237 miles, which is likely original. It is equipped with a ZF five-speed manual transmission, Borrani chrome wire wheels, air conditioning, Jensen AM/FM stereo radio with cassette, air horn, power windows, clock, and rear window defogger.

The car was repainted some time prior to being put in storage, and today it displays some pitting and cracking. Chrome is also pitted, the interior worn, and the vehicle is in fair condition overall. The body is described as solid and straight, and it appears that all trim and mechanicals are intact.

Offered from the Guyton Collection in "barn-find" condition, this rare 4.7-liter Mexico affords the next caretaker the opportunity to thoroughly freshen and tour as-is or fully restore back to its original splendor.



348

ENGINE NO. T214O289

\$15,000 - \$25,000

OFFERED WITHOUT RESERVE



1931 CHEVROLET SERIES LT 1½-TON TRIPLE-COMBINATION FIRE PUMPER COACHWORK AND FIRE APPARATUS BY BOYER

Rare surviving 1930s triple-combination pumper
Well outfitted; recommissioned as a parade vehicle

Until late in the 20th century, most fire apparatuses in the U.S. were built to order. Giants in the business were American LaFrance, Ahrens Fox, and Peter Pirsch, all of which often built engines from scratch. Smaller fire departments would frequently select a commercial truck chassis as the basis, with outfitting the vehicle left to numerous small and medium-sized companies located throughout the country. One of these was the Boyer Fire Equipment Company of Logansport, Indiana.

In 1905, J.T. Obenchain of Logansport, an inventor and owner of a flour mill, patented a new design of chemical fire extinguishing apparatus. After his death in 1909, his son Matthew took over the business, and an employee, Steve Boyer, formed the Boyer Apparatus Company as a sales organization. In 1916, the firm, now known as Boyer Fire Equipment Co., built its first motorized equipment by mounting a chemical tank and ladders on a Model T Ford chassis. As time went on, other automotive chassis were used, including Pierce-Arrow, Packard, Cadillac, and the like. By the 1920s they were turning out triple-combination pumpers (pump, hose, and water tank) on truck chassis from the likes of Chevrolet, GMC, Reo, White, and International. The company survived into the 1990s.

In 1931, Boyer Fire Apparatus built nine fire engines on Chevrolet chassis. Some of these went far afield, like no. 8452 supplied to the DuPont Chemical company in Wilmington, Delaware. Others were sent closer to home: Wakefield, Nebraska; Sterling and Glasco, Kansas; Dell Rapids, South Dakota; and Brayner, Missouri. Even closer to St. Louis was Boyer no. 8257, sent to the Worden Volunteer Fire Department of Worden, Illinois, about 30 miles east of St. Louis, across the Mississippi River.



As described in a 2013 history of the Boyer company by firefighter, historian, and apparatus collector Rodger Birtchfield, engine 8257 was constructed with two 40-gallon chemical tanks and a Barton pump. Number 8257 appears in two photographs from 1971, when it was owned by Henry Malon of Florissant, Missouri, a St. Louis suburb. The photos match remnants of lettering that remain on the vehicle, although a number of attachments have been changed. While full numbers-matching provenance is unknown, it is most likely that this truck is the one delivered to the volunteer firefighters of Worden.

As it appears today, the truck has been converted by substitution of a 300-gallon water tank for the chemical tanks, and the pump, originally front-mounted, has been removed. Other accoutrements, some added since the 1971 photos, include a Siriniti Sterling siren, a bell, searchlight, soda-acid fire extinguisher, and some nozzles. A Vibro-Jet auto horn flanks the standard Chevrolet horn. While the original Barton pump has been lost, a period Darley Champion pump of a type used on other Boyer apparatus of the period is included. In all, it is a fine example for a collector of historic fire apparatuses from America's heartland.



349

ENGINE NO. 15554

\$40,000 - \$60,000

OFFERED WITHOUT RESERVE



1912 HUDSON MODEL 33 DOCTOR'S COUPE COACHWORK BY JAMES YOUNG

The beloved "Dingwall Dandy"

A rare Brass Era Hudson with
European custom coachwork

Acquired from the well-known Carl Schmitt Collection

Well-kept restoration, highly attractive and well detailed

Featured in *Automobile Quarterly*, Vol. 25, No. 2

If there is a focus in the Guyton Collection – other than what, simply, one enthusiast truly enjoyed – it is on rarity and unusual specification. Witness the Mason, the Model X Duesenberg, the Wills Sainte Claire, or the Ruxton. Fred Guyton loved cars that were distinctively different from all the rest. Few of his machines embody the philosophy better than his 1912 Hudson, with bodywork by Kent coachbuilders James Young & Co., Ltd., best-remembered for their exceptionally elegant work on Rolls-Royce and Bentley chassis.

James Young outfitted six Model 33 chassis with this body, known as the Doctor's Coupe, a convertible with "dickey seat," mahogany-framed sliding windows based upon the design used in British railroad cars, and a lush interior in cloth with embroidered accents. Reportedly one of the six examples was delivered to the Duke of Westminster. Typical of the coachbuilder, the construction throughout was without peer, though evidence shows that the thrifty British shop incorporated stock Hudson roadster body panels into the design. Riley wire wheels were another unusual touch.

This car's earliest known ownership was in Dingwall, south of London near Croydon, where an owner dubbed it "the Dingwall Dandy," striped that name on the hood, and enjoyed driving it around town. It was acquired in the 1950s by David and Dorothy Rice, longtime Horseless Carriage Club of America members in Pasadena, California. Following a restoration, it was shown and driven by them for many years. Most famously it was featured in an article, "An American Abroad," by Julie M. Fenster in *Automobile Quarterly*, Vol. 25, No. 2. In 1980, it was awarded 3rd in class at the Pebble Beach Concours d'Elegance, followed by an AACA Senior First Prize in 1983.

In 1989, the Rices sold the car to respected Washington State collector, Carl Schmitt, known for the fastidious maintenance and documentation of his automobiles. Following Mr. Schmitt's passing it was acquired for the Guyton Collection, in 2008. It has been well preserved in Mason's Garage ever since, and remains a very attractive



automobile, with only minor patina and wear showing on its now five-decade-old restoration. Further it is offered with a handsome history file documenting its Rice and Schmidt ownerships.

Few cars in the Guyton Collection are rarer than "Dingwall Dandy"; none can challenge it for sheer crowd appeal. It is, simply, cute as a button.



350

ENGINE NO. 928

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



1908 BUICK MODEL 10 RUNABOUT

First-year example

The best-selling Buick in 1908

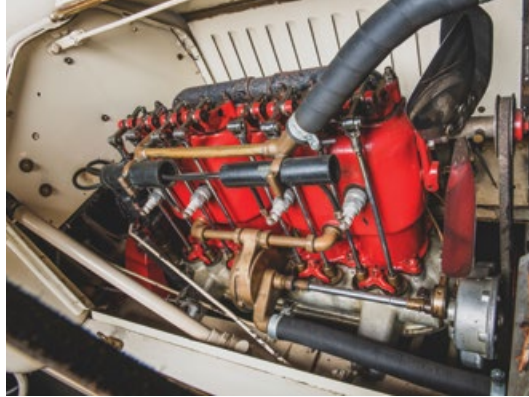
A correct older restoration

Introduced at the New York Automobile show in November 1907, Buick's Model 10, the Gentlemen's Light Four-Cylinder Roadster, quickly became the company's best seller. Motor World called it the "sensation" of the show. The lowest-priced Buick, it sold for \$900, including acetylene headlamps, oil lamps for side and tail

illumination, and a bulb horn. At about the same price as Henry Ford's new Model T, it represented very good value. More than 4,000 were built in the first year and 8,100 the next. In 1910, its last year, production approached 11,000, by far the greatest of any Buick model until 1914.

Almost from the beginning, Buick had proved a potent competitor on the race tracks. The Model 10 fit nicely into the pattern, in 1909 rolling up a class win at Daytona, a hill climb victory at Atlanta. Light and nimble, the 10 was a favorite in the light car classes.

This Model 10 Buick was in a museum collection prior to acquisition by the Guyton Collection in 2009. An older restoration, the body is in generally good condition, although the paint, in the correct off-white shade called "Buick Gray," exhibits considerable age. It has period-correct Gray & Davis brass lamps, all in very good condition, although the headlamps slightly postdate the car's era. There is an acetylene generator on the left running board. The front seats and "mother-in-law" rumble are upholstered in a patterned maroon vinyl. It, too, is aged, but is serviceable and attractive. A correct black canvas top provides shelter from the elements, and a brass-framed windshield gives comfort from the wind.



The engine and chassis appear in good condition, correctly detailed and showing some use. The car has not run in some time, so a thorough servicing should be carried out before committing it to the road. The most popular Buick of its era, this Model 10 should provide its new owner with considerable fun.



351

ENGINE NO. 903324
BODY NO. 11

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



1931 LaSALLE V-8 ROADSTER COACHWORK BY FLEETWOOD

Acquired from the famed Phillip Wichard Collection; two owners since 1967

Attractive, well-preserved restoration by Walter Seaburg

Original body, engine, and chassis

Accompanied by a copy of its build sheet

Classic Car Club of America (CCCA) Full Classic

The Guyton 1931 LaSalle roadster was delivered through the Rario Motor Company of Woonsocket, Rhode Island, and equipped with a radiator stone guard and dual side-mounted spares. The car was restored in the early 1960s by Walter Seaburg, for Dwain Pansing of Dayton, Ohio. According to later owner Phillip Wichard, the car had been an extremely low-mileage original example and required no major



mechanical work, and to this day it retains its original body wood, stamped with the body number in the door sills. Significantly, the restored car was a National First Prize winner in Antique Automobile Club of America (AACA) competition in 1962 – an era when the AACA was still largely populated by “horseless carriages,” and some 1931 LaSalle’s would still have been “used cars!”

Mr. Wichard acquired the car in 1967 and on the basis of Mr. Seaburg’s excellent work, he would become one of his best clients. The LaSalle continued to be shown for nearly 30 years, drawing much attention, before it was sold at the dispersal of the Wichard collection in 1995. Obviously as impressed as its seller had been, the car was acquired by Fred F. Guyton, and has been on display in his museum since.

Like the 1929 Cadillac in the Guyton Collection – also an ex-Wichard, Seaburg restoration – the work on this car is remarkably well preserved; the paint still shines and has few notable flaws, while the leather interior has the obvious patina and surface-cracking of well-worn enjoyment rather than age. Accessories include a correct Cadillac trunk, metal side-mount covers, twin Trippe lights, a single Pilot Ray driving light, and dual running board spotlights.

This jazzy LaSalle’s show days are behind it, but it is still a beautiful automobile and would be a real stunner on the next CCCA CARavan or Cadillac-LaSalle Club event for a new owner – who can enjoy a “junior Cadillac” whose collector heritage is beyond reproach.



352

ENGINE NO. A4102652

\$20,000 - \$30,000

OFFERED WITHOUT RESERVE



1930 FORD MODEL A DELUXE RUMBLE-SEAT ROADSTER

Desirable DeLuxe Roadster
Equipped with tasteful accessories
Older, yet attractive restoration
Requires further mechanical attention

For 1930, Henry Ford's Model A was modestly redesigned. The hood line was raised, allowing a larger radiator, which was given a new stainless-steel shell. Smaller, 19-in. wheels let the car ride lower. Roadster and phaeton models gained fold-down windshields, and DeLuxe and Standard roadsters had different

ALL LOTS OFFERED WITHOUT RESERVE

roof lines. The DeLuxe had a shorter windshield and lower profile top, making it the sportier and jauntier of the two.

In addition, Model As could be dressed up with a number of factory accessories and many, like this 1930 roadster, were. This car is equipped with a rumble seat, dual side-mount spares with stainless steel covers and mirrors, cowl lamps, winged Ford script MotoMeter, radiator stone guard, running board step plates, rear luggage rack with leather-covered trunk, and full rear bumper. Its engine number dates to November 1930, and thus it has the new-style instrument cluster and vacuum windshield wipers introduced earlier in the year.

The car presents well in rose beige, a tinted shade of tan, over black fenders, with dark green moldings bearing straw pinstriping. The straw-colored wheels are mounted with 4.75 × 19 Universal whitewalls. An older restoration, the paint exhibits a few flaws, the tires are older and there are some water stains on the tan canvas top. The interior and rumble seat have correct brown pleated artificial leather, complemented by brown carpet on the floor of the cockpit. The engine is currently disassembled, but



the parts are included, in addition to an Instruction Book and a notebook of Model A Judging Standards.

Ford built 124,214 roadsters for 1930, just 11,313 of them the DeLuxe model. This one, once it is running, will delight its new owner. Model A Fords are tremendous fun, easy to maintain, accelerate swiftly, and keep up with all but superhighway traffic. The full effect is felt in an open car, none more enjoyable than this one, particularly in the rumble seat.



353

ENGINE NO. 8359499

\$70,000 - \$90,000

OFFERED WITHOUT RESERVE



1941 CADILLAC SERIES 62 CONVERTIBLE SEDAN

One of just 400 Convertible
Sedans produced for 1941

General Motors' final production convertible sedan

Includes copy of build sheet

Show-winning quality older restoration

Classic Car Club of America (CCCA) Full Classic

Eligible for all CARavans and Club events

With LaSalle gone for 1941, Cadillac became a one-make, one-engine division of General Motors. For the first time since 1926, all Cadillac products used the same engine, a 346-cu. in. L-head V-8 producing 150 hp and semi-floating rear axle and four-wheel hydraulic brakes. Cars came equipped with a three-

speed synchro-mesh manual transmission, though the Oldsmobile Hydra-Matic transmission (introduced in 1940) was offered as an option. Air conditioning was also offered for the first time.

It is thought by some that aesthetically, 1941 was the highpoint in Cadillac styling. Visually the car is a masterpiece of subtle, flowing curves that began with a new-for-1941 bold and distinctive eggcrate grille. In addition, this was to become Cadillac's last convertible sedan. Harley Earl was particularly smitten with the '41 model; he had one customized for his personal use. The artisans at Fleetwood and Fisher created the convertible sedan with modified C-type sedan sheet metal.



The upper portion of the rear doors were shortened by seven inches; the rear quarters (above the dogleg) were extended seven inches; the rear quarters were buttressed with flat-bar steel to accommodate and support the top assembly; and the B- and C-pillars were supported by brawny steel braces. Beefed up B-pillars allowed for the elimination of suicide rear doors. Frames were substantially strengthened, and windshields were three inches lower. Essentially, the convertible sedan was a semi-custom car. In the end, this was the rarest of Cadillac models for 1941 with just 400 produced for the model year.

Cadillac build records show that this car was shipped on 19 May 1941 to S&C Truck. It was equipped with the optional heater and Hydra-Matic transmission. Finished in Dove Grey with a black canvas top with red piping, red leather interior and matching carpets, fender skirts, and red rims fitted with period-appropriate wide whitewall tires, it makes quite a fashion statement. Inside one will find a clock and radio. The original build sheet and the original owner's booklet titled "Operating Hints for the 1941 Cadillac" are included in the sale. The 1941 Cadillacs are the darling of the CCC, and this car will provide the basis for an excellent tour vehicle eligible for all CARavans and Club events.



354

CHASSIS NO. 1867
ENGINE NO. 3679

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



1922 WILLS SAINTE CLAIRE A-68 ROADSTER COACHWORK BY BUDD

Innovative overhead-cam V-8 engine, derived from Hispano-Suiza aircraft designs

One of the finest-driving, best-engineered Nickel Era automobiles

Formerly owned by A.N. Rodway, Robert Schill, and Keith Kruse

Once exhibited at the ACD Automobile Museum
Classic Car Club of America (CCCA) Full Classic

A very rare offering at auction

Childe Harold Wills was the skilled metallurgist responsible for much of the rock-solid characteristics of the original Model T Ford. He departed the Ford Motor Company and established a new concern in Marysville, Michigan. There, between 1921 and 1927, he produced one of America's truly finest automobiles. The grandly titled Wills Sainte Claire was and remains renowned for its exceptional engineering, which included extensive use of molybdenum steel and various lightweight components. Early models were powered by an overhead-cam V-8 engine, inspired by Hispano-Suiza aeroengines of World War I.



In 1965, the roadster was acquired by Robert Schill of New Hampshire, whose family maintained it for 37 years before selling it in 2002 to Keith Kruse of Fort Wayne, Indiana. While in Mr. Kruse's ownership, the Wills' engine was rebuilt and a Borg-Warner overdrive installed, allowing the car to run comfortably at 55 to 60 mph. The car was also exhibited by Mr. Kruse in the ACD Automobile Museum in Auburn. Fred Guyton finally purchased the Wills in 2009.

With its Rodway restoration now older, including obvious patina to the paint and interior, the car is now best-suited for road enjoyment, a purpose that after mechanical recommissioning it will serve ably as one of the best "driver's cars" of its era. Its dashboard includes many original gauges, while the interior is finished in a period-correct morocco-style leather. A proper Wills Sainte Claire jack is even included.

Every collector that appreciates fine engineering should own a Wills Sainte Claire, and this is truly an example to enjoy, with wonderful rich heritage among great collectors.



These were fabulous automobiles that were extremely well-built, often very attractive, and superb on the road, with power and handling uncommon to the heavy and slow vehicles of their era. They were also, unfortunately, extraordinarily expensive for the time, which, along with wartime scrap drives, ensured that few survive.

The Guyton Collection's A-68 roadster, an early surviving Wills, was fitted with a roadster body by Budd, with distinctive styling touches such as the Duolite headlamps and side marker lights fared directly into the cowl. It was part of the famous collection of A.N. Rodway of Cleveland, Ohio, where in the late 1960s it resided alongside such impressive marques as Duesenberg, Isotta Fraschini, and, ironically enough, the future Guyton Ruxton!



355

CHASSIS NO. 2225007
ENGINE NO. 315016
BODY NO. 438-C-101
\$60,000 - \$80,000
OFFERED WITHOUT RESERVE

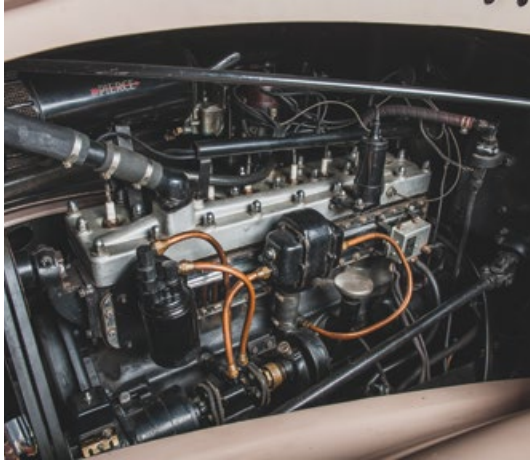


1937 PIERCE-ARROW EIGHT COUPE

An extremely rare late-production Pierce-Arrow
Reportedly the sole survivor of seven built in 1937
Known ownership history since the 1950s
Older restoration, ideal for tours and CARavans
Classic Car Club of America (CCCA) Full Classic

The late Pierce-Arrow is a rare bird, indeed, as the company's staunch refusal to compromise its high standards in the face of the Depression proved its undoing. Nineteen thirty-seven was the final full year that the Pierce would be produced, and the number of cars that left Buffalo was minuscule. Historians estimate it at fewer than 200 cars, of which roughly 25 to 30 remain in existence worldwide.





The Guyton Collection's is the sole survivor of a believed seven coupes built on the Pierce-Arrow Eight chassis in 1937, and by body number is believed to have been the first example built. At one point used to carry parts in a junkyard, it was discovered behind a barn in Mansfield, Ohio, by Bill Weikert, who sold it to his fellow Pierce-Arrow Society member, Lanny Sims, in 1976. Mr. Sims authentically restored the car to its original condition over a six-year period, after which it was the subject of a cover feature in *The Arrow* (1984, Issue 2). It was also judged Best in Class at the Pierce-Arrow Society National Meet in 1988.

In 2001, Mr. Sims sold the Pierce to William Crumrine. Mr. Crumrine sorted the car mechanically and enjoyed it in CCCA events, including in CARavans in Northern California (2002), the Finger Lakes (2003), and Arizona (2007), before selling it to Mr. Guyton in 2012. Mr. Guyton has maintained the car's older restoration in his collection, and aside from paint checking around the edges of the doors, it remains very presentable, with a fine cloth interior and beautiful wood-grained dashboard.

Offered with a selection of spare parts, a history file, including correspondence and receipts, and an original 1937 Pierce-Arrow brochure, this would be among the rarest automobiles on its next CARavan – a point of pride for the true Pierce-Arrow connoisseur.



356

SERIAL NO. 20020

\$40,000 - \$60,000

OFFERED WITHOUT RESERVE



1937 PIERCE-ARROW MODEL C TRAVELODGE

The most luxurious and desirable
travel trailer of the Classic Era

Hand-built and beautifully constructed by Pierce-Arrow

One of fewer than 20 known survivors

The ideal partner to a Classic Pierce-Arrow

Many American luxury automakers used inventive tactics in an attempt to survive the Great Depression. Few were more inventive than Pierce-Arrow, which decided to build a luxurious travel trailer to accompany its automobiles.

Produced by a separate division at the Buffalo factory, the Pierce-Arrow Travelodge was built to the same outstanding standard as the company's cars, with a steel frame covered by sheet aluminum outer panels, and an interior of beautifully finished birchwood and gum with linoleum floors. It was mounted on fully independent suspension and featured a Bendix hydraulic brake, actuated by a vacuum cylinder connected by hose to the trailering car. Three models



were offered, the smallest being the 13.5-foot Model C priced at \$784, with all equipment standard.

The Guyton Collection's Model C was acquired from Charles and Veronica Orin of Ruidoso Downs, New Mexico, its owners since 1956. The interior features a handsome dinette, with comfortable booth-style seating and a linoleum table, which folds into a double bed, as well as an insulated icebox, a hand-pumped sink (designed to draw from an external source), a Prentiss-Wabers Auto-Cook-Kit camp stove, and a wood-burning stove. Extensive storage and counter space is provided as well. All windows are fitted with modern safety glass and

curtains, and open to mosquito screens, including the rooftop hatch, allowing for well-ventilated living while on the road.

Accompanying the Travelodge are a variety of charming period accessories, including a blue speckleware dining set, a Philco table radio, and a three-piece set of leather luggage, amongst others, completing its wonderfully detailed presentation.

The ideal partner to one's Pierce-Arrow, this unusually luxurious and beautifully built trailer is the ultimate tour accessory and the greatest prize for the determined Full Classic enthusiasts.



357

VEHICLE NO. 509-225
ENGINE NO. 345198

\$90,000 - \$120,000
OFFERED WITHOUT RESERVE



1932 PACKARD EIGHT COUPE ROADSTER

One of the most beautiful Packard model years
Very sporting design with desirable rear-mounted spare
Charming older restoration
Classic Car Club of America (CCCA) Full Classic

Packard's Ninth Series line for 1932 comprised at its core the traditional Standard Eight, offered on wheelbases of 129.5 and 136.5 in., and priced between \$2,485 and \$3,450. At a total production of 7,659 cars, it furnished the majority of Packard's sales in this season, the worst year of the Great Depression. That

ALL LOTS OFFERED WITHOUT RESERVE

number comprised examples of 13 different factory body styles, including a new convertible coupe design with roll-up side windows, body style no. 509, inspired by the previous year's "catalogue custom" by LeBaron and dubbed the Coupe Roadster. This was the first Packard convertible to have that now-famous name.

The 902 Standard Eight Coupe Roadster offered here is an authentic example that was sold new by Connecticut's Bridgeport Motors on 3 October 1931, according to the reproduction data tag on its firewall. It was formerly owned by John Schaumburg of Cle Elum, Washington, and was acquired by Fred Guyton from the late, noted dealer Leo Gephart in 1994.

Inspection indicates that the car is an authentic coupe roadster with its original body, complete with a single rear-mounted spare that gives it an especially dashing and sporty look. The restoration likely dates to the 1980s, and there is minor paint wear throughout. The tan leather interior shows scarcely any use and is still tight and fresh, while the fabric top is dry and older, and does not appear to have been raised in recent years. The engine compartment is clean and well detailed, with little signs of anything but age and minor leaking.



Accessories include a chromed radiator stone guard, cormorant mascot, wind wings, dual chromed horns, and fender parking lights. At the time of cataloguing, the car had recorded 82,031 miles.

This would be an excellent Packard to recommission and enjoy driving this summer season, with colors that still look terrific and styling that is widely considered one of the famed automaker's most subtle and attractive.



358

CHASSIS NO. 3130
ENGINE NO. 90089

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



1923 H.C.S. SERIES IV TOURING

The product of Harry C. Stutz's second automobile company
Known, documented history with only five owners since new
Acquired from respected Stutz Club founder, William Greer
Beautiful, high-quality restoration
Classic Car Club of America (CCCA) Full Classic



What do you do when you no longer own your own name? If you are Harry C. Stutz, and have just acrimoniously departed your namesake automobile company, you move to another Indianapolis factory and introduce the H.C.S. This expensive and sporty automobile, powered by a Weideley four- or Midwest six-cylinder engine, looked quite a lot like a Stutz, was targeted directly at Stutz's customers, and was sold under the not-so-subtle tagline, "We Know of No Better Cars."

Many customers pre-ordered H.C.S. cars on the strength of the Stutz name, and an H.C.S. even paced the Indianapolis 500 in 1921. After production began, however, sales began to drift off, and the H.C.S. faded into memory after just 2,175 were built in four years. This was no

reflection on the high-quality, well-engineered nature of the product, however, which by 1923 boasted a six-cylinder engine with overhead valves, aluminum crankcase and oil pan, and a split driveshaft with torque tube – impressive specifications for the Roaring Twenties!

Typical of the automobiles in the Guyton Collection, the four-cylinder H.C.S. touring has a distinguished history. It was purchased new by Theodore Molino of Rossford, Ohio, and a copy of the letter from Harry C. Stutz, congratulating him on his acquisition, remains in the file! Mr. Molino retained his H.C.S. until November 1969, when, still in extremely original and intact condition, it was sold to Bill Freeman of Chelsea, Michigan, who commissioned its full restoration by Clark-Patton of nearby Plymouth, with parts acquired from the famed A.K. Miller.

It next passed to William M. Worthman of Columbus, Ohio, from whom it was acquired in 1992 by the late William Greer. Mr. Greer was a dedicated and passionate enthusiast, and the founder of The Stutz Club. Following a cosmetic freshening and rebuilding of the engine and transmission, the H.C.S. was driven by Greer on tours and exhibited at several concours, including the Glenmoor Gathering of Significant Automobiles.



Despite its regular use, the H.C.S. has been well preserved since its acquisition by Mr. Guyton in 2015, and is still in very good condition, with only minor wear to the paint around the shut lines. The body hardware is correctly finished in German silver, aside from the running boards, which are cast aluminum. The car is complete with a set of side curtains and a top boot, as well as extensive documentation and hand-written maintenance invoices from its various ownerships, and recorded 57,627 miles at the time of cataloguing.

The opportunities to acquire a Stutz are rare; the H.C.S. is rarer, still, and no less technically fascinating. Here is the opportunity to attain one with peerless provenance, courtesy of Messrs. Greer, and Guyton.



359

CHASSIS NO. 77

\$150,000 - \$200,000

OFFERED WITHOUT RESERVE



1906 MASON TOURING

The earliest known automobile
designed by Fred Duesenberg

Known history with only five owners
since new; superb authenticity

Formerly owned by Harrah's Automobile Collection

A remarkable and irreplaceable
piece of Duesenberg history

FRED DUESENBERG'S ORIGINAL CREATION

The young, German-born Fred Duesenberg had acquired quite a name for himself in Iowa as a gifted mechanical hand. It was only natural that a wealthy backer would come to him in the early 1900s, seeking his help at building an automobile. The backer was Edward R. Mason, a Des Moines attorney, and the car that Fred created for him was



the Mason, with an interesting overhead-valve twin-cylinder engine of square proportions (equal bore and stroke, 5 × 5 in.), good for 24 hp from 196 cu. in. It was installed in a beautifully engineered, heartily constructed car that achieved an excellent reputation for power and ruggedness. What it was not, however, was a big seller, and Mason eventually sold out to the Maytag washing machine family, which continued production (and employment of Fred Duesenberg) under their own name.

As history now knows, the Mason was no footnote, but rather the start of one of the U.S.'s prodigious automotive engineering talents – the first automobile designed by the great Fred Duesenberg for the motoring public.

THE EARLIEST KNOWN DUESENBERG-DESIGNED CAR

According to Mason historian, George Hess, the Guyton car is one of approximately 25 automobiles produced by the company in 1906, and is the earliest known automobile designed by the Duesenberg Brothers. It was one of two shipped to an agency in San Diego, California, whose owner had planned to build his own automobile and had contracted with brothers Clarence and William Hunt of National City to build it. When the finances for the new car ran out, the brothers Hunt received the new Masons as payment for their work on the project. William Hunt obviously enjoyed his car, as a wonderful period photograph survives of him driving his family in the Mason.





The Mason remained with the Hunt family until 1970, and was then sold to Roy Davis, a longtime member and director of the Horseless Carriage Club of America. When acquired, the car was very complete, including its original body, and in excellent condition for its age. Mr. Davis and Bud Von Nordheim restored it to original condition between 1971 and 1975. It was finished to "stock" specifications with the exception of removal of the intake tube manifold and the installation of a Ford Model T carburetor to each cylinder intake, for better performance; the body was also refinished in red, with the correct elaborate pinstriping (a single continuous line that runs throughout the car, forming THE MASON on the radiator shell). While the car was not originally built with a top, one was fabricated to a high standard and installed.

Around 1975, the restored Mason caught the eye of casino magnate and renowned automobile enthusiast, William Harrah, who a year later sent an employee to Mr. Davis's house, with instructions to buy the car for Harrah's Automobile Collection. The deal was consummated, and the Mason remained an exhibit alongside Harrah's numerous Duesenbergs until 1986, when it was sold to Dr. F.N. Brunemeier of Redding, California. Dr. Brunemeier enjoyed showing and touring with the car for eleven years, before selling it to Fred Guyton.

The Mason was one of Mr. Guyton's favorite automobiles, as reflected by its proud position front and center in his collection, as well as by its choice for various paintings displayed nearby, including the 2008



AACA Hershey Eastern Fall National Meet poster by Ken Eberts. The restoration is considerably older but still largely attractive and, with the exception of the typical cracking in high-stress areas, is solid. Furthermore, as would be expected from a car that has had such good care for its entire life, its level of authentic detail is truly fabulous; the headlamps, badged from a California supplier, are likely original, and the car retains its 1915 California registration plate on the dashboard, as well

as its original serial number plaque on the rear fascia and the original brass Harrah's identification tag.

The Duesenberg is America's Mightiest Motor Car, and the Mason is its earliest progenitor, its *Homo erectus*, if you will. This is the earliest known Mason, a wonderful car that has been cared for in good hands for 113 years, and therefore an irreplaceable and insurmountable artifact of Duesenberg history.



360

CHASSIS NO. WHC47
ENGINE NO. K3WB
REGISTRATION NO. KMB 250
\$100,000 - \$150,000
OFFERED WITHOUT RESERVE



1939 ROLLS-ROYCE WRAITH SALOON COUPE COACHWORK BY JAMES YOUNG

An unusually attractive, well-proportioned design on the Wraith chassis

Formerly owned by legendary enthusiast William Maxwell Davis

A very well-known example in Rolls-Royce and Classic Car circles

Immaculate, well-preserved concours restoration
Classic Car Club of America (CCCA) Full Classic

The Wraith was, in the opinion of some authorities, probably the best-balanced, easiest-driving, and more enjoyable pre-war Rolls-Royce model. What it was often not was attractive, as British coachbuilders seemed baffled by attempts to build well-proportioned bodies on this shorter chassis. There were a few notable exceptions, perhaps the most striking being Kent coachbuilder James Young's saloon coupe, design no. 4564. Similar to their work on the Phantom III chassis, the design incorporated a semi-fastback roofline with a flowing and subtly upturned tail, deeply curved "crowned" fenders with deep skirts, and long doors with delicate chrome hardware and very narrow window frames to excellent effect. The result had a powerful, sporting appearance.



Only three examples of design no. 4564 were produced. The car offered here, chassis no. WCH47, was marked "off test" on 3 June 1939, but was not delivered until May of 1941, likely due to the interruptions of World War II. Built to specification for London dealers Jack Barclay, its original owner was one Samuel Coxhill, succeeded by F.E. Roberts and Clifford Whatmough of Manchester, L.H. Brown and J. Salem of Cheshire, and the Barleymow Engineering Company of Surrey.

In 1963, the car was sold via London dealer Harry Martin to David Stockwell of Wilmington, Delaware, in whose hands it was mechanically sorted and used on occasional tours, including at least one return to England in 1967. It was then acquired from Mr. Stockwell in 1977 by William Maxwell Davis of Charleston, West Virginia, a renowned RROC and CCCA member for decades, and longtime chief Rolls-Royce class judge at the Pebble Beach Concours d'Elegance. Mr. Davis has over the years owned many of the most superb pre-war Rolls-Royce automobiles in this country, including outstanding examples of the Springfield Phantom I, Phantom II Continental, and Phantom III. In Mr. Davis's excellent care, the car was mechanically and cosmetically sorted by Dennison Motors of West Chester, Pennsylvania, a highly noted specialist in Rolls-Royces of this era.

Following eight years in the Davis collection, the Wraith was sold to Herbert B. Conner of Pittsburgh, in whose care a fresh and concours-quality restoration was undertaken between 1989 and 1990. Fred Guyton made its purchase

in 1996, and the beautiful car has been a much-loved part of the collection ever since. Its restoration is remarkably well-preserved and, in fact, still national show-worthy, with nary a flaw seen in the beautiful lacquer paint, and the interior still tight, fresh, and clean throughout. Even the complete original tool set is still intact and in beautiful condition. Accompanying the car is a fascinating history file, including copies of its build and subsequent ownership records, extensive correspondence between former owners, and documentation of its excellent maintenance, restoration, and care by Messrs. Davis, Conner, and Guyton.

This is, without question, one of the world's very finest Wraiths.



361

CHASSIS NO. 12974
ENGINE NO. D12972H

\$120,000 - \$160,000
OFFERED WITHOUT RESERVE



1922 STUTZ SERIES KDH BEARCAT

One of the great Jazz Age American sports cars
Powerful sixteen-valve four-cylinder engine
Formerly the pride of Stutz Club
founder William Greer
Well-preserved and very attractive restoration
Classic Car Club of America (CCCA) Full Classic

THE STUTZ BEARCAT

One of the most famous early American sports cars, the original Stutz Bearcat was the vaunted champion of the board tracks and the foremost competitor to the Mercer Raceabout. By the early 1920s its design of the Bearcat had evolved as its manufacturer

had, and it had become a slightly more comfortable automobile, though still on a performance chassis with a large, potent sixteen-valve four-cylinder engine of Stutz's own creation. It seated two passengers in a snug compartment with very low sides and no doors, giving an appearance of being "all engine" that was dramatic and visually powerful.

These were rorty beasts, and today are considered among the best-engineered and most powerful machines of the Nickel Era, a time not known for speed. Their drivability makes them particularly desirable to Stutz enthusiasts, many of whom continue to enjoy driving and enjoying their cars thanks to the support of the worldwide Stutz Club – an organization that exists largely thanks to one man, and this very Bearcat.

MR. GREER'S BEARCAT

The known history of the Guyton Bearcat begins in the late 1950s in Australia, where the car was discovered by collector Harry W. Dietert of Kerrville, Texas. Mr. Dietert brought the Stutz back to its homeland for his stable, and after restoration enjoyed the car in numerous hobby events, including the 1963 Glidden Tour.

In 1985, the Stutz was acquired by Doris A. Luther of Kansas City. Later that year it was resold to a dealer in St. Joseph, Missouri, after which it was cosmetically restored and then acquired in 1987 by William Greer of Indianapolis. Mr. Greer was a lifelong Stutz enthusiast and historian, and in fact the founder of The Stutz Club. Over the years numerous fine examples passed through his hands, none of which was treasured quite as much as the Bearcat, which represented the culmination of his decades-long dream to own such a





model. His affection for the car is evident in its history file, which details his acquisition and ownership, and includes a poem that he wrote in the Bearcat's honor.

Mr. Greer told the seller of the Bearcat that he would be a good home for it for the next 20 years, and so he was. In 2007, he was persuaded to sell it to his longtime friend, Fred Guyton.

The restoration of the car is well preserved, with a good shine to its distinctive yellow finish, and the black leather interior remains in excellent condition. Overall the appearance is quite authentic and clean, with the engine compartment and chassis remaining largely attractive and correct, though their finishes are older than the exterior paintwork. The windshield retains the 1960s Texas registration and Glidden Tour stickers from its Dietert ownership. Inspection of the interior reveals a wood-grained dashboard bearing Waltham gauges; the odometer notes 11,334 miles. Accessories include painted wire wheels and dual spotlights on the cowl.

This is an enthralling machine, from long-term good care by men who knew well and adored the Stutz marque.



ALL LOTS OFFERED WITHOUT RESERVE



Visit rmsothebys.com for additional photography where available.

362

CHASSIS NO. D95D
ENGINE NO. X3

\$300,000 - \$400,000
OFFERED WITHOUT RESERVE



1927 DUESENBERG MODEL X DUAL-COWL PHAETON COACHWORK BY LOCKE

The rarest production Duesenberg; one of four surviving Model Xs
Believed to have been one of the 1927 Salon show cars
Known history since new, including Wendell Chappelle and William F. Harrah
Attractive older restoration by Harrah's Automobile Collection
Accompanied by a copy of its Harrah's history file and Harrah's brass tag
Auburn Cord Duesenberg (ACD) Club Certified (D-032)
Classic Car Club of America (CCCA) Full Classic



THE DUESENBERG MODEL X

Rarest of the production Duesenbergs, the Model X was built in the last months of Duesenberg Motors' independent life, as E.L. Cord took control and commanded the larger, grander Model J into production as its replacement. Perhaps because just 13 Model Xs were produced, and only four of them remain, the model remains somewhat misunderstood by collectors, who frequently write it off as "just another Model A." That it is not; few components of the Model X are directly interchangeable with a Model A, as direct comparison of the two side-by-side will immediately indicate.

It is an overall larger car, with a wheelbase of 135 in., one inch longer than the Model A, and with tubular cross-members. The engine is an overhead cam inline eight-cylinder engine, of 322-cu. in. displacement, but with the generator and water pump relocated and all of the manifolds on the right side, and is more powerful, with an output of 100 bhp. It sends its power through a hypoid rear axle. In addition, the front springs were relocated on top of the front axle. Even the wheels on the Model X were changed, to 21-in. Buffalo units. Externally, the fenders were of a different, more deeply crowned design; the running boards were of cast aluminum; and thin-section Ryanlites were a popular lighting option.

THE LOCKE DUAL-COWL PHAETON

Duesenberg historians believe as many as four Model Xs were produced with versions of this dual-cowl phaeton body by Locke & Company, for appearances at the various Auto Salons held in major cities in 1927.

This car, the only survivor, was originally delivered to C. Walter Pratt, a wealthy paper mill owner in Carthage, New York, who was obviously impressed with it; he became one of the first customers for the successor Model J, acquiring a Murphy convertible coupe. It was eventually acquired from Mr. Pratt by Edward Sixbury, then passed to Wendell Chapelle, whose Empire State garage it shared with one of the Packard 1106 Twelve "boattail" runabouts.

Midway through a full restoration, the Model X was sold at Chappelle's 1964 estate auction to the famed Harrah's Automobile Collection. Finished beautifully by Harrah's in Old Ivory and Painter's Green, the hues described in literature for the original Salons, the car was one of the collection's most famous automobiles, featured in numerous postcards and their 25th Anniversary roster. Reportedly, it was one of Bill Harrah's favorite cars and he drove it regularly.



In 1987, it was part of a large group of Harrah's cars acquired by the renowned collector, General William Lyon. Not long thereafter it was sold to Bud Tinney of California, then passed to Fred and David Weber, who at the time were amassing an impressive collection here in St. Louis. After being traded away by the Webers, it joined the vast Duesenberg stable of Ed Weaver in Dalton, Georgia.

They say that "the third time is the charm," and it was true for Fred Guyton, who was finally able to acquire this car in 1996, after being outbid in two prior attempts. Correspondence on file indicates that he





was thrilled to add the car to his collection, reveling in its companionship with his beloved Model A. He avidly contacted Duesenberg authorities, researching and documenting his acquisition, with letters in the file being from the late Fred Roe and Don Howell, among others.

Today the car's Harrah restoration is well over 50 years old and shows patina throughout, with the lacquer paint exhibiting the usual wear and the interior in overall good condition; the engine compartment and chassis both

show signs of careful use. It could be successfully shown at local events or become the rarest automobile on the next CARavan.

The Model X is the car without which no Duesenberg collection is complete, and with the last example trading hands publicly in 1996, the Locke dual-cowl phaeton's offering here marks a generational opportunity. Fred Guyton had three chances; the next owner may not.

363

VEHICLE NO. 87352
ENGINE NO. 87352
STEERING BOX NO. 81509

\$150,000 - \$200,000
OFFERED WITHOUT RESERVE



1916 PACKARD TWIN SIX SEVEN-PASSENGER TOURING

The first American production twelve-cylinder car

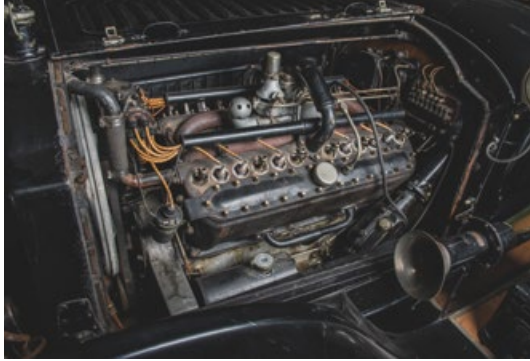
Largely original and unrestored; in remarkable, authentic condition

Formerly of the Walter Cunney Collection

A potential Preservation Class entrant of exceptional quality

Classic Car Club of America (CCCA) Full Classic

One of the most groundbreaking American automobiles of the Nickel Era, the Twin Six made its debut in May 1915. The first U.S.-production twelve-cylinder automobile engine, it was a 60-degree V-12 with two blocks of six cylinders, set on an aluminum crankcase, displacing 424 cu. in., and developing 88 hp. Masterfully engineered by Packard's Colonel Jesse Vincent, it formed the basis of Packard's offerings through 1920.



and would continue to power the company's prestige models through 1922. To call it a sales success would be a major understatement. In its first season of production, Packard outsold Pierce-Arrow by four-to-one, and by eight-to-one the following year.

The 1916 Twin Six offered here was built on the longer 1-35 Six chassis, with a 135-in. wheelbase; its crankcase was cast on 28 March 1916. While its original owner is not known, its earliest known collector owner was Roger Ritterbeck of Cuyahoga Falls, Ohio, in 1968. From Mr. Ritterbeck it passed to Walter Cunny of Genoa, Illinois, who was one of the foremost American collectors of Brass and Classic Era automobiles during the 1980s.

Mr. Cunny sold the Packard in 1989 to Albert Guibara of Burlingame, California, who would faithfully maintain it for nearly two decades. It was then sold in 2008 to Fred F. Guyton, who had long coveted an early Twin Six, and has now spent over a decade in his noted Mason's Garage museum.

To examine this car shows just why it was such a success, and Packard such a legend of fine automaking. It is overbuilt to a remarkable extent, with headlight lock rims of solid cast aluminum and body panels that still fit snugly and solidly after over a century of good care. The engine compartment is remarkable, with not only all of the correct Packard ancillary components, but all of them likely the well-preserved originals to this very car.



ALL LOTS OFFERED WITHOUT RESERVE



The green and black body may have been repainted, likely in the 1940s; in places it has been charmingly worn down to primer by years of detailing, and it is slightly dull but far too evocative to replace. At the same time the top was likely replaced, including the headliner, to the correct "two man" design. The black button-tufted leather interior is fully original, except for the lower front seat cushion. Especially noteworthy are the unusually solid and well-engineered jump seats in the rear compartment.

Accompanied by an original owner's manual and promotional brochures for the model, as well as a correct Packard jack, this is an unusually original, well-preserved, and deeply honest Twin Six. All who view it fall in love with its superb engineering, quality, and myriad charms.



364

SERIAL NO. 8121633 H
ENGINE NO. FB1865
BODY NO. C 91455

\$150,000 - \$200,000
OFFERED WITHOUT RESERVE



1937 CORD 812 PHAETON

One of the most famous and important designs of its era

Formerly owned by Dr. Elwood Greist and Jim Miller

Well-presented restoration in wonderful colors

Equipped with its original engine

Ideal for CARavans and Auburn Cord

Duesenberg (ACD) Club activities

Classic Car Club of America (CCCA) Full Classic

When the "new Cord" made its debut at the New York Auto Show in November 1935, it turned the automotive world on its ear. Onlookers reportedly stood on the roofs of other cars just to catch a glimpse of Gordon Buehrig's stunningly advanced "new, original, and ornamental design for an automobile," with its aerodynamic "coffin nose" louvered hood lacking a traditional radiator shell; its "step-down" floor; its



unitary body construction; its hidden door hinges; its pop-up headlamps; and its total lack of running boards. Underneath was no less innovative, with a Lycoming V-8 running the front wheels through a four-speed, electrically shifted pre-selector transmission, which was operated by a "key" off the steering column; essentially, it was an H-pattern gearshift in miniature.

Today the Cord has since gone down in history as one of the most beautiful automobiles of its time, being regularly displayed in art museums as what Buehrig referred to as "rolling sculpture."

The Guyton 810 phaeton is listed in the well-known books of Josh B. Malks, *The Timeless Classic* and *Cord Complete*, as being delivered with this engine, no. FB 1865, and phaeton body no. C 91 455. Its earliest known owner was C.W. Kimbell of Bell, California, who advertised it in the *Los Angeles Times* on 31 May 1964.





By 1971 it had side exhaust fitted and was owned by Ernest A. Wright of San Juan Capistrano, who exhibited it over the next several years in ACD Club competition, achieving its First Senior award and the Tom Mix Award for Best Cord at the West Coast Meet in 1978.

Mr. Wright sold the Cord to Dr. Elwood "Bud" Geist, a longtime Auburn and Cord enthusiast in Livermore, California. In Mr. Geist's ownership the phaeton continued its show-going ways, appearing at the Pebble Beach Concours d'Elegance and at many other ACD Club meets on the West Coast. It remained in his care until 1987, and was later part of the noted Ontario collection of the late Jim Miller, highly respected for his eye for excellence and quality.



Fred Guyton acquired the Cord from an owner in Michigan in 2008, and it has been part of his fine collection alongside other Auburns, Cords, and Duesenbergs for over a decade. Its restoration is well maintained and very attractive, with the finishes under the hood appearing largely authentic, and the top, hard to get "right" on these cars, properly stitched and fitted. Accessory Cord driving lights and a Cord Delco radio are fitted, and the car is accompanied by several pieces of Cord literature, including a reprinted owner's manual and bound copy of the *Factory Service Bulletins*.

This is a lovely, well-kept example of a truly iconic design.



365

CHASSIS NO. 40661
ENGINE NO. 565
GEARBOX NO. 701
FRONT AXLE NO. 566

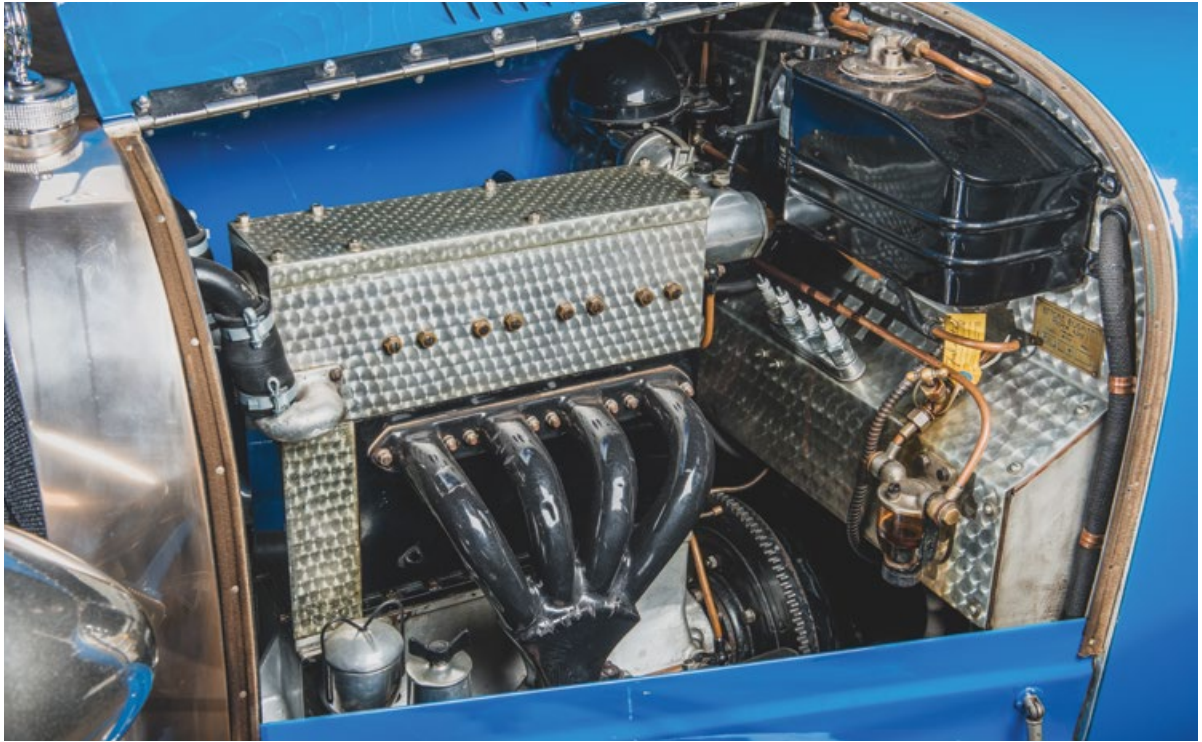
\$200,000 - \$300,000
OFFERED WITHOUT RESERVE



1927 BUGATTI TYPE 40 GRAND SPORT

One of Mr. and Mrs. Guyton's favorite automobiles
Very attractive restoration, with well-known post-war history
Fitted with its original engine
Classic Car Club of America (CCCA) Full Classic

The Type 40 was introduced in May 1926 as the successor to the famed voiturette, the Brescia Bugatti. The 1,496-cc motor proved to be very reliable and strong, making it popular with Bugatti's customers. Some 780 examples were built, with Jean Bugatti taking the first roadster for himself. Today the survivors are highly sought after by Bugatti enthusiasts, as they combine reliability and durability with the marque's famous, unique handling and driving characteristics.



The current American Bugatti Club (ABC) Register notes that chassis no. 40661 was produced in January 1928, with engine no. 565 and a factory-made Grand Sport body. When an order was placed on 10 September of that year by Lyon agents Christy, Panguad and Monestier, this car was so-assigned, and was collected at Molsheim and driven to Lyon by Jean Tisseyre, believed to have been the first owner, on garage plates 1655 WW5.

By the early post-war era the car had made its way stateside and was owned by one Joe Dickey, who sold it to Carlton Coolidge of San Francisco. Mr. Coolidge, an avid sports car enthusiast, is a longtime member of the ABC, and this car was noted in his ownership in the Club's second Register. While owned by Mr. Coolidge the Bugatti was restored to its present appearance, in iconic French Racing Blue with body-color front axle and springs, and chrome-finished wire wheels. The body conformed, as it does today, very near the original Grand Sport design, though much of the inner woodwork is new and it is obvious significant





restoration was required; in addition, some of the gauges have been updated.

The Type 40 was eventually received by Mr. Coolidge's ex-wife, Cynthia, in their divorce, and sold to the Blackhawk Collection, from which it passed to Fred Guyton in the same transaction that added the Rolls-Royce Piccadilly Roadster to the collection.

Over the years, this was a particular favorite of Mr. Guyton and his wife, Beverly, and was occasionally shown at Midwestern concours, including at the 2012 Celebration of Automobiles at the Indianapolis Motor Speedway, for which it was freshly painted and mechanically sorted by D&D Classic Automobile Restoration; receipts for this work are on file. Mrs. Guyton recalls that the opportunity to drive the Bugatti on the famous "Brickyard" was one of the great thrills of her husband's life.

This should be one of the most entertaining automobiles in a new owner's collection – and a true crowd favorite, whether it is being driven at Indianapolis, or not!

ALL LOTS OFFERED WITHOUT RESERVE



366

CHASSIS NO. 16 149 554
ENGINE NO. 16568
BODY NO. 166-5

\$250,000 - \$300,000
OFFERED WITHOUT RESERVE



1931 MARMON SIXTEEN CONVERTIBLE SEDAN COACHWORK BY LEBARON

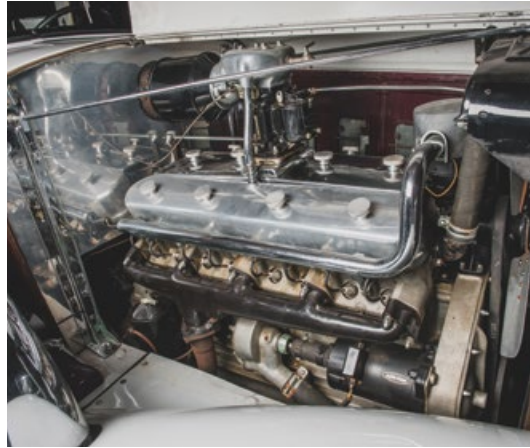
Formerly owned by William Snyder and William Raithel
Documented in Dyke W. Ridgley's Marmon Sixteen Roster
Older restoration with a national award-winning past
Offered with a set of new cylinder heads, original
sales literature, and service information
Classic Car Club of America (CCCA) Full Classic

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 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 sharp 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.

The Guyton Sixteen is one of the few whose original owner is known; Indiana title records identify him as having been Edward McConnell of 21 West 42nd Street in Indianapolis. Like most all Classics it had a period



as a "used car," when it was creatively used by a small-town deputy sheriff as a police car. In 1948, it was sold by its owner's son, John Steeds, to 17-year-old William Snyder. Snyder drove the car in his last year of high school and on dates, and it obviously made a major





impression; as a successful businessman he would go on to become an early and significant Marmon Sixteen enthusiast and collector. Mr. Snyder went to college out of state and had to sell the car to a Mr. Chittenden of Bedford, Ohio. It next passed in the early 1950s to Clarence Stevens of Munson, Ohio, then later that decade to J.M. Owen of Dayton.



In the late 1970s the car was advertised for sale by Mrs. Richard Seybold of Tipp City, Ohio, a member of the Studebaker family. It was sold to William Raithel of Rochester, New York, who found the original close coupled sedan body to be in very poor condition, the car having been used to house chickens. Fortunately, Mr. Raithel had earlier acquired a correct and original Sixteen convertible sedan body at Hershey and had this body restored on the newly purchased Sixteen chassis and engine by Wilkinson & Sharpe and his own shop.

The restoration work was completed by 1985, and Mr. Raithel enjoyed exhibiting the car for a decade, earning 2nd in class at the Pebble Beach Concours d'Elegance in 1988 and achieving both an AACA National First Prize and a CCCA Senior First Prize (no. 1689). He then sold the car, via the Blackhawk Collection, to Fred Guyton in 1996.



Largely maintained on exhibit in Mr. Guyton's museum since, the car is now an older restoration. Recent inspection showed that the car retained its original LeBaron body number tag from 1931. Significantly, the convertible sedan is offered with a set of the new, improved Marmon Sixteen cylinder heads, from the recent reproductions produced by Gary Severns and Dyke Ridgley, which should prove a boon to any new caretaker who intends to drive the car as Colonel Howard Marmon intended.

ALL LOTS OFFERED WITHOUT RESERVE



367

CHASSIS NO. D61H
ENGINE NO. 1610

\$175,000 - \$225,000
OFFERED WITHOUT RESERVE



1926 DUESENBERG MODEL A TOURING COACHWORK BY MILLSPAUGH & IRISH

A beloved, well-known part of the Guyton Collection since 1971
Formerly owned by legendary Model A enthusiast Fred Benson
Attractive patina from many years of regular use
Ideal for Auburn Cord Duesenberg (ACD)
Club and CCCA activities
Classic Car Club of America (CCCA) Full Classic

THE DUESENBERG MODEL A

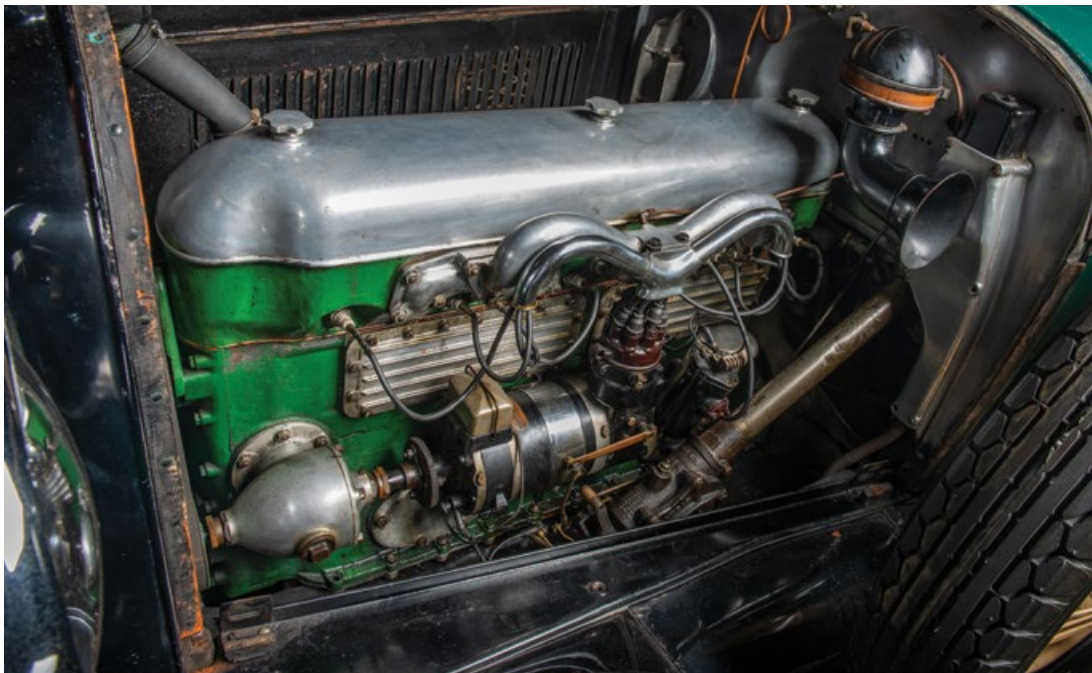
The Duesenberg brothers had, of course, been involved in road cars before 1920; witness Fred Guyton's Mason. However, it was in November 1920, specifically at the New York salon at the Hotel Commodore, when the men who had birthed numerous successful racing cars finally put their own name on a passenger car of their own design.



The Model A was powered by a straight-eight of 260-cu. in. that was developed with a single overhead camshaft actuating two valves per cylinder, which was a result of the Duesenberg's experience winning at Indianapolis. Producing 88 hp, it was mounted on a ladder-style chassis frame of rather conventional design and had a three-speed sliding gear transmission and four-wheel hydraulic brakes. It was the latter that was the Model

A's real innovation: it was one of the first American automobiles to be so-equipped. The Model A was swift and roadable—as close as any 1920s automobile ever came to being a “driver’s car.”

Between 1921 and 1926, when it was purchased by E.L. Cord, the Duesenberg factory in Indianapolis produced some 500 Model As.





FROM MOUNT WASHINGTON TO ST. LOUIS

The Guyton Model A, as a late-production example, carries Indianapolis coachbuilder Millspaugh & Irish's second version of their touring car, with a distinctive double-beaded beltline molding and rather handsome, modern lines.

The definitive known history of the car begins atop Mount Washington, the New Hampshire peak known for challenging hill-climb drivers on an annual basis. Undoubtedly, this Duesenberg knew the challenge well and met it on numerous occasions, as its owner in the 1940s was a weatherman stationed on the summit. It was later sold in 1948 to Fred Benson of Wheaton, Illinois, a longtime Auburn Cord Duesenberg Club member and Duesenberg enthusiast, who restored the car mechanically and drove it in many events and meets for 17 years. In 1966, he was pictured with the car on the cover of the *ACD Club Newsletter*.



The car soon passed to Dr. Fred Woods, then to "Friendly Bob" Adams and finally to Jim DeBickero of Chicago. It was acquired from Mr. DeBickero by Fred Guyton in 1971 and has remained in his ownership ever since. One of Mr. Guyton's first antique cars and his first Duesenberg, it has always been a favorite and was regularly used for many years, including several visits to the ACD Club National Reunion.



The car's restoration is now several decades old and shows its wear, particularly in the interior and paint, both of which have heavy use and patina but also a very charming appearance; it is clearly an automobile that has been used, rather than neglected. It is believed that the interior may, in fact, be the original material from 1926, though the top was replaced in Mr. Benson's ownership. The engine received a recent valve job by Marc Ohm. Accompanying the car is a history file containing various correspondence and invoices from over the years, reflecting Mr. Guyton's great love for this splendid, very original Model A – one of the greatest treasures of his collection.

ALL LOTS OFFERED WITHOUT RESERVE



368

CHASSIS NO. 14370
ENGINE NO. 14444

\$120,000 - \$160,000
OFFERED WITHOUT RESERVE



1925 STUTZ SERIES 695 SPORTSTER

The sole surviving example on the potent Speedway Six chassis

Formerly owned by Joe Folladori; part of the collection since 1994

Well-preserved restoration by marque specialist Paul Freehill

Classic Car Club of America (CCCA) Senior Premier and Emeritus prize winner

Featured in Beverly Rae Kimes' seminal tome *The Classic Car*

In 1924 Indianapolis automaker Stutz introduced its first all-new engine since the company's origins in 1911. True to the firm's performance heritage, the Speedway Six was an overhead-valve, 80-hp design, driving a robustly constructed chassis with what were, for the time period, excellent brakes. "The Speedway Six had more horses than most prestige cars with two more cylinders," noted Beverly Rae Kimes in her 1990 book, *The Classic Car*. "It was, in the Harry Stutz idiom, a magnificent masculine brute of a car."

Perhaps the most desirable style was the five-passenger Sportster, a dashing and dramatic body style, with a truly jaunty appearance, worthy of the name. The Sportster shown here is the only example remaining in existence. In late 1987 it was acquired from Jim Shaw of Terre Haute, Indiana, by the late Joe Folladori of



Beach Concours d'Elegance and at the Stutz Centennial Celebration, where it was judged Best Early Stutz.

Today the restoration is older, with a fine patina throughout, but would still detail well for local showing and has a very authentic appearance in its bright Chrome Yellow and black. The interior is in well-fitted black leather, with clear and attractive gauges set into a beautifully varnished wooden dashboard. Both the serial number and engine number plates remain original, in an engine compartment that would require only detailing. At the time of cataloguing, the car had recorded 27,391 miles.

This is a truly Splendid Stutz, representing the best of the famous marque's engineering and styling talents.

Indianapolis, a well-respected collector famous for his extravagant collection of award-winning automobiles. While owned by Mr. Folladori, the Stutz received a frame-off restoration by the late marque specialist, Paul Freehill. It was awarded its CCCA Senior Premier badge, no. 1384, in 1989, and was featured the following year in Ms. Kimes' *The Classic Car*. "Following restoration," quoth Mr. Folladori, "I discovered this Speedway Six to be a really fine driver with plenty of power and good brakes. Stutz engineered a good car." Mr. Folladori proved his point by driving the car reliably from coast to coast across the U.S. in the Atlantic Reliability Tour.

When Mr. Folladori decided to part with his automobiles in 1994, the Sportster was acquired for his friend Fred F. Guyton's collection, where it has now resided for a quarter-century. It was most recently shown in 2011, at the Pebble



369

CHASSIS NO. 11707
ENGINE NO. 301712

\$250,000 - \$300,000
OFFERED WITHOUT RESERVE



1928 HISPANO-SUIZA H6B CABRIOLET DE VILLE

COACHWORK BY HIBBARD & DARRIN

An original U.S.-delivery example;
lovely older restoration

Formerly owned for decades by renowned
enthusiast, Morton Bullock

Featured in *Automobile Quarterly*
and *The Classic Car*

Classic Car Club of America (CCCA) Full Classic

One of the finest European Full Classics

THE HISPANO-SUIZA H6B

The name Hispano-Suiza translates from French to “Spanish-Swiss,” which is appropriate, as this superb French automobile was born from the genius of a Swiss engineer, Marc Birkigt, and was originally produced in Barcelona, Spain. However, it would be the Hispano-Suizas built in France that became most legendary. In particular, the H6B sported an aircraft-derived six-cylinder engine, employing machined steel cylinders with integral



combustion chambers in a cast aluminum block, with two valves per cylinder driven by a single-overhead camshaft and a pressure-lubricated crankshaft turning on seven main bearings. The engine produced 135 hp with truly impressive torque and smoothness, matched by a chassis with advanced servo-assisted four-wheel brakes and custom coachwork offered by the world's finest craftsmen.

Le Roi de le Route, or "The King of the Road," was the favored toy of aristocrats the world over. Edsel Ford, son of Henry, owned one, as did "Bentley Boy" Woolf Barnato, Pablo Picasso, and various kings and maharajas.



AN AMERICAN H6B

The Guyton Hispano-Suiza H6B, chassis no. 11707, was originally delivered to Seymour Knox II, a prominent Buffalo, New York, businessman whose family had made their fortune in five-and-dime stores with their cousins, the Woolworths. Mr. Knox was a member of the board of many important East Coast companies, a financier, a significant collector of modern art, and an appreciator of fine automobiles who had earlier enjoyed a Rolls-Royce Silver Ghost.





The body was specifically produced for Mr. Knox's order by Hibbard & Darrin, the famed Parisian carrosserie of Americans Thomas Hibbard and Howard "Dutch" Darrin. The coachwork was constructed using their patented all-aluminum Silentlyte process, for durability and lightness, and was highly detailed in Hibbard & Darrin's typical fashion, with exquisite fine hardware and inlaid woodwork throughout. For instance, the rear windows are crenellated at the edges and are raised and lowered by a clockwork gear system!

Mr. Knox maintained the car until the late 1950s, when he was reportedly convinced to sell it for a mere \$500. In 1965, it was acquired by early enthusiast and longtime stalwart member of the Classic Car Club of America, Morton Bullock III of Baltimore, Maryland. In 1990, he told author Beverly Rae Kimes, "When I purchased the car, it was on consignment at Inskip's in New York City. The salesman was Charles Willmore, who sold the first two Rolls-Royce cars delivered to the U.S. around 1906."

At the time the car was complete save for the original trunk and had just over 21,000 actual miles, a figure confirmed by how many critical areas had survived in virtually pristine condition. It had been repainted, but the interior was still original and in fine condition, as confirmed by Sam Manton, a veteran mechanic who had serviced the Hispano-Suiza for Mr. Knox. Mr. Manton noted that the car had seldom been outside of Buffalo, used mainly for local parades and chauffeuring dignitaries.

The car was restored for Mr. Bullock, with input into color choices from an elderly Thomas Hibbard, and detective work that resulted in the location of the original trunk – created by Innovation Trunk Company of Paris – in a Long Island attic. Remarkably and fortunately it had retained its original Hibbard & Darrin-badged radiator winterfront, special-ordered for Buffalo, as well as the Marchal headlamps, Stephen Grebel spotlight, and Notex driving lights.

Following completion of the restoration, the H6B was shown for many years, achieving its CCCA Senior First Prize in 1994. It was also featured in various books and periodicals, including *Automobile Quarterly*, Volume 20, No. 2, and *The Classic Car*, 1982 Number 3.



ALL LOTS OFFERED WITHOUT RESERVE

Fred Guyton acquired the car from his friend Mr. Bullock in 1996, and the H6B has remained a very proud part of the collection ever since. In Mr. Guyton's care it has been occasionally shown, most prominently at the 2009 Pebble Beach Concours d'Elegance, winning 2nd in class. The restoration is now four decades old but remarkably well preserved, with few flaws in its lustrous blue lacquer finish, and only minor age to the upholstery; it would benefit mainly from a thorough detailing and mechanical servicing.

Simply put, this is one of the U.S.'s finest Hispano-Suizas – a car of outstanding purity and quality that has remained on these shores, always loved and well maintained by enthusiasts, since it was new. In provenance and elegance alike, it is without peer.



370

CHASSIS NO. 520625
ENGINE NO. 403925
BODY NO. 1093-19

\$125,000 - \$175,000
OFFERED WITHOUT RESERVE



1932 NASH ADVANCED EIGHT CONVERTIBLE SEDAN

COACHWORK BY SEAMAN

"Kenosha's Duesenberg," one of
the great unsung Classics

One of just three known surviving examples

Immaculate concours restoration

Presented at the 2010 Pebble
Beach Concours d'Elegance

Classic Car Club of America (CCCA) Full Classic

While it is Packard, Lincoln, and Duesenberg that often get all the press, other American manufacturers produced superb luxury automobiles during the 1930s.

Among the finest unsung heroes of the era was Wisconsin automaker Nash's Advanced Eight, the innovative specifications of which included a silky smooth inline eight-cylinder engine with a nine-main-bearing crank, Bohnalite aluminum pistons, and aluminum connecting rods; dual ignition; Timken worm drive rear axle, Gemmer steering box; Bijur automatic chassis lubrication; thermostatically controlled radiator shutters; and Delco adjustable shock absorbers. Luxuriously trimmed, beautifully designed and built bodies, custom-built to individual order, finished off the model that historian David Brownell famously dubbed "Kenosha's Duesenberg."



The top-of-the-line 1093 Advanced Eight offered here is one of only three survivors with this handsome convertible sedan body, built for Nash by the famous Seaman of Milwaukee, Wisconsin. According to information in the file, it was originally delivered to Washington, D.C., later moving to Virginia, where it was acquired by Ron Gottschalk of Bettendorf, Iowa, in 1961. Mr. Gottschalk cosmetically restored the car and showed it locally for some years, eventually applying for Full Classic status with the Classic Car Club of America. As a result this car became the very first Nash accepted by the CCCA, and continued to be shown in their events until 2005.

That year the Nash was acquired by Fred Guyton, and afterward underwent a frame-off, ground-up professional restoration, to the highest possible standards of fit and finish. Particular attention was paid to the drivetrain,



including sourcing New Old Stock Bohnalite pistons and remanufacturing the worm drive rear axle gears and components. Many of the cosmetic and trim components also had to be newly made, as the parts do not interchange with the smaller series Nashes. The result was truly spectacular, and was shown to much acclaim at the 2010 Pebble Beach Concours d'Elegance – one of the very few Nashes ever so-honored.

Today the restoration of the Nash is still concurs quality and beyond reproach, with very few appearances outside of the Guyton Collection since its Pebble Beach debut. It is therefore eligible for almost all of the major American concours d'elegance, as well as of, of course, AACA and CCCA events.

Almost certainly this is the finest restored Advanced Eight extant – an incredibly rare, beautifully engineered Full Classic, worthy of standing in its new owner's collection alongside Duesenbergs and Packards... just as it would have sat in 1932.



371

SERIAL NO. 8-100A 10443 F
CHASSIS NO. 9443
ENGINE NO. GU 75424

\$90,000 - \$120,000
OFFERED WITHOUT RESERVE



1932 AUBURN EIGHT CUSTOM CABRIOLET

One of the great cars of the Classic Era

Attractive older restoration in elegant colors

Equipped with its original body,
engine, and serial number tag

Veteran of the CCCA Grand European CARavan
Classic Car Club of America (CCCA) Full Classic

At the height of the Classic Era, few automobiles provided such affordable elegance as the Auburn. Particularly desirable are the 1932 and 1933 models, which combined the classic, subtle elegance of Alan Leamy's design with the new "Dual Ratio" rear axle. This feature offered the driver a choice of high or low ratio in

any of the three forward gears, which were selectable by adjusting a lever while driving below 40 mph.

It functioned by operating a vacuum-actuated clutch that locked or released a planetary gear set that was housed in the rear differential, creating the two possible output ratios and, in essence, a rudimentary six-speed transmission. Eight-cylinder Auburns with Dual Ratio rears are among the most pleasurable driving cars of their time, and today, they represent an outstanding performance bargain, just as they did when new.

The 8-100A cabriolet in the Guyton Collection is a desirable Custom model, equipped from the factory with the Dual Ratio rear axle, chromed headlights,



driving lights, and “Running Man” hood ornament. It was acquired by Mr. Guyton in 2007, having formerly resided in Ron Pratte’s well-known Arizona stable, and is still equipped with its original body, engine, and serial number tag on the floorboard.

Almost immediately the car entered preparations for a once-in-a-lifetime adventure, the Grand European CARavan, a month-long tour of Europe hosted by the Classic Car Club of America. Mr. Guyton’s handwritten packing lists for the journey accompany the car, noting all of the parts and tools that had to be carried to the Old World, as well as mechanical preparations made by Odyssey Restorations. He and his longtime friend, Bill Davis, much enjoyed the trip, which Mr. Guyton faithfully documented through

hundreds of photographs; a professionally published hardcover book of these photos, many of which feature the Auburn, is included in the file.

Cosmetically freshened following the tour, the car now presents as a highly attractive and charming older restoration, with features such as painted wire wheels, blackwall tires, and a lack of extraneous accessories that are much in vogue with today’s collectors and enthusiasts. In addition to the aforementioned file it is also offered with a copy of the Auburn Factory Service Bulletins for 1931–1933, which will aid a new owner in maintaining it at its very best well into the future.

It is an ideal CARavan automobile – as its month in Europe proved.



372

CHASSIS NO. H7 9447
SERIAL NO. 9641
ENGINE NO. 3980/9447

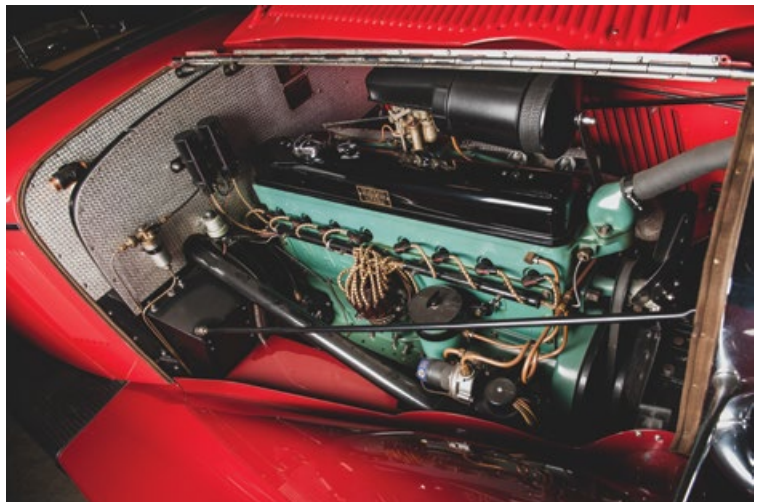
\$175,000 - \$225,000
OFFERED WITHOUT RESERVE



1939 JENSEN 4¹/₄-LITRE H-TYPE SPORTS TOURER

The only Jensen of this style in the U.S.
One of 14 H-Types; 11 known to exist
First-class restoration; proudly preserved
Presented at the 2008 Pebble
Beach Concours d'Elegance
Classic Car Club of America (CCCA) Full Classic

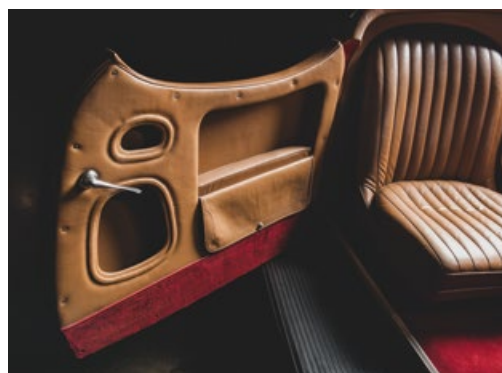
Richard and Alan Jensen began building special bodies for Austin Sevens in the midlands of England during the late 1920s. In 1934, they built a series of racing bodies for Fords entered in the Tourist Trophy race in Northern Ireland. This led to a small run of four-seater Ford V-8 tourers, first shown that October. *The Motor* tested one, and found it accelerated swiftly, and was "free from rolling, pitching, or other suspension vices."



Early in 1936, Percy Morgan, a California industrialist, read about the Jensen-Fords in *The Autocar*, the other British motoring weekly. He liked the style and wrote to the Jensens, who promptly rewarded him with a franchise. He ordered two cars, one for himself and one for friend Clark Gable. The chassis were purchased through the Hollywood Ford dealer, to be shipped from the Ford branch in New Jersey to England for bodies – it was cheaper that way and easier to get them with left-hand drive. Morgan ordered a black car; Gable’s was to be silver with red leather. Perhaps 30 Jensen-Fords of all types

were built from 1934 to 1936, only two or three of them imported to the U.S. All reportedly exist. Gable never actually took possession of his, merely posing with Morgan’s car for publicity.

The Jensens later developed a Ford-based car of their own, using suspension similar to that developed for Edsel Ford’s Special Speedster and a Special Sports model built with designer E.T. “Bob” Gregorie. Henry Ford wanted nothing to do with either, so Percival Perry, head of Ford of England, put Edsel in touch with the Jensen brothers.



The Jensens subsequently built some 50 of these so-called S-Type Jensens, with a modified Ford chassis, standard V-8 drivetrain, and coachbuilt Jensen bodies, through 1937. Models included a saloon, a drophead coupe, and a four-seat tourer with rear door access on the left side only.

In the fall of 1938, this design was further modified to take a Nash eight-cylinder engine. This involved beefing up the Ford frame with a girder section at the front, culminating in stacked transverse leaf springs with kingpins between their outer ends. The result was a primitive form of independent suspension and a firmer base for the heavier Nash twin-ignition straight eight.

The first of these 4¼-Litre models, usually called "H-Types" after their Jensen serial numbers, was a saloon registered on 28 June 1938 in Worcester, England. Production of the H-Type was no doubt cut short as Britain was drawn into war, but four saloons, three tourers, and one drophead coupe were completed by 1941, and one saloon was registered in 1946. There were 14 H-Types in all, including a drophead with a Lincoln Zephyr V-12 ordered by Hollywood producer Louis "Bud" Lighton and an experimental fixed-head coupe with coil spring rear suspension. Of the 14, 11 are known to survive.

373

CHASSIS NO. 1203
ENGINE NO. 1203

\$800,000 - \$1,00,000
OFFERED WITHOUT RESERVE





1909 ROLLS-ROYCE
40/50 HP
SILVER GHOST
ROI DES BELGES
COACHWORK IN THE STYLE OF BARKER

Original chassis and engine, with exacting period-correct coachwork

Restored by noted Silver Ghost authority, Jonathan Harley

Formerly owned by Rick Carroll, Bill Lassiter, and Richard Solove

Winner of the Charles A. Chayne Trophy, 2004
Pebble Beach Concours d'Elegance

A veteran of concours exhibition and extended touring

One of the most beautiful "parallel bonnet" Silver Ghosts available

CHASSIS NUMBER 1203

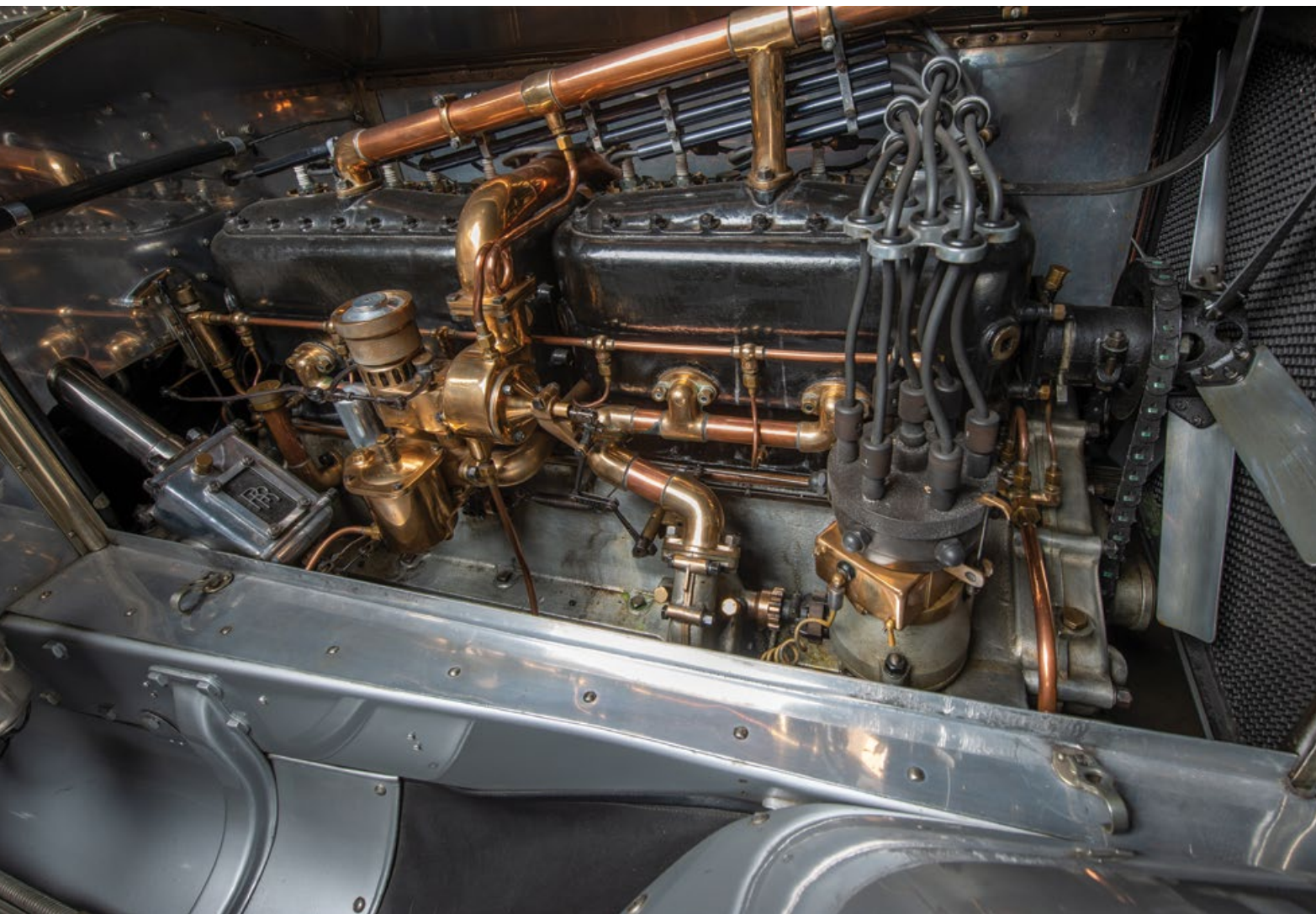
This Rolls-Royce 40/50 HP Silver Ghost was ordered by Thornton & Schieber, Ltd., and was originally delivered with a seven-passenger landaulette body by Hooper. Early editions of John Fasal's respected *The Edwardian Rolls-Royce* include a note that the car was dismantled, and its engine fitted in a motor launch, but this has since been disproven and Mr. Fasal now notes that the car remained intact. It passed to A. Hutton of Surrey, in 1922, and to Noel Armitage in 1935.

Following World War II, in 1946, chassis no. 1203 was discovered with a saloon body in a scrapyard known as "Cow Roast" at Tring. It enjoyed several further UK owners, the last of whom, noted early Silver Ghost enthusiasts M.R. and D.W. Neale of Worcestershire, acquired it in 1957 and fitted a tourer body the following year. This, in turn, was replaced by the present Jarvis-built Roi des Belges in 1972.

ALL LOTS OFFERED WITHOUT RESERVE



The current body was crafted in the exacting fashion of the original Barker body produced for chassis no. 60551, the original "Silver Ghost" of Claude Johnson, that had given the model its enduring nickname. The body was finished in a rich silver, with a polished aluminum engine cover and all brightwork in nickel plate. Bleriot "bullseye" headlamps, Lucas no. 644 oil side lamps with etched "starburst" side lenses and "bullseye" front lenses, Lucas oil taillamps, Rotax rear-view mirrors, and a single Elliott speedometer and Smiths eight-day clock completed the ensemble along with an Autovox horn and fender-mounted "boa constrictor" horn. A most interesting distinguishing feature was the R.A.C. radiator cap – correctly chosen, as the construction of this car pre-dated the design of the famous "Spirit of Ecstasy." The interior was finished in green leather.





In this form the Rolls was sold in 1973 to Dr. Joseph M. Levin of Ohio, its first American owner, who in turn sold it in 1985 to renowned American Silver Ghost enthusiast Rick Carroll of Jensen Beach, Florida. The car was a favorite in the Carroll collection for many years, alongside several other significant Ghosts. Following his untimely passing, it was sold by his family in 1993 to his friend and fellow enthusiast, Bill Lassiter of Palm Beach.

The car was acquired from Mr. Lassiter's collection in 1999 by UK enthusiast Sydney Cooper. It was brought back to England and freshly restored by the respected

specialist Jonathan Harley, who finished many of the best surviving "parallel bonnet" Ghosts. As part of this work, the car was fitted with an electric starter for ease of operation, and an Auster windshield for rear seat passengers. Mr. Cooper drove the car some 8,000 reliable miles over the next four years, mainly in Southern Ireland, including 2,000 miles in a single jaunt with his family.

In 2003, chassis no. 1203 became one of the final Silver Ghosts in the important American collection of Richard Solove, known for owning a Ghost from every pre-World War I production year. Mr. Solove proudly



displayed the car at the Pebble Beach Concours d'Elegance in 2004, winning the Charles A. Chayne Trophy, and at the Amelia Island Concours d'Elegance in 2005, winning the Millard Newman Award.

The majority of the Solove collection joined yet another prominent Silver Ghost stable, that of John M. O'Quinn, in 2007. Following Mr. O'Quinn's passing, the Silver Ghost found a long-term home in the collection of Fred F. Guyton, whose friends recall his joy at acquiring a model that he had long sought but had never been able to purchase. It has been preserved in the Guyton museum for eight years, seldom shown but always appreciated and enjoyed, and exhibited in a position of prominence among the collection's other Brass Era marvels. Its restoration is well kept, and it would likely require little more than detailing and mechanical sorting to continue its career as a robust tour car.

It is truly a Silver Ghost of near-peerless heritage among noted collectors, Fred F. Guyton not least among them.



ALL LOTS OFFERED WITHOUT RESERVE



374

CHASSIS NO. 372702
ENGINE NO. L2782

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



1915 OAKLAND MODEL 37 SPEEDSTER

An early Detroit sports car; one of
just two known survivors

Acquired from the collection of John B. McMullen

Beautifully preserved concours
restoration by Brian Joseph

Featured in Dennis Adler's *Speed
& Luxury: The Great Cars*

THE OAKLAND SPEEDSTER: A THING ALIVE

Oakland was one of the founding marques of General Motors in 1908, and later gave birth to the "junior" Pontiac, which succeeded it entirely in 1932. Most of its models were well-engineered, solid, but not

particularly sporting, with the major exception of its speedster model of the mid-Teens. It was based upon the same architecture as other Oaklands of the time, with a 40-hp, 192.4-cu. in. four-cylinder engine and three-speed transmission, but the light bodywork sang of the speedway. The factory copywriters bragged of its lightness of line and weight, noting its "High speed Oakland-Northway motor – responsive, silent, smooth-running, giving a quick and easy 'pickup' that makes it seem like a thing ALIVE . . ."

Only two surviving Oakland speedsters are known, the 1915 Model 37 in the Guyton Collection, and a 1916 Model 38 of virtually identical specifications in the renowned Simeone Foundation Automobile Museum.



THIS SPEEDSTER

The Guyton Oakland was acquired from the renowned collection of John B. McMullen in 2007. It had been acquired by Mr. McMullen from an owner in Canada in 1993, and restored by Brian Joseph's renowned Classic & Exotic Service of Troy, Michigan. In a recent conversation, Mr. Joseph noted that the Oakland was an excellent basis for restoration; most of the original sheet metal was able to be preserved, aside from the deck behind the seats. The extensive level of attention included reproducing the correct hardware for the spare tire carrier and the top, and having a correct radiator core manufactured to the proper specifications.

Following completion of the restoration, the Oakland was judged Best of Show at the 1994 Pontiac Oakland Club International Convention in Springfield, Illinois.



among many other awards earned across the country. It was also photographed by Dennis Adler at Meadow Brook Hall in Michigan and featured in his book, *Speed and Luxury: The Great Cars*.

Today the Oakland is well preserved, with its beautiful dove grey and black color scheme in excellent condition, beautiful nickel trim, and rich red leather upholstery showing only light patina, and an attractive black canvas top elaborately fitted between the bucket seats. The headlamps and taillight are electric, and an electric starter is fitted. The car is accompanied by a history file, including various correspondence from over the years, as well as magazine articles and original copies of the instruction book and price list for the model.

It is also royally beautiful, down to the tiniest details, and sure to continue turning heads at show fields all over the country, just as it has for many years. As Mr. Guyton wrote in his notes on the Oakland, "It is great fun to drive – top up or down!"



375

CHASSIS NO. G-985
ENGINE NO. 1385

\$400,000 - \$600,000
OFFERED WITHOUT RESERVE



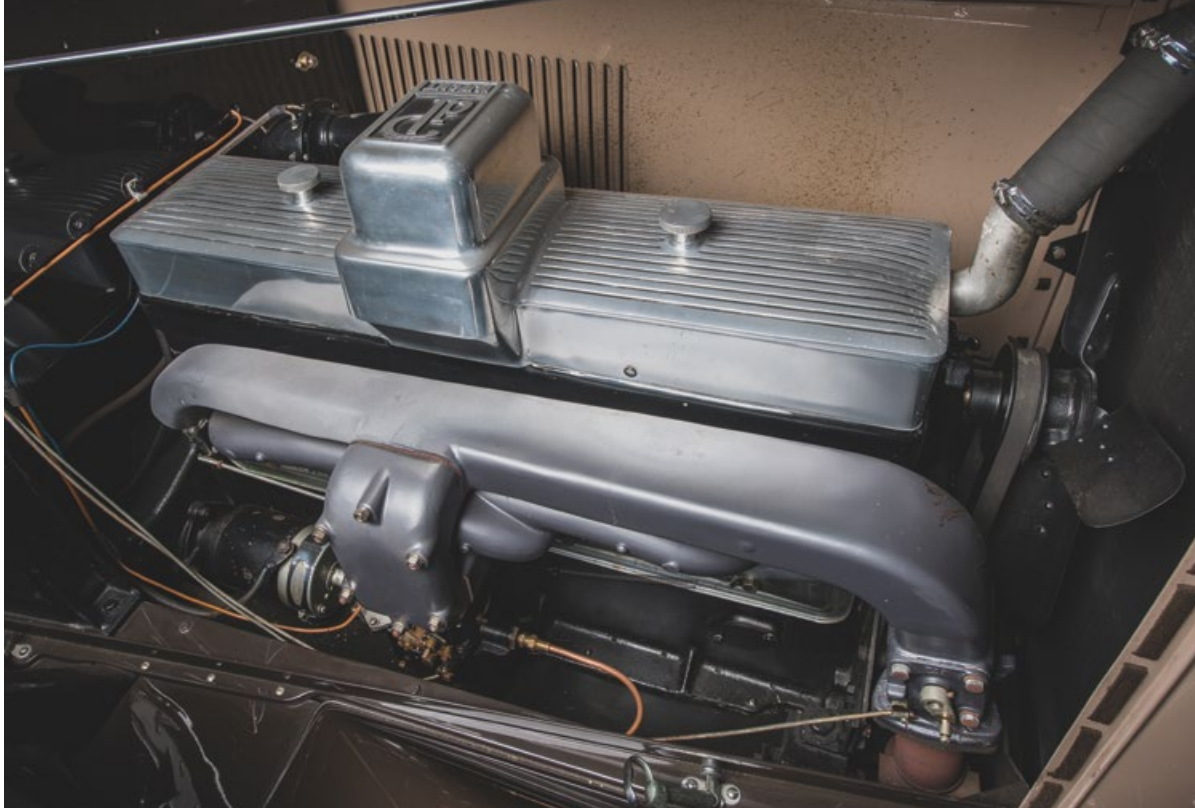
1930 DU PONT MODEL G CONVERTIBLE VICTORIA COACHWORK BY WATERHOUSE

The 1931 New York Automobile Show car
Beautiful custom coachwork by the famed Waterhouse
Multiple award-winning concours restoration
Formerly owned for decades by Henry Meyer
One of the very finest Du Pont automobiles available
Classic Car Club of America (CCCA) Full Classic

THE DU PONT AUTOMOBILE

The Du Pont automobile was the product of Delaware munitions scion E. Paul du Pont, who after World War I, in 1919, repurposed his Wilmington marine engine factory to build high-end automobiles. They were what is known as “assembled” cars, meaning that they were composed largely of mass-produced components, but were distinguished by using only the finest materials available, including Continental inline eight-cylinder engines, and by being built with the greatest of care. Especially noteworthy were the gorgeous bodies produced for the chassis by the East Coast’s finest coachbuilders, attracting the attention of a “who’s who” of Jazz Age celebrities who eagerly became Du Pont owners.

By the time that Du Pont Motors entered bankruptcy in 1932, approximately 537 cars had been produced. Relatively few have survived, and the majority of these are held in the long-term ownership of the du Pont family or in museums.





THE WATERHOUSE CONVERTIBLE VICTORIA

Car number G-985 is the sole survivor of six Du Ponts bodied by the famed Massachusetts coachbuilder Waterhouse as their seductive convertible victoria, a style which they are widely credited with popularizing in the U.S. Waterhouse's G. Briggs Weaver designed a top mechanism that allowed for a large convertible top that folded flush and low with the body, while the body itself featured very simple lines and trim that accents its elegance.

This car is recorded by Du Pont historian Stan Smith as having been originally finished entirely in Toledo Brown with brown leather upholstery and Espania Red wheels. It was shipped on Christmas Eve of 1930 to A.J. Miranda, the Du Pont dealer in Manhattan, and was exhibited at the 1931 New York Automobile Show.

Reportedly the car spent the war years in a junkyard before being removed to legendary Duesenberg mechanic Jim Hoe's facility, where it was acquired by early enthusiast, Henry Meyer. Meyer restored the Du Pont to functional condition, after which it was his

regular automobile for several years, before being put away into storage. In the 1960s he eventually decided that, as he wrote, "this splendid survivor deserved at least as much attention as a Chippendale chair," and completed a restoration to the concours standards of the time, dividing the work between himself and the great Ralph Buckley. The Du Pont was then widely shown for many years and was the subject of a detailed cover feature in the Summer 1983 issue of *The Classic Car*.

Meyer maintained his beloved Du Pont well into the 1980s. It was then acquired by Leonard Urlik of California, from whose estate it was purchased by Fred Guyton in 2000 – fulfilling a 30-year dream of Du Pont ownership. Mr. Guyton wrote of retrieving the car from its storage atop California's Mount Baldy, not long before a firestorm swept the area! It was brought to the Midwest and meticulously restored to a modern concours standard of fit and finish, with the body, paintwork, and upholstery by D&D Classic Automobile Restoration of Covington, Ohio. During the restoration it was decided to "lighten" the car's sober original color scheme, by keeping the original Toledo Brown hue on

the fenders, running boards, and frame, but employing a lighter color for the body and radiator, with the wheels and striping in the original Espania Red and a contrasting Haartz cloth and leather top.

The Guyton Du Pont has been shown widely and with much success over the years, including a Class Award at the 2005 CCCA Museum Grand Experience, presented at the 2007 Pebble Beach Concours d'Elegance, and most recently at the 2015 Hilton Head Island Concours d'Elegance. It has also seen another spate of magazine appearances, including in the *CCCA Spirit of St. Louis Region* magazine, *The Spirit*, and the *Michigan Region* magazine, *Torque*, copies of which are both included in its file along with considerable additional photographs, correspondence, and documentation from throughout its long life.

Rare is the opportunity to acquire a Du Pont car, and rarer still is the opportunity to purchase the only survivor with the famous Waterhouse convertible victoria body – a true landmark of Classic Era quality and design.



376

CHASSIS NO. S369RK
ENGINE NO. 22684
BODY NO. M1380

\$175,000 - \$225,000
OFFERED WITHOUT RESERVE



1925 ROLLS-ROYCE 40/50 HP SILVER GHOST PICCADILLY ROADSTER COACHWORK BY MERRIMAC

One of the most desirable body styles on the Springfield Silver Ghost
Original chassis, engine, and coachwork, as delivered to the first owner
Formerly owned by golf legend and Rolls-Royce enthusiast, Gene Littler
Well-maintained restoration in very attractive colors
Classic Car Club of America (CCCA) Full Classic

As with the cars built at Derby, the majority of the American Rolls-Royce Silver Ghosts produced in Springfield, Massachusetts, carried closed coachwork that was heavy and formal, albeit beautifully constructed and finely detailed. Lightweight sporting bodies for the Silver Ghost were rare indeed, but they did exist. Most prominent was the Piccadilly Roadster coachwork provided by Massachusetts coachbuilder Merrimac under the Rolls-Royce Custom Coach Work label.



One hundred and five examples of the Piccadilly were produced for Springfield Silver Ghosts, followed by another 45 on the successor Phantom I chassis. They were popular choices as second bodies on used chassis, which makes this car, an original body Piccadilly, particularly rare and wonderful.

Chassis no. S369RK was originally delivered with its Piccadilly bodywork to bond dealer A.E. Fitkin of New York City on 26 July 1926, as noted in the Rolls-Royce Foundation records. By 1959, the car had moved to the sunny shores of Honolulu, Hawaii, where it was owned by John D. Monnett. It then passed in 1962 to Victor Erenberg of Los Angeles, then in 1983 to the late Gene Littler, the well-known U.S. Open-winning Hall of Fame golfer known as "Gene the Machine" for his powerful swing. Off the green, Mr. Littler was a true automobile enthusiast, with a particular passion for vintage Rolls-Royce and Bentley, and counted such luminaries as William Harrah and Phil Hill among his friends.

Chassis S369RK was later acquired in 1990 by the Blackhawk Collection, from which it was purchased by Fred Guyton in January 1997. It has had a good home in St. Louis for the past two decades and during that time has been seldom seen outside of private events at Mason's Garage. Its restoration is overall well preserved, with very good medium blue paint and a tan leather interior showing only minor signs



of age and use. Much of the exterior trim is nickel, with prominent Bausch & Lomb drum headlights and a rolled aluminum bumper in evidence. The rumble seat is unusually cushy and delightful, with full folding armrests and a particularly comfortable backrest. The chassis and engine compartment are overall clean and well detailed.

A lovely Springfield Ghost of excellent quality, this would be a brilliant addition to any fine Rolls-Royce collection.



377

CHASSIS NO. 184100
ENGINE NO. 184107
VEHICLE NO. 184101
BODY NO. 445-26

\$800,000 - \$1,100,000
OFFERED WITHOUT RESERVE

1930 PACKARD 734 SPEEDSTER EIGHT PHAETON

Among the greatest, rarest American performance cars of the Classic Era

One of five surviving 734 Phaetons; known history since new

Extremely original and never fully restored

Widely considered to be the ultimate Packard of its era; a Duesenberg competitor

Classic Car Club of America (CCCA) Full Classic



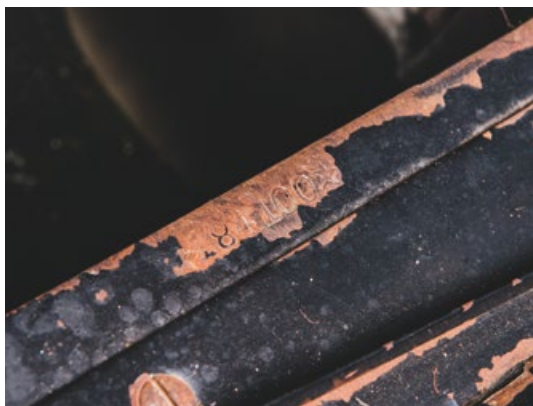


THE SPEEDSTER EIGHT

The 734 Speedster Eight of 1930 was a new breed of Packard. It was graceful, quietly elegant, and beautifully engineered, all the things that the company stood for – but rather than pure silence and smoothness, it was built as a performance machine, representing the most power that could be run from the famous Packard Eight.

Given more or less carte blanche to “see what you can do,” Packard’s engineering wizard, Colonel Jesse Vincent, set about boxing a 733 Eight chassis for rigidity. It was crowned with an extensively modified engine, featuring a Detroit Lubricator dual-throat carburetor; hemispherical intake and exhaust outlets, at a 45-degree angle, maximizing the larger manifold openings and separating the exhaust and intake manifolds, creating a larger-capacity and free-flowing exhaust system; and a high-compression 6:1 cylinder head. The exhaust manifold was finned, as were the specially forged iron brake drums that allowed for a two-inch-wide braking surface. Available rear axle ratios allowed the car’s 145 hp to propel it above 100 mph in top gear.

Packard did not want to be viewed as a performance automaker, even in a world in which, with the introduction of the Duesenberg Model J and the Cadillac V-16, they somewhat had to be. They advertised the Speedster Eight as minimally as possible, running a single eight-page brochure on the model – and that was that. The lack of advertising almost made the car more desirable; it was a special “hot little something” that only those in the know could pick up.



That remained true even after the model was out of production. Those who saw a Speedster Eight on the street would usually just accept it as "another old Packard" – until this factory hot rod outran them. Among the cognoscenti, however, it continuously remained desirable, in an era when few of the future "Full Classics" really were; it was recognized as superlative as early as the 1940s, and Smithsonian transportation curator Smith Hempstone Oliver created the first registry for the model in the 1950s.

In 1959, Tom Mix, one of the earliest appreciators of Full Classic Packards, saw fit to travel from Massachusetts to Buffalo, just to add one to his collection. It was one of the five survivors of some 32 Phaetons built. He would never sell it; it passed from his estate to Fred Guyton, who, too, would only be parted with it by his passing.

It took a special man to own a Speedster Eight – and once he bought it, he kept it. Nearly 90 years on, that is still true.





THE GUYTON SPEEDSTER EIGHT PHAETON

The Guyton Phaeton was originally delivered by L.R. Mack, the Packard agency in Rochester, New York, on 17 May 1930. According to information in the file, the original owner was Sanford Cluett, of Cluett-Peabody, manufacturers of Arrow Shirts; Mr. Cluett was the inventor and namesake of the Sanforizing anti-shrinking process, which was one of over 200 patents in his name. The car was next acquired for \$300 in 1951 by Victor Mion of Schenectady, then in 1958 by James H. Kellogg Clark of Buffalo. In 1959 the car was purchased from Kellogg Clark by Tom Mix, owner of Boston's famous Foreign Motors dealership, and among the most avid early Packard enthusiasts in this country. Mr. Mix built a superb collection focused on coachbuilt rarities, including numerous Darrins and various one-off models.

Correspondence from Mrs. Mix, which is on file, indicates that the couple toured extensively in the Speedster Eight Phaeton, and that it was one of her husband's favorite automobiles. Photographs survive of it, in the cream and maroon it then wore, on display at an event at the Larz Anderson Museum in 1960, as the most modern car displayed amidst a fleet of Brass Era machines – yet clearly and unmistakably, already something special. Mr. Mix owned the Speedster Eight for the rest of his long life, eventually commissioning a new paint scheme of dark red with black fenders late in the 1990s.

In 2006, Fred Guyton was thrilled to acquire the car from the Mix estate, writing in glowing thanks to Mrs. Mix, to reassure her of his good intentions to maintain and enjoy the car as her husband had. He proceeded to do so, and enjoyed driving the Packard many times, while continuing to carefully preserve its originality and restore it only as necessary.



For instance, the leather upholstery finally became unusable, and new upholstery was fitted several years ago as a result, along with a tonneau cover for the rear seat. Peek under the hood and under the car, however, and the original green it wore for Mr. Cluett is still visible on the undersides of the fenders and on the frame rails. The car is running a non-original carburetor, which functions well for driving, but is offered with a correct reproduction carburetor on a stand.

Inspection of the various numbered mechanical components shows that nearly all are numbered within 20 digits of one another and, therefore, are surely original to the car; the exceptions are the front axle, the number boss on which is blank, and the gearbox,

which is a replacement unit. All of the stampings are correct, clean, and original, including the Special Order or "S.O." number on the frame and the original firewall tag; removing the trim at the top of the doors reveals even the original factory number stampings on the brightwork.

Lovingly cared for its entire life, this car still displays the fingerprints and evokes the careful attention of its five owners, and will soon add those of a fifth who should drive it, enjoy it, and share it. Its new owner will join the proud fraternity of those who know just what a powerhouse this is.

That is the tradition, after all.

ALL LOTS OFFERED WITHOUT RESERVE



378

CHASSIS NO. 4JS
ENGINE NO. OV35

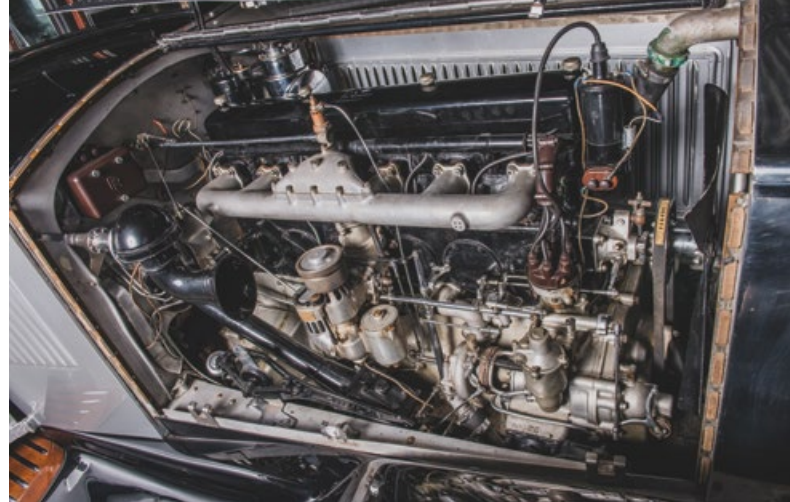
\$150,000 - \$200,000
OFFERED WITHOUT RESERVE



1931 ROLLS-ROYCE PHANTOM II CONTINENTAL FIXED CABRIOLET DE VILLE COACHWORK BY THRUPP & MABERLY

Originally delivered to the famed "Bentley Boy" Sir Ronald Gunter
An unusually sporting and attractive formal Phantom II Continental
Documented with copies of its factory build information
Featured in Andre Blaize's *The Rolls-Royce Phantom II Continental*
Classic Car Club of America (CCCA) Full Classic

The Phantom II Continental was designed as an “owner/driver” car, and not unsurprisingly, the majority of these performance-oriented Rolls-Royces were coupes, cabriolets, and close-coupled saloons of a sporting mien. Very occasionally, however, a formal body would be mounted, and few efforts were more successful than Thrupp & Maberly’s Fixed Cabriolet de Ville on chassis 4JS. It was built to the order of Sir Ronald Gunter, 3rd Baronet, one of the famed “Bentley Boys” who had kept that company financially afloat a decade earlier, and who raced at Le Mans in 1935. Not strictly faithful to Bentley, this was one of two Phantom II Continentals that Sir Ronald ordered.



Thrupp & Maberly created a chauffeur-driven sedan de ville or town car that actually looked quite rakish, with a hoodline with hidden hinges, an extended scuttle line, extremely low roofline, and very close-coupled bodywork, including a small rear compartment sized for only two passengers. Long, curving “helmet” fenders, with a crease at their crest and subtle skirting ending at the running board, accentuated the design. In an era when even the most dramatic formal bodies were usually black or at least a very dark shade, this car was finished entirely in white – guaranteeing to draw notice! Delivery photographs confirm the original presence of dual rear-mounted spare and indicate that the headlamps may have first been Marchal units or similar.



This body was mounted on a chassis which, specified its buyer, should be “as that exhibited at the Olympia Show 1931” – which actually took place after the car was ordered. As historian Andre Blaize noted, “Sir Ronald was certainly anxious to have a chassis which included the latest improvements.”

Subsequent owners of the Gunter Continental included T.C. Coombs of England in 1958, after which the car moved to the U.S. in 1959, with owner Joseph Berlin; it was restored and remained in the Berlin family for over four decades, achieving a CCCA First Prize along the way. It was then acquired by Robert Penenburgh and restored to a modern concours standard in its present appearance, an elegant and rich black and silver livery, by the respected John Sanders of Rockford, Illinois. The simple original woodwork of the interior was retained, though black leather upholstery was fitted, while the Lucas P100 headlamps mounted since at least the early 1950s remain.





Fred Guyton, a lifelong Rolls-Royce admirer, acquired the Continental in 2009, and it has remained a favorite in the collection ever since for its dramatic and rakish appearance. Inspection shows that the Sanders restoration is well-preserved, and after mechanical recommissioning the car could still be shown with considerable pride.

Every significant Rolls-Royce collection demands a Phantom II Continental, and this example boasts a particularly fabulous history, including one of the most famous British sportsmen of his day, Sir Ronald Gunter, "The Bentley Boy."





379

CHASSIS NO. 2345
ENGINE NO. J-329
FIREWALL NO. 2345
BODY NO. 853

\$900,000 – \$1,100,000
OFFERED WITHOUT RESERVE

1930 DUESENBERG MODEL J CONVERTIBLE SEDAN COACHWORK BY MURPHY

Original chassis, engine, and body

Used when new by Indianapolis driver, Leon Duray, of Miller Packard Cable Special fame

Formerly owned by Norris Allen and the Watson Family

Extensive cosmetic freshening by marque specialist Chris Charlton

Among the best surviving examples of a classic Model J design

Classic Car Club of America (CCCA) Full Classic





Many men dream of owning the cars that fired their imaginations as a young man; few succeeded in the endeavor so thoroughly as Fred Guyton. His collection included not the models he had dreamed of owning, but in many cases the exact cars that he had admired throughout his life, owned by dear friends whose love for them had matched his own. He was a man for which there was no substitute for the right provenance.

That is significant in many of the cars in his collection, none more so than his Duesenberg Model J.

THE STORY OF A MODEL J

According to the records of Duesenberg historian, Ray Wolff, the short-wheelbase Murphy convertible sedan J-329 had been driven when new by Leon Duray, the American Indianapolis driver famous for his exploits in Millers, most probably as a “loaner” supplied to him by the Duesenberg factory. Duray famously wrote from Los Angeles to Harold Ames of the Duesenberg company: “Car is perfect if there is such a thing. Completed fifty-two hundred miles on car today . . . Arrived here 8 P.M. Sunday sleeping seven hours each night.”

Following its use by Duray, the Model J was sold here in St. Louis, where its earliest known owner was one Walt Martin. It was later owned by Edward Grove, of the Bromine fortune, who traded it into a Cadillac dealer in January 1936. The dealer resold it to Norris Allen, a young attorney and already a devoted car enthusiast, with a natural skill for mechanical engineering that had led him to favor Rolls-Royces and, of course, Duesenberg. He would go on to own multiple examples of both.

Mr. Allen was interested in automotive design, leading him to retrofit the convertible sedan, late in his ownership, with modified Cadillac front and Lincoln Continental rear fenders. The fenders and a streamlined trunk were bolted into the original Murphy coachwork at their open edges, preserving all of the original Murphy panels underneath – something that came in handy when, several years later, Mr. Allen realized the error of his ways, filled the holes with aluminum plugs, and reinstalled the original fenders, returning the Model J to its more attractive original configuration.



WATSON FAMILY OWNERSHIP

In November 1958, Mr. Allen sold the Murphy convertible sedan to Marshall Hughes Jr. Hughes, in turn, passed it four years later to Arthur K. "Dick" Watson of Connecticut, son and heir of the founder of IBM, and future U.S. Ambassador to France. Watson commissioned a mechanical and cosmetic restoration of the car not long thereafter, with the cosmetics handled by the famed early restorer, Gus Reuter. A White truck transmission with overdrive was installed, a popular period conversion by Jim Hoe that made the car much easier to drive at high speeds.

"I've always remembered the Duesenberg being part of the family," Watson's son, A.K. "Kitt" Jr., recalled to *Hemmings Classic Car*. "I remember going to Yale football games in it with my father . . . We had a lot of fun with the car, and we used it in all weather with the

top down or up. I used to drive it all over the place. Even Mom used to wheel that thing around."

"Mom" inherited the car from her husband in 1974, and soon passed it to Kitt Watson, who in 2003 submitted it to noted Duesenberg specialist Chris Charlton's Classic Car Services of Oxford, Maine, for fresh restoration work. All chrome was correctly refinished, with the headlights and door sills properly etched; the interior properly retrimmed in beautiful rich blue leather; and the body properly stripped and repainted to a fine standard in the Watson family's preferred two-tone blue.

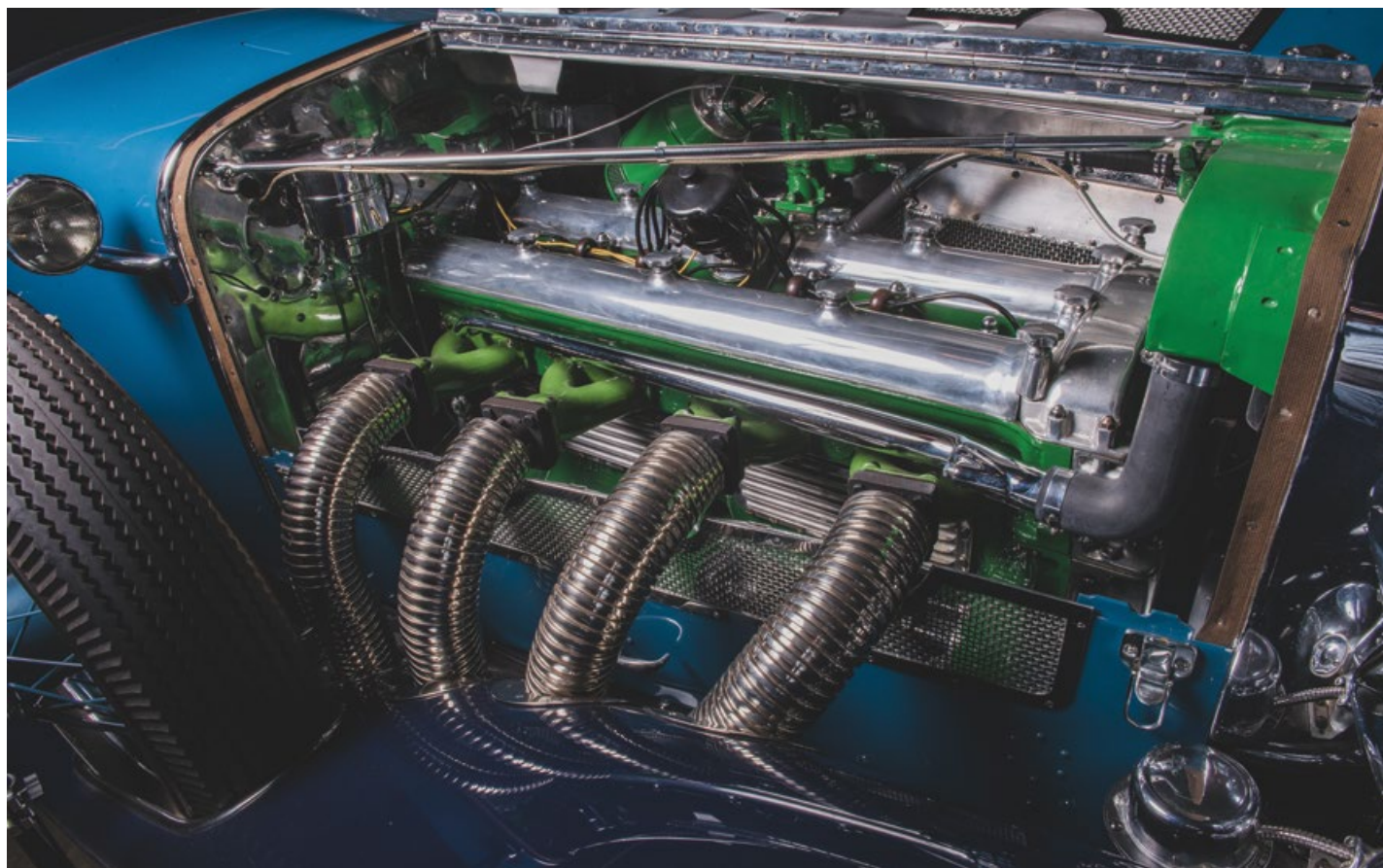
Occasionally shown in various New England events, the Model J continued to also be occasionally driven, and was garaged and maintained at Mr. Charlton's when not on the road. It was also featured in the aforementioned detailed article in *Hemmings Classic Car*, in May 2011.

ACQUIRING A HERO'S CAR

Meanwhile, a young Fred Guyton had come to consider Norris Allen a mentor and dear friend, whose connoisseurship of Rolls-Royce and Duesenberg automobiles he admired and would eventually emulate. Such was the closeness of their relationship that Mr. Guyton eventually bought his current home because it was two doors away from the Allen residence, allowing the two to visit frequently and enjoy wrenching on one another's cars. It was Mr. Guyton who would eventually receive the prized Allen Phantom III at its owner's passing in 1991.

Knowing his mentor's standards for quality, Mr. Guyton always kept an "ear to the ground" for the cars that had formerly been housed in the Allen carriage house. One of these was J-329, and when the Watson family at last made it available for sale in 2012, Chris Charlton contacted Mr. Guyton, who did not hesitate to acquire it for his collection. This was not his first Model J – two others had preceded it – but it would be his last and his favorite. It had, after all, lived right on his block.





The cosmetic restoration by Charlton is extremely well preserved, having been meticulously cared for; the paint is virtually flawless, as is the top, and the leather interior shows only the most minimal signs of wear and use. Mr. Guyton commissioned a complete engine rebuild by Mr. Charlton, soon after acquisition. The engine compartment remains clean and tidy, and still nearly show-worthy. Inspection shows the critical firewall, frame, and bell-housing stampings exactly where they should be, and the original body number is still stamped into the Murphy woodwork under the front carpets, indicative of just how benign a life this car has lived. At the time of cataloguing, the car recorded 71,111 miles.

Accompanying this wonderful Duesenberg is a fascinating history file, including delightful period photographs, registration information and other documents from throughout its ownership by Norris Allen, and selected invoices for parts and service work between 1997 and 2012. It is also outfitted with a correct trunk with its three-piece set of fitted luggage, two suitcases, and a hatbox.

A Duesenberg Model J is always a star in its owner's collection, but few more so than this car – which boasts an incredible history with noted figures of racing and the car hobby, going back well into the 1940s. It has always been loved, always well kept, and always treasured. In its engineering and superb presentation, it stands as a superb motoring monument to the men – Allen, Watson, and Guyton – who have loved it most.



380

CHASSIS NO. M8-24-SD220

ENGINE NO. 32431

BODY NO. LB-4079

\$150,000 - \$200,000

OFFERED WITHOUT RESERVE



1930 STUTZ MODEL M TWO-PASSENGER SPEEDSTER COACHWORK BY LEBARON

Very attractive original coachwork; wonderful authenticity

Formerly owned by James G. Groendyk, Irving Davis, and Charles Jones

One of the earliest Senior cars in the Classic Car Club of America (CCCA)

Ideal to freshen for tours and CARavans

CCCA Full Classic

This lovely Full Classic Stutz is one of very few known surviving 1930 models with this two-passenger speedster body, a roadster by any other name, produced for the Stutz factory as a "catalogue custom" by the famed LeBaron. Interestingly, the body bears the same badging and body number plates as LeBaron Marmon and Duesenberg bodies of the same era.

The speedster was acquired in 1948 or 1949 from Al Hood of Wycoff, New Jersey, by James G. Groendyk, a very early member of the Classic Car Club of America. Mr. Groendyk and his son, James W., also a CCCA member, undertook a complete restoration to the standard of the time, acquiring a low-mileage, correct spare engine to replace the damaged original unit, and finishing the body in red with a light cream top and upholstery. The completed car was exhibited in early Grand Classics, and at Morristown, New Jersey, in 1956 received its Senior badge, only the 27th awarded. Four years later it was one of several cars from the Groendyk collection featured with their nattily attired owner in Quaker State advertisements.



ALL LOTS OFFERED WITHOUT RESERVE



By 1976 the car had been refinished in these more period-correct hues, Primrose Yellow with Avocado fenders and trim and orange wheels. It was sold that year in the Tampa, Florida, area to Irving Davis, another Stutz enthusiast in Beverly Hills, California, and then in 1983 to Bobbie Crump of Baton Rouge, Louisiana. While owned by Mr. Crump the car was exhibited alongside many other fine Classics in his Cars of Yesteryear Museum, as well as used for the ceremony introducing the U.S. postage stamp featuring the Stutz Bearcat on 11 June 1985.

When Mr. Crump divested his collection, the Stutz returned to California in the hands of Charles Jones of Woodland, who proudly displayed it in concours and Stutz Club events. Following Mr. Jones' passing, Fred Guyton acquired the car, via a friend in St. Louis, in 1996.

Aside from its cosmetic restoration in the 1970s, much of the finish on this Stutz is still the original workmanship provided by the Groendyk family; Mr. Guyton, in notes he made on his collection, noted that it "is still a nice car," and that it is. The paintwork is solid and intact throughout, and the interior still in very good overall condition with only minor age and cracking that does little to detract from its appearance. The finishes under the hood are authentic and tidy, with the original number tags appearing on the firewall and engine. Charming accessories include the correct folding windshield, for a truly sporty appearance, as well as dual driving lights, dual side-mounted spares with pedestal mirrors, and a trunk with three pieces of fitted luggage. Accompanying the car is an original 1930 Stutz catalogue.

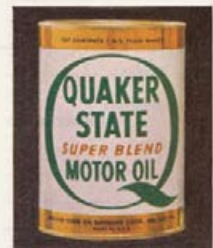
Any member of the CCCA with an appreciation for history should also appreciate this Stutz – the story of which literally goes back to the Club's earliest days. It is a truly special automobile deserving of the great names who have enjoyed it for the last 70 years.

A Quaker State advertisement featuring the Stutz with longtime owner, James G. Groendyke. *Courtesy of Carl Jensen*



James G. Groendyk, of Upper Saddle River, New Jersey, shown with one of his six classic cars, is a longtime Quaker State customer. The immaculate Stutz in the picture is a Custom Class prize winner.

"My classic 1930 Stutz Roadster stays young with Quaker State and so does my new car!" Whatever *your* car, old or new, big or compact, it needs Quaker State, the finest motor oil your money can buy! Super-refined from 100% pure Pennsylvania crude oil for complete, long-lasting lubrication. Available most everywhere. Always ask for it by name.



Member Penna. Grade Crude Oil Assn.

381

CHASSIS NO. 2311
ENGINE NO. GG 4224
SERIAL NO. 851 3341F

\$90,000 - \$120,000
OFFERED WITHOUT RESERVE



1935 AUBURN EIGHT CUSTOM CABRIOLET

A desirable Custom model with
the Dual Ratio rear axle

Well-presented, very attractive restoration

An ideal CARavan and tour automobile

Classic Car Club of America (CCCA) Full Classic

Eight-cylinder Auburns of the Classic Era are fabulous tour cars, especially the upmarket Custom models equipped with the Dual Ratio rear axle. This system allows the driver to choose from either low- or high-ratio gear sets, selectable through a switch on the steering wheel hub, depending upon their driving needs. Running in the high-speed gears, an eight-cylinder Auburn can cruise very nicely at modern highway

ALL LOTS OFFERED WITHOUT RESERVE

speeds and is a delight to drive. No wonder, then, that these cars are so desired by today's collectors, and can be seen as very cost-effective alternatives to the increasingly valuable "boattail" speedsters.

The Guyton Collection's cabriolet was acquired by former owner and longtime Auburn Cord Duesenberg Club member, Joseph Coppola of Novi, Michigan, from a Mrs. Miller in New Mexico. Although this car was originally born a coupe, it is important to note that the Auburn coupe and cabriolet bodies of this era are virtually identical, and thus conversion is a common modification that involves very few changes to be made to the original body. Restoration of this car was completed in 2004, after which the car was exhibited in ACD Club events. It received the Auburn Cord Duesenberg Automobile Museum's Tom Busch Award for the Best Owner Restoration at the 2004 ACD Club National Reunion.

Later the Auburn was owned by the late, respected collector Jim Adams of Florida, known for the excellent mechanical condition of his automobiles. It joined the Guyton Collection in October 2008. Thereafter it received an engine head replacement by D&D Classic Auto Restoration in 2011, receipts and invoices for which are on file.



The car's restoration is well preserved, including its beautiful Indiana Beige finish with a complementary maroon soft top, leather upholstery, and carpeting, and recent detailing has freshened the appearance of the engine compartment, floors, and suspension. Further, the car boasts numerous desirable accessories, including the "Flying Man" radiator mascot, dual chromed driving lights, dual side-mounted spares, and dual chromed side-view mirrors, as well as speedster-style "Flying Men" on the rear quarter panels and speedster-style door panels.

This is a wonderful Auburn for continued showing or, better still, enjoyment in AACA, ACD Club, CCCA, and VMCCA activities this touring season.



382

CHASSIS NO. 11005
ENGINE NO. 18S-162
BODY NO. 11

\$350,000 - \$450,000
OFFERED WITHOUT RESERVE

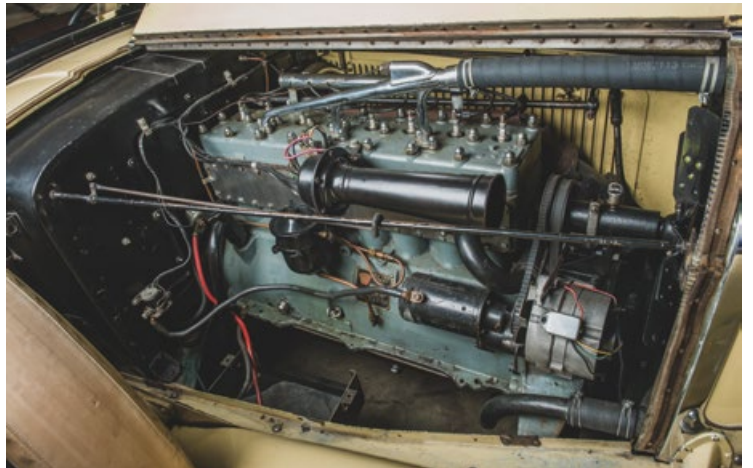


1930 RUXTON MODEL C ROADSTER COACHWORK BY BAKER-RAULANG

Originally owned by Ruxton President George Kissel
Formerly of the D. Cameron Peck
Collection from 1939-1959
Part of the Guyton Collection for over two decades
One of 12 Baker-Raulang-bodied roadsters; seven exist today
Presented in the special Ruxton class at the
2014 Pebble Beach Concours d'Elegance
Awarded the prestigious FIVA Pre-war Trophy

THE RUXTON AUTOMOBILE

Described as the "most turbulent tale in automotive history," the story of America's first front-drive automobile is a saga worthy of a major motion picture. Launched at the onset of the Great Depression, author Jeffrey Godshall described the Ruxton as "a superb automobile that never had a chance."



The car was designed by William J. Muller, an engineering wizard who spent his early life on the race tracks of America. At age 18, in 1912, Muller set a land speed record on Galveston beach driving an Excelsior motorcycle to 103 mph. He was an intuitive driver, crack-shot mechanic, and eventually crewed with—or managed race teams for—the finest drivers piloting the most exceptional machines of the era.

In 1913, Muller was given the opportunity to pilot the famous front-wheel-drive Gila Monster race car, an event that forever changed his mind on the best way to propel automobiles. He later explained, “I will never forget the sensation of being pulled” (versus pushed by rear-wheel drive). This was an historic time where competitors like

Harry Miller were building, campaigning, and winning with innovative front-drive race cars; the technology was changing the game. Although publicly denouncing front-wheel drive, several high-end automakers were quietly building their own prototypes, sensing a possible market shift ahead.

After obtaining a formal engineering education, Muller found himself working for the Budd Company in Philadelphia, as an engineering problem-solver for President Edward G. Budd. Muller pitched the idea of building a high-end, revolutionary front-drive road car for sale to the public. Mr. Budd ultimately agreed, thinking that another firm could produce the chassis and Budd would build the bodies for the majority of the models produced.



Enter pitchman Archie M. Andrews. Andrews was well known and feared throughout the automotive industry for preying on companies by manipulating their stock and then raiding their balance sheets through outright liquidation. He was on several automotive boards and happened to be the Budd Company's largest shareholder. While Mr. Budd was in Europe on a business trip, Andrews convinced the second in command that Mr. Budd had sold him the front-drive project and he quickly absconded with the prototypes, tooling, and even Mr. Muller himself, who had no idea that this was a complete ruse.

The journey only became more twisted as they placed the project under a holding company, New Era Motors, in 1929 and moved through a series of financial and legal battles, corporate takeovers, and production machinations to get the car built. Plagued by shortages of transmissions and front-drive axles, production was intermittent and chaotic and spanned three assembly locations (Philadelphia, Pennsylvania [11 cars]; St. Louis, Missouri [65 cars]; and Hartford, Wisconsin [20 cars]). With the economy in tatters and no market for high-end cars, they filed for bankruptcy in 1930.



The least expensive Ruxton, the sedan, sold for \$4,500, or nine times the price of a new Ford and was priced 40 percent higher than the Cord L-29, Ruxton's U.S.-based competitor. Despite the company's abrupt end in 1930, the lawsuits against it continued into the mid-1960s! In the end, for every 50 Cord L-29s built, fewer than one Ruxton was produced. Although historical production accounts range from 60 to 500 units, more recent research and records indicate that about 96 total Ruxtons were built, 10 of which were assembled by the bankruptcy agent well after the company had folded. Of the total production, only 12 were the Baker-Raulang-bodied roadsters, of which seven, including this car, exist today.

The Ruxton is the rarest of the top 20 U.S. luxury cars registered between 1927 and 1934. Unfortunately, the Depression wiped out the front-drive innovators and there would be an historic gap of nearly 30 years before GM launched the front-drive Oldsmobile Tornado in 1966. Despite the long journey toward front-drive acceptance in the industry, today over 70 percent of the cars on U.S. roads are front-drive; it is undeniably the preferred way to move an automobile.

THE RUXTON ROADSTER

This car has a very well-known history and is body no. 11 of the 12 Ruxton roadsters produced. It is fitted with Continental engine no. 18S-162 and chassis no. 11005, making it the sixth car assembled at the Kissel Motor Car facility. Kissel had earlier taken on assembling the Ruxton transmissions under contract and later agreed to assemble complete Ruxton cars. The company was run by George Kissell, President, and his brother, Wil Kissell. Wil owned a Ruxton phaeton, and the very roadster offered here was George's personal Ruxton. Despite a hostile takeover attempt by Mr. Andrews, which resulted in Kissel's bankruptcy, the brothers kept their Ruxtons long term and would sing the marque's praise to whomever listened.

Mr. Kissel ultimately sold this Ruxton in 1939 to the notable collector D. Cameron Peck of Chicago, Illinois. The Peck Collection would retain the Ruxton for two more decades, selling it in 1959 to Jim Watson of Houston, Texas. Mr. Watson, surely fond of his rare Ruxton, held on to the car for a further



10 years. Beginning in 1969, the roadster would trade hands several more times, including A.N. Rodway Jr. of Cleveland, Ohio, M.H. "Tiny" Gould of Pennsylvania, and then Terry Radey in Ontario, Canada. In 1978 the Ruxton found another long-term home with Floyd DuVall of Davenport, Iowa. Mr. DuVall maintained the highly original Ruxton until 1996 when it was acquired by Mr. Guyton, for his growing collection of rare and unusual American Classics.

Restored over the years only as necessary, this very honest Ruxton has been shown extensively at many concours and CCCA events during its ownership by Mr. Guyton, including in the special Ruxton class at the 2014 Pebble Beach Concours d'Elegance, where it was awarded the prestigious FIVA Pre-war Trophy. It is a proud tradition sure to be continued by its new owner at the wheel of a true piece of Classic Era motoring history.



383

CHASSIS NO. 3-25545
ENGINE NO. 325550
BODY NO. 55

\$140,000 - \$180,000
OFFERED WITHOUT RESERVE



1929 CADILLAC V-8 SPORT PHAETON COACHWORK BY FISHER

Originally delivered in Madrid; fascinating known history since new

A genuine example with original chassis, engine, drivetrain, and coachwork

Acquired from the Philip Wichard Collection in 1995

High-quality, well-preserved older restoration

Classic Car Club of America (CCCA) Full Classic



On 30 November 1928, Doña Teresa Martín de Saavedra, a noblewoman of Badajoz, Spain, took delivery in Madrid of this new Cadillac dual-cowl sport phaeton. Longstanding rumor indicates that she acquired the car from the Paris Motor Show, though no documentation to that effect currently exists. Chauffeur-driven in her use, it reportedly fell into the hands of the Loyalists during the Spanish Civil War of 1936–1939, then reverted to the original owner, whose son, Jose Porrás Martín de Saavedra, inherited it on 28 January 1958.

The car was sold in 1960 to Alvarez Esparrago, also of Badajoz, who sold it eight years later through an advertisement in *Road & Track* to American collector Phillip Wichard of Huntington Bay, Long Island. Mr. Wichard was not only the car's first American owner, but the first outside of the original Spanish province. When he acquired the Cadillac, it had two bullet holes through the windshield frame, a legacy of its wartime service. He was told that even while in Loyalist "staff car" use, it had continued to be chauffeur driven – it was, after all, "the best car in the province."



Mr. Wichard commissioned Walter Seaburg of Sydney, Ohio, to carry out a restoration, performed to the collector's usual outstanding standards of fit and finish in this striking two-tone green livery, with caned rear door fillet panels and a complementary rich green leather interior. It was an Antique Automobile Club of America National First Prize winner in 1980 and achieved CCCA Senior status, badge no. 1267, and was reported to still be capturing awards over a decade following its completion.

Recognizing the car's quality, Fred Guyton acquired the Cadillac from the sale of the Wichard Collection in 1995. It has been maintained in the Guyton museum since, and the restoration is remarkably well preserved for work now well into its fourth decade, with nary a crack in the paint and interior that shows only light age and stretching; the engine compartment and undercarriage are detailed well enough for local showing. Mileage recorded is 25,996 km, on the original European-specification odometer. The car is lavishly accessorized, including Pilot Ray driving lights, a center-mounted Trippe light, dual Cadillac accessory running board spotlights, dual side-mounted spares,

ALL LOTS OFFERED WITHOUT RESERVE

a radiator grille guard, and a beautiful period Cadillac crest mascot – as well as its Badajoz registration plate. A particularly charming feature is a vanity mirror for the rear seat passengers, on the underside of the rear tonneau – allowing them to check their appearance literally just before disembarking. Storage is provided in a long cabinet below.

Accompanied by a copy of its build sheet, an original operator’s manual, and other documentation, this gorgeous sport phaeton boasts a story and preservation that few others of its ilk can match.



384

CHASSIS NO. 40539
ENGINE NO. 40539

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



1926 LINCOLN MODEL L 'GOTHIC PHAETON'

COACHWORK BY MURPHY

One of the most dramatic coachbuilt Model L Lincolns
Remarkable one-off, elaborately engineered coachwork
Formerly of the Reverend T.L. Osborn
and Imperial Palace collections

Accompanied by factory build documentation
and a fascinating history file

Classic Car Club of America (CCCA) Full Classic

It is a tale stranger than fiction: how a one-off Model L Lincoln, perhaps the most unusual and highly detailed coachwork ever on that chassis, wound up in an evangelist's museum on the Oklahoma plains, alongside shrunken heads and native canoes.

The tale begins with Thomas E. Sharp, a multimillionaire rancher and telecommunications pioneer in the San Diego area. He commissioned the creation of his Lincoln from the Walter M. Murphy Company of Pasadena, California. Most famous as a future builder of Duesenberg bodies, Murphy began as a Lincoln distributor, and had turned to coachbuilding in a desire to improve the cars' rather staid lines for their West Coast clientele.

Staid, the Sharp car definitely was not. Custom-bodied in aluminum with a skiff-like pointed rear deck, it featured a combination of solid brass and nickel trim, including handmade exterior hardware and a complex arrangement of folding windows that, when in place, converted the car into a virtual limousine when the top was raised. Many of the interior fittings were gold plated. The front doors were cut deeply into the cowl, clearing

ALL LOTS OFFERED WITHOUT RESERVE

room for the lanky Mr. Sharp's legs. Most impressive was the interior, which configured, through an ingenious system of folding and sliding seats, into a reasonably comfortable twin bed – ideal for a day's rest at the end of a long journey in rural California.

A wonderful photograph in the file depicts Mr. Sharp with the car when it was a new automobile, and a registration document identifies it as having been roadworthy in his ownership as late as 1954. The Lincoln reportedly remained in his care until the early 1960s, and was then acquired by the Reverend T.L. Osborn of Oklahoma.

The charismatic Reverend Osborn was a prominent evangelist of the era who traveled the world preaching to the masses and brought back numerous artifacts – including the aforementioned shrunken heads and native canoes – for his World Museum. When not spreading the good word, he and his wife, Daisy, were great Lincoln enthusiasts and amassed a fine stable of Model Ls. "The King," as they dubbed it, was a special favorite, and was restored by Mrs. Osborn's brother, Robert L. Washburn, with the body moved to the present Model L chassis, no. 40539, chosen for its desirable feature of four-wheel brakes.

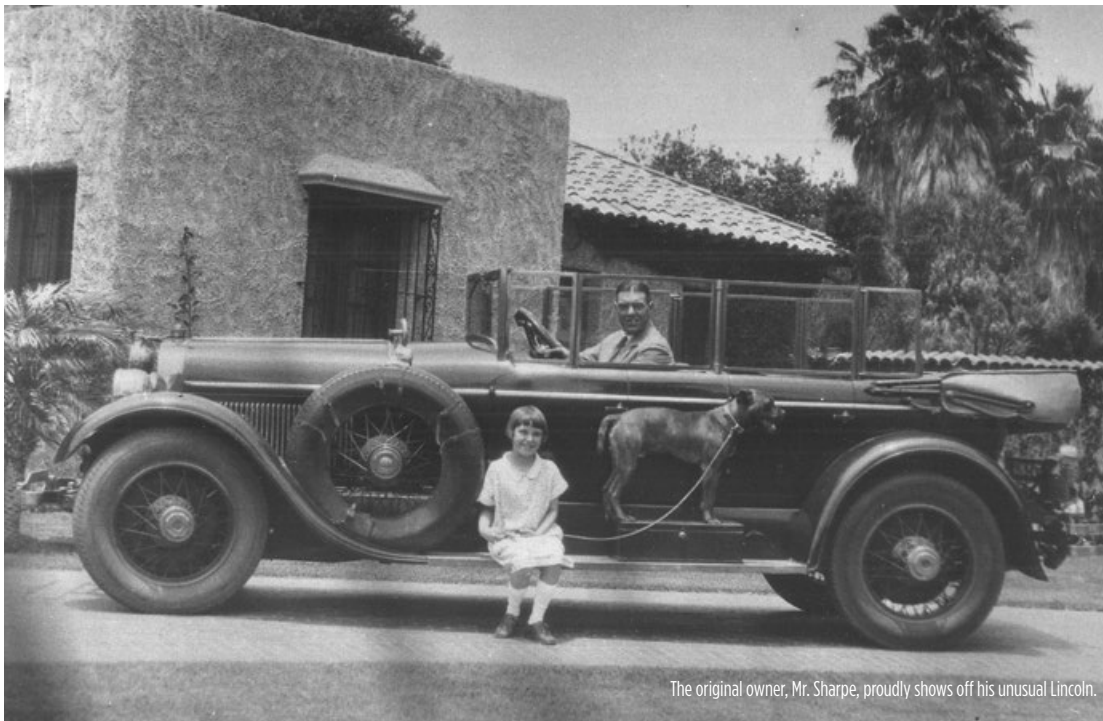
After many years winning awards all over the country and being featured in numerous magazines, the Lincoln was



acquired from the World Museum in 1981 by Larry Casey of Tennessee, then in 1983 by the Imperial Palace of Las Vegas. Fred Guyton bought the car from the Imperial Palace in 1998.

The fabulous Lincoln, still in good overall condition, has been unshown in recent years, and its location was unknown to even many devoted Model L connoisseurs. It is thus offered here truly "fresh to market," accompanied by a thorough and fascinating history file, including numerous restoration photographs and many articles from the 1960s and 1970s.

There is no other Model L quite like it – and that was the idea.



The original owner, Mr. Sharpe, proudly shows off his unusual Lincoln.

385

CHASSIS NO. 3DL86
ENGINE NO. Q48N
REGISTRATION NO. HPC 111

\$150,000 - \$250,000
OFFERED WITHOUT RESERVE



1938 ROLLS-ROYCE PHANTOM III 'PARALLEL DOOR' SALOON COUPE COACHWORK BY JAMES YOUNG

The 1938 Earls Court Motor Show car

Perhaps the ultimate Phantom III: a car of exceptional beauty and importance

Best in Class, 2004 Pebble Beach Concours d'Elegance

One of two produced with James Young's famous "parallel doors"

Long-term ownership by beloved enthusiast Norris H. Allen

Featured in many books, including Steve Stuckey's *The Spectre Arises*

Classic Car Club of America (CCCA) Full Classicbody

**CHASSIS NUMBER 3DL86:
THE ULTIMATE PHANTOM III**

Chassis 3DL86 was one of just two Phantom IIIs delivered with this body, a handsome saloon coupe. James Young produced bodies of this basic line on several different chassis of the era, including the Wraith also in the Guyton Collection, but the two Phantom IIIs were distinguished by their innovative “parallel doors.” Turn and pull on a door handle and the entire door slides out vertically, several inches from the car, then moves back parallel to the body, in much the fashion of a modern minivan door. It is a wonderful trick and fascinating to watch in operation. More importantly, in any era when these cars were in regular use, it allowed a large two-door car to have well-proportioned doors that did not have to open, dangerously, into traffic.

This car was used extensively in advertising and was chosen for exhibition by Jack Barclay at the 1938 Earls Court Motor Show. Copies of its highly detailed James Young and Rolls-Royce build documentation, in the file, spell out its specifications; it was ordered to the latest possible engineering design, with bodywork in Belco Navy Blue with dark pigskin upholstery, Circassian walnut trim, matching luggage, cocktail cabinets, and sliding smoked “purdah” glass visors in the rear windows. A two-piece “sunshine roof” featured an electrically operated upper panel and a sliding glass inner panel, so that the sun’s rays could be let in with drafts on cooler British days.

Reportedly, the car sold by 11:00 a.m. on the day of the Motor Show’s opening to original owner, Robert Constantine Graseby, a prominent British electrical engineer, in whose ownership it remained until after World War II. It was sold via a Scottish dealer in 1955 to Norris H. Allen, and was shipped to Boston, collected dockside by its new owner, and driven to New York, so that J.S. Inskip could mount sealed-beam headlamps, then onward west to St. Louis.



ALL LOTS OFFERED WITHOUT RESERVE





SHARED AMONGST FRIENDS

Mr. Allen was a raconteur, an early enthusiast of great automobiles, and a skilled engineer, who owned most every great car of the Classic Era back in the early halcyon days of the hobby. Fred Guyton admired him tremendously, and actually bought his house because it was, literally, just down the block from the man he revered as something of a car-collecting hero. Over several decades the pair of devoted enthusiasts became dear friends, and some of the most significant automobiles in the Guyton Collection bore Mr. Allen's ownership as treasured provenance. None were treasured as much as this car, Phantom III no. 3DL86, which in his ownership was featured in Lawrence Dalton's *Those Elegant Rolls-Royce and Coachwork on Rolls-Royce*.

Mr. Allen lovingly maintained the Phantom III for the remainder of his long life, installing an excellent overdrive unit of his own professional design, and using it regularly. After his passing in 1990, it was literally given to his good and faithful friend, Fred Guyton, to ensure its continued maintenance and use. Accordingly, Mr. Guyton ensured that the car would be exquisitely restored to exactly its original appearance by D&D Automobile Restoration of Covington, Ohio, and then showed it extensively, winning Best in Class at the Pebble Beach Concours d'Elegance in 2004, among other significant laurels.

The car remains in thoroughly crisp, fresh, and show-worthy condition, with the exception of the engine, which was in the process of being rebuilt at the time of Mr. Guyton's passing; see an RM Sotheby's representative for further details. Accompanying the car is a thoroughly impressive history file, a show-quality full tool set, and even an additional spare Phantom III engine, also acquired from Norris Allen.

One could go into all manner of superlatives regarding this car, but it is appropriate to end with the exclamations of Norris Allen, upon his acquisition. "If there is another Rolls-Royce in the United States to compare with this one I haven't seen it, and I will go so far as to say I have never seen an automobile in Europe or the United States that I think compares with this car. It is the most fabulous automobile I have ever heard about."

386

CHASSIS NO. 51ME31659M
BODY NO. 09-76-101-20M-69C

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



1951 MERCURY CONVERTIBLE COUPE

One of Mr. Guyton's favorite drivers
Three-speed transmission with overdrive
Ready to show, drive, and enjoy

History is ironic. This car's design, the last by the talented E.T. "Bob" Gregorie for Ford Motor Company, was intended to be the 1949 Ford. During the development process, however, Ford's new post-war management argued for a lighter, all-new Ford, and the result was the slab-sided "shoe box" of George Walker. The rejected Gregorie car became the 1949 Mercury instead. Introduced on 29 April 1948, it was among the first of the all-new post-war styles to appear, leading the shoe box Ford by more than a month.





For 1950, Mercury received a few trim revisions and a new dashboard. The following year the line was given a more Lincolnesque appearance by lengthening the rear fenders and giving the grille wrap-around edges. The horsepower of the 255-cu. in. flathead V-8 was boosted by a notch to 112 bhp.

This 1951 Mercury convertible coupe was purchased from a Canadian owner in 2011. Built at Ford Motor's Metuchen, New Jersey, plant, it is one of 6,759 convertibles produced that year. Beautifully restored in a royal blue that is very close to Mercury's Admiral Blue, it is equipped with radio, heater, power windows, dual spotlights, rear fender skirts, and a front bumper over-rider. Wide-whitewall tires are mounted on red wheels

with full wheel covers. Body contours are correct and panel fit is good. The tan canvas convertible top is in good condition. The interior matches the blue of the body, even to the carpet on the floor, with tan seat cushions matching the door accents. Mileage showing is not quite 9,500, and believed to be since restoration. The engine compartment is clean and correctly detailed, with the exception of a few fasteners and some of the wiring.

One of Mr. Guyton's favorite collection cars, it was driven frequently. With overdrive fitted to the three-speed manual transmission, it can easily cruise on all highways and is surely a delight to drive.



387

CHASSIS NO. H119672

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



1941 LINCOLN CONTINENTAL CABRIOLET

An American automotive design legend

One of just 400 cabriolets produced in 1941

Attractive restoration in charming colors

Documented with its factory build information

Classic Car Club of America (CCCA) Full Classic

Returning from Europe in 1938, Edsel Ford sketched a concept for designer E.T. Gregorie 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.

One of just 400 cabriolets produced in the Continental's second year, this example was originally sold by the well-known Van Etta Motors, a longtime Ford-Lincoln-Mercury dealer in Northern California. In 1959, it was acquired in Florida by John Fisher of Newark, Ohio, who drove it home to the Midwest, then sold it in November 1968 to Edwin Benland, also of Newark. Mr.

ALL LOTS OFFERED WITHOUT RESERVE



Benland oversaw the car's restoration in 1973, with the installation of a correct V-12 engine, and exhibited it at several shows.

Clifford Schmid of Sappington, Missouri, acquired the Continental in 1981, and sold it five years later to Earl Rosen Jr., of St. Louis, who in 1987 received 97.5 points with the car in CCCA judging. Mr. Rosen then sold the car to his good friend and fellow CCCA Spirit of St. Louis Region stalwart, Fred Guyton, and it has remained in the Guyton Collection since.

A largely attractive but older presentation, the car is finished in Rockingham Tan with a red leather interior

and black canvas top, it is equipped with a spotlight, dual mirrors, dual fog lights, and a dashboard clock, and recorded 61,321 miles at the time of cataloguing. Offered with the car is an original Reference Book for the model, as well as a file of correspondence and receipts from the last five decades.

With some mechanical freshening this would be an ideal and comfortable "modern" automobile for CCCA CARavans, in which it would undoubtedly be reunited with many longtime friends of its two most recent owners. It is truly a cherished example of one of the most famous American automotive designs of the Classic Era.



388

ENGINE NO. A126O26

\$20,000 - \$30,000

OFFERED WITHOUT RESERVE



1928 FORD MODEL 'AR' OPEN-CAB PICKUP

Rare early Model "AR"

Desirable open-cab pickup

Fitted with unusual accessories

When Ford's new Model A bowed in late 1927, the line naturally included a pickup. Essentially a Model A version of the T pickup, it was of open-cab configuration, as Ford called it. The bed was a direct T carryover and was mated to the rear fenders used on Model A coupes and roadsters. The top, although similar to

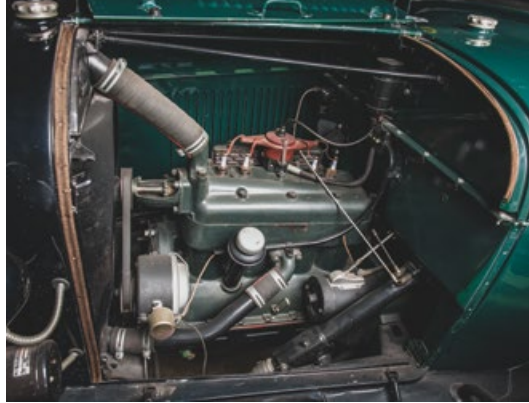
that of roadsters, was fixed in place. Matching side curtains were supplied, but like all early open Model As, there were no outside door handles. Finally, in August 1928, a closed-cab pickup was introduced, with the rectangular "phone booth" cab that characterized Ford's heavy Model AA commercials.

Early Model As had a number of distinct characteristics that were phased out during the 1928 model year. These have gained the honorific designation "AR," which was not a Ford term, but more recently derived by enthusiasts from coding in the parts manual as early items were "Replaced." This open-cab pickup, dating from May 1928, has many of these characteristics,

which include a red steering wheel, a unique style of hubcaps, left-side emergency brake handle, fluted headlamp lenses, drum-shaped Duolight taillight, and the very early Powerhouse generator, a short, squat configuration with the cutout mounted on the side.

It was acquired by the Guyton Collection in June 1985 from Don Johnson of Farmington, Missouri. More recently, it has been given a driver-quality restoration that leaves some uneven body work and paint. Accessories include many seldom seen on Model A pickups, including whitewall tires, a MotoMeter, running board step plates, spotlight, clock mirror, and a second side-mount spare.

Ford built 23,972 open-cab Model A pickups for 1928, a goodly number eclipsing all other commercial styles. Most of them, however, were worked to death, making survivors, particularly "AR" models, very rare.



389

CHASSIS NO. 51SL29344M
BODY NO. 13-68-12M454

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



1951 MERCURY CLUB COUPE

The iconic "James Dean" Mercury
Outstanding original survivor; built in St. Louis
Clean and ready to cruise

No doubt the cameo role of a black 1949 Mercury club coupe in the James Dean movie *Rebel Without a Cause* was responsible for the vogue that befell the 1949–1951 models. The basic form became a favorite of customizers, as its rounded lines lent themselves to the removal of trim and the "frenching" of lights into the fenders. In some locales, custom Mercs seemed to outnumber stock examples. Every boy who was a teen in the mid-1950s wanted one.



But whether custom or stock, this generation of Ford's "middle marque" is still known as the "James Dean Mercury." In fact, this car is a card-carrying member of the club. On the dashboard it bears a plaque from the 22nd annual James Dean Run held in September 2001 in Fairmount, Indiana. Fairmount is just 15 miles from Dean's birthplace in Marion, and hosts a three-day festival every year.

The car is a rare nearly original survivor. The odometer shows barely 29,000 miles, and the interior boasts original cloth upholstery under clear plastic seat covers. It was purchased new by a gentleman in northern Illinois, who kept it for 40 years. Toward the end of his ownership, he had it repainted in Sheffield Green, and the stainless trim restored. After his passing, the car was purchased by Clyde King of St. Peter, Illinois, from whom Fred Guyton acquired it in 2003.

A St. Louis-built car, it is equipped with radio, heater, electric clock, and overdrive, as well as wide whitewall tires on black wheels with full wheel covers. The engine compartment is virtually original, its condition vouching for the very low mileage.



There were 142,168 club coupes built for 1951. As a stopgap style measure, a number were built with vinyl or canvas roof covering and dubbed "Monterey," a stratagem intended to compensate for the lack of a true pillar-less hardtop coupe. In retrospect, those dressed-up cars look very much overdone, spoiling the lines of E.T. Gregorie's iconic design.

This car is the real deal, presented as Gregorie designed it, Mercury built it, and very much like James Dean drove.



390

CHASSIS NO. 3CM67
ENGINE NO. K18S
BODY NO. 4543
REGISTRATION NO. UCH1

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



1937 ROLLS-ROYCE PHANTOM III SEDANCA DE VILLE COACHWORK BY H.J. MULLINER

Part of the Guyton Collection since 1986

Formerly owned by well-known Midwestern collector Dr. John R. Fischer

Largely original condition; original chassis, engine, and coachwork

An ideal basis for restoration or touring

Accompanied by copies of original build information

Documented by Phantom III historian Steve Stuckey

Classic Car Club of America (CCCA) Full Classic

Factory build records indicate that this handsome Phantom III was ordered through the famous Jack Barclay salesroom on Hanover Square and sold 12 November 1937 to Mrs. S.W. (Stanley William) Tanfield, wife of a prominent financier residing on White Place in Taplow, Buckinghamshire. Bodied by H.J. Mulliner as a Sedan de Ville, it boasts beautiful solid wood trim throughout, with subtle inlays to the cabinetry of the rear compartment, concealing a robust heater, cases designed to contain decanters and glassware, a folding footrest (on the passenger side), and an occasional seat for a maid or footman (on the driver's side).

The car was driven about 5,000 km with the Tanfields before it was sold by Jack Barclay to Harry Neal of London on 12 April 1938. Laid up during World War II, it was resold by Barclay in April 1945 to Frederick Nield of Manchester, then passed to Harold G. Bentley. It was re-registered by its present number in 1960.

In 1961 the Phantom III moved to the U.S. with Dr. John R. Fischer of Blooming Prairie, Minnesota, a well-known enthusiast whose collection also included another Phantom III. He maintained the car for decades before selling it to his longtime friend, Fred F. Guyton, on 21 June 1986. By that time, Dr. Fischer was residing in the St. Louis area with his wife, Elinor, and thus this was another "local" addition to the collection.

Now having remained in the collection for nearly 33 years, the Phantom III was described as the "Official Guyton Wedding Vehicle," put into service for numerous family nuptials over the years, with matrimonial white ribbons still visible in the rear quarter windows when the car was catalogued for this sale.

It maintains the appearance of a largely original and unrestored example, with the engine being thoroughly patinaed and having a well-used appearance, while much of the Royal Blue and black finish is cracking, with areas of paint loss in the high-stress areas. The wooden trim throughout is overall solid and intact, while the upholstery – rich black leather to the driver's seat, and wool broadcloth to the rear – is largely solid and may benefit from conservation. Such charming details as the original roller windshield shades are still intact, and the woodwork beneath the driver's

seat still bears the original James Young body number stamping. At the time of cataloguing the car recorded 30,333 km. It is offered with a largely complete set of original tools, as well as copies of its build documents, historical documents and correspondence dating to Dr. Fischer's acquisition, and a history compiled by the noted Phantom III historian, Steve Stuckey.

An ideal basis for a concours-quality restoration, or perhaps touring and preservation, this splendid Phantom III boasts some of the most elegant formal coachwork of its era, and undoubtedly looks forward to carrying a new generation of brides to the chapel.



391

CHASSIS NO. 248
ENGINE NO. FB 1786
SERIAL NO. 810 1248 S
BODY NO. C 90 302

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



1936 CORD 810 'ARMCHAIR' BEVERLY

Desirable, rare early model with 'armchair' interior
Older professional restoration by marque specialists
Not publicly shown for over two decades
Auburn Cord Duesenberg (ACD)
Club Certified Category 1
Classic Car Club of America (CCCA) Full Classic

The groundbreaking Cord 810 was offered in two sedan models, the Westchester and the upmarket Beverly, differentiated by their interiors; the Westchester had flat broadcloth seats, while the Beverly used pleated cloth. Very early production Beverlys also featured a unique 'armchair' interior arrangement, with fixed armrests for the front and rear seat. While several later

ALL LOTS OFFERED WITHOUT RESERVE

Beverlys has been restored with this desirable and sporting interior, very few survive that have had this arrangement since new.

Offered here is a rare original 'armchair' Beverly that has had its ownership history traced back to 1959, when it was acquired from a dealer in Willow Grove, Pennsylvania, by Paul Von Till of Plainfield, New Jersey. Von Till sold the car in 1960 to Robert Dee of Philadelphia, who maintained it until 1984, when it was sold to David Schultz of Massillon, Ohio. By this time the car had been fitted with its current, correct 810 engine, no. FB 1748, and had been restored by noted marque specialist Stan Gilliland of Auburn/Cord Parts in Wellington, Kansas, in the rare factory color of Clay Rust.



Mr. Schultz, a longtime member of the Classic Car Club of America, well-known automotive historian, and frequent concours judge, maintained the car for several years, driving it occasionally from Ohio to Auburn, Indiana, for the ACD Club National Reunion. It was at the Reunion in 1984 that the car was given Certification no. C-111 verifying it as a Category 1 Original Car by the Club, with notation in the file that it was indeed an original 'armchair' Beverly.

The car was sold by Mr. Schultz in 1988 to Steve Lang of Clayton, Missouri, from whom Fred F. Guyton acquired it in 1996. Maintained in the Guyton collection since, this Beverly is believed to have not been shown in public during Mr. Guyton's ownership. Thus this is a chance for a new owner to freshen the car and enjoy both driving and displaying this rare Classic well into the future, armchairs and all!



392

VEHICLE NO. 1034-239
ENGINE NO. 905738 A

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



1937 PACKARD TWELVE SEVEN-PASSENGER TOURING SEDAN

Packard's finest model from its
most desirable model year

The first season of hydraulic brakes and
independent front suspension

Largely original, with only cosmetic restoration
Classic Car Club of America (CCCA) CARavan
An ideal tour and CARavan automobile

While the 1936 models had been virtually unchanged
from previous years, Packard's Fifteenth Series of
1937 brought a comprehensive series of mechanical
improvements, especially to the top-of-the-line twelve-

cylinder models. Most notable of these improvements
was the introduction of "Safe-T-Flex" independent front
suspension, which was based on the sound design of the
junior One-Twenty and debuted on the "senior" Packard
models. Other improvements included the adoption
of hydraulic brakes and disc-type steel wheels and
the elimination of the Bijur central-chassis lubrication
system. This would be the final year that the Twelve was
offered on the massive 144-in. wheelbase chassis, the
1508, which would become a thing of the past for 1938,
as all Twelves were "downsized."

The Guyton Collection's 1508 seven-passenger touring

ALL LOTS OFFERED WITHOUT RESERVE



sedan was originally sold by Mountain Motors of Denver, Colorado, on 10 October 1936, according to its data tag on the firewall, and is believed to have been acquired by Mr. Guyton in Illinois in the mid-2000s.

From inspection it appears to be a solid and largely original automobile that has had only cosmetic restoration, namely new paint decades ago in this rich metallic maroon hue, and new correct broadcloth upholstery to the driver's compartment. While the paint shows extensive areas of cracking and checking, the upholstery remains in very good condition throughout, although the original carpeting has deteriorated. The dashboard is original, with its factory wood-grain still in place, and all

the gauges are in good condition. Additionally, much of the small interior hardware pieces are still in place. Set up for touring at one point, the car's engine compartment is clean and largely correct, but shows plenty of use, while the tires are modern Michelin radials. Accompanying the car are an original shop manual and dealer catalogues.

This would be an ideal twelve-cylinder Packard to sort and return to the CARavan circuit, offering the best of its manufacturer's silky-smooth engineering and modern driving qualities – with the bonus of a vast seven-passenger interior. It is sure to be among the most popular automobiles in its next owner's distinguished collection.



393

CHASSIS NO. 2678-2583

\$50,000 - \$75,000

OFFERED WITHOUT RESERVE



1953 PACKARD CARIBBEAN

One of just 750 limited-production
Caribbeans built for 1953

Former Antique Automobile Club of America
(AACA) National Prize Winner in 1993

Well-preserved award-winning restoration

Highly desirable model among Packard collectors

Includes original owner's manual
and 1953 Packard brochure

Packard showcased its experimental Pan American created by Henney at the New York Auto Show for the 1952 model year. The company also hired fashion and design consultant Dorothy Draper to create colorful new interiors, notably two-tone, throughout its model lineup. One year later, Packard introduced the Caribbean, a limited-production convertible styled by Dick Teague who got his inspiration from the Pan American show car. This was essentially Packard's answer to the Cadillac Eldorado, also introduced in 1953. At \$5,210, just 750 were produced that first year, outselling the Eldorado which registered near-equally small 532 sales.



The Caribbean was built on the 122-in. wheelbase chassis of the basic Packard convertible body and modified by the Mitchell-Bentley Corp. of Ionia, Michigan. Included was a full-leather interior; chrome Kelsey-Hayes wire wheels; enlarged wheel openings with flared lips; full-length, full-width hood scoop; de-chromed body; horizontal tail lights; integrated 'fishtail' rear fender treatment; front and rear chrome wheel well moldings; continental spare tire; and a special custom paint finish. New four-barrel carburetion on Packard's venerable 327 straight eight boosted horsepower to 180.

Finished in a lovely combination of light blue with a white convertible roof over a blue and white leather

interior, like all Caribbeans, this is equipped with power steering, power brakes, power convertible roof, radio with power antenna, heater, and automatic transmission. It is fitted with seat belts for added safety on the road. Outside, the Caribbean is fitted with standard chrome wire wheels with period-correct wide-whitewall tires and continental spare at the rear.

An owner's manual and 1953 Packard brochure along with photos of the car during restoration are included in the sale. Though the exact date of the restoration is unclear, Mr. Guyton purchased this car on 1 September 1998 from its former owner, Eldon McKinely of Venice, Florida. The car was restored at that time. It wears an AACA National First Prize badge from 1993.



394

CHASSIS NO. 3DL180
ENGINE NO. N58Q
BODY NO. 9056

\$125,000 - \$175,000
OFFERED WITHOUT RESERVE



1939 ROLLS-ROYCE PHANTOM III LIMOUSINE DE VILLE

COACHWORK BY HOOPER

One of the most significant examples of formal coachwork on the Phantom III

Coachwork shown at Brussels, Amsterdam, Geneva, and the 1939 New York World's Fair

Formerly owned by Dr. Samuel Scher and Morton Bullock

Documented by noted Phantom III historian Steve Stuckey

Classic Car Club of America (CCCA) Full Classic

Among the most widely shown Phantom IIIs in period was chassis no. 3DL120, a handsome limousine de ville by Hooper & Company of London. It featured a distinctive long roofline, streamlined fenders with "spats" over the rear wheels, and an interior trimmed in fawn cloth and curl walnut. Beautiful touches included overstuffed swiveling rear jump seats (among the most comfortable ever seen), Hooper's complexly engineered disappearing metal roof over the chauffeur's seat, and sliding window shades in the rear compartment. This was Rolls-Royce's main European show car in 1939, exhibited on the factory stand at Brussels, Amsterdam, and Geneva, then in the British Pavilion at the New York World's Fair between September and November 1939.



In the early post-war years, chassis no. 3DL120 was famously rebodied by Jean-Henri Labourdette with a wild and distinctive drophead coupe body for flamboyant furrier, Louis Ritter; this body remains on the car to this day. The "World's Fair" Hooper body was sold to Dr. Samuel Scher, a pioneering New York plastic surgeon and avid early automobile collector, as well as one of the founding members of the Rolls-Royce Owners Club. In 1947, he mounted the body on its present chassis, no. 3DL180, a U.S.-delivery car originally fitted with an Inskip limousine body for Mrs. Edith Haggin deLong, and acquired by Dr. Scher from her family.

Dr. Scher kept the Phantom III for an unusually long period of time, until May 1969, when he sold it to Paul Lutey of Freeland, Wisconsin. Mr. Lutey kept the car for two years, after which it was acquired by Herb A. Schoenfeld of Washington. Mr. Schoenfeld, in turn, sold the Rolls to respected longtime Classic Car Club of America member, Morton Y. Bullock III of Baltimore, in 1978. It would remain in Mr. Bullock's ownership for the next 18 years.

On a snowy winter day in 1996, Fred Guyton visited Mr. Bullock to acquire the Hispano-Suiza H6B also offered from the Guyton Collection. In Mrs. Beverly Guyton's apt phrasing, "In typical fashion, he went to buy one car, and returned with two." The Phantom III has been part of the collection since, alongside several other significant examples of the best coachwork on this chassis.

Largely maintained in static storage, the car's finishes likely date to the 1970s, with the paint bearing much patina; the driver's area was reupholstered many years ago but the broadcloth in the rear compartment appears original, and may well be worth preserving. Much of the chrome work is older and may be original, as well. Importantly the body is very solid, with the original woodwork, stamped with the body number on the front floorboards. It is offered with its sets of road and hand tools, copies of its build documents from the Rolls-Royce Foundation and Rolls-Royce Enthusiasts' Club, and an excellent history report compiled by the noted Phantom III historian, Steve Stuckey.

This is among the most significant surviving Phantom IIIs, offered from the estate of one of the foremost American "PIII" enthusiasts.



395

VEHICLE NO. 814-428
ENGINE NO. 388204 C
\$40,000 - \$50,000
OFFERED WITHOUT RESERVE



1935 PACKARD EIGHT SEVEN-PASSENGER BUSINESS SEDAN

Rare body style with plenty of room
for one's family and friends

An ideal tour and CARavan automobile

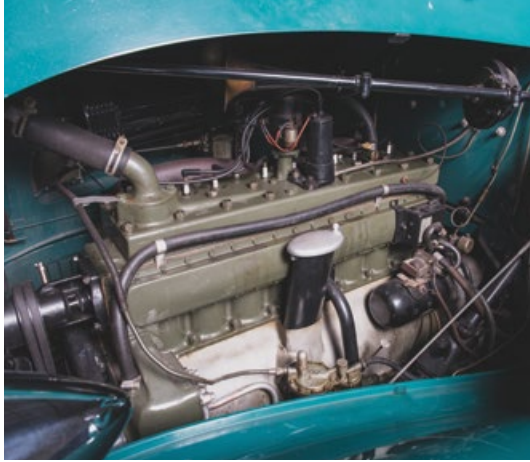
Older restoration in attractive color scheme

Classic Car Club of America (CCCA) Full Classic

"Ask the Man Who Owns One." For most of Packard's 58-year life, the slogan was an integral part of the company's existence. No mere cocky catchphrase; it was simply the automaker's best advice to its customers. Packard buyers were almost religiously faithful to what they drove, as they appreciated the

company's unique combination of slow but steady refinement, high-quality conservative engineering, and unparalleled standards of craftsmanship and construction. If one needed to know why he or she should buy a Packard, all they had to do was ask someone who already had one.

The company's 1935 line offered something for every taste. Most prominently presented was a wide range of eight-cylinder models, from the new, medium-priced One Twenty to the vast and luxurious Super Eight. In between was the so-called "standard" Eight,



including the factory wool broadcloth interior, woodgrain trim, and carpeting; there is some moth damage to the rear compartment, but the upholstery is still serviceable. The window glass appears to be largely original and is delaminating in the rear quarters. At the time of cataloguing, the car had recorded 56,347 miles. It is accompanied by a small file of invoices and documentation, and a reprinted instruction manual.

This is a handsome and unusual Packard, and with some recommissioning would be an interesting CARavan automobile for a new owner, with high style, fine American quality, and charming originality in equal measure.

which boasted a nearly identical range of both styles to its larger sibling, but it came on a slightly shorter wheelbase and with a 130-hp, 320-cu. in. engine. As the Eight and Super Eight were nearly indistinguishable to the casual observer, it is a surprise that the Eight outsold the Super Eight by a factor of three to one.

Fred Guyton's Eight is a rare seven-passenger Business Sedan model on the 139-in. wheelbase 1202 chassis, identified by its original firewall tag as having been delivered new on 26 March 1935, by the Portland Branch of the Packard Motor Car Company of Boston. Mr. Guyton acquired it in 1994 from Whitney Miller and Robert C. Gordon of Mission Hills, Kansas. Invoices in the file indicate that the car was partially repainted and mechanically serviced shortly before its acquisition, but it has otherwise a satisfyingly original appearance.



396

CHASSIS NO. H133541

\$20,000 - \$30,000

OFFERED WITHOUT RESERVE



1942 LINCOLN CONTINENTAL CLUB COUPE

Among the rarest of the beautiful first-generation Continentals

One of just 200 club coupes built in 1942

Restored in its original color of Sheldon Gray

Documented with a copy of its factory build information

Classic Car Club of America (CCCA) Full Classic

The abbreviated 1942 model year saw Lincoln adopt a more modernist style for its line, with a larger front end with squared-off fenders and a delicate three-piece grille. Like many Detroit automobile lines, the

1942 Lincoln was a rare commodity, few more so than the Continental, which, with the departure of the large Model K two years prior, was now at the top of the line. It remained a true favorite of celebrities and socialites, and was considered one of America's most prestigious automobiles.

Yet with the U.S.'s entrance into World War II, only 200 Continental club coupes were built in 1942, and very few of them survived the decades since.

Among the fortunate few is Fred Guyton's car, which was delivered in this striking color of Sheldon Gray through Rooney Tuttle Motors, as documented in



its factory build information. Interestingly, the same information notes that the car was originally fitted with a particularly striking two-tone interior, with red leather and blue whipcord, a non-standard combination written into the build card, which may well be worth a new owner resurrecting.

Mr. Guyton acquired the Lincoln at Hershey in 2004, from William Gacioch; Mr. Gacioch had purchased the car from well-known Lincoln enthusiast Gerald Snyder of Cocoa Beach, Florida, who acquired it in 1978 from Gerald Kaminski of Cheektowaga, New York. An AACA Senior award-winner for Mr. Snyder in 1994, its restoration is older now but the paint is still highly attractive, with a deep, rich shine, and the chrome is largely older; some of it may well be original. The interior is beautiful, tight, and nearly fresh, requiring only detailing; even the gold finished dashboard hardware is very attractive. The overall authentic and

correct appearance extends even to the tire pressure and engine oil direction card inside the glove box. At the time of cataloguing, the odometer noted just 75 miles, almost surely since completion of the restoration.

Every Classic collection requires a Continental, and this is among the rarest.



397

CHASSIS NO. 107676W129201

\$8,000 - \$12,000

OFFERED WITHOUT RESERVE



1966 CHEVROLET CORVAIR CORSA CONVERTIBLE

One of just 3,142 Corsa convertibles produced for 1966

Original Bill of Sale and sales contract to the first owner

Includes owner's manual and 1966

Corvair assembly manual

Equipped with wire wheel covers

Chevrolet introduced the compact Corvair in 1960 thanks to the public's interest in economy imports. It was a radical car by American standards – a rear-mounted, air-cooled six-cylinder engine and four-wheel independent suspension, among the many unusual features. The Corvair quickly turned from economy car to low-priced sports car with the introduction of the bucket-seat-equipped Monza in 1961 followed by the turbocharged Monza Spyder in 1962.



The Corvair received its first styling update in 1965 courtesy of GM's Bill Mitchell; the only one during its 10-year lifespan. The new models still featured a 108-in. wheelbase, but the new Corvair was slightly larger than its predecessor. New to the lineup was the top-of-the-line and sporty Corsa model which came standard with a 140 hp, 164-cu. in. horizontally opposed and air-cooled six-cylinder with four, single-barrel carburetors; the engine was mated to a four-speed manual transmission. Available as both coupe and convertible, 1966 was the Corsa's second and final year for what was the Corvair's most expensive model – \$2,662 before options. Chevrolet built just 3,142 Corsa convertibles for 1966.

Corsas were differentiated from lesser models by "CORSA" front fender lettering above and behind the wheel opening and below the body feature line; special Corsa ornaments ahead of the rear wheel openings; a "140" emblem on the rear decklid; special "C" center ornaments on the wheel covers and the steering wheel center; and full instrumentation consisting of a tachometer, oil pressure, and temperature gauges.

Finished in Regal Red over a black vinyl interior with red carpets, the Corvair is described as a very good, solid, and attractive driver that will be a stand out at any summer cruise night. It was purchased by the consignor at the AACA Hershey Car Corral from Glenn Robinson of Harrisburg, Pennsylvania, on 8 October 2010 and has been largely untouched since that date. Paint is noted as solid and the body shows no visible signs of corrosion in the sills or fenders. The undercarriage is found to be solid and presentable. The engine shows the use of a driver-quality example. The Corvair is equipped with an AM/FM radio and a non-factory center console with armrest. The owner's manual and 1966 Corvair Assembly Manual are included along with the Bill of Sale and sales contract to the original purchaser, Darrell Jerry Oaks, from Barry Pate Motor Co, in Washington, DC, on 27 April 1966.



398

CHASSIS NO. 4270014
ENGINE NO. 6227432
\$5,000 - \$10,000
OFFERED WITHOUT RESERVE



1962 VOLKSWAGEN BEETLE DELUXE 'SUNROOF' SEDAN

Rare optional sliding canvas sunroof
Includes original owner's manual
Fitted with Motorola AM radio

With more than 21 million sold worldwide, the Volkswagen Type 1 (or Beetle, as it became known soon after its 1939 debut) is the best-selling car of all time. Originally designed under the direction of the German government to build a "people's car," Dr. Ferdinand Porsche set about building prototypes in

Stuttgart in the mid-1930s. Production began under British occupation in Germany before the end of 1945 with worldwide exports beginning in the early 1950s. Despite its initial crudeness and lack of refinement, the car became known for its impressive quality and reliability. Continual improvement marked its sales success throughout the U.S. in the '60s and early '70s.

Power is supplied by a 47-hp, 1,584-cc rear-mounted air-cooled engine. Volkswagen sold Beetle sedans (though technically coupes) in the U.S. until August 1977 and the cabriolet model until January 1980. Production ceased in Mexico on 30 July 2003 when the last Type1 Beetle rolled off assembly lines.



The relative simplicity of Beetles, the wide availability of parts, the car's overall complete condition, and the desirability of the rare sliding canvas sunroof make this an excellent opportunity to enter into classic Beetle ownership.

This rare sunroof model is described as being in good, usable condition with solid paint and close panel fit. It was purchased by Mr. Guyton on 25 May 1992 with the title reading 29,100 miles at that time. Today, the odometer reads 29,214 miles indicating little use over the last 27 years. Mr. Guyton bought the car from Robert Gairing of Wadsworth, Ohio, who purchased it from Erminie Willams of Columbus, Ohio, on 23 May 1986 according to paperwork that remains with the vehicle.

The red Beetle has thin whitewall tires, a black and white interior including a Motorola AM radio and its distinctive ivory Wolfsburg steering wheel, four-speed manual transmission, and the desirable sliding canvas sunroof. The exterior chrome and brightwork is aging, however, it appears complete as built from new. Included is the original owner's manual. It is reportedly a "good runner," though it has not been actively driven is some time.



399

CHASSIS NO. 1368O6B115488

\$20,000 - \$30,000

OFFERED WITHOUT RESERVE



1966 CHEVROLET EL CAMINO CUSTOM

Powered by a 327-cu. in. V-8

Equipped with power steering and
brakes and automatic transmission

Ideal for Cars & Coffee or weekend cruising

In today's label-driven marketing, the El Camino would be considered a crossover – a vehicle built on a car chassis while offering truck utility. Such was not the case when Ford introduced the concept with its Ranchero in 1957. It was a pickup truck in fancy clothes; really, nothing new when you consider a Ford Model A was available with a pickup bed in the late 1920s. The Studebaker Coupe Express was a similar notion, too. Nonetheless, Ford is largely given credit for introducing the “ute” with the Ranchero.



Chevrolet responded two years later in 1959 with the El Camino built on the full-size Chevy chassis. GM produced the car for just two years when it disappeared after 1960, only to reappear in 1964 on the all-new mid-size Chevelle chassis where it remained throughout the rest of its lifetime. Built on the 119-in. Chevelle wagon chassis, the El Camino afforded ½-ton carrying capacity with car-like comfort and convenience. Options mirrored the rest of the Chevelle line-up, including high-performance Super Sport equipment like the “big block” 396 and 454-cu. in. V-8s during the Muscle Car era.

Although incorporating much the same structure under the skin, the El Camino received updated sheet metal for 1966 just like its Chevelle sibling. Unlike the 1964–1965 rendition, styling was much less angular

and boxy than previous models. Two models were available, standard and Custom. A total of 34,724 were produced for the model year, including 24,337 Customs like this example.

Wearing Tuxedo Black over a red vinyl bench seat interior, this El Camino is equipped with a 327-cu. in. V-8. The trim tag/vehicle identification number indicates this El Camino to be equivalent to Malibu trim, which identifies it to be a Custom model. It sports an SS grille and hood, and options include power steering and brakes, automatic transmission, AM radio, and Rally wheels fitted with blackwall tires. An under dash tachometer is installed to the left of the steering column. It joined the Guyton Collection in November 1998. This will serve as an ideal vehicle for Cars & Coffee events or local cruise nights.



400

CHASSIS NO. 1GCES14H45B116464

\$25,000 - \$30,000

OFFERED WITHOUT RESERVE



2005 CHEVROLET SSR

One of 7,196 produced for 2005

Only 1,202 examples finished in Silverstone Metallic

Clean CARFAX report and original
service records on file

Includes original window sticker

Retro-inspired future collectible

Chevrolet debuted the Super Sports Roadster (SSR) concept at the 2000 North American International Auto Show in Detroit, Michigan. Inspired by the iconic look of the 1949 Chevrolet pickup truck, the SSR echoed the interest of auto designers in vintage automobiles with the likes of the Chrysler PT Cruiser, Plymouth Prowler, and Ford Thunderbird. To the surprise of the auto world, GM's CEO Rick Wagoner announced at the show that the SSR would be put into production.



Chevrolet began with the Trailblazer EXT SUV chassis and entrusted American Specialty Cars (ASC) to help design and engineer the SSR's retractable roof along with 41 sub-assemblies including body panels, fascia assemblies, body structure, and interior components. Final assembly took place at GM's Lansing Craft Centre which previously was involved with low production cars such as the Buick Reatta and Cadillac Allante.

Chevy equipped the SSR with a 300-hp Vortec 5300 V-8 to give it plenty of "go" to match the "show." Under the rigid rear tonneau cover rests 23.7 cubic feet of carpeted storage adding to its versatility. To showcase the new vehicle, the SSR paced the 2003 Indianapolis 500 and one was driven during that year's Woodward Dream Cruise in Metro Detroit. Production versions with staggered 19-in. front and 20-in. rear wheels were introduced for the 2004 model year priced at a rather lofty \$42,555. Sales were disappointing, even for such a "halo" model. For 2005, an LS-2 V-8 was fitted, now rated at 390 hp, but the increase in power did not increase sales. Production ended on 17 March 2006 after Chevrolet built a reported 24,150 units, including 7,196 during 2005.

Mr. Guyton is the original owner of this SSR. It was acquired new from Jack Schmitt Chevrolet of Fallon, Illinois, on 16 March 2006. Finished in Silverstone Metallic (one of 1,202 in 2005) over Ebony Leather, it is equipped with Chrome Wheels (14P) along with other notable features, including power windows, cruise control, rear window defogger, heated seats, traction assist, and running boards. Included in the sale is the original Cockpit Windbreak (C44) that fits between the headrests, and the optional storage drawers are found in the bed. It comes with a clean CARFAX report with its last service in July 2016 and passed emissions testing in August 2017. Copies of the original window sticker and service records are included on file.



401

CHASSIS NO. 1GTHC33JXXF030484
TRAILER NO. 6921

\$10,000 - \$15,000
OFFERED WITHOUT RESERVE



1999 GMC SIERRA 3500 SLT CREW CAB PICKUP

Equipped with the 290-hp 454 Vortec V-8

SLT trim level loaded with factory extras

Includes custom 24-foot Triple B
enclosed fifth-wheel trailer

Clean CARFAX report

Designed for towing, this two-wheel-drive crew cab rides on the 168.5-in. wheelbase with an 8-ft. box. It is set up to pull large loads while providing maximum comfort to its driver and passengers. The GMC is powered by the 290-hp, 7.4-liter SFI Vortec "big-block" gas-powered V-8 rated at 410 foot-pounds of torque; it is paired to a heavy-duty automatic transmission with overdrive and features dual rear wheels, engine oil cooler, heavy-duty springs and shocks, a 100-amp alternator, and a 34-gallon fuel tank. The 9,000-lb. GVW rating adds to the truck's towing capabilities.





The Sierra is equipped with power steering and brakes, air conditioning, tinted glass, six-way power driver's seat with lumbar and recliner, center storage console, full instrumentation, including tachometer, cruise control, tilt steering wheel, intermittent windshield wipers, AM/FM stereo radio with CD and cassette, and power windows and door locks. Finished in Onyx Black over a grey leather interior, the SLT trim level is top of the line for 1999 reflected in the equipment on this vehicle. Currently, the odometer reads only 65,500 miles and the truck includes a clean CARFAX with no reported issues.



The 24-foot fully enclosed fifth-wheel trailer was custom-designed by Triple B Manufacturing Company, Inc., of Mascoutah, Illinois, and built for Hunter Engineering, its previous owner. Triple B was founded in 1954 and has been making custom trailers ever since. It features a slant nose for better over-the-road aerodynamics; is 102-in. long overall, 84 in. between fenders, and has a 78-in. interior height.

Rated at 12,000 lbs. GVW, it is equipped with four-wheel electric brakes, is constructed with floor bracing 16-in. on center, and the steel tubular frame is diagonally braced. Stainless steel door handles and hinges are used along with an aluminum diamond plate floor, an E-track tie down system, floor vents, and an electric winch.



402

CHASSIS NO. AA-6-82074
ENGINE NO. 82070

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



1926 STUTZ MODEL AA VERTICAL EIGHT BROUGHAM COACHWORK BY BREWSTER

The first automobile in the Guyton Collection, acquired in 1970

One of the earliest surviving examples of the "Safety Stutz"

Sporty, low-slung, and attractive sedan coachwork

An ideal basis for restoration; very innovative engineering for the era

Classic Car Club of America (CCCA) Full Classic

THE SAFETY STUTZ

"The Safety Stutz" of 1926 was the first American production car to be equipped with engineered-in safety features, including a lowered center of gravity, a wire-glass "shatterproof" windshield, narrow windshield pillars for increased visibility, and reinforced running boards that would protect against side-impact collisions. The body sat low on the chassis, because a worm-gear differential made it possible to mount the drive shaft below the rear axle.

Today this is widely considered one of the most innovative automobile designs of the early Classic Era, and the survivors are still fiercely sought after by enthusiasts of the marque.

MR. GUYTON'S FIRST ANTIQUE AUTOMOBILE

Fred F. Guyton began his automobile collecting in 1970 at Classic Cars, Inc. of Mount Zion, Illinois, which was offering this 1926 Model AA Vertical Eight brougham, a design developed for Stutz by Brewster & Company, the famous Long Island coachbuilders. Mr. Guyton acquired it for \$400, and it has remained in his Mason's Garage museum ever since, a remarkable span that has now extended to 50 years.

The car shows evidence of having been repainted over the original color, a pale blue, and a leatherette top covering and black vinyl upholstery installed, probably prior to 1961, when the car was driven by its then-owner in a parade in Hamilton, Ohio. It retains much of its original trim hardware, inside and out, including, significantly, the original wired safety glass windshield. The interior features beautiful woodwork, including the original "skeleton wood" headliner and handsome inlaid door caps. Some deterioration of the body's structural wood was found upon close inspection, although a restoration specialist may be able to stabilize it. The Stewart-Warner odometer noted 14,213 miles at the time of cataloguing.



Overall the car could be extensively freshened, both cosmetically and mechanically, for use as a CARavan automobile, but is perhaps best suited to a full restoration – something that Fred F. Guyton had long intended, and which would result in a significant Stutz indeed, as one of the earliest surviving examples of one of the Roaring Twenties' greatest designs.



403

CHASSIS NO. WPOCA299X4S652321

\$40,000 - \$45,000

OFFERED WITHOUT RESERVE



2004 PORSCHE 911 CARRERA 4S CABRIOLET

Finished in Arctic Silver Metallic over Black leather

Desirable six-speed manual transmission

Fitted with the Bose High End Sound Package

Porsche production information

Clean CARFAX report

Introduced for the 1999 model year, the new Type 996 Porsche 911 marked the first time the model featured a water-cooled engine. With the high performance of modern engines, the change was a necessary one. While the silhouette of the 996 carried on the traditional look of the 911, it featured a more raked windshield, completely redesigned interior, and a new headlight design. The new 911 was offered in coupe, targa, or cabriolet body styles. In 2002, Porsche introduced the Carrera 4S model, an all-wheel-drive variant which borrowed the wide-body look, as well



ALL LOTS OFFERED WITHOUT RESERVE

as the brakes and suspension of the 911 Turbo. The 996 remained in production through 2004, with the Turbo design carrying on through the 2005 model year.

This 2004 Porsche 911 Carrera 4S Cabriolet was completed in February 2004 and finished in Arctic Silver Metallic with a black convertible top. It features self-dimming mirrors and rain sensors, as well as the Xenon headlamp package. The car rides on aluminum wheels with colored Porsche crest center caps. The Carrera 4S is powered by a 320-hp, horizontally opposed 3.6-liter six-cylinder engine which is mated to a six-speed manual transmission. The interior is finished in black leather with heated front seats, Bose High End Sound Package, and aluminum/leather shifter and brake handle. The car retains its original factory stereo unit with CD player.

This attractive convertible 911 has covered less than 11,700 miles from new and is accompanied by its original owner's manuals, a copy of the production specification, as well as the removable windscreen with case. It is one of 4,543 Carrera 4S Cabriolet examples produced for 2004 and would make for a highly capable and comfortable highway cruiser, especially as the weather warms up.



ACKNOWLEDGEMENTS

SPECIAL THANK YOU

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PHOTOGRAPHY

Darin Schnabel
Corey Escobar
Gabor Mayer

RESEARCH & EDITORIAL

Katie Blaszkiewicz
Greg Duckloe
Jim Fasnacht
Kurt Forry
Kit Foster
Meagan Lobzun
Matt Lynch
Zach Oller
Eugene Robertson
Bill Rothermel
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Chris Summers
Lauren Warchol

CREATIVE DEPARTMENT MANAGER

Craig Plowman

CREATIVE DEPARTMENT

Adriaan Geluk
Jordan Kwasnycia
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Patrick Olds
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GUIDE TO BUYING AT AUCTION

CONTRACTUAL OBLIGATIONS

Please consult the Bidders' Conditions of Business for details on your contractual obligations of bidding at this or any other RM Auctions, Inc. d.b.a. RM Sotheby's ("RMS") auction.

POST-SALE SETTLEMENT

In the event of a successful bid, our Administration department will e-mail you a copy of your Bill of Sale and wire transfer instructions following the sale. Payment is due in full on or before 5:00 p.m. of the next business day following the auction, and payment is to be made to RMS. 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.

ADDITIONAL FEES AND TAXES

The final bid price does not include the Buyers' Premium or applicable taxes on each lot purchased. 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 RMS certification; 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 lot to their final destination.

BUYERS' PREMIUM

In addition to the Hammer Price, the winning Bidder is required to pay RMS a percentage of the Hammer Price, which RMS retains as the Buyers' Premium for their purchase of each lot ("**Buyers' Premium**") in accordance with the following clauses:

- In the event of a final Hammer Price of \$250,000.00 (USD) and below on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%).
- In the event of a final Hammer Price above \$250,000.00 (USD) on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%) on the first \$250,000.00 (USD), and receive a Buyers' Premium of ten percent (10%) on the Hammer Price above \$250,000.00 (USD).
- 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 that particular lot.

TITLE TRANSFER

In an effort to ensure all titles are free and clear of liens or encumbrances, RMS manages the process of title reassignment on your behalf. Buyers will receive titles via UPS up to fifteen (15) business days following the auction.

ADMINISTRATION CONTACT INFORMATION



**REBECCA
JOHNSON**

t: +1 519 437 3006
m: +1 226 229 0662
rjohnson@rmsothebys.com



**TANYA
PAWLAK**

t: +1 519 352 4575
m: +1 519 365 7011
tpawlak@rmsothebys.com



**ALLIE
BRYDGES**

t: +1 519 352 4575
m: +1 519 360 8982
abrydges@rmsothebys.com



**KATE
CLENENNING**

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



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GUIDE TO BUYING AT AUCTION

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Under normal circumstances, the auction estimate of the lot 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.

REMOVAL OF PURCHASED LOTS

All purchased lots must be removed from the auction site by 5:00 p.m. on the next business day following the auction. If the lot is not removed by the Bidder by 5:00 p.m. on the next business day following the sale, the Bidder will be charged a removal fee and a daily storage fee until the lot is removed. Please note that the Bidder is required to insure their lot while it is being stored on their behalf.

DOMESTIC SHIPPING

Representatives from Reliable Carriers will be onsite to assist clients wishing to transport an automobile purchased at auction. For further information, please contact:



Reliable Carriers, Inc.
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www.reliablecarriers.com

Representatives from Annex Brands will be onsite to assist clients wishing to ship memorabilia lots purchased at auction. For further information, please contact:



Annex Brands
info@trustnls.com
TrustNLS.com
800 981 4202

INTERNATIONAL SHIPPING

Please contact Mike Brablec or Donna Tomlinson at the numbers provided for recommendations and assistance.

TRANSPORTATION CONTACT INFORMATION



MIKE
BRABLEC

+1 519 436 8765
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DONNA
TOMLINSON

+1 519 352 4575
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1932 Packard Twin Six Individual Custom Convertible Victoria
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this Packard was judged Best in Class and nominated for
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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

dmclellan@rmautorestation.com

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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 \$100 (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 €200 (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 RM European auctions will have the following Buyers' Premiums:

6.3.1 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).

6.3.2 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).

6.3.3 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.

6.4 RMS London, United Kingdom, auctions will have the following Buyers' Premiums:

6.4.1 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).

6.4.2 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).

6.4.3 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of twenty percent (20%) (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.

6.5 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



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BIDDERS' CONDITIONS OF BUSINESS

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) Buyers' Premium, (4) applicable expenses, (5) any collection costs, attorneys' fees, and court costs incurred to enforce payment, and (6) 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;

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;



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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 \$2,000 (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.**
- 19.1 For RM North American auctions, 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.
- 19.2 For RM European and London, United Kingdom auctions, RMS will use its best efforts to ensure that all titles are free and clear of liens and encumbrances. Where possible, RMS will also assist with the process of title reassignment on behalf of the Buyer. RMS cannot however be held responsible for the successful completion of this procedure due to the various regional rules and guidelines.
- 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 \$600 (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 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.



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BIDDERS' CONDITIONS OF BUSINESS

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.

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 QBE Insurance (Europe) Limited, a company incorporated in England with registered number 1761561 ("QBE"), Plantation Place, 30 Fenchurch Street, London, EC3M 3BD, to secure availability of sale proceeds as required by law.



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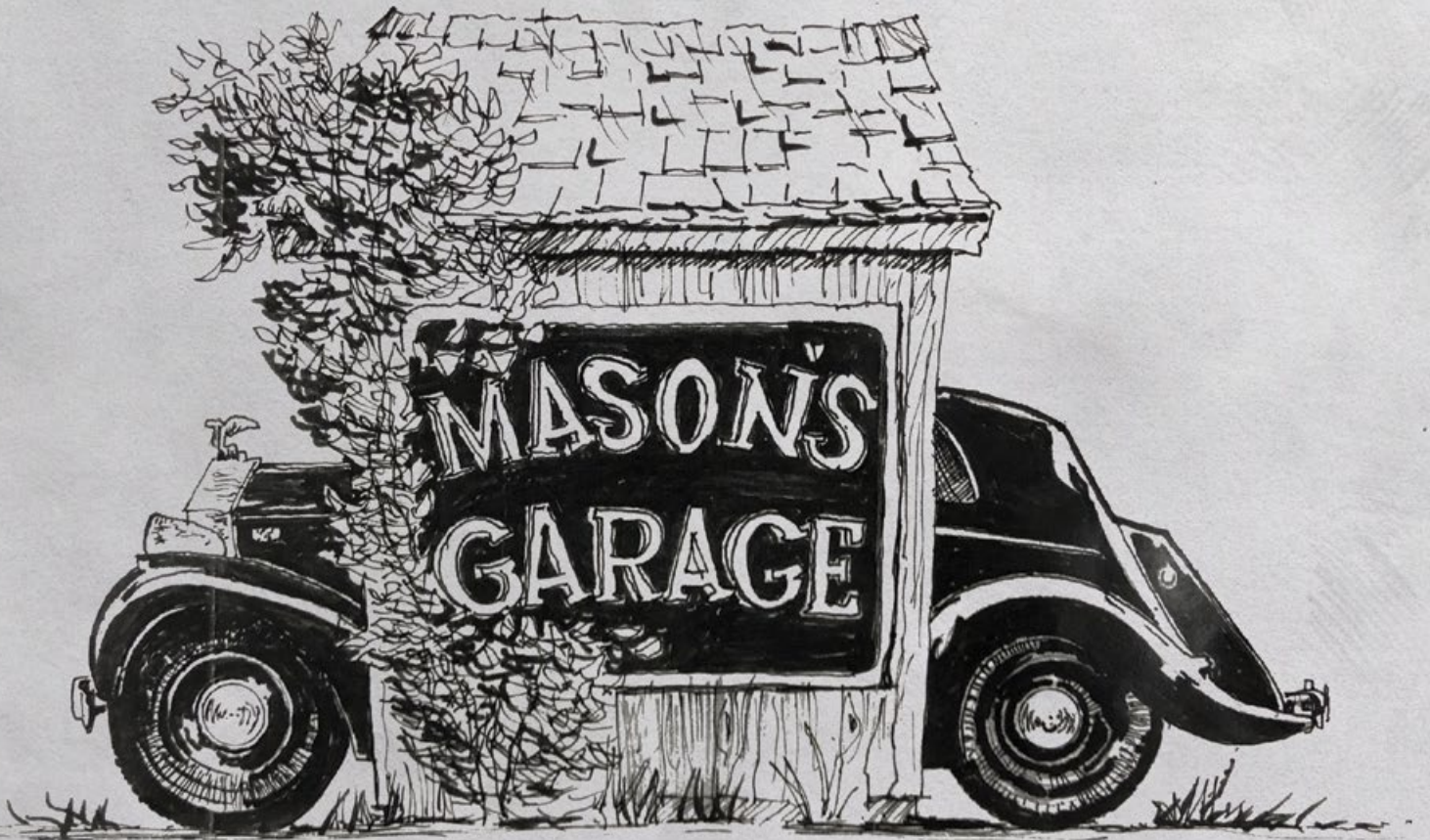
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1930 RUXTON MODEL C ROADSTER



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