

THURSDAY 10 OCTOBER 2019
5:00 PM EST

HERSHEY

The Official Auction of the
AACA Eastern Division Fall Meet



Auctions



Lot 184 | 1913 Maxwell Model 22 Roadster
Offered from the Merrick Auto Museum Collection

Please note all of the lot descriptions in this auction catalogue rely on information provided to RM Sotheby's by external sources including but not limited to consignors, third-party historians, and experts. Please note the bidder is responsible for any and all due diligence including but not limited to inspections and verification of the condition, authenticity, completeness, statements made in reference to, and any and all other matters regarding any motor car or any other lots offered in an RM sale.

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Lot 212 | 1925 Duesenberg Model A Four-Passenger Sport Phaeton
Offered from the Merrick Auto Museum Collection



Auctions

HERSHEY

Thursday | 10 October 2019 | 5:00 p.m.
Friday | 11 October 2019 | 5:00 p.m.

LOCATION

The Hershey Lodge
325 University Drive
Hershey, Pennsylvania 17033

ADMISSION

Admission is open to the general public during public preview hours only. Admission to the auctions on Thursday, 10 October and Friday, 11 October is for registered bidders, consignors, and qualified media only.

BIDDER REGISTRATION – \$200

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

PUBLIC PREVIEW

Wednesday | 9 October 2019 | 4:00 p.m.–9:00 p.m.
Thursday | 10 October 2019 | 9:00 a.m.–5:00 p.m.
Friday | 11 October 2019 | 9:00 a.m.–5:00 p.m.

PREVIEW BBQ

Wednesday | 9 October 2019 | 6:00 p.m.–8:00 p.m.
Proceeds to benefit the AACA Library & Research Center.

GENERAL INQUIRIES

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ONSITE CONTACT

Tuesday, 8 October – Monday, 14 October
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OPEN TO THE GENERAL PUBLIC

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

OVER 2 MILLION ITEMS

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

DIGITIZATION SERVICES

We can scan printed materials as well as digitize VHS and DVDs, slide photos, 35-mm negatives, and 16-mm film reels.

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EXPERIENCE

America's Automotive Library



**AACA LIBRARY
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501 W. Governor R.d, Hershey, PA 17033 • (717) 534 2082
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**EASTERN DIVISION NATIONAL FALL MEET 2019
SCHEDULE OF EVENTS**

Tuesday | 8 October 2019

Flea Market Set-up 8:00 a.m. *Approx.*
(Weather permitting)
AACA Library Yard Sale 4:00 p.m.- 7:00 p.m.

Wednesday | 9 October 2019

Flea Market Open..... 7:00 a.m.
Car Corral Open for Pre-registered Vehicles..... 7:00 a.m.
Car Corral Open for Non-preregistered 9:00 a.m.
Folder Distribution 11:00 a.m.- 3:00 p.m.
Located on Chocolate field beside Hershey Region Main Tent

Thursday | 10 October 2019

Flea Market Open..... 7:00 a.m.
Car Corral Open..... 7:00 a.m.
Folder Distribution 11:00 a.m.- 3:00 p.m.
Located on Chocolate field beside Hershey Region Main Tent
Old Time Movies in the Music Box Theatre..... 7:00 p.m.

Friday | 11 October 2019

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

Saturday | 12 October 2019

Judges' Breakfast - Giant Center 7:00 a.m.
Show Cars Enter Field..... 7:00 a.m. *Approx.*
Flea Market Open..... 7:00 a.m.
Car Corral Open..... 7:00 a.m.
Registration Open on Show Field..... 7:00 a.m.- 10:00 a.m.
Vehicle Judging Begins 10:00 a.m.
Junior Display - Front of Giant Center 12:00 p.m.- 2:00 p.m.
Social at Hershey Lodge 6:15 p.m.- 7:00 p.m.
Awards Banquet - Hershey Lodge..... 7:00 p.m.

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

RM Auctions

HERSHEY PREVIEW

Please join us for a cookout on
Wednesday, 9 October
6:00 PM-8:00 PM
at
The Hershey Lodge
325 University Dr., Hershey, PA 17033

In support of

AACA Library & Research Center
"America's Automotive Library"

CLIENT SERVICE

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Bidding Requirements:

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- 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:



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



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RECOMMENDED ACCOMMODATIONS

The Hershey Lodge

325 University Drive
Hershey, Pennsylvania 17033

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



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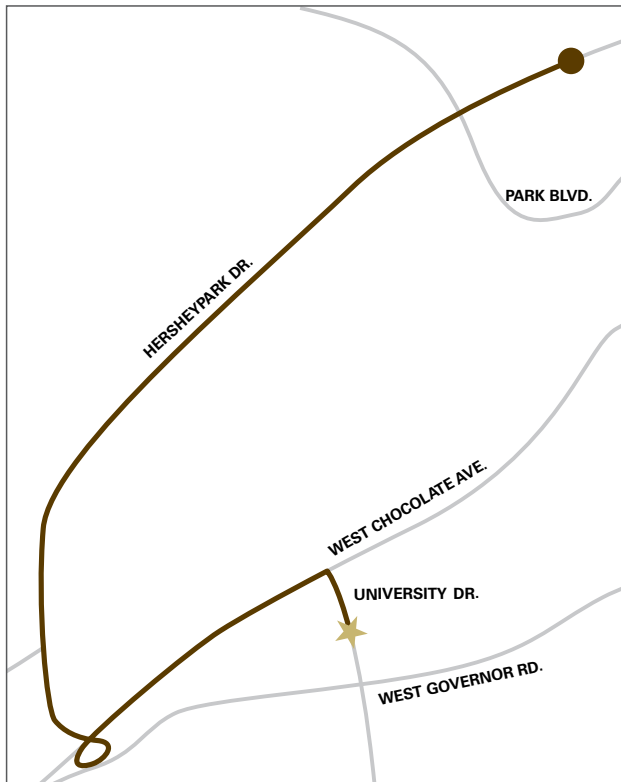
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★ RM AUCTIONS LOCATION

The Hershey Lodge (The Great American Hall)
325 University Drive
Hershey, Pennsylvania 17033

● AACA EASTERN REGIONAL FALL MEET

Giant Center
550 W Hersheypark Drive
Hershey, Pennsylvania 17033

DRIVING INSTRUCTIONS FROM AACA MEET

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

LEGEND

- ◇ **OWNERSHIP INTEREST:** Lots with this symbol indicate that RM Sotheby's ("RMS") has an ownership interest in the lot in whole or in part.

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The RM Sotheby's team of over 25 car specialists represents the largest and most diverse group of car experts in the industry. Collectively, our car specialists bring exceptional knowledge, market insight, and experience to advise both sellers and buyers of motor cars. Our specialists are true enthusiasts—respected

vintage racing drivers, senior auction industry leaders, and automotive historians—who hold relationships with the world's leading collectors. We have a highly collaborative culture where our car specialists work together as a team and leverage their respective areas of expertise.



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*English
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Italian
German*

*Dutch
Spanish
Japanese
Korean*

HERSHEY

COINCIDING WITH THE AACA EASTERN DIVISION FALL MEET
10-11 OCTOBER 2019

Thursday | 10 October 2019 | 5:00 p.m.



THE MERRICK AUTO MUSEUM COLLECTION

MEMORABILIA LOTS 101 - 162

AUTOMOBILES LOTS 163 - 270

OFFERED ENTIRELY WITHOUT RESERVE



Jim Merrick and his son, Richard, first started their collection more than 25 years ago in Nebraska with 11 fully restored antique automobiles, officially incorporating the Merrick Auto Museum in 1992. Over the years, they transformed their small assembly of cars, with the help of grandson Russell, into a diverse collection of over 100 fascinating American Brass Era, high-wheeler, and pre-war cars spanning from 1900 to the late 1930s. Along the way, they also collected a wide array of memorabilia, signage, vintage motor car parts, and related ephemera. As avid automobile enthusiasts with a passion for both the hobby and the history of the industry, the Merrick family has

extensively researched every car and piece of memorabilia they acquired, amassing a full research library.

Many of these cars represent marques, models, and technology lost to time, which have been wonderfully preserved in the collection. The Merrick Auto Museum is a journey through the many quickly evolving stages of early motoring and will be of exceptional interest to discerning Brass Era collectors. RM Sotheby's is honored to present the fascinating Merrick Auto Museum Collection, which will be right at home in Hershey.



101
Coca-Cola Beetle Pedal Car

\$100 - \$150



102
Red Lion Pedal Car

\$300 - \$400



103
Fire Truck Pedal Car

\$300 - \$500



104
**Schaefer Beer
Lamborghini Miura Lighted Sign**

\$400 - \$600



105
Wooden Pool Cue Holder

\$75 - \$100



106
Stock Certificates

\$75 - \$100



107
Casino Wall-Mounted Lights

\$100 - \$200



108
Golden Nugget Slot Machine

\$1,000 - \$1,200



109
Standing Lighted Ash Tray with Clock

\$75 - \$100



110
Brass and Nickle Horns

\$400 - \$500



111
Hot Air Balloon Ceiling Fans
\$800 - \$1,200

112
Watling Mirrored Scale
66 x 16 x 24 in.
\$1,000 - \$1,200



113
Standing Barber Pole
86 x 12 x 12 in.
\$5,000 - \$7,000



114
Carved Lobby Counter
45 x 72 x 36 in.
\$4,500 - \$6,500



115
Dome-Top Ticket Booth

117 x 82 x 63 in.

\$14,000 - \$16,000



116

**Brass and Nickel Autojumbler Lot, including
Speedometers, Hubcaps, and Lamps**

\$1,000 - \$1,500



117
Pair of Ferrari Wheels

\$1,000 - \$1,200



118
Fiat Sign

26 in. dia.

\$400 - \$600



119
Fiat Dealership Large Sign

145.5 x 36 x 8 in.

\$1,000 - \$1,500



120
Fiat Clock Sign

10.5 x 37.5 x 4.5 in.

\$800 - \$1,200



121
Alfa Romeo Dealership Small Sign

11 x 33.5 in. dia.

\$1,500 - \$2,500



122
Alfa Romeo Dealership Large Sign

60 in. dia.

\$3,500 - \$4,500



123

Alfa Romeo Large Lighted Sign

34 x 61.5 x 16.5 in.

\$1,500 - \$2,500



124

Alfa Romeo Parts Dept. Sign

10 x 40 in.

\$3,500 - \$4,500



125

Alfa Romeo Clock

16 x 16 x 4.5 in.

\$1,500 - \$2,500



126

"Foamite" Wheeled Fire Extinguisher

62 x 50 in. dia.

\$1,000 - \$1,200



127
G&B Self-Measuring Pump, Model No. 266336
\$2,000 - \$3,000



128
G&B Self-Measuring Pump, Model No. 292359
\$2,000 - \$3,000



129
Fry Visible Gas Pump, Model No. 57797
\$3,000 - \$3,500



130
Fry Visible Gas Pump, Model No. 94397
\$3,000 - \$3,500

131
**Set of Four Lamborghini Espada
Campagnolo 16-in. Wheels**

\$4,500 - \$6,500



132
Brass Carburetors, including Kingston and Rayfield

\$500 - \$700



133
Pair of Firewall-Mounted Oilers

\$600 - \$700



134
Early Automobile Table Cloths

\$75 - \$100



135
Lamborghini Countach 5000 Print

\$75 - \$100



136
Lamborghini Automobili Lighted Sign
37 in. dia.
\$2,000 - \$3,000



137
MG Double-Sided Sign
16 x 16 in.
\$2,500 - \$3,500



138
Triumph Authorized Service Sign
11 x 48 in.
\$200 - \$300



139
Panoz Sign
24.5 x 35 in.
\$400 - \$600



140
Lancia Servizio Autorizzato Sign
\$400 - \$600



141
Peugeot Lighted Sign

50 x 50 in.

\$1,000 - \$1,500



143
Jaguar Reproduction Sign

12 in. dia.

\$75 - \$100



142
Jaguar Dealership Large Sign

74 x 143 x 11.5 in.

\$1,000 - \$1,500



144
Assorted Automotive Posters

\$100 - \$200



145
Assorted Automotive Posters

\$100 - \$200



146

Auburn Sales and Service Reproduction Sign

15 x 22 in.

\$75 - \$100

147

REO Sales-Service Sign

24 x 30 in.

\$3,500 - \$4,500



148

Castrol Motor Oil Sign

22 in. dia.

\$300 - \$400



149

Diamond D-X Lubricating Motor Fuel Reproduction Sign

12 in. dia.

\$75 - \$100



150

Coil Boxes, including Atwater Kent and K-W

\$400 - \$600



151
Pair of Maserati Wheels
\$1,000 - \$1,200



152
Three Borrani Wheels
\$800 - \$1,000



153
**Cressman/Baumgarten Auth.
Ferrari Dealer Maserati Clock Sign**
51 x 60 in.
\$1,500 - \$2,500



154
Maserati Lighted Sign
37 x 37 in.
\$1,500 - \$2,500



155
Assorted Model Cars
\$100 - \$150



156
English Leather Hat Boxes

\$100 - \$200



157
Assorted Candy Machines

\$150 - \$200



158
Pair of Cadillac Art Pieces

\$75 - \$100



159
DMC DeLorean Motorcars Sign

39 x 136 x 11.5 in.

\$8,000 - \$10,000



160
BMW Lighted Round Sign

13 x 31.5 in. dia.

\$1,000 - \$1,500



161
Porsche Medium-Sized Sign

15.8 x 19 x 8 in.

\$500 - \$700



162
Porsche Large Lighted Sign

31 x 39.5 x 10 in.

\$2,500 - \$3,500



163

1902 OLDSMOBILE 'CURVED-DASH' REPLICAS SURREY

BY BLISS

CHASSIS NO. 8581270

\$6,000 – \$8,000

OFFERED WITHOUT RESERVE

Quality Bliss Surrey "CDO" replica from 1958

Features electric starting and lighting

Previously registered for the road

The iconic curved-dash Oldsmobile is world-renowned, as it was even in its day. Although Oldsmobile began building increasingly large and expensive cars, the natty little "CDO" remained in production through 1906 and the single-cylinder Model F as late as 1907. Not surprisingly, curved-dash replicas have been popular projects through the years. One of the best quality re-creations is the Bliss Surrey, built by the E.W. Bliss Company of Canton, Ohio. Just 500 were built, all in a six-month period of 1958.

Engines were four- or eight-horsepower Cushman units, driving through a semi-automatic clutch,

two-speed transmission with reverse, and chain drive to the rear wheels. A fringed Surrey top, rear seat, speedometer, and car cover were all optional.

This Bliss Surrey is upholstered in buttoned black vinyl and is fitted with the rear seat cushion, which offers a rather awkward seating position. It has both electric starting and lighting, although the latter is quite simple. Cosmetically restored at some point, the vehicle now shows some age, particularly the undercarriage. It should be relatively straightforward to clean and detail. It has previously been inspected and registered in Arkansas; other owners report no problems registering and titling Bliss Surreys for use on the road under suitable traffic conditions. It is certainly ideal for parade use in any antique-car-loving community. Curved-Dash Olds replicas are immediately recognizable, and who doesn't love a parade?



1903 ORIENT BUCKBOARD

164

First of the Waltham Orient Buckboards

Formerly of the Henry Ford and Vince & Pati Chimera collections

Totally original condition; AACA HPOF Certification

In a sense, all Orient Buckboards are special. As with all things special, though, some are more special than others. This 1903 Orient Buckboard is believed to be the first one built. On 1 August 1932, Leslie Henry, curator of Transportation Collections at the Edison Institute (then and now the corporate name of the Henry Ford Museum, now simply the Henry Ford), purchased it from W.W. Taylor of Cambridge, Massachusetts. Cambridge is less than ten miles from Waltham, Massachusetts, where the Orient Buckboards were built.

Examination and analysis of the unrestored vehicle concluded that it has a number of features that

distinguish it from successive production vehicles: individually fitted copper cooling fins; heavy wood wheel rims; shovel-handle leather-arm pull-starter; full-length hickory wood longerons, and hand-painted emblems on the seat pedestal.

Before acquisition by the Merrick Auto Museum in 2006, it was in the collection of Vince and Pati Chimera of Sunrise, Florida. It is accompanied by this documentation, and a letter from William Smith, then executive director of the Antique Automobile Club of America, congratulating the owner on qualifying for the new Historic Preservation of Original Features Class. The letter has a caveat: If the Buckboard is ever restored, its HPOF status will be revoked and its medallion taken away. We certainly hope that will not be the case with this historic Buckboard.

CHASSIS NO. 100
ENGINE NO. 4-HP-535B

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



165

1902 RAMBLER 4 HP RUNABOUT REPLICA

BY GASLIGHT

CHASSIS NO. **SD8992R**

\$8,000 – \$12,000

OFFERED WITHOUT RESERVE

Quality replica built by Gaslight Motors in 1960

Four-horsepower Clinton engine

Electric lighting and folding top

Although curved-dash Oldsmobiles have most certainly been the most reproduced of old cars, they are certainly not the only. Another such re-creation is the Gaslight Motors Rambler, produced in 1960. A full-scale replication, it had a hand-crafted wooden body, like the original car. Power came from a four-horsepower, single-cylinder air-cooled Clinton engine located under the seat. An automatic clutch connects to a two-speed transmission with reverse. Final drive was by single chain to the rear wheels.

The cars had a 12-volt electrical system, with starter and generator, full lighting, and turn signals. A folding top was standard equipment. Brakes were internal, expanding on the rear wheels. Customers desiring to register their cars for street operation could order optional four-wheel brakes, which rendered them legal in Michigan, Illinois, Iowa, New Jersey, and Maryland. New Jersey also

required the optional high-low beam headlamps, while California insisted on the windshield-and-electric-wipers accessory package.

Gaslight Motors Corporation, of Lathrup Village, Michigan, contracted the construction to American Air Products Corporation in Fort Lauderdale, Florida, which also built the “Merry Olds,” a scaled-down curved-dash Oldsmobile, during the same period.

This Gaslight Motors Rambler was acquired around 2000 from William Chapman of Wauseon, Ohio. It is very tidy in gloss black with white accent striping. The seat is upholstered in black vinyl, all in very good condition, and the folding top is present. The car has the lighting package, parts of which appear to be sourced from Harley-Davidson. Neither the windshield nor the four-wheel-brake option is installed, however.

Now nearly 60 years old, this delightful Gaslight Rambler is itself older than the car it replicated when it was built. This gives new meaning to the term “antique automobile.”



1916 SMITH FLYER C MOTORETTE

166

Excellent Smith Flyer

Sympathetic freshening

Lightweight, but tons of fun!

The Smith Flyer had its origins in Milwaukee, Wisconsin. A buckboard in the Waltham Orient idiom, it was shorter by ten inches and a full foot narrower in track. It was made by A.O. Smith, a company well known today for things like water heaters and farm silos. In the early part of the twentieth century, A.O. Smith stamped chassis frames for almost all the minor-make assembled cars and made axle housings.

In 1914 Smith obtained the rights to the Wall Auto Wheel, a British power package with an air-cooled engine attached to a chain-driven wire wheel. It had become popular overseas for motorizing bicycles.

Smith made improvements, replaced the wire wheel with the disc variety, and eliminated the chain, driving the wheel directly from the engine shaft. The result became the Smith Flyer when attached to a small buckboard built by the American Motor Vehicle Company of Lafayette, Indiana. It went on the market in 1916.

This Smith Flyer was purchased by the Merrick Auto Museum in 2007. Previous owners have included George Lux of Shelbyville, Indiana. The entire vehicle has been freshened without disturbing the patina of the ash frame. The fenders and control components have been refinished in maroon paint, the fenders pinstriped in white. The bright ornamental elements have been replated.

An excellent example of the Smith Flyer, it will be an asset to any collection—and lots of fun!

CHASSIS NO. **J696**

\$10,000 – \$15,000

OFFERED WITHOUT RESERVE

Visit rmsothebys.com to view all photos.



167

1926 CHEVROLET FIRE ENGINE

IDENTIFICATION NO. **T4045580**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Iconic chemical fire engine of the 1920s

Wahlers Volunteer Fire Department

Ideal for fairs and parades

Today virtually all fire apparatus is built by professional specialty companies, whether for use in metropolitan cities or rural volunteer fire brigades. Increasingly, equipment is built to a general specification, and it is sometimes possible to buy vehicles “off the lot.” Not so long ago, there were many small regional firms building to order, usually on mass-produced truck chassis. Sometimes tiny fire districts would assemble their own apparatus by fitting pumps, ladders, hose, and other firefighting equipment to available truck chassis.

The precise origins of this 1926 Chevrolet-based fire engine are not known. A small plaque proudly

announces it was “restored by Art & Sharon Wahlers of Phoenix, AZ.” The sides are lettered for the “Wahlers Volunteer Fire Department.” Built on the chassis of a one-ton Chevrolet truck, it is a chemical engine, in which the extinguishing fluid is produced by the chemical reaction of soda and acid, as opposed to pumping water from a hydrant, pond, or onboard tank. Other equipment includes a hose reel with hose, axe, ladder, and a small fire extinguisher. Warning signals are generated by a brass bell and a hand-crank siren. As seen, the vehicle is suitable for parade or museum display.

The engine is Chevy’s overhead-valve inline four of the period, driving through a three-speed transmission to a heavy-duty rear axle. Brakes operate on the rear wheels only. Perfect for an eclectic collection, it could serve as a parade vehicle for a local fire department.



1933 ESSEX TERRAPLANE DELUXE SIX MODEL KU SEDAN

168

Popular lightweight model from Hudson

“Land flying,” popularized by Amelia Earhart

Last of the Essex brand

“I christen thee Essex Terraplane.” Thus spoke Amelia Earhart, the famed aviatrix, as she smashed a bottle of champagne on Hudson’s innovative new model on 21 July 1932. “Land Flying, that’s what Terraplane is!” said the press release, invoking the aviation themes conjured up by Charles Lindberg’s 1927 single-handed transatlantic flight and Ms. Earhart’s own solo crossing that May.

Essex was Hudson’s lower-priced companion car and had promptly proved itself by outselling its parent and excelled by reaching third place in sales for 1929. Alas, the competition was getting tougher and the Great Depression deeper. The key component for Terraplane was lightness. A narrow track was selected in order to use less steel, thereby keeping weight down. The chassis itself had a cruciform architecture, with the internal

crosses perforated by large holes. The result was a weight of barely 2,000 pounds, a full 700 less than its Essex forebear. Helpful, too, was Hudson’s advanced metallurgy, which allowed thin wall casting long before the major manufacturers took it on. The engine was the same 173-cubic-inch L-head six from the Essex, but Terraplane’s leanness gave it extra pep.

This 1933 Model KU Terraplane Deluxe Six was acquired by the Merrick Auto Museum in 1993. Prior owners include renowned collector Zach Brinkerhoff of Denver, Colorado. The recipient of a 1,200-hour-plus restoration, it presents well with ochre body and brown fenders. Upholstery is pleated brown cloth, and the instrument panel combines body color with wood-grained panels. Silver wire-spoke wheels carry 5.25-18 blackwall tires. The spare is mounted at the rear.

Terraplane sold nearly 40,000 cars for 1933, after which the old Essex model was discontinued and its name dropped from the Terraplane brand. Short-lived as it may have been, the concept of “land flying” still stands true.

CHASSIS NO. **16366**

ENGINE NO. **121108**

\$15,000 – \$25,000

OFFERED WITHOUT RESERVE



169

1909 ENGER MODEL B HIGH-WHEEL RUNABOUT

CHASSIS NO. 39

\$15,000 – \$25,000

OFFERED WITHOUT RESERVE

Rare high-wheeler from Ohio

High-quality restoration

One of the finest examples extant

Frank J. Enger of Cincinnati, Ohio, founded the Enger Motor Company in 1909, in order to fulfill his ambition of building automobiles. His first effort was a two-cylinder, 14 hp high-wheeler introduced that year. Locating the horizontally opposed, air-cooled engine over the front axle, he put a conventional hood over it, so the car looked “conventional” but for the large wheels. There were three models, a Model B runabout and Model C Victoria, both on a 90-inch wheelbase, and an 88-inch-wheelbase Victoria Stanhope. Production records do not survive, but the output cannot have been great.

By 1910 Mr. Enger had abandoned the high-wheel concept and built a conventional car to use a four-cylinder overhead-valve engine he had designed. He continued to build cars, in four-, six-, and twelve-cylinder configuration, until 1917.

This Enger Model B is from the early high-wheel period, and a grand high-wheeler it is. It stands tall but is very much a real car, unlike some others of its genre. Restored to a high standard, it is painted maroon and has full fenders and a forward hood, under which hides the horizontally opposed air-cooled twin-cylinder engine. The chassis in its entirety is painted red, and the comfortable seat for two is upholstered in pleated black leather.

The Enger Motor Company was in business for nine years, building high-wheelers in just one of them. This is a rare chance to purchase one of the best.



1910 AUTOCAR STAKE-BED TRUCK

170

Iconic Autocar truck

Capable two-cylinder power

Perfect for vintage truck rallies

Although best known since the early twentieth century as a manufacturer of trucks, Autocar began its career with passenger cars. Manufacture of tricycles and quadricycles began in Pittsburgh, Pennsylvania, in 1897, under the auspices of the Pittsburgh Motor Vehicle Company. In April 1900 the operation moved to nearby Ardmore and was reorganized as the Autocar Company. Some 27 cars were built by the end of 1901, and in 1902 a shaft-drive car was introduced, believed to be the first multi-cylinder American car so equipped.

In 1907, Autocar began building trucks, which completely took over production in 1912. The first truck was a one-ton model on an 85-inch wheelbase, with a horizontally opposed 18 hp twin-cylinder engine. A two-ton model on a 97-inch wheelbase

followed and continued into 1926. By this time, some 30,000 had been built, many of them bodied as buses.

Previously owned by Herb Livingston in Mount Pleasant, South Carolina, this Autocar was purchased by the Merrick Auto Museum in 1995. The very epitome of the word *truck* in 1910, it stands tall and rides on 35 × 5 Non Skid solid rubber tires. Devoid of all but essentials, it has a perch-high driver's seat and a cargo bed. The seat, however, is all but palatial, upholstered richly in black buttoned leather. Lighting is rudimentary—a C.M. Hall Solar headlight high on the dashboard, and kerosene lamps at the sides. A kerosene taillamp hangs below the bed at the rear. It has a flatbed cargo body with wood racks in the forward section.

In a time when strength was measured in mass rather than metallurgy, this Autocar was the ideal of the industry.

CHASSIS NO. 12531

\$20,000 – \$25,000

OFFERED WITHOUT RESERVE



171

1908 DART MODEL B MOTOR BUGGY

CHASSIS NO. **C2260D341**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE

Only known survivor of the make

Formerly owned by Gary Hoonsbeen and David Kolzow

Older restoration that has been well conserved

The Dart Manufacturing Company of Anderson, Indiana, was best known as a manufacturer of gasoline engines. In the years leading up to 1910, the company's catalogue included a chassis with twin-cylinder engine and a planetary transmission on which a customer could install his own body. The result was a motor buggy in the true sense of the word, with no frills other than the gadgets that the customer chose to attach.

This vehicle is the only known survivor of all the Dart motor buggies built in that period. Purchased by the Merrick Auto Museum in 2016, it was previously owned by the late Gary Hoonsbeen, a renowned



authority on early Oldsmobiles, and David Kolzow of Mendota, Illinois, a high-wheeler specialist. An older restoration, it is painted green with delicate red-and-light-green pinstriping. Suspension is transverse full-elliptic leaf springs, front and rear, with perch rods. Engine and transmission are under the seat, with double chain drive to the rear wheels. Wheel steering is on the right, and the black buttoned leather seat matches the dashboard. Lighting comprises a pair of black Cincinnati Victor oil headlamps.



1910 FORD MODEL T TOURING

172

The car that started the Merrick Collection

Restored in the family garage

Archetypal brass Model T

With more than 17 million Model T Fords built in the model's 20 seasons, one should not be surprised that nearly everyone has a Model T story. This car has a poignant story of its own: It is the car that started the Merrick Museum collection.

Jim Merrick, founder and first director of the museum, desired an old car in order to, as his son Richard put it, "tour in parades and go out for ice cream." Together they searched the Midwest and found a Model T in Iowa that had been repossessed by a bank. They negotiated a price and took the car home.

It needed restoration, and lacking a fully equipped shop, they took over the family garage. Jim was exceptionally gifted in woodworking and had a well-equipped wood shop and a full complement of tools. Painting was done by a local body shop, and the upholstery was entrusted to a friend who worked for a furniture company. Upon completion, the restored Model T was honored with several awards at local

car shows and has been the inspiration for building the Merrick Auto Museum Collection over the years.

The car is an archetypal 1910 "Brass T," with the two-piece firewall, front-opening rear doors, and without doors on the front. The style was superseded in January 1912 by the newer style with "fore doors" and rear doors that opened from the rear. The chassis number dates to March 1911. Correct brass E&J lighting is used throughout. The engine appears to have been replaced, as its number corresponds to March 1912. Engine replacements were common among early Fords, as the process was easy and plenty of new and used parts were available. An accessory water pump has been fitted.

This car was loaned for filming of the movie *My Antonia*, with Neil Patrick Harris piloting the old T in the closing scenes. This would be the last time the Merrick Auto Museum would loan one of their automobiles out for film use.

Painted in dark green, it predates the maxim "any color as long as it's black." Upholstery is diamond-pleated buttoned black leather, in excellent condition despite countless family excursions. It is still the perfect car in which to go out for ice cream.

CHASSIS NO. **41394**

ENGINE NO. **100666**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Visit rmsothebys.com to view all photos.



173

1929 NASH SERIES 420 STANDARD SIX LANDAU SEDAN

CHASSIS NO. **R165750**
BODY NO. **428-11460**

\$15,000 – \$20,000

OFFERED WITHOUT RESERVE

Distinctive specialty-model sedan

Well appointed, yet modestly priced

Traditional Nash quality

The Standard Six was Nash's entry-level series in the late 1920s. Similar in appearance to the Special and Advanced Sixes, it had a shorter wheelbase and a smaller engine, an L-head as opposed to the larger cars' overhead valves. Interestingly, it had a unique body style, the five-passenger Style 428 landau sedan, with formal rear quarters accenting large quarter windows with long, curved, decorative landau irons. Priced at just \$995, it sold for several hundred less than plainer bodies from the more upscale lines.

The Merrick Auto Museum acquired this Standard Six landau sedan in 1999 from Arizona resident Mark Accomozzo. Dark blue with black fenders, it has white pinstriping and a black padded fabric-covered top. Body-color wood-spoke artillery wheels have demountable rims mounted with blackwall tires. The spare tire is in the left front fender, leaving

room for a large trunk at the rear. Upholstered in pleated brown mohair, it has a rear-seat blanket rail and foot bar.

The engine is a 184-cubic-inch, 50 bhp unit. The transmission is of three-speed sliding-gear design. The engine compartment is generally clean and serviceable, although it could benefit from further detailing. Fuel supply is via a large vacuum tank mounted on the firewall. Accessory directional signals have been unobtrusively installed for safety in modern traffic. A modern temperature gauge has also been installed on the lower edge of the instrument panel.

Nash bodies in this period were supplied by Seaman Body Corporation of Milwaukee, Wisconsin, in which Nash had acquired a half interest. Their location, near Nash's Kenosha factories, was a big factor in the relationship. Although a volume producer, Seaman also produced bespoke bodies for the likes of Locomobile, Lozier, and Packard, resulting in high-quality bodies for Nash.



1931 AUBURN 8-98A SEDAN

174

Nice example of the famed Auburn Eight
Classic Car of America (CCA) Full Classic
ACD Club Certified

The 1931 Auburn line was redesigned by Alan Leamy, a young designer Cord had hired away from Marmon in 1928. Leamy's first job was the Cord L-29, the new front-drive car then under development. For the Auburn, Leamy used some of the cues from the low-slung Cord but applied them to dramatic effect on the taller Auburn chassis.

The Merrick Auto Museum acquired this 1931 Auburn in 2000. Previous owners have included Steve Tharp of Osseo, Minnesota, and Chad Sanderson of Auburn, Indiana. In 1992 Sanderson had it certified by the Auburn Cord Duesenberg Club, at which time it was

maroon with black fenders and authenticated to be of original configuration. It has since been completely restored, painted in tan with black fenders. The body has a matching padded fabric top covering. The interior has been re-upholstered in grey-tan cloth with wide pleats and buttons. The wood trim has been carefully restored, and the damascened dashboard has been thoroughly refinished. Overall, the quality of the interior is very good. The engine is clean but has not been highly detailed. The wood artillery wheels have varnished spokes and are mounted with wide whitewall tires. The spare is at the rear and has a black fabric cover.

All eight-cylinder Auburns are recognized as Full Classics by the Classic Car Club of America. This car is eligible for all club activities, including Classic and Grand Classic meets and CARavan tours.

CHASSIS NO. **8-98 35388-A**
ENGINE NO. **GU61732**

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



175

1910 MAXWELL MODEL AA RUNABOUT

CHASSIS NO. **6103**
ENGINE NO. **AA6103**

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

Archetypal Maxwell runabout

Correct and quality restoration

Ideal for one- and two-cylinder tours

“A splendid little car”

Jonathan Maxwell had worked at both Olds Motor Works and Detroit's Northern Manufacturing Company. A trained machinist and engineer, he was invited to join industrialist Benjamin Briscoe in a new automotive venture in 1904. Leaving the Motor City, they took over the factory of the Mobile Company of America, a defunct steam-car manufacturer, at Tarrytown, New York. John D. Rockefeller provided most of the start-up capital for the Maxwell-Briscoe Motor Company.

Maxwell designed what the late historian Beverly Rae Kimes described as a “splendid little car,” with a water-cooled twin-cylinder engine with mechanical intake valves, the latter being novel at the time. The two-speed planetary gearbox was typical of the era, but shaft drive was a forward-looking feature. The new Maxwell sold well and was considered, at \$750 for a runabout, very good value. Nearly 1,000

cars were produced in the first year. In 1909, sales manager Cadwallader Washburn Kelsey persuaded Alice Huyler Ramsey to drive three female friends across the country to San Francisco in a Maxwell, becoming the first women to make the journey by car. That year Maxwell achieved third place in the industry.

In 1910 the 10 hp Maxwell Model A evolved into the 11 hp AA, gaining four inches of wheelbase in the process. A quality restoration, this car presents well in red with black fenders and broad accent striping. The seat is upholstered in diamond-pattern black buttoned leather. The varnished wood dashboard bears a single instrument: an eight-day jeweled-movement clock. The horizontally opposed twin-cylinder engine is water-cooled and ignited with a Splitdorf ignition system. The lighting comprises a Maxwell No. 4 script brass taillamp and No. 27 acetylene headlamps, fueled by a carbide generator on the left running board.

A natural for one- and two-cylinder tours, it is an archetypal Maxwell from the company's earliest years.



1912 INTERNATIONAL MODEL AW AUTO WAGON

176

Excellent example of the International Auto Wagon

Water-cooled engine

Veteran of Idaho mail routes

The International Harvester Company descended from Cyrus McCormick's 1831 self-raking reaper and the McCormick Harvesting Company he founded to build it. Having moved to Chicago in 1847, McCormick became part of the great consolidation of reaping machinery manufacturers that resulted in International Harvester Company in 1902. IHC began building gasoline-engine tractors in 1906 and high-wheel, buggy-type automobiles a year later. The rationale for what was already an outmoded design was that millions of buggies were in service in the United States and working well, and their simplicity was a virtue on the farm.

Auto Wagons, a cargo-type adaptation of the concept, began production in 1909, and by 1912 they could be had with either air or water cooling. Full-size trucks in the modern idiom, with pneumatic tires on wood artillery wheels and four-cylinder engines, went into production in 1915.

International Harvester ceased building passenger vehicles after 1911, but light commercial vehicles could be converted by adding seats on the cargo bed, as on this machine. With two extra bench seats riding atop the rails of the bed, it becomes a nine-passenger open bus. With longitudinal seats, as on this Auto Wagon, the seating capacity can be even greater. Reportedly, this particular Auto Wagon was used on mail routes in northwestern Idaho in its early life.

CHASSIS NO. **6638M**

BODY NO. **186E**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE



177

1910 HUPMOBILE MODEL 20 RUNABOUT

IDENTIFICATION NO. **SC134PA**

\$20,000 – \$25,000

OFFERED WITHOUT RESERVE

Archetypal early Hupmobile

Older restoration

Cute as a button

Robert Craig Hupp was a veteran of the auto industry by the time he decided to build his own car. Having worked at Olds, Ford, and Regal, he began experimenting on his own, and by the beginning of November 1908, he had completed a two-seat runabout with a four-cylinder water-cooled engine. Introduced at the February 1909 Detroit Automobile Show, it was designated the Hupmobile Model 20. Priced at \$750, it undersold the Model T Ford. Production began in March at the newly organized Hupp Motor Car Company.

First-year sales were impressive—1,618 cars—and more than tripled in 1910. Three additional body

styles were added for 1911: a two-passenger torpedo, a four-passenger touring car, and a four-passenger coupe. Joined by a larger Model 32 in 1912, the Model 20 remained in production through 1913, by which time a long-wheelbase version was available.

Cheery and authentic, this Hupmobile Model 20 was purchased by the Merrick Auto Museum in 1993. Dark blue with white pinstriping, it has a black cape top and a brass-framed accessory windshield. It has brass acetylene E&J Auto Lamp headlamps; side lamps and taillamp are E&J brass oil-fueled items. A compact oval fuel tank nests between the body and the spare tire. The seat is upholstered in plain black leather. The cream wood-spoke artillery wheels have blue striping.

This is a car that can properly be called “cute.” It is so short that the running board is hardly a foot square.



1929 FORD MODEL A PHAETON

178

Friendly and familiar Model A Ford

Family car that led to founding the museum

Restored, reliable, and fun

In June 1927, Ford ended production of the long-running Model T. Henry Ford wanted a clean break, and a clean break he made, idling the production line for five months. When it restarted late in October, he made a clean sweep by returning to the top of the alphabet, naming his new car the Model A.

The A had a larger and upgraded 200.5-cubic-inch engine developing 40 bhp. Replacing the two-speed planetary transmission of the T was a three-speed selective gearbox, though transverse leaf springs and torque tube drive were retained, but the car had four-wheel brakes. Most noticeable was the styling. Reminiscent of the Lincoln, it was drawn under the

watchful eye of Henry's son Edsel, a connoisseur of aesthetics. The public loved it, queuing up for a first look and placing orders that the factories took months to fill.

This Model A phaeton dates from the latter part of May 1929. It officially joined the museum collection in 1992, but was one of four Merrick family cars that gave rise to the establishment of the museum, and one of two Model As that Rickard Merrick bought on the initial day of car hunting. Fully restored in tan with black fenders, it has brown body moldings and a tan canvas top. The upholstery is brown leather with matching door panels. The wire-spoke wheels are body color and mounted with 4.50 × 21 whitewall tires. Accessories include running-board step plates, radiator stone guard, and a MotoMeter.

Model A Fords are reliable, fun, and perform well in today's traffic. They make excellent tour cars, as well as competing well on the show field.

ENGINE NO. **A1638958**

\$20,000 – \$25,000

OFFERED WITHOUT RESERVE



179

1930 MARQUETTE MODEL 35 FIVE-PASSENGER PHAETON

CHASSIS NO. **168382**

ENGINE NO. **47758**

BODY NO. **17496**

\$15,000 – \$25,000

OFFERED WITHOUT RESERVE

Buick's companion make

One-year-only model; one of 889

High-quality restoration

The so-called “companion makes” were children of the 1920s, models re-branded to sell in a different market segment. The most famous is Oakland's less-expensive Pontiac, which was so successful that it overtook its parent. Most, however, were transitory, like Paige's Jewett in 1922, the first of the genre; Edsel might be considered the last, the spawn of both Ford and Mercury.

Buick was late to the companion game and embraced it only tentatively and briefly. Introduced on 1 June 1929 as a 1930 model, the Marquette was smaller and less expensive than the entry-level Series 40 Buick. It eschewed the parent's hallmark valve-in-head engine for an L-head six of 213 cubic inches and 67 bhp, and it rode a very un-Buick-like 114-inch wheelbase. Priced at \$990 to \$1,060, it

was hardly an economy car by that year's standards. With barely 35,000 sold in that season, Buick pulled the plug. There would not be another “small” Buick until the “senior compact” Special in 1961.

This Model 35 Marquette was purchased by the Merrick Auto Museum in 2012. Painted tan with black fenders, it has brown body moldings with black pinstriping. Varnished wood artillery wheels carry 28 × 5.50 wide whitewall tires on demountable rims, and dual side-mount spares sport chrome tread covers with mirrors. The upholstery is wide-pleated tan leather; the tan canvas top has natural wood bows. Other accessories include etched-pattern wind wings, a MotoMeter on the radiator cap, and an adjustable steering column.

With so few Marquettes built, survivors are necessarily rare. The phaeton, with 889 built, must be the rarest of the rare, and it is certainly the best one available today.



1933 ESSEX TERRAPLANE EIGHT MODEL KT SEDAN

180

Spirited Ford V-8 competitor
Daytona speed records in 1933
Only year of the Terraplane Eight

With the Terraplane an unmitigated success in 1932, the Hudson company went one better for 1933. Using parts on hand the engineers came up with a lightweight eight of 244 cubic inches. The combination of the engine in the lightweight Terraplane chassis resulted in a sprightly car that gave the Ford V-8 a run for its money. A Terraplane Eight sedan set new records for the standing mile and kilometer; the flying mile, five miles, and 1.5 km. In June 1933, Al Miller made history by driving one to the top of New Hampshire's Mount Washington with the shifter wired into high gear.

This 1933 Terraplane Eight joined the Merrick Auto Museum Collection around the turn of the Millennium. The beneficiary of a 1,200-plus-hour

restoration, it has a blue body with white pinstripe and black fenders. A bold chrome grille shell is topped by an iconic gryphon mascot. The wire-spoke wheels are silver and have 6.50-17 blackwall tires. The spare is mounted at the rear under a full steel cover. The upholstery is pleated and buttoned grey cloth, and the "Quick-Vision" instrument panel pioneered warning lights for oil pressure and generator. There is a locking glove box, and the rear seat is furnished with a footrest bar. Directional signals have been unobtrusively installed for greater safety in modern traffic.

As spirited as the Terraplane Eight was, it lost out in Hudson's longer-term plans. For 1934, all Hudson products adopted the Terraplane lightweight architecture. The small eight was discontinued and the larger 254-cubic-inch Hudson engine was restricted to the larger cars. This Terraplane Eight is a lasting reminder of a brief but interesting moment in time.

CHASSIS NO. **70073**
ENGINE NO. **20403**

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

Please note that this lot is titled as a Hudson.



181

1923 WILLYS-KNIGHT MODEL 64 ROADSTER

CHASSIS NO. **71202**

ENGINE NO. **119225**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Sturdy sleeve-valve four

High-quality restoration

A car in which to be seen

Once John North Willys became enamored of the Knight sleeve-valve engine, he got into things in a big way. His low-priced Overland was doing well, second only to the Ford Model T in the 'teen years, but he longed to make a bigger difference in the higher-priced markets. The Willys-Knight was his soldier, and he trotted out an array of models with four cylinders, six cylinders, and even a V-8. This proved not to be practical during the World War I years. By 1918 he managed to sneak in a poppet-valve Willys six, just for good measure.

By the early twenties, though, the four-cylinder Willys-Knight became the leader in his mid-price strategy. The year this car was built, there were Willys-Knights with wheelbases of 118 and 124 inches, both using the same 186-cubic-inch, 40 bhp

sleeve-valve engine. The 124-inch Model 67 was just 100 pounds heavier than the 118-inch Model 64, so performance was more or less the same. The Model 64 offered more styles, five in all, while the two 67s were seven-passenger cars, a sedan and a touring car.

The Willys-Knight being offered here is a Model 64 three-passenger roadster, the only such style. Its medium blue body is complemented by black fenders and disc wheels, the latter with whitewall tires. The cozy seat is upholstered in pleated black leather, and there is a tan canvas top and side curtains for weather protection. Other equipment includes an unusual behind-the-windshield spotlight, a cigarette lighter, and a Boyce MotoMeter. Raising the deck lid between the body and spare tire reveals a shallow cargo space.

Acquired by the Merrick Auto Museum in 1997 from the former Charlie Sens Museum in Marion, Ohio, this Willys-Knight is one of the sportiest styles in its range.



1905 ORIENT BUCKBOARD RUNABOUT

182

High-quality restoration

AACA National First winner

VMCCA Award of Excellence

HCCA 100-Year-Old Vehicle certification

The Waltham Orient Buckboard belied its tiny size. The 400-pound vehicle could travel at 30 mph, was tiller-steered, and had no suspension save for the flexing of the slats that made up its chassis. Priced at just \$375, it met the claims of the builders. Although its market was clearly limited, the Buckboard remained in production through 1907.

The engine was Waltham's own, air-cooled and good for four horsepower. Friction drive gave a wide range of speeds, and power was transmitted to the wheels by chain drive. Smooth all-white pneumatic tires

transmitted motion to the road. The ash frame acted as the suspension, flexing when and where required.

This Orient Buckboard Runabout has been fully restored. It received an AACA National First Award in 1991 and a subsequent Senior endorsement. It also has an HCCA 100-Year-Old Vehicle plaque and a VMCCA Award of Excellence. Its new owner will acquire an immediate trifecta.



ENGINE NO. **4-HP-2637**

\$10,000 – \$15,000

OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1906.



183

1908 MIER MODEL A RUNABOUT

CHASSIS NO. 14084

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Rare Indiana-built high-wheel runabout

One of two known survivors

High-quality restoration

Solomon Mier's family were early settlers of Noble County, Indiana. His Mier Carriage and Buggy Company had the distinction of erecting the first three-story building in Ligonier, one of two cities in the county. His son, A.B. Mier, joined him at the company around the turn of the twentieth century. Although their buggy business was very successful, their attempt at automaking was less so and lasted but two years.

In 1908 they added a vertical two-cylinder water-cooled engine, friction transmission, and double chain drive to one of their buggies. They installed wheel steering and solid tires, then sold 100 of them. There were two models: Model A had a stylish "duck tail" at the stern; Model B was squared off.

The following year brought a doctor's Stanhope and a longer-wheelbase model available as a two- or four-passenger runabout. At year's end, however, father and son decided to concentrate on their core business of horse-drawn vehicles, forsaking automobiles altogether.

One of two Mier automobiles known to survive, this car was acquired by the Merrick Collection in 2003. Previously owned by Jerry Cammisano of Kansas City, Missouri, it was completely restored about four years earlier. Painted green with yellow pinstriping, it has 16 inches of road clearance, thanks to five-leaf full-elliptic springs. Hickory-spoke wheels are 32 inches in front, 34 inches in the rear, with 1.5-inch solid rubber tires. The seats are upholstered in diamond-pattern buttoned black leather. In contrast to many high-wheel vehicles, which used under-floor engines, the Mier has an upright powerplant under a hood at the front, giving it a more conventional appearance.



1913 MAXWELL MODEL 22 ROADSTER

184

Jaunty early Maxwell roadster

22½ hp four-cylinder engine

Excellent restoration

By 1909 Maxwell had worked its way to third place in the U.S. auto industry, with sales of nearly 9,500 cars. That year, Alice Huyler Ramsey made history by being the first woman to drive coast to coast, with three other women aboard, in a Maxwell. Sales more than doubled in 1910. Turbulence was on the horizon, however. Benjamin Briscoe, a backer and partner of founder Jonathan Maxwell, decided to try to out-Durant Billy Durant. Briscoe launched the United States Motor Company to counter Durant's nascent General Motors. The U.S.M.C. sought to combine Maxwell, Briscoe, Columbia, and, later, Stoddard-Dayton and Brush. By 1912, however, it had collapsed. Briscoe went off to try his hand, alone, at the Briscoe automobile.

Jonathan Maxwell, meanwhile, retreated from the Tarrytown, New York, former Mobile plant he and

Briscoe had bought, to Detroit. He refined the design of the four-cylinder Maxwell Model Q to create the four-cylinder Model 22 and briefly added a six-cylinder variant. Maxwell finished up the 'teens placing in fourth to sixth place each year. A brief 1922 marriage to Chalmers foundered until Walter Chrysler took over in 1923. The last Maxwells wore a Chrysler badge.

This 1913 Maxwell Model 22 Roadster was purchased by the Merrick Auto Museum in 1999. Prior owners include Luke Dever of Terra Haute, Indiana. Red with black fenders, it has subtle red pinstriping on fenders and chassis components. The seat is upholstered in black buttoned leather, matching the lined leather top. The Maxwell No. 34 acetylene headlamps were made by the Knickerbocker Brass Goods Co. of New York City and are nickel-plated. Side and tail oil lamps are similarly nickel-plated. The radiator is proudly topped with a nickel dog-bone MotoMeter cap.

Judiciously jaunty, this Model 22 roadster is the epitome of an early Maxwell.

CHASSIS NO. **105525**

ENGINE NO. **4-656**

\$15,000 – \$25,000

OFFERED WITHOUT RESERVE



185

1912 DETROITER TYPE A SPEEDSTER

ENGINE NO. 062

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Little-known and near-forgotten Detroit make

Unique one-off speedster body

The oldest known example

The Briggs-Detroit Company was formed in October 1911 by Charles S. Briggs, formerly with Brush, and John A. Boyle. W.S. Lee was appointed chief engineer, while Zach Barber, a former E-M-F distributor, became sales manager. The first Detroit, a four-cylinder Continental-engined assembled car, was introduced in January 1912 at the Detroit Automobile Show.

Initial sales were encouraging. The introductory five-passenger touring was joined by a roadster in 1913. Then, in 1914, six Type A variants were catalogued, in addition to a jaunty Kangaroo speedster with virtually no body. By 1915, however, the company was in receivership. Later that summer, Alfred O. Dunk, an inveterate investor/rescuer/disperser of bankrupt automobile companies, reorganized the firm as the Detroit Motor Car Company and continued production until early 1917. Another reorganization did not help, and the whole operation was auctioned off that December.

The Kangaroo speedster notwithstanding, this Detroit has been built up in the idiom of a Mercer Raceabout. Indeed, according to the history accompanying the car, it was ordered as a bare chassis by Ferd and Fred Dennis, brothers who had a Detroit dealership in St. Marys, Indiana. Ferd lusted for a Mercer, so he took the opportunity to craft a facsimile on a Detroit chassis. It was built in St. Marys during the winter of 1912–13 with two factory engineers in attendance, and one story says it served as a prototype for the Kangaroo speedster, itself reputedly aimed at the Australian market. Its engine is a Turmo (Turner & Moore) four, as used in other Detroiters that year.

Around 1930 Ferd Dennis sold the speedster to a farmer, who used it as a stationary powerplant for a corn chopper. In 1950 it was bought by Don Baumgart of Evansville, Indiana, who restored it. The dashboard reportedly came from the SS Queen Mary when it was being converted for troop transport at the Brooklyn Navy yard during World War II. The Detroit was purchased by the Merrick Auto Museum in 2004.

Unquestionably unique, this Detroit will fit right in with many an eclectic collection.



1914 BUICK MODEL B36 ROADSTER

186

Delightful and jaunty Buick roadster

Famed valve-in-head engine

Buick's big news for 1914 was Delco electric starting and lighting, and a switch to left-hand steering with center-mounted gear change. At the top of the line was the Model B55, a five-passenger tourer powered by Buick's first six-cylinder engine, a 331-cubic-inch, 48 bhp unit. Most popular, though, were the four-cylinder cars, of which there were five in two sizes: roadsters and tourers on wheelbases of 105 and 112 inches. Short-wheelbase models had 165-cubic-inch, 22 hp engines; the longer wheelbase cars, like this one, used a 221-cubic-inch, 35 bhp powerplant.

The car being offered is a B36 roadster, which, with its B37 tourer and B38 coupe companions, composed the middle range of Buicks. They had

more modern styling than the smaller B24 and B25 cars. Jaunty in very deep blue with black fenders and delicate white pinstriping, this car has been fully restored. It is upholstered in black diamond-pattern buttoned leather and sports a black roadster top with windshield. It is fitted with Firestone 34 × 4 Non-Skid blackwall tires on demountable rims.

Power comes from Buick's famed valve-in-head engine, a 221-cubic-inch inline four developing 35 bhp. It drives through a three-speed sliding-gear transmission. The engine compartment is tidy without being over-detailed. A Buick medallion MotoMeter sits atop the radiator cap. A nice period touch is the 1975 Nebraska registration certificate issued to B.D. Wood of North Platte attached to the steering column.

Buick sold more than 20,000 cars in 1914. This B36 roadster has to be one of the prettiest.

CHASSIS NO. **2604**

ENGINE NO. **C10242**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE



187

1923 PACKARD SERIES 126 SINGLE SIX RUNABOUT

CHASSIS NO. **U21181A**

ENGINE NO. **U21198**

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE

Sporty Single Six runabout, body style 233

Nicely restored and attractively presented

“Ask the man who owns one”

Packard’s Single Six, introduced in April 1922, continued into 1923 with few changes. The engine was the 268-cubic-inch L-head that had been stroked a half-inch from its 1921 form. Two wheelbases were offered, 126 and 133 inches, the former for coupes, runabouts, and close-coupled sedans. Longer bodies like seven-passenger sedans and tourers had the 133-inch chassis. The former Light Six had been discontinued with the debut of the Single Six.

The Body Style 233, as Packard called its roadster, was one of three open bodies available, the others being a five-passenger touring and a seven-passenger touring. The Runabout was listed as a two-passenger vehicle; no rumble seat was offered.

Acquired by the Merrick Auto Museum in 1997, the car’s previous owners include Steve Morgan of Kokomo, Indiana. It is painted brilliant red with black fenders, pinstriped in white. There is a black canvas top, red pleated leather seat, and matching door panels. The wood artillery wheels have varnished spokes and are fitted with 33 × 4½ wide whitewall tires. The hubcaps, of course, bear the red Packard hexagon. The engine compartment is sanitary and correctly appointed, without being excessively detailed. The instrument panel is burlled walnut and includes an ammeter and oil-pressure gauge, as well as a drum speedometer with associated clock. Coolant temperature is monitored with a MotoMeter, and the fuel gauge is in the rear on the tank.

The Single Six Packard sold well in 1923, more than 26,000 cars, which represented a significant increase over the previous year. This car proudly demonstrates why.



1924 RED BUG BUCKBOARD MOTORETTE

188

Electric version of the Briggs Flyer
Early neighborhood electric vehicle
AACA National First award winner

In 1924 Briggs & Stratton Corporation of Milwaukee, Wisconsin, sold the rights to the successful Red Bug Buckboard they had been building—and which they had acquired from A.O. Smith Corporation. The buyer was the Automotive Electric Service Corporation of North Bergen, New Jersey. Production of the Red Bug, sometimes called the Auto Red Bug, continued, using the Briggs Motor Wheel. Automotive Electric Service started to build some Red Bugs with electric motors, notably the 12-volt motors used as starters on 1920s Dodges.

Red Bugs were sold through the upmarket sporting and apparel retailer Abercrombie & Fitch in New York City, as well as high-end toy store F.A.O. Schwartz. Red Bugs continued in production until the late 1920s. During that period a fleet of Red Bugs went into rental service on Jekyll Island, an exclusive resort off the coast of Georgia where there were no gasoline-powered cars.

In this electric version of the Briggs-turned-Red Bug buckboard, the motor wheel is replaced by a small 12-volt electric motor, and a battery box is fitted to the rear of the chassis. This vehicle has been fully and accurately restored. It received an AACA National First award in 1982, later upgraded to Senior, and Grand National in 1983. An excellent example of the electric Red Bug period, it will be an asset to any collection.

CHASSIS NO. **466**
ENGINE NO. **566**

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



189

1902 GROUT MODEL H STEAM RUNABOUT

CHASSIS NO. 2067

\$30,000 – \$50,000

OFFERED WITHOUT RESERVE

Rare New England–built steam car

Older restoration that has been well conserved

Potential London-to-Brighton participant

Many early automakers began as manufacturers of other consumer goods. Most of them came from the bicycle industry, but one, the White Sewing Machine Company of Cleveland, Ohio, made just that, sewing machines. Another, whose principal was once a partner of Thomas White, was William Grout, whose New Home Sewing Machine Company of Orange, Massachusetts, also undertook to make steam cars. In both cases it was the sons of the founders who entered the auto business.

Frederick, Charles, and Carl Grout experimented with both gasoline and steam propulsion before settling on the latter. Steam, after all, was well developed and understood in the northeast, where it had long been used on railroads and in factories. Production of the Grout steamer began in the summer of 1900. By 1902 there were no fewer than six models:

three runabouts, a Stanhope, a touring car, and a delivery vehicle. The Model H was a mid-priced car, and it continued production through 1904. That year, however, a gasoline model was introduced, and by 1906 steam propulsion had been discontinued entirely. The Grout company continued to build increasingly larger cars through 1912. By this time father and sons had become estranged and the business was closed.

Previously in the Charlie Sens Auto Museum in Marion, Ohio, this 1902 Model H Grout is an older restoration. Painted black with red striping, it is upholstered in pleated and buttoned red leather. The fenders are black leather. Prior owners have included Richard Runion of Tiffin, Ohio. Brass Neverout kerosene lamps light the way ahead and include red lenses that act as taillights. It carries emblems of the Steam Automobile Club of America, a group for operating steam vehicle enthusiasts, and the Car Coddlers of Ohio, a regional club for antique, classic, and special-interest cars.

Grout automobiles are quite rare, even in the steam car community. This car represents a rare opportunity to acquire one. Its age also qualifies it as a candidate for the London-to-Brighton Veteran Car Run.



1907 ORIENT BUCKBOARD SURREY

190

One of just 1,020 Surreys built

AACA Junior, Senior, Preservation, Grand National, and Golden Award of Excellence

Formerly of the Vince and Pati Chimera collection

Complete and accurate restoration

The Waltham Orient Buckboard had a companion model, the Surrey. Essentially a tandem Runabout, it places the driver and front-seat passenger farther forward than the Runabout, overhanging the front axle. It has the same four-horsepower two-stroke engine, but is heavier at 600 pounds and has an extended 86-inch wheelbase. Suspension is via four full-elliptic leaf springs. Just 1,020 Surreys were built.

The Buckboard has been completely restored with new wheel hubs, with replacement of wood as necessary. There is a fringed Surrey top, wrought-

iron armrests on the seats, a wicker picnic basket, and a tablecloth. Awards include AACA Junior, Senior, Preservation, and Grand National, as well as a First-Place winner in the AACA Golden Award of Excellence. The Merrick Auto Museum acquired it in 2006. It was previously in the noted collection of Vince and Pati Chimera in Sunrise, Florida.

The only thing more fun than riding with a friend in a Waltham Orient Runabout would be riding with three friends in a Surrey.



ENGINE NO. 4-HP-2948

\$10,000 – \$15,000

OFFERED WITHOUT RESERVE



191

1904 OLDSMOBILE MODEL 6C 'CURVED-DASH' RUNABOUT

ENGINE NO. 21217

\$35,000 – \$45,000

OFFERED WITHOUT RESERVE

America's favorite 'Curved-Dash' Olds

Quality restoration of an early motoring icon

Well-documented history

After experimenting with steam and electric propulsion, Ransom Eli Olds switched to internal combustion. His light runabout, the famed curved-dash model, was completed in 1900 and ready for the market early in 1901. A fire in the factory delayed the start of production, so cars didn't reach the public until late summer. The 650-pound vehicle sold for \$650.

Propelled by a horizontal single-cylinder engine under the seat, it had a two-speed planetary transmission and driver controls on the right, with steering by center tiller. The chassis design was elegant. A long leaf spring on each side connected the front and rear axles. The wood body attached to the top of the springs, and a small transverse full-elliptic spring in front damped out any fore-aft rocking motion. Truss rods were added to the

axles in 1902. The car's popularity grew and grew, surpassing the steam Locomobile as America's best-selling car in 1903. Curved-dash models remained in production through 1907, by which time they had been joined by a straight-dash model and cars as large as a 106-inch-wheelbase four.

This Model 6C CDO was registered by Albert Karras of Elk Creek, Nebraska, on 7 August 1905 and issued medallion number 441 by the Nebraska Secretary of State. Although the registration was only renewed through 1910, the medallion is still on the car. It was acquired by the Merrick Collection in 1993 from Alfred Bongers of Grand Blanc, Michigan.

Meticulously restored in black with red accents, it has the iconic Oldsmobile emblems on the sides of the seat and the obligatory brass Selden Patent plate on the rear of the body. The seat is upholstered in diamond-pattern buttoned black leather, and the entire car is clean as a whistle. There are many curved-dash Oldsmobiles about, but few of this quality and documented history.



1914 METZ MODEL 22 ROADSTER

192

Tidy and tasty Metz Plan roadster

Friction transmission with chain drive

Quality restoration

Charles Metz was a bicycle manufacturer. His Waltham Manufacturing Company in Massachusetts made Orient bicycles, as well as chassis for a considerable number of early automobiles. He left the company in 1901 after a tiff with investors. Eight years later, he bought it back, in a desperate financial state and with a huge inventory of parts on hand. Metz conceived the "Metz Plan," by which customers could purchase packages of parts for \$25 each and build their own cars, one package at a time.

In six months, with the steady cash infusions, Metz had retired the debts of Waltham Manufacturing and become an auto manufacturer in his own

right, offering cars completely built. In 1912 a new Model 22, with a 22 hp four-cylinder engine, was introduced, but it retained the simple friction-drive transmission of the earlier vee-twin cars.

Tidy and tasty, this Model 22 Metz is painted light blue with black fenders and accent striping. Its black cape top has a detachable windshield curtain. The seat is upholstered with wide-pleated black leather. The cockpit is cozy and devoid of instruments. At the rear is a jauntily angled luggage compartment. The four-cylinder engine drives through the friction transmission via dual chains to the rear wheels.

Thousands of customers of the Metz Plan built their own cars, a package at a time. This is a chance to acquire one completely built and enjoy it posthaste.

CHASSIS NO. **26952**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE



193

1910 KEARNS MODEL G ROADSTER

CHASSIS NO. **48**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE

The Rolls-Royce of high-wheelers

Barely 100 examples produced

Formerly of the Henry Austin Clark Jr. collection

High-quality restoration

In late 1908, Maxwell Kearns of Beavertown, Pennsylvania, was convinced to invest in the struggling Eureka Motor Buggy Company. The result was the Kearns Motor Buggy Company, which continued Eureka's production of two- and three-cylinder high-wheel automobiles. The cars used air-cooled Speedwell engines and friction transmissions, and sported a "conventional" hood, although it was cosmetic at best—there was no radiator, and the engine itself was under the seat.

As high-wheelers faded from favor, Kearns began making standard light four-cylinder cars and, in 1914, tried marketing a Lulu cyclecar. From 1916, however, the company left automobile manufacture to concentrate on trucks and fire engines, which

was continued as Kearns-Dughie Motor Company at nearby Danville until 1928.

This 1910 Kearns Model G Roadster has the unusual 20 hp air-cooled, three-cylinder, two-stroke engine. Separately cast finned cylinders with "porcupine" heads sit on an aluminum crankcase, driven via a friction transmission to dual chain drive. It has right-hand wheel steering, Solar brass acetylene headlamps with carbide generator, and brass oil side and taillamps. A bulb horn on the driver's side comes comfortably to hand.

Once in Henry Austin Clark Jr.'s Long Island Auto Museum, it has been the subject of a 560-hour restoration. It presents very well in gloss black with red pinstriping. The seat is upholstered in diamond-pattern buttoned red leather.

Barely 100 of this model were produced. Kearns was considered the "Rolls-Royce of high-wheelers." This rare example shows why.



1917 REO MODEL F SPEED WAGON 3/4-TON TOW TRUCK

194

Renowned Reo Speed Wagon

Ransom Olds' second automobile company

Frame-off restoration

Ransom Eli Olds departed the Olds Motor Works after a disagreement with his investors. Unable to use the Olds name, he adopted the REO trademark and had a new car of his design on the market in October 1904. Business was brisk and bright. Trucks came soon afterwards. The March 1906 issue of Cycle and Automotive Trade Journal carried advertising for Reo Gasoline Commercial Cars. In 1910 the Reo Motor Truck Company was created, with R.E. Olds holding a majority interest. The first vehicles were a 3/4-ton H and a 1/4-ton Model J. By 1913 there was a two-ton model, and sales picked up.

The year 1915 was pivotal. Reo began advertising the 3/4-ton model as a "Speed Wagon" because of its tall gearing. The metaphor stuck, and the phrase has been used ever since, even as metaphoric branding for a rock band. By the late 'teen years, Reo was offering factory bodies named Carryall, Low Open Express, Grain Box, Stack Rack, and Canopy Top Express. Of course, trucks could be supplied in bare chassis form for customers to fit their own bodies.

The Merrick Auto Museum acquired this 1917 Model F Reo Speed Wagon via private sale in 2001. It has since been treated to a frame-off restoration.

IDENTIFICATION NO. **19290**

ENGINE NO. **A78955**

\$15,000 – \$25,000

OFFERED WITHOUT RESERVE



195

1932 LASALLE SERIES 345-B IMPERIAL SEVEN-PASSENGER SEDAN

COACHWORK BY FISHER

ENGINE NO. 1103355

BODY NO. 96

\$35,000 – \$50,000

OFFERED WITHOUT RESERVE

Division-window Imperial sedan, body style 32-663

Attractive high-quality restoration

Classic Car Club of America (CCCA) Full Classic

Both LaSalle and its parent Cadillac were restyled for 1932, with softer lines and a stronger family resemblance. Engines were the same, too—Cadillac's 353-cubic-inch, 115 bhp unit. LaSalle bodies, however, were all by Fisher, the Fleetwood styles of 1931 having been discontinued. Wheelbases were 130 and 136 inches, the seven-passenger sedan and Imperial sedan on the longer chassis. The Imperial differed from the seven-passenger sedan in having a division window. At a whopping 5,065 pounds, it was the heaviest LaSalle and also the most expensive, at \$2,795, though much less expensive than the equivalent seven-passenger Cadillac, which was just four inches longer.

Purchased by the Merrick Auto Museum in 2000, this LaSalle had previously belonged to John Graham of Akron, Ohio. Its build record shows it was ordered on 2 November 1932, a verbal request from the Cleveland branch, the shipping recorded as "will call," implying a drive-away. The order calls for all-black, with "Tokio Ivory" body stripe, much as the car is today. Upholstery is specified as grey whipcord. The passenger compartment is restored in that fashion, with the driver's compartment in black leather. The wheels are now grey, and they carry 7 × 17-inch whitewall tires. The recipient of a 1,600-plus-hour restoration, its quality is excellent. The engine compartment is correct and clean, without being over-detailed.

Just 3,390 LaSallees were built in 1932. This car's chassis number indicates it was one of the last to be constructed. For 1933 there was considerable restyling, as streamlining gained favor and the upright era was left behind. The 1932s artfully managed to combine beauty with a vertical façade.



1911 BRUSH MODEL E26 TWO-PASSENGER ROADSTER

196

A rare and unusual automobile

Hardwood chassis and axles

Four-wheel coil-spring suspension

Advertised as “Everyman’s Car”

Alanson P. Brush was an ingenious engineer. He had worked on the first Cadillacs and felt that simplicity and basic materials were the key to reliability and performance. As a result, his Brush automobile, which debuted in 1907, used a wood chassis frame and axles, and rode on solid rubber tires. He was forward-thinking, however, in using coil springs on all four corners, although not in the independent idiom we know today. At \$500, the Brush runabout was an attractive proposition. It completed the 2,636-mile Glidden Tour two years later, according to its maker, “in good shape—a lot more than can be said for some of the big cars.”

The Brush Runabout Company fared worse than the car it produced. Merged into Benjamin Briscoe’s United States Motor Company in 1910, it succumbed with the collapse of U.S. Motors in 1911.

Advertised as “Everyman’s Car,” the 1911 Brush Model E was available in several configurations. The basic E was a two-passenger runabout; Model E24 added a covered package compartment at the rear. This model, the E26, had standard headlights and a larger fuel tank, and retailed for \$600. The E28 added a third seat at the rear.

This Model E26 Brush has the characteristic hardwood chassis and axles, coil-spring suspension, and left-hand steering, the latter a forward-looking feature in 1911. It is powered by a single-cylinder water-cooled upright engine under the front hood. The headlights are brass acetylene P&J headlamps, with a carbide generator on the running board. It has been carefully restored and presents well in red with black fenders and bold gold striping. It is equipped with a brass windshield and black canvas cape top, the latter with side curtains.

A very rare example of an unusual car, this Brush is almost certainly the only example available in today’s market.

CHASSIS NO. 11-24-26

\$20,000 – \$25,000

OFFERED WITHOUT RESERVE



197

1926 DETROIT ELECTRIC MODEL 98 BROUGHAM

IDENTIFICATION NO. **13690**

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

Most popular pre-war electric

Factory-rebuilt and delivered in 1932

A charming living room on wheels

The Anderson Carriage Company was founded in 1884, but not until 1907 did William

Anderson enter the automobile age. He built 400 cars in 1908, and within two years production had exceeded 1,000. The cars were always called Detroit Electrics, and the company was renamed to suit in 1911. Over the course of its 30-some-year lifespan, the Detroit Electric Car Company produced more electric automobiles than any other American passenger car manufacturer.

As the golden age of the American electric car faded, Detroit made some attempts to follow modern fashions. By 1920 Detroit Electrics were available with a dummy front hood with a false radiator, resembling a Fiat. This was a ploy that had been

used briefly on roadsters in 1908–10. The upright bodies, however, remained, this series built by H&M Body Corporation of Racine, Wisconsin. By 1931 nearly conventional-looking electrics used Willys bodies. From 1936 these were given the nose sheet metal of a Dodge. The company was acquired in 1930 by A.O. Dunk, who kept it alive for some years, rebuilding old cars and reselling them. In the early 1940s, he sold the remaining assets to a friend.

This car is one of the Dunk rebuilds, cataloged as Model 98 and shipped on 17 August 1932 to a customer in Toledo, Ohio. The Merrick Auto Museum purchased it in the summer of 1996. Previous owners include Zach Brinkerhoff of Denver, Colorado. One of the heavy-chassis electrics and recipient of the factory upgrade, it rides on huge whitewall tires. Attractive in blue and black, it has pleated grey cloth upholstery. These upright electrics have the appointments of a formal living room, and this car is no different. Its new owner will be able to silently go to town in comfort.



1928 LASALLE SERIES 303 FIVE-PASSENGER COUPE

COACHWORK BY FISHER

198

Handsome LaSalle coupe, body style 8050

Extensive 1,745-hour restoration

Classic Car Club of America (CCCA) Full Classic

Cadillac's new "companion make," the LaSalle, was introduced in March 1927. Intended to convey Cadillac prestige at a lower price, it was designed by the legendary Harley Earl, newly recruited to Detroit from California. Earl's first job for a major manufacturer, the LaSalle was a styling tour de force. Inspired by the great Hispano-Suiza, Earl penned a classic shape, the beltline of the open cars flowing from the windshield back to the tail of the body. The 1927 LaSalle is considered the first American car to have been styled from concept to reality. Until that time, cars had been designed by "body engineers."

Smaller and lighter than the Cadillac, it was in the same pattern with a similar chassis and a scaled-down L-head V-8 engine. In June, Willard Rader, GM's experimental manager at the Michigan proving grounds, drove a roadster chassis in a grueling

950-mile durability run, averaging 95.3 mph for the ten-hour trial.

This 1928 Series 303 LaSalle was shipped from the factory on 9 April 1928 to the dealer at Bay City, Michigan. Most of its subsequent history is unrecorded, but it was restored in 1989 by Al-Co Restorations in Magnolia, Texas. This included fully rebuilding the engine with new pistons, bearings, and balancing. The Merrick Auto Museum acquired it in 1996. Prior owners include Larry Dignity of Princeton, Massachusetts.

Striking in maroon with black fenders, it has black body moldings accented with light grey at the belt molding and around the windows. Upholstery is grey pleated cloth in excellent condition, and there are bud vases in the rear. The engine compartment is sanitary and correctly detailed.

This car represents a chance to acquire a CCCA Full Classic from LaSalle's second year, an excellent example of America's first truly styled car.

ENGINE NO. **222238**

BODY NO. **606**

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE



199

1921 CADILLAC TYPE 59 FOUR-PASSENGER VICTORIA

CHASSIS NO. **Q-59-993**

ENGINE NO. **59-Q-993**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Quaint Victoria coupe

Legendary Leland-designed V-8 engine

Recipient of a 770-hour restoration

Cadillac ushered in 1915 with the first American mass-produced V-8 engine. Designed by D. McCall White, a Scottish-born engineer, the L-head engine used two cast-iron blocks with integral heads, mounted on an aluminum-copper-alloy crankcase. With the banks of cylinders directly opposite one another, it used Leland's preferred fork-and-blade connecting rods. Introduced in the 1915 Type 51, it carried forward to the Type 57. Nineteen-twenty brought a new Type 59, with modest mechanical improvements, among them an exhaust-heated intake header.

Body contours changed somewhat, and closed cars were very much in the majority. Open styles numbered just three: roadster, phaeton, and seven-passenger touring. Among the closed styles was the Victoria, a four-passenger roomy coupe. Access to the two-person rear seat was gained by folding the front passenger seat

forward. For 1921 the same styles were carried over with virtually no changes. Production suffered, however, as the company consolidated operations to a new plant on Clark Avenue in Detroit. Just 11,300 cars were made in the calendar year.

This Type 59 Victoria was shipped to Neel Cadillac, the Philadelphia dealer, on 3 October 1920 and delivered to the customer, D.M. Groome, of Cynwyd, Pennsylvania, on 2 April 1921. It was purchased by the Merrick Auto Museum in 1997 from Irving Kramer of West Bloomfield, Michigan. The recipient of a 770-hour restoration, it is burgundy with black fenders and upper body. Upholstered in tan pleated cloth, it has roller shades on the rear and side windows. Twelve-spoke varnished-wood artillery wheels carry 34 × 4½ blackwall tires on 23-inch demountable rims. The radiator cap carries a Cadillac crest MotoMeter, and the dashboard has a pull-out electric cigarette lighter.

Based on precision and prestige, Cadillac assumed the mantle as "The Standard of the World." This car is an excellent example of just that.



1923 GARDNER S5C FIVE-PASSENGER SEDAN

200

Renowned St. Louis–built automobile

42 hp Lycoming engine

Well-appointed sedan body

Russell Gardner, a Tennessee native, left home in 1879 for St. Louis. Before the turn of the twentieth century, he had commenced to manufacture Banner buggies, an endeavor that left him a millionaire several times over. Building some bodies for Chevrolet positioned him to begin assembling Chevys and eventually led to distribution up and down the Mississippi River. When his sons enlisted in the Navy during World War I, he sold his business to General Motors. At war's end, the Gardners were able to establish their own Gardner Motor Company.

The first Gardners, introduced as 1920 models, were medium-priced cars using four-cylinder, 35 hp Lycoming engines. Initially, there were just roadsters, touring cars, and sedans on a 112-inch wheelbase. In 1924, Cannonball Baker made a new

midwinter transcontinental record, traveling from New York to Los Angeles in a Gardner in just seven days, 17 hours, and eight minutes.

The Merrick Auto Museum purchased this Gardner in January 1999. Previous owners include Wade Accomazzo of Tolleson, Arizona, and James Murray Miller of Phoenix. The tan body harmonizes nicely with black fenders pinstriped in body color, and the greenhouse is finished in a similar motif. The black disc wheels are also tan striped and mounted with 4.50 × 21 Garfield whitewall tires. The spare is carried in the left front fender, and there is a trunk rack at the rear. Features include an under-seat heater, roller shades in the passenger compartment, and pockets in the rear doors. The upholstery is done in tan mohair. The engine, a Type CE Lycoming, develops 42 bhp from 206 cubic inches.

Of the more than 100 makes of automobiles built in St. Louis, Gardner ranks with Moon and Corvette among the best remembered.

CHASSIS NO. **31733 C**

ENGINE NO. **CE18780**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE



201

1928 FRANKLIN SERIES 12B DEPOT HACK

CHASSIS NO. **X179948L11**

ENGINE NO. **E-127738**

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE

America's favorite air-cooled automobile

Fascinating restoration history

Body in the style of Cantrell

Herbert Henry Franklin was a Syracuse, New York, industrialist. In 1901 he became fascinated by an automobile designed by John Wilkinson, a neighbor and Cornell-educated engineer. Wilkinson was fanatical about weight, favoring air-cooling and the lightest components possible, like tubular axles and flexible, full-elliptic springs, aluminum-clad bodies, and laminated ash frames. The H.H. Franklin Company put Wilkinson's car into production in 1902.

Wilkinson believed that beauty stemmed from function, not ornamentation. Their nicknames described Franklins aptly: "Barrel Front," "Shovel Nose," and "Horse Collar." For a new look, Franklin hired French-born J. Frank de Causse, formerly with Kellner and Locomobile, to style the Series 11, introduced in March 1925. Handsome and modern, the cars adopted a conventional-looking dummy

radiator, to Wilkinson's dismay. The Series 11 followed in 1925 and Series 12 in 1928.

First discovered in the 1950s at Fiske Brothers salvage yard on Cape Cod in Massachusetts, this Franklin was finally rescued in 1969. Hank Manwell brought the remains home to Liverpool, New York, near Syracuse. The Manwells came to know Mae Cantrell Spilger, daughter of Joseph Cantrell of Long Island, New York, head of J.T. Cantrell & Co. Originally the firm did carriage building but in later years specialized in station-wagon bodies, supplying a number of Detroit automakers like Chevrolet, Dodge, and Studebaker. Ms. Spilger was encouraging, and woodworker Dan Burnham in Connecticut crafted components for the body using remnants as patterns. The project was finally completed eight years later, true to the Cantrell motif. Subsequent owners have included B.B. Mills of Denver, Colorado. The Merrick Auto Museum acquired it in 1990.

The workmanship is simply superb.



1936 CORD 810 WESTCHESTER SEDAN

202

Iconic coffin-nose Cord

Ideal long-legged tour car

ACD Club Certified Category One (C-232)

Classic Car Club of America (CCCA) Full Classic

Having failed to move mountains with his L-29 model, E.L. Cord made another try with the 810 in 1935. Again with front-wheel drive, its engine was a V-8, also from Lycoming, but a four-speed electrically shifted pre-selector transmission was used. The body was designed by Gordon Buehrig and is a thing of beauty. Its blunt louvered hood gave rise to the nickname “coffin nose,” always used as a term of endearment. Its reception at the November 1935 New York Auto Show was enthusiastic, and orders poured in. Alas, production startup was slow, and by the time supply caught up with demand, some customers had changed their minds.

In its day, the Cord 810 captured the imagination of the country, earning supporting roles in cultural

icons like John Steinbeck’s 1939 novel *The Grapes of Wrath*: “There goes one of them Cords. Looks like a coffin on wheels.” “But, Jesus, how they travel!”

This 1936 Cord 810 Westchester Sedan was acquired by the Merrick Auto Museum from the Charlie Sens Auto Museum of Marion, Ohio, in 1997. Previous owners include Edwin Steng of Cincinnati, Ohio, for whom an Auburn Cord Duesenberg certification was carried out in the 1990s. At that time the car was largely original, including the blue cloth interior. It has since been the subject of a 770-hour restoration to the original specifications: Cadet Gray paint and blue cloth upholstery with grey whipcord. Accessories include yellow fog lights and an in-dash radio with header-mounted speaker.

The Cord 810 and 812 cars are sturdy and perform well. With overdrive top gear, they have long legs and are excellent for touring on all sorts of roads. This Westchester is an excellent example.

CHASSIS NO. **1405 A**

ENGINE NO. **FB 452**

BODY NO. **C90 469**

\$25,000 – \$30,000

OFFERED WITHOUT RESERVE



203

1910 E-M-F MODEL 30 FIVE-PASSENGER TOURING

CHASSIS NO. **37352**

ENGINE NO. **13160**

\$30,000 – \$50,000

OFFERED WITHOUT RESERVE

Studebaker progenitor

Seldom-seen and unusual marque

High-quality restoration

One of the finest extant

Walter Flanders was a veteran of the Ford Motor Company, where he had instituted the first phase of Henry Ford's mass production plan. He and partners Barney Everitt and William Metzger envisioned a quality car built in production quantities, a "well-finished" medium-priced car.

The E-M-F Model 30, introduced in 1908, was just that. Designed by engineer William Kelly, the 30 was a forward-thinking car with a three-speed transaxle. However, early models with thermosyphon cooling were prone to overheating. Kelly recalled the cars and fitted water pumps, which solved the problem, but not before critics spelled their demise. The E-M-F 30 did live on, in a way, as a Studebaker, after

the Everitt-Metzger-Flanders Company was taken over by the South Bend wagonmaker-turned-auto manufacturer in 1912.

This E-M-F 30 Five-Passenger Touring was purchased by the Merrick Auto Museum in 2006. Previous owners have included Kenneth Powell of Stockbridge, Georgia. Recipient of a frame-off restoration, it presents very well in red, with black accent striping and fenders. Cream wheels, in turn, are accented in red. The car is equipped with E&J brass acetylene headlamps and oil sidelamps and taillamp. There is a full canvas touring top and a brass windshield from Westchester Appliance Company of Bronx, New York. The car rides on 34 × 3½ Firestone Non-Skid tires. The seats are upholstered in black buttoned tufted leather.



1911 KELSEY MODEL M MOTORETTE

204

Rare Kelsey Motorette

Built in Hartford, Connecticut

Quality restoration

Cadwallader Washburn Kelsey was a visionary. Alas, his visions never really took hold, but along the way he left some very interesting machines. His first car was a two-cycle, single-cylinder affair that proved to be a failure, but he kept many of the parts. Enamored of the Léon Bollée tricycle, he joined with a classmate, Sheldon Tilney, to build a three-wheel car called the Autotri. He became an agent for Autocar in Pennsylvania and continued to build cars of his own design before selling Maxwells and then becoming sales manager for Columbia in Hartford, Connecticut. In 1910 he attempted a startup with the Spartan car at Hartford but ended after a single prototype.

It was the Motorette that finally went into production. Kelsey, who preferred to be called "Carl," again embraced the three-wheel formula, with a single rear wheel and a two-stroke 10 hp engine. After air-cooling

proved insufficient, he switched to thermo-syphon water cooling and birthed the Motorette at \$385 F.O.B. Hartford. With a 74-inch wheelbase, it weighed just 700 pounds and was advertised with the slogan "No roads too rough, no hills too high." Production extended from 1911 to 1914.

Purchased by the Merrick Auto Museum in 2007, the Motorette being offered here has been restored in a yellow-over-orange motif. The seat is upholstered by buttoned black leather. The car has Solar brass kerosene sidelamps and taillight. The water-cooled 10 hp engine drives through a two-speed planetary gearbox to the rear wheel via a Whitney roller chain. The radiator is mounted behind the seat. In the absence of a stamped manufacturer's plate, the chassis number was assigned by the Maryland Motor Vehicle Administration.

Total production of the Kelsey Motorette was barely 200 cars, so survivors are very scarce. This car represents a rare opportunity.

IDENTIFICATION NO.
AC122589MD

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE



205

1926 ROLLS-ROYCE PHANTOM I OPEN-DRIVE LIMOUSINE SEDAN

COACHWORK BY HOLBROOK

CHASSIS NO. **12DC**

ENGINE NO. **AD15**

\$50,000 – \$75,000

OFFERED WITHOUT RESERVE

Prestigious Holbrook limousine

Whisper-quiet Phantom engine

Transatlantic intrigue



In 1925 Rolls-Royce introduced the “New Phantom,” successor to the long-running but aging Silver Ghost. Although the chassis was an evolution of the Ghost, the engine was new, with overhead valves and larger displacement, 7,668 cc. The New Phantom, later to be designated “Phantom I” after a Phantom II was introduced in 1929, was heavier than the Silver Ghost, and performance suffered. To restore agility for the sporting customer, Rolls-Royce designer Ivan Evernden had coachbuilders Barker & Co. work up a light boat-tail tourer body style, an example of which exceeded 89 mph in the flying half-mile.

Rolls-Royce cars did not come with bodies. Customers would order a chassis; on assembly it would be sent out to one of many coachbuilders in Britain or abroad. In the 1920s, Rolls-Royce had a fully functioning branch in Springfield,

Massachusetts, serving many American customers. By the mid-1920s, American Rolls-Royce were being built with left-hand drive and other concessions to local norms. Still, some customers preferred to order their Rolls-Royce cars from Britain and have them bodied there or on the Continent.

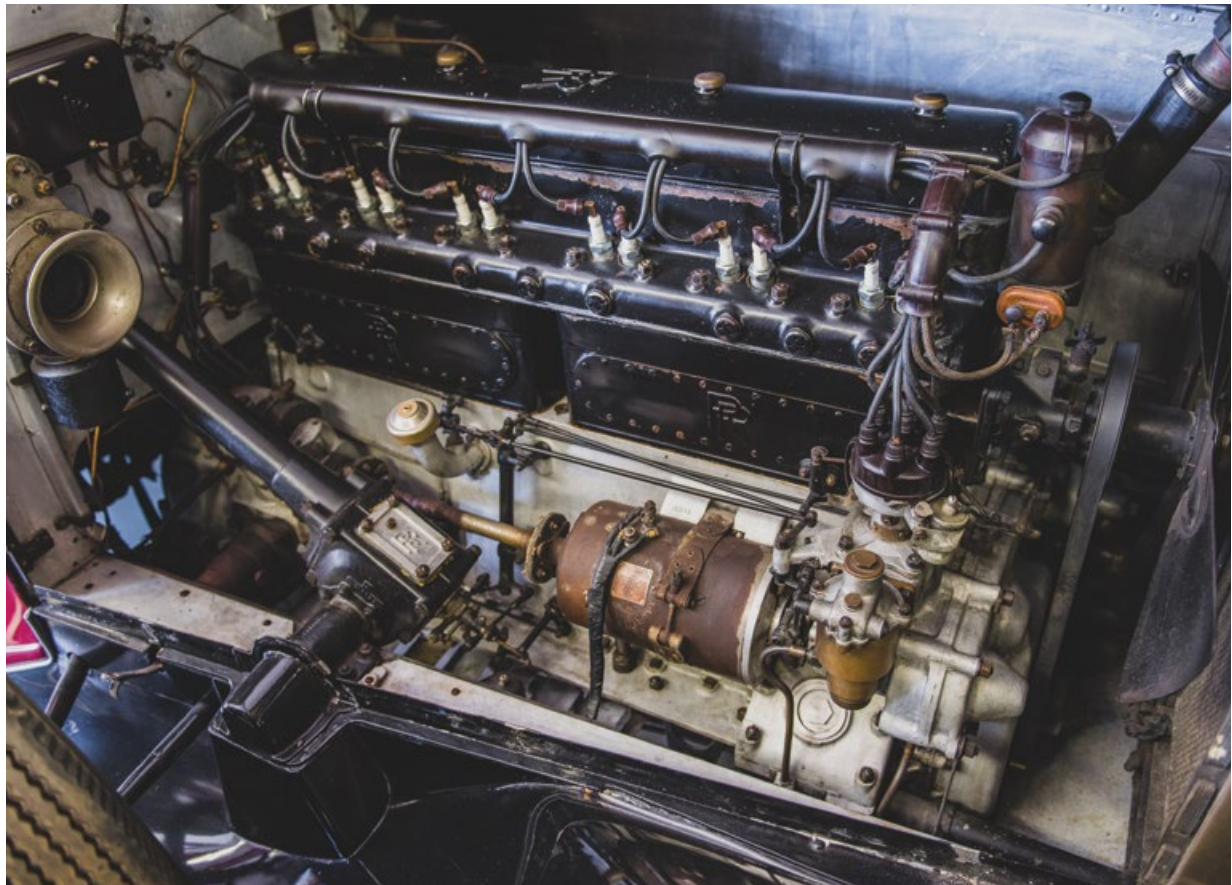
This car, chassis 12DC, is one of those. It was ordered in January 1926 by Jacob Lit of Philadelphia, a partner with his brother Samuel in Lit Brothers, a middle-class department store. Mr. Lit specified an enclosed-drive body by Kellner of Paris. The chassis, with engine AD15, came off test on 26 March and was dispatched three days later, ready for shipment to Paris. On 1 April it was on the seas headed for Boulogne. On 26 September it was recorded as embarked on the SS *McKeesport* for New York.

The car's early history in the U.S. has proved elusive, though service records of Rolls-Royce in America note Mr. Lit as its owner, as well as subsequent keepers Walter Snel of Butler, New Jersey, and Charles McVeigh of Syosset, Long Island, who was selling it in January 1952. Subsequent owners are said to be Ralph and

Margaret Burkhart of Martinsburg, Virginia, and it is believed to have spent time in the Harrah collection. At some point, the Kellner enclosed-drive body was removed and replaced by an open-drive Holbrook body made in the United States.

The Holbrook Company, originally of New York City but later upstate in Hudson, New York, was one of the many carriage builders-turned-auto body builders in the U.S. Their work most often appeared on the likes of Owen Magnetic, Locomobile, or Simplex. Somehow, at some time, the Rolls' current open-drive Limousine Sedan body was built for or transferred to 12DC.

The Holbrook body in many ways transforms the Rolls-Royce persona. The body has a fluidity not present in traditional Rolls-Royce lines. The medium maroon body and black fenders also lend a New World air. The chauffeur's medium tan leather and the almost gold mohair in the passenger cabin are perhaps the greatest deviations, anchored by the right-hand steering and gated shift lever. The word "unique" is frequently overused, but it certainly applies here.





206

1932 PONTIAC SERIES 402 SIX SPORT COUPE

CHASSIS NO. **749559**

BODY NO. **2187**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Popular second-tier GM marque

Sporty rumble-seat model

Free-wheeling for increased economy

Long the second-tier marque in General Motors president Alfred Sloan's maxim "A car for every purse and purpose," Pontiac started out as a lower-priced "companion" to Oakland. Within its first year, however, the new upstart handily outsold its parent. The success continued, year on year, to the point that the Oakland name was retired after 1931. Named for Oakland's hometown, Pontiac, Michigan, the new car played on the geographic Native American heritage with such slogans as "The Chief of the Sixes" and radiator ornaments in a likeness of Chief Pontiac.

For 1932, Pontiac Sixes were re-engineered with a longer 114-inch wheelbase and roomier bodies. The last Oakland model, a V-8 introduced in 1930, was continued as a Pontiac, but sold poorly and was

laid to rest at year's end. Sixes were available in six body styles, the majority of them staid coupes and sedans. Two more exciting models, the convertible coupe and Sport coupe, filled out the line. Both were 2/4-passenger models, the third and fourth passengers riding in a rumble seat.

This 1932 Pontiac Six Sport coupe was purchased by the Merrick Auto Museum in 2002 from Michael Leith of Wendell, North Carolina. Blue with black fenders and moldings, it has yellow pinstripes and looks very smart. The yellow wire wheels bear Lester 5.50-18 whitewall tires. It is equipped with free-wheeling, which can be locked out with a dashboard control. The interior is upholstered in grey pleated and buttoned mohair, which shows some wear and deterioration. The rear window lowers for communication with rumble-seat passengers, and the dashboard is well detailed and attractive. There is an accessory hot-water heater of more modern vintage. Modern directional signals have also been added for greater safety in today's traffic.



1917 ABBOTT-DETROIT MODEL 6-44 SPEEDSTER

207

Stylish period speedster

Quality restoration

From the last year of production

The Abbott Motor Car Company was established in 1909 in Detroit. The founder was Charles G. Abbott, and the cars were utterly conventional for their day. The engines came from Continental, though in later years some Herschell-Spillman eights were employed. For most of the marque's lifetime, the cars were called "Abbott-Detroit," although by 1916 they were officially just "Abbotts."

Motor sports and promotional stunts were an integral part of the marketing strategy. One of these events was a 100,000-mile trek of the Abbott-Detroit "Bull Dog," driven by Dr. Charles G. Percival, editor of Health Magazine, circumnavigating the United States, then traveling coast to coast three times "over the vilest roads the country possess[e]." Another car took the Philadelphia Trophy at that city's Fairmount Park track in 1910. A sprightly Battleship roadster was

produced in 1913, the year Edward F. Gerber bought the company, but was replaced by R.A. Palmer, former manager for Cartercar, two years later. The company name was changed to Consolidated Car Corporation, and in 1916, manufacturing was moved to Cleveland, but only lasted until October 1917.

A tidy older restoration, this 1917 Abbott bears the older Abbott-Detroit nameplate. It is tan with pleated brown leather upholstery; the undersurface of the fenders matches the deep red hue of the chassis. The engine is Continental's 7W, a 224-cubic-inch L-head six making 36 bhp at 1,600 rpm. It is clean and utilitarian, without excessive cosmetic detail. Other equipment includes Flintex headlamps and a MotoMeter on the radiator cap. A capacious piece of leather luggage nestles between the fuel tank and rear-mounted spare tire, useful for those who travel on weekends.

Surviving Abbotts (and Abbott-Detroits) are believed to hover in single or barely double-digit numbers. This car represents a rare chance to acquire one.

CHASSIS NO. **70867**

ENGINE NO. **7W15768**

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE



208

1913 IHC MODEL MW DELIVERY

CHASSIS NO. **1812**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE

Iconic IHC high-wheeler

Equipped with air-cooled engine

Features adjustable seating

International Harvester Company arose from Cyrus McCormick's work on advanced reapers in the Midwest. IHC began building tractors in 1906 and by 1909 had entered the automobile business with the Auto Wagon, a high-wheeled vehicle of many uses.

International Harvester ceased building passenger vehicles after 1911, concentrating on the commercial market. Light commercial vehicles, however, could be converted for passenger use by adding seats on the cargo bed, as on this machine. With two extra bench seats riding atop the rails of the bed, it becomes a nine-passenger open bus.

International's high-wheelers used two-cylinder, 20 hp opposed engines. Both air-cooled and water-cooled versions were available. They had solid-tired wood carriage wheels; in some models, front and rear wheels were different sizes. Equipment was quite basic. The sole electrical component was a magneto. Acetylene headlamps and kerosene side and taillamps aided in night driving. The seats are upholstered in buttoned black leather. The wood body is medium blue, harmonizing with gloss black steel fenders and contrasting with yellow springs.

The Merrick Auto Museum purchased this IHC Motor Wagon in 2007. Previous owners include Jim Foglio in the 1990s and Jack Hostik of Dexter, Oregon, in the '70s. Reportedly, it spent its working life delivering mail.



1914 JEFFERY SIX MODEL 96 FIVE-PASSENGER TOURING

209

Short-lived transitional make between Rambler and Nash

Impressive 48 hp six-cylinder engine

Excellent teens-era tour car

Thomas B. Jeffery is better remembered for his first automobile project, the Rambler, than for the one that bore his name. In fact, it was his son Charles who made the decision to change the family name to a brand in 1914. His father had died four years earlier, and it seemed appropriate to memorialize him with the new car. Strikingly modern, it featured a 40 hp monobloc four-cylinder engine and left-hand steering, and had a large, 48 hp six-cylinder companion. Intro-year production topped 10,000 cars.

The adventure was short-lived, however. In 1915 Charles set sail for France on the SS *Lusitania*. He survived the ship's sinking, but the experience left its mark. He retired in 1916 to spend the rest of his life in "personal pursuits." The Thomas B. Jeffery Company was sold to Charles Nash, whose name subsequently appeared on the cars.

The Merrick Auto Museum purchased this Jeffery Four in 2004 from the collection of Chet Krause, long-time publisher of *Old Cars* magazine. Previous owners include well-known antique car personalities John Tomquist, Dr. Art Burrichter, and the late George Grew of New Bedford, Massachusetts.

A high-quality restoration, the car is attractive in medium green with black fenders. The seats are black diamond-pattern buttoned leather. The lined convertible top is new, and there is a Rain Vision two-piece windshield. Head, side, and taillamps are electric, as is the horn, and there is a USL motor generator for starting and charging the battery. The massive 48 hp six-cylinder engine is immaculate in its compartment, and the sliding-gear transmission has four speeds forward plus reverse.

With plenty of room for passengers and plenty of power for hills, it is the ideal tour car for the whole family.

ENGINE NO. 65572

\$30,000 – \$50,000

OFFERED WITHOUT RESERVE



210

1904 POPE-WAVERLEY MODEL 26 'CHELSEA' ELECTRIC RUNABOUT

CHASSIS NO. **2348**

ENGINE NO. **2555**

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE

Electric car in the early Pope automotive empire

Correct high-quality restoration

Eco-friendly collector car

The Waverly Electric arose in 1898 from the consolidation of the American Electric Car Company with Colonel Albert Pope's Indiana Bicycle Company. Pope, the Connecticut bicycle magnate who had assembled 50 companies into the so-called "bicycle trust," was also busy attempting to sew up the automobile market by purchasing the rights to the Selden Patent. The electric cars built in Indianapolis were to be known as "Waverley" until 1904, at which time they became Pope-Waverley, probably to complement the Colonel's Pope-Hartford, Pope-Toledo, and Pope-Tribune automobiles.

Pope expanded the product line to ten models on six wheelbases, with names like "Chelsea," "Speed

Road Wagon," and "Physician's Road Wagon," as well as the more prosaic "Runabout." He may have been too ambitious, since in 1907 the company went into receivership. In September 1908 the Indianapolis factory was sold to a local group of investors who reorganized the company and built cars under the Waverley name until 1916.

Correctly restored in black with red pinstriping, this early alternative-energy vehicle is spotless. The seat is upholstered in diamond-pattern buttoned red leather with a matching leather heel skirt. The red wheels are accented with black pinstriping. There is a black leather cape top and a small luggage compartment with twist-lock lid. Five 12-volt deep-draw marine batteries supply the 60-volt DC motor, which is mounted to the rear axle, obviating a drivetrain. A modern battery charger is included. A true plug-in electric, it has no worries about modern petroleum fuels.



1908 CARTERCAR MODEL D ROADSTER

211

“Car of a Thousand Speeds”

Distinctive friction drive

One of two dozen survivors

Byron Carter had been superintendent of the Jackson Automobile Company in Jackson, Michigan. He organized a firm known as the Motorcar Company, but, after moving it to Detroit, changed the name to his own: the Cartercar Company. Convinced that an automobile should have more than two, three, or four speeds, he designed a friction drive unit of “A Thousand Speeds,” operating with two friction disks perpendicular to one another.

The Cartercar was introduced in 1906, with “no clutch to slip...no gears to strip...no universal joints to break...no shaft drive to twist...no bevel gears to wear and howl...no noise to annoy.” Sales rose steadily, if modestly, to 325 by 1908. But that April Byron Carter died of pneumonia, and 18 months later the Cartercar was absorbed into General Motors, where it lasted through 1915.

A very rare example of America’s “Car of a Thousand Speeds,” this Cartercar was previously owned by Joe and Bonita Goss of Indiana. It was acquired by the Merrick Auto Museum in 2006 and is one of just two dozen known to survive. Dark Green with delicate white pinstriping, it has a dark red chassis with similar accents. Its brass Rushmore Searchlight headlamps make a bold impression, complemented by Corcoran brass side and taillamps. There is a Rushmore carbide generator on the left side of the seat.

The driver and passenger sit in diamond-pattern buttoned black leather seats of armchair proportions. The leather shows some age but cleans up well. A folding black canvas cape top can be easily raised when weather worsens, although there is no windshield, so goggles may be a good idea.

A truly distinctive automobile, this rare Cartercar will be an asset to any collection.

CHASSIS NO. **706**

ENGINE NO. **LB 817 C**

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE



212

1925 DUESENBERG MODEL A FOUR-PASSENGER SPORT PHAETON

COACHWORK BY MILLSPAUGH & IRISH

CHASSIS NO. **1080**

ENGINE NO. **1476**

HARRAH COLLECTION NO. **765**

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

Race-bred OHC straight eight

Long recorded history, including original sales record

Formerly of the Harrah Museum collection

Long-term display at the Auburn Cord Duesenberg Museum

Duesenberg perfection

Perennially in the shadow of its younger and bigger brother, the Model J, the Model A Duesenberg was arguably a more significant advance in the industry of its time. Its features, which included a race-bred overhead-cam eight-cylinder engine and four-wheel hydraulic brakes, far outshone other passenger cars of the era.

Frederick Duesenberg was a bicycle racer who worked for Thomas Jeffery, the Wisconsin manufacturer of Rambler bicycles. With his brother August, he opened

a garage in Iowa, and around 1905 they designed a two-cylinder automobile, built and marketed as the Mason and named for the local attorney who bankrolled the company. Wishing to concentrate on racing cars, they sold their interests in the Mason Motor Car Company and moved to Minnesota, where they opened an engine business at St. Paul.

Fred's design for an engine with horizontal valves operated by long vertical rocker arms, the so-called "walking beam" concept, was popular in racing, both for automobiles and boats. After a brief venture building Bugatti-designed aero engines during World War I, the brothers turned their attentions back to racing, their cars winning the French Grand Prix in 1921 and Indianapolis the following year, where eight of the top ten finishers used their engines. By this time they were working on another road car.

On 8 March 1920, with Newton Van Zandt and Luther Rankin, they formed the Duesenberg Automobile and Motors Company.

Abandoning the walking beam, the brothers designed an overhead-cam engine, initially of 183 cubic inches, to fit the Indy formula. This was enlarged to 260 cubic inches for the production car, which debuted in November 1920 at New York's Hotel Commodore. The public and press both loved it, attracted in part by its polished aluminum body, displayed that way because there had been no time to paint it.

Production was slow to start, for the car was still being refined. Once the start-up problems had been solved, however, cash flow became a problem, for the company was undercapitalized. Its salvation would come at the hand of Errett Lobban Cord, who bought the business in 1926. Despite the money troubles, however, Duesenberg managed to build more than 500 Model A cars, slightly better than the record of the more famous Model J. Bodies were supplied by many of the traditional coachbuilders, like Fleetwood and Brunn, although a few sedan and phaeton styles were supplied in quantity by Millspaugh & Irish of Indianapolis.

This Model A Duesenberg sport phaeton was sold by Creamer, a Pennsylvania dealer, to Alfred Fleisher on 19 March 1926. Mr. Fleisher paid cash, a total of \$5,250, including \$77.40 for freight, \$3 for unloading, \$5 for gasoline and oil, and \$11 for insurance. It is one of very few cars for which the sales record survives. It was recorded as Buckskin Brown and Brewster Green.

Its history has included time in the famous Harrah's collection at Reno (for which it still bears the inventory tag number 765), ownership by Cord family members, and about 15 years on display at the Auburn Cord Duesenberg Museum. The Merrick Auto Museum purchased it in 2001. Having received a full and accurate restoration, its current colors evoke the original hues. It has dark green folded leather upholstery with matching door and side panels. The phaeton top is medium tan. The engine compartment is clean and correctly appointed.

The condition and preserved history of this Duesenberg render it truly unique.





213

1906 REO MODEL R TWO-PASSENGER RUNABOUT

CHASSIS NO. 4616

\$30,000 – \$35,000

OFFERED WITHOUT RESERVE

Ransom Olds's second car

High-quality award-winning restoration

Excellent one- and two-cylinder tour car

Although his curved-dash Oldsmobile was America's best-selling car, Ransom Olds found himself quarreling with his principal investor, Samuel Smith, and Smith's sons Frederic and Angus, who were managing the Olds Motor Works. After a blowup with Fred Smith, Olds left in the early part of 1904. He didn't stay away from the auto industry very long. That summer he founded the R.E. Olds Company, changing it to Reo Motor Car Company, using his initials, after the Smiths complained.

The first Reo car was completed that October and exhibited at the New York show in January 1905. A 16 hp twin-cylinder car selling for \$1,250, it was soon joined by a smaller single-cylinder sibling, with

an engine just half its size and priced at \$650. At curved-dash Olds prices, it was a lot more car, and Olds could feel vindicated when Reo sales surged ahead of Oldsmobile's in 1906. Single-cylinder cars were continued until 1910, the cars gaining two inches of wheelbase in 1908.

Acquired by the Merrick Collection from Arthur B. Smith in 1995, this Reo Model R has received a number of trophies at local shows. A high-quality restoration, it presents very well, with a deep red body with white accent striping and black hood and fenders. The dashboard and steering wheel are highly varnished hardwood, which complement a dovetail tool and incidentals box mounted on the rear deck area. Dietz brass lighting is used throughout.

Ideal for one- and two-cylinder tours, this early Reo will be an excellent addition to any collection.



1915 FORD MODEL T CALLIAPHONE CAR

214

An amusing music maker

Custom-built for the Merrick Auto Museum

Constructed by Miner Manufacturing

Who doesn't love a calliophone? The sound of the mechanical fairground organ is music to everyone's ears. A staple of many amusement rides, there is also a mobile variety that can be towed or driven from venue to venue. Some units are steam-powered; more recently, air-powered calliophones are commonly used. One of these is the calliophone invented by Norman Baker, the name of which is now a trademark of Miner Manufacturing Company in Donnelson, Iowa, makers of the Tanglely Calliophone.

This Calliophone unit was built for the Merrick Auto Museum by Miner Manufacturing. It is mounted

on a period Model T Ford chassis. It operates with compressed air, which is forced into organ-like pipes. The tune is played with a paper roll like that of a player piano. This Calliophone was built in 1997; the Model T engine dates from 1921, but other elements, particularly the brass parts, are earlier. It drives like a Model T, though, and makes music wherever it goes.



IDENTIFICATION NO. **1A4704573**

ENGINE NO. **4704573**

\$35,000 – \$45,000

OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1997 Ford Reconstruction.



215

1906 CADILLAC MODEL K VICTORIA RUNABOUT

ENGINE NO. 20642

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE

Lovely Tulip-style Runabout

Iconic Dewar Trophy model

Formerly of the Harrah Collection

Ideal for one- and two-cylinder touring

Cadillac introduced a four-cylinder Model D in 1905, but their single-cylinder cars were sufficiently popular that they remained in production through 1908. That year, a team of three Model K Cadillacs triumphed in the Dewar competition in England, being disassembled, their parts scrambled, reassembled, and easily started. This demonstration of Henry Leland's precision manufacture earned Cadillac the Dewar Trophy and led to the slogan "The Standard of the World."

However, under-seat engines were becoming passé, so Cadillac disguised the fact by mounting a dummy hood over the front axle on 1905 models, with a vertical radiator at the front. New single-cylinder models for 1906 were the K and M, which differed only in wheelbase (the M was two inches longer). For 1907 the front fender contour was flattened and a factory-installed Victoria top was offered.

Cadillac's Victoria Runabout is often called "Tulip" because of the shape of the seat.

This car was completed on 2 June 1906 and shipped to Foss Hughes Motor Car Company, the Philadelphia dealer. Its early history is not known, but in the 1980s it was in the famed Harrah's Collection at Reno, as attested by a certificate in the car's file. It does not seem to have been in any of the dispersal sales. It was acquired by the Merrick Auto Museum in 1998 from Walter Cox of Naples, Texas.

After an 1,100-hour-plus restoration, it appears now much as it did when new, with a maroon body but with pinstriping of gold and black, versus the original carmine. The black buttoned leather seating is original, with new stuffing, and matches the black Victoria top. Behind the tulip seat is a duck-tail compartment for small items. Rushmore acetylene headlamps complement brass kerosene side and taillamps. The undercarriage and wheels are a bright crimson, the latter mounted with all-white tires.



1909 BUICK MODEL 10 RUNABOUT

216

Best-selling Buick in 1908

Complete authentic restoration

AACA National First Award winner

Introduced at the New York Automobile Show in November 1907, Buick's Model 10, the Gentleman'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. Selling 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 racetracks. The Model 10 fit nicely into the pattern, in 1909 rolling up a class win at

Daytona and a hill-climb victory at Atlanta. Light and nimble, the 10 was a favorite in the light-car classes.

This Buick Model 10 was previously owned by Charles Wood of Glens Falls, New York. Acquired by the Merrick Auto Museum in 1998, it has been the recipient of a nearly 1,200-hour restoration by Wilkinson & Sharp of Feasterville, Pennsylvania. Painted correct Buick Gray, an off-white shade, it is a three-passenger car with open rumble or "mother-in-law" seat. Upholstery is trimmed in black leather, and the car has a black canvas cape top. Lighting comprises Solar acetylene headlamps with carbide generator and Neverout oil side and taillamps. The car received an AACA National First award in 1969. More recently, the iconic Buick valve-in-head engine has been carefully detailed, and new 30 × 3-inch tires have been fitted.

An excellent example of one of the most popular early Buicks, this car will be an asset to any collection.

ENGINE NO. **7564**

\$30,000 – \$45,000

OFFERED WITHOUT RESERVE



217

1900 ROCKWELL HANSON CAB

CHASSIS NO. 710

\$35,000 – \$45,000

OFFERED WITHOUT RESERVE

Formerly of the James Melton, Winthrop Rockefeller, and Roy Warshawsky collections

One of a kind and with intriguing history

This is perhaps the best-known, and possibly least understood, vehicle in the Merrick Auto Museum Collection. It was long in James Melton's museums, first in Norwalk, Connecticut, and later in Hypoluxo, Florida. When the Florida museum closed, it went to Rockefeller's museum in Petit Jean Mountain, Arkansas. More recently it was part of Roy Warshawsky's J.C. Whitney Collection.

As the provenance is frequently recounted, it was the first motorized taxicab in New York City, notwithstanding the electric hansom cabs that were operating there in 1897 with the Electric Carriage and Wagon Company and later Morris and Salom's Electric Vehicle Company. By 1907 the enterprise had collapsed as a result of a fire and an economic downturn called the Panic of 1907.

In 1909 the W.C.P. Taxicab Company placed 11 motorized taxis into service from their garage at Broadway and 26th Street. The cabs were built by the Bristol Engineering Company of Bristol, Connecticut. Among Bristol Engineering's principals was Albert F. Rockwell. The Rockwell taxis used four-cylinder gasoline engines but were of a landaulet design, quite unlike a hansom cab. By 1910 about 200 Rockwell cabs were on the streets of New York, but the venture was brief. That year he was ousted from his positions in the Connecticut companies. Soon the New York Taxicab Company took over, with cabs imported from France.

This vehicle is understood to have been electrically powered prior to installation of the current water-cooled gasoline engine. This is believed to have been done circa 1910 for Mr. Rockwell. Located under the driver's seat, the engine operates through a more-or-less conventional longitudinal drive train. The radiator is at the extreme front and the hansom passenger cabin at the rear. It has been completely restored and makes a striking and intriguing impression wherever it goes.



1901 MOBILE MODEL 9 DOS-À-DOS STEAM RUNABOUT

218

Rare Mobile steam car
Stanley Steamer heritage
Quality restoration

The Mobile steam car traces its lineage directly back to the famous Stanley brothers' first vehicle in 1897. Once the Stanleys had gone into manufacture in Massachusetts and had taken some 100 orders, John Brisben Walker, publisher of *Cosmopolitan* magazine, then a mass-market general publication, tried to buy the twin brothers' business. Walker did not actually have the cash to close the deal, but he was able to enlist a co-investor, Amzi Lorenzo Barber, the "asphalt king" who was becoming rich by paving the nation's poorly constructed roads.

By July 1899, the cars were being marketed as "Locomobiles," and soon a new factory was under construction in Tarrytown, New York, near Walker's magazine operation. Hardly had they bought the business, though, when Walker and Barber

began to argue about business matters. Within a short time, Barber bought out Walker's share, but Walker kept the new building. Barber went on to build Locomobiles in Bridgeport, Connecticut, while Walker called his near-identical steam cars "Mobiles." By 1904 production had ended, and the plant was sold to Benjamin Briscoe. Mobile steam cars were built in some 25 different models, but only about 600 in all. That made them comparatively scarce then and even more so today.

This 1901 Dos-à-Dos Mobile steamer has the passengers riding back-to-back, as the translation suggests. Acquired by the Merrick Collection in 1999, it came from the Milton Collection and was previously owned by Wade and Mark Accomazzo of Arizona. Dark green with red pinstriping, it has leather fenders, tiller steering, and chain drive. The seats are upholstered in tufted black leather and there is a fringed surrey top. Fully restored, it is an excellent example of a very short-lived American steam car.

BODY NO. 20204

\$30,000 – \$50,000
OFFERED WITHOUT RESERVE



219

1907 FRANKLIN MODEL G TOURING

CHASSIS NO. **G3358**

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE

Early and correct Model G Franklin

Air-cooled car with aluminum body

Acquired from the Imperial Palace Collection

AACA National First Award winner

Iconic barrel front and rare self-latching top

Herbert Henry Franklin was an Upstate New York industrialist. He was introduced to John Wilkinson, a Cornell-educated engineer, and became enamored of an automobile that Wilkinson had built. His company began production of the car in 1902.

A man of strong principles, Wilkinson was fanatical about weight, and this led him to dispense with cooling water and to use the lightest suspension components possible, like tubular axles and flexible, full-elliptic springs. Aluminum-clad bodies and laminated ash frames also aided his objectives. He also believed that beauty stemmed from functionality, not ornamentation, and as such, during his tenure Franklins did not look like other cars.

From 1904 a “barrel-front” hood was adopted, with a simple screen at the front to let the cooling air in. Later on, Renault-style “scuttle” hoods were adopted, and still later, a “horse-collar” grille. There was no mistaking a Franklin on the road.

This “barrel-front” Franklin was purchased from the Imperial Palace Collection in 1998. Previous owners have included Jim Thomas of Miami, Florida. The recipient of a 1,600-hour-plus restoration, it is painted in deep blue with a white undercarriage. Dark blue accents on the running gear are very attractive. An AACA National First Award attests to the quality. The car has Badger Brass Solar 656 acetylene headlamps, with carbide generator and oil carriage lamps. An accessory windshield by L. Lawrence of Newark, New Jersey, a quality manufacturer, has been fitted, mating to a new touring top and side curtains. The tires are P.J.A. Pneumatic 30 × 3 all-white clinchers. The overall result is a very tidy and comfortable car for touring with five passengers.



1906 AUTOCAR TYPE X RUNABOUT

220

One of 20 examples built; only six known survivors

Twin-cylinder shaft drive, sliding-gear transmission

Attractive frame-off restoration

Although best known since the early twentieth century as a manufacturer of trucks, Autocar began its career with passenger cars. Manufacture of tricycles and quadricycles began in Pittsburgh, Pennsylvania, in 1897 under the auspices of the Pittsburgh Motor Vehicle Company. In April 1900 the operation moved to nearby Ardmore and was reorganized as the Autocar Company. Some 27 two-cylinder cars were built by the end of 1901, and in 1902 a shaft-drive car was introduced, believed to be the first multi-cylinder American car so equipped.

Autocar introduced a four-cylinder car in 1905, and a six in 1908, although the twin-cylinder cars were still in production. From 1909 on, however, only fours were built. In 1907 Autocar began building trucks, which completely took over production in 1912.

Autocar used both Roman and Arabic numbers to designate models, so this Type X Autocar, as it appears in catalogues, bears "Model 10" data plates. Previously in the Pollack Collection in Connecticut, it was purchased by the Merrick Auto Museum from the Don Dougherty Collection in Colfax, California, in 2003. The recipient of a thorough frame-off restoration, it is painted Bronze Blue with white accent striping and black fenders. The seats are upholstered in black buttoned leather, and floor mats are diamond-pattern white rubber. The windowed tan canvas cape top is new and has detachable side curtains. Lighting comprises two bail-handle side oil lamps and a single oil taillamp. The two-cylinder opposed engine develops 12 horsepower and drives through a sliding-gear transmission.

Only 20 Autocars of this model were built in 1906; just six are known to survive, making this car a very rare example. It will be a wonderful addition to any collection.

CHASSIS NO. 7117

ENGINE NO. 1700

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE



221

1930 CORD L-29 BROUGHAM

SERIAL NO. **2927601**

ENGINE NO. **FDA2510**

BODY NO. **H-2 415**

\$50,000 – \$75,000

OFFERED WITHOUT RESERVE

Pioneering front-wheel-drive American car

Handsome Brougham body

Superb-quality restoration

Classic Car Club of America (CCCA) Full Classic

ACD Club certified Category 1

Errett Lobban Cord was the savior of the Auburn Automobile Company and the patron of Duesenberg. Were those the totality of his accomplishments, we'd probably remember him, but he was not one to be content with saving other people's bacon. His long-standing ambition was a car to bear his own name. In August 1929 he realized his dream with the announcement of the Cord L-29.

Entering the automobile business after graduating from high school in Los Angeles, Errett Cord operated

a number of garages and built race cars that he drove on West Coast dirt tracks. By the early 1920s, he had moved to Chicago, where he became a top salesman for Moon cars. Having saved some money, he made a deal with the foundering Auburn Automobile Company of Auburn, Indiana.

Taking the job of general manager at Auburn in 1923, Cord obtained an agreement that if sales improved sufficiently, he could buy into the firm. He then spruced up the accumulated inventory of unsold Auburns with bright paint jobs and nickel trim and quickly sold them all. By 1926 Cord was president of the company and held a controlling interest. He readied new models and positioned Auburn as a performance car at a low price, which further enhanced sales. That year he acquired Duesenberg to serve as flagship of his growing empire.

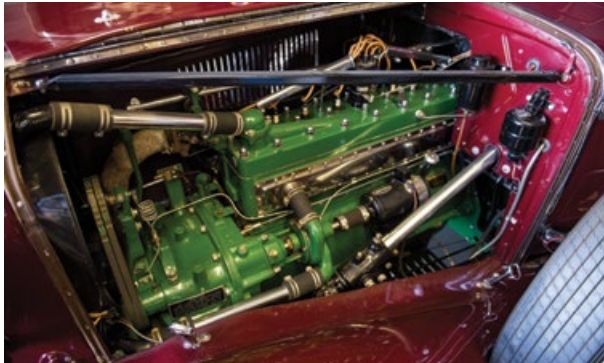
With the top and the bottom of his automotive catalogues complete, Cord set out to define the middle, and define it he did. There was nothing ordinary about the Cord automobile. For architecture he chose an X-braced frame, and for propulsion he selected front-wheel drive. Chief engineer on the project was Cornelius Van Ranst, who had built a front-drive race car for the 1927 Indianapolis 500 with driver Tommy Milton. Van Ranst was assisted by Auburn chief engineer Herb Snow, with consultation from race car engineer Harry Miller and driver Leon Duray.

The engine was a straight eight from Lycoming, another of Cord's companies, turned around in the chassis so the transmission was at the extreme front. For simplicity, the drum brakes were mounted to the inboard ends of the drive axles, and a long shift rod went up and over the engine, through the firewall, and into the dashboard. The car was long and low, and production body styles included a phaeton

sedan, a sedan, a cabriolet, and the very handsome body on this car, a five-passenger brougham.

Acquired by the Merrick Auto Museum in 2004, it has a long succession of Auburn Cord Duesenberg certifications through at least five owners and several restorations. The original owners are said to be Frank and Pearl Mesta from 1930. Subsequently it has passed through the hands of a party named Danner, Bill McDuff (twice), and Odell Friar. Originally Emerald Green, after a comprehensive body-off restoration it is now painted in maroon with black fender accents and white pinstriping. The interior is upholstered in beautiful grey-and-burgundy wide-pleated buttoned mohair velvet broadcloth. Chromed wire wheels hold six Lester 7.00-18 wide whitewall tires; the dual side-mount spares have keyed locks.

A CCCA Full Classic of the first order, this Cord L29 is almost certainly the best example available today.





222

1906 FORD MODEL N RUNABOUT

CHASSIS NO. **5148**
ENGINE NO. **5148**
REGISTERED NO. **43257**

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

Jaunty “bee-tail” Ford
Predecessor to the Model T
Excellent quality and detail

Although most people correctly attribute the Model T's simplicity to Henry Ford's dislike of complexity, few appreciate the extent to which the T was a natural evolution of the earlier four-cylinder Fords, the Models N, R, and S.

While the Model T made great technical strides with its cast-en-bloc engine and removable cylinder head, thermosyphon cooling, and transverse-leaf rear suspension, other T hallmarks were already in use on the N, R, and S: bevel-topped radiator with tall neck, foot-operated planetary transmission, and “backwards dish” steering wheel with column-mounted spark and throttle controls. True, the cylinders were cast in pairs and cooled by a complicated water pump embedded in the

bottom of the radiator, and rear suspension was by longitudinal full-elliptic springs, but a pattern of Ford engineering was emerging. It would be the Model T's vanadium steel, the work of Childe Harold Wills, that made the T so tough, differentiating it from its four-cylinder forebears.

Purchased by the Merrick Auto Museum in 1998, this Model N Ford was previously in the Don Sherwood Collection. An excellent example of the “bee-tail” Ford, so named for the shape of its rear deck, the car presents very well in red with white accent striping, which contrasts nicely with the black fenders and black-buttoned leather seating. The varnished wood dashboard holds the coil box; there is no instrumentation. A black leather cape top with side curtains is included. The engine compartment is excellently detailed, including a New York registration medallion numbered 43257. With correct brass lighting and radiator, this Model N is an excellent example of the pre-Model T Ford.



1933 PLYMOUTH MODEL PC RUMBLE SEAT CONVERTIBLE COUPE

223

First six-cylinder Plymouth
Attractive 1930s streamlined styling
Rare Los Angeles-built example

Walter Chrysler's new four-cylinder Plymouth was a hit from its first appearance in 1928. A modern design with four-wheel hydraulic brakes, it sold 50,000 cars in its first year. By the time the PA model was introduced in 1931, production had doubled. Updated as the PB for 1932, it gained new contours, including rear-hinged "suicide" doors. The 1933 PC had much the same styling; the big news was a six-cylinder engine, introduced in November 1932. At 189 cubic inches, the new engine was actually smaller than the four it replaced, but it developed five more horsepower and was much smoother. In fact, it was so satisfactory that it served as the pattern for most Plymouth engines into the 1950s.

This 1933 PC Plymouth was acquired by the Merrick Auto Museum in 1993. Previous owners include Butch Brown of Kearny, Nebraska. Painted medium blue with black fenders, it sports yellow wire wheels with wide whitewall tires and bright trim rings. The spare tire is located at the rear and has a full metal cover, with an access door for checking and maintaining tire pressure. The car has a wood-grained dashboard and wide-pleated brown leather seat. An aftermarket Tropic Aire hot-water heater has been installed under the dashboard. The convertible top is tan canvas and shows some age, although it is perfectly serviceable. The engine compartment is sanitary and functional, though not over-detailed.

This car is one of a small number built in Los Angeles. Nineteen thirty-three was a year of laid-back, streamlined styling, and Plymouth was a primary practitioner. The PC models look good from any angle.

CHASSIS NO. **3000339**
ENGINE NO. **PC 101105**
BODY NO. **PC 845CC**

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



224

1917 ELCAR MODEL E CLOVERLEAF ROADSTER

CHASSIS NO. **3627**

ENGINE NO. **DXU39042**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Dashing Cloverleaf roadster

High-quality restoration

A wonderful choice for someone lucky

William and George Pratt were the principals of Indiana's Elkhart Carriage & Harness Manufacturing Company. In 1909 they began building a quality touring car, which they sold under the name Pratt-Elkhart. They dropped Elkhart from the name and began selling Pratt cars from their re-organized Pratt Motor Car Company. Then, later in 1915, they renamed the company once again as the Elkhart Carriage and Motor Car Company. Its product was called the "Elcar," a four-cylinder car with a Lycoming engine that sold for \$795. They advertised it as "The Car for the Many."

The Pratts sold out to some Auburn executives in 1921 and retired, but Elcar manufacturing continued into 1931, latterly taxis, both for the Elkhart company and private-label cabs, among them Elfay, Martel, and Royal Martel, for other taxi-operating companies.

The Merrick Auto Museum acquired this Elcar Cloverleaf Roadster from Terry Trudell of Ortonville, Michigan, in 2006. Restored in red with black fenders, it has brown buttoned-leather seats. Front passengers have individual semi-bucket seating, with a narrow pass-through to the wide rear seat. There is a full black canvas touring top, which, when lowered, rests on the body's curvaceous tail.

Power comes from a 35 hp Lycoming DXU L-head four driving through a dry-plate clutch to a three-speed sliding-gear transmission. Starting and lighting is via a Dyneto two-unit system, and the engine has Delco automatic spark advance. Cream wood artillery wheels are mounted with 32 × 3½ PJA Pneumatic blackwall tires.

"Cloverleaf" has a lucky ring to it. The new owner of this Elcar Cloverleaf roadster will be lucky indeed.



1911 FIRESTONE-COLUMBUS MODEL 79C RUNABOUT

225

Rare Columbus, Ohio-built make
One of a handful believed to exist
Advanced technical specification

In 1909 the Columbus Buggy Company of Columbus, Ohio, entered the upper end of the market with the \$1,800 Firestone-Columbus, named for company president Clinton Dewitt Firestone. Touted as “The Car Complete,” it was a baby tonneau with a 35-horsepower four-cylinder engine and a 110-inch wheelbase.

The Firestone-Columbus was very advanced for its day, with left-hand steering and a drop-center chassis by 1910, center gear change in 1911, and an acetylene starter when most others were experimenting with compressed air. In 1911 chief designer and engineer Lee Frayer, with an adventurous youngster named Eddie Rickenbacker who had worked with him at Miller-Frayer, took a Firestone-Columbus to the first Indianapolis 500. Starting in 26th place and co-driving the Red Wing Special, they managed to

finish 13th. Rickenbacker, initially the chief testing engineer for Firestone-Columbus, became a district sales manager before leaving to join Fred Duesenberg at the Mason Motor Company.

This Firestone-Columbus was acquired by the Merrick Auto Museum in 2001 from Platinum Classic Motorcars in East Rochester, New York. Restored in burgundy with black fenders, it has gold pinstriping. The seats are upholstered in black buttoned leather. The rumble or “mother-in-law” seat at the rear is unusual for being full-width, making the car a four-passenger vehicle. Brass Solar headlamps are supplied by a Presto-Lite tank with gauge, which is also connected to the sidelamps, which retain their kerosene canisters. There is also a storage compartment under the rear floor. The car is believed to have very low mileage, as there is no noticeable wear on the pedals or steering wheel.

The number of surviving Firestone-Columbus cars, of all types, is believed to be seven or eight. This car is certainly one of the best.

CHASSIS NO. **820**

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



226

1926 CADILLAC SERIES 314 LIMOUSINE SEDAN

ENGINE NO. 101539

\$35,000 – \$45,000

OFFERED WITHOUT RESERVE

Unusual custom-style Cadillac

Very early Series 314; delivered as a “Custom Chassis”

Includes copy of original production record

By the end of 1923, Cadillac had produced more than 160,000 V-8-engine automobiles, well proven in use, including 2,000 sent overseas as staff cars in World War I. Newly promoted chief engineer Ernest Seaholm, who would oversee Cadillac’s technical developments for nearly two decades, directed the first major redesign to the groundbreaking engine. Until that time, it was common to design a V-8 as two four-cylinder engines on a common “flat” crankshaft. This worked well enough, but was subject to inherent imbalance that gave the engine a certain roughness.

For 1924 Cadillac introduced a balanced, two-plane crankshaft counterweighted with rod journals at 90

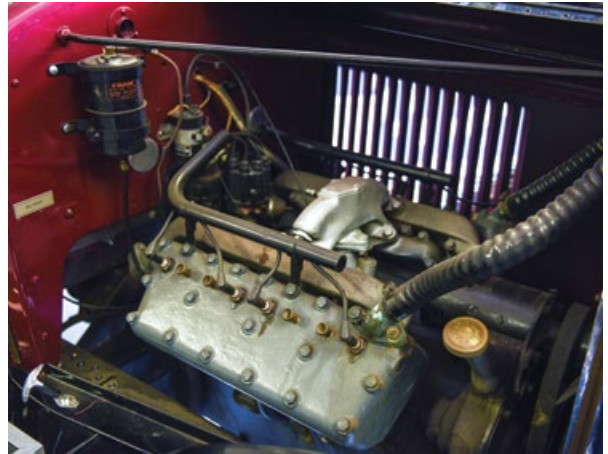
degrees to one another, the way all V-8s are made today. The difference was dramatic. The engines exhibited remarkable smoothness and, thanks to a lighter flywheel, developed more power. The other major improvement to the new V-63 model Cadillacs was four-wheel braking, which was becoming increasingly popular in the market, although the system was mechanical, not hydraulic, as used by Duesenberg and Chrysler.

Introduced at the beginning of August 1925 was the new Series 314 Cadillac, considered a 1926 model. A much-reengineered version of the V-63, it took its name from the engine displacement, an engine that itself was reengineered. In the process, weight was reduced by 250 pounds and horsepower rose by nearly 10 percent. Prices, on the other hand, were reduced by as much as \$500.

This Series 314 Cadillac, one of the first, was shipped from the factory on 14 August 1925 and delivered 25 August to customer J.L. Boyer of Greenville, Ohio. The Cadillac ledger shows it as a 132-inch Chassis Custom with disc wheels. There are no details of the body that was fitted for the customer. The current body is much like several that Cadillac offered to the professional and livery trade, with a slanted windshield and opera windows in the rear quarters, which, like the top, are covered in black leatherette. Unusually for a Cadillac of this period, it has vertical cowl ventilators on each side and sidelamps that are flared into the cowl.

The Merrick Auto Museum purchased it in 1996 from Charles Baldwin of Colorado Springs, Colorado. Painted maroon with red moldings, it has black fenders and body-color disc wheels with Lester whitewall tires. The interior is upholstered in brown mohair, and the floor is carpeted in the same theme. The dashboard is standard 1926 Cadillac, although the speedometer looks to have been changed. The engine compartment is sanitary, but not over-detailed. The engine unit number matches the factory build record.

Whatever the Cadillac's history, it is a stately automobile and commands immediate notice.





227

1900 DE DION-BOUTON TYPE E VIS-À-VIS VOITURETTE

CHASSIS NO. 485

ENGINE NO. 2695

\$100,000 – \$150,000

OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1901.

Paris-built De Dion Vis-à-Vis

Formerly owned by Robert Gottlieb; restored by Eric Rosenau

Eligible for the London-to-Brighton Veteran Car Run

Until 1899, the French firm De Dion, Bouton & Compagnie produced mostly motorized tricycles, some of which were made into four-wheelers with a two-wheel forecar arrangement. That year the Type D Voiturette was introduced, a true four-wheel car with a tubular “waisted” chassis frame. The engine, a single-cylinder 3½-horsepower, 402 cc unit, was located at the rear and drove through a two-speed constant-mesh transmission, with gear changes effected with clutches. The Type D became known as *Vis-à-Vis*, French for eye-to-eye, as the two passenger seats face one another.

In March 1900 came an improved model, the Type E. Wheel bearings were upgraded, and the shaft brake was replaced with two band brakes, one acting on each rear wheel. The gear change was revised, providing lever operation with a neutral position. The engine and three-quarter elliptic leaf-spring suspension were continued from the Type D.

Although there was brief production of De Dion vehicles in New York in 1900 and 1901, this vehicle bears the dealer medallion of G. Loisel of 17 rue Monsigny, Paris. According to *Amicale De Dion*, the



De Dion Club in France, it was built there in 1900 and exported to the U.S. sometime thereafter.

Previously owned by collector and journalist Robert Gottlieb of Beverly Hills, California, this Type E Vis-à-Vis was restored by Eric Rosenau of Ramona, California, in burgundy with black accents and fenders. The wire wheels are a brilliant red. The seating is black leather in excellent condition; the brass Mauretania

headlamps and other accessories have polished up well, and all mechanical features are well detailed. Previous owners have included L.K. Newell of Quapaw, Oklahoma.

A very nice example of the famed De Dion Vis-à-Vis, this car's age renders it a potential participant in Britain's famed London-to-Brighton Veteran Car Run.





228

1902 GASMOBILE THREE-CYLINDER STANHOPE

CHASSIS NO. 155

IDENTIFICATION NO. AC0304

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

AACA National First award winner

Formerly of the ACD Museum collection

London-to-Brighton participant in 1983

Only known surviving restored Gasmobile

The Gasmobile was built by the Automobile Company of America in New York City and Marion, New Jersey, from 1899 to 1902. Originally to be sold as "American Voiturette," it was renamed Gasmobile by company president John Flagler, who felt the prior name was too obscure.

Gasmobiles were built in single-, three-, four-, and six-cylinder form, the latter a one-off New York show car. In December 1902, the company's machinery was sold to the Pan American Motor Company of Mamaroneck, New York, which failed the following year.

Now an older restoration, this 1902 Gasmobile was acquired from the Auburn Cord Duesenberg Museum. A frame-off project, it took more than 1,400 hours and resulted in an AACA National First prize in 1977. In 1983 it drove from London to Brighton in that year's Commemorative Run for veteran cars. Previous owners have included William Savatora of Pittsburgh, Pennsylvania. A well-conserved automobile, it presents well in medium green with yellow chassis, undercarriage, and wheels. The upholstery is original-style black leather. The rear-mounted three-cylinder, water-cooled engine drives the wheels via single-chain drive. It features Gray & Davis brass lighting, black leather seating, and a bright green body with yellow undercarriage.

As the only known surviving Gasmobile to be restored, this car occupies a special place in history. Its age qualifies it as a potential future participant in the London-to-Brighton Veteran Car Run, held across the pond each November.



1906 QUEEN MODEL E FIVE-PASSENGER TOURING

229

A rare and short-lived make

540-hour complete and accurate restoration

Planetary transmission with single-chain drive

“Big Power and Few Parts”

A product of the C.H. Blomstrom Motor Company of Detroit, the Queen was advertised as having “Big Power and Few Parts.” Introduced at the end of 1904, it was, in the words of the late historian Beverly Rae Kimes, “a simple little runabout with one cylinder...commanding 5-1/2 by 6-inch bore-stroke dimensions,” which is a nice way of saying it packed its entire 2.3 liters of displacement in a single basket. Two-cylinder models with a horizontally opposed engine were soon introduced—the Model E, as offered here—developing 16 hp and riding an 84-inch wheelbase. Late in 1905 came a four-cylinder, 24-hp Model D, and finally in 1906 a 26/28 hp four called the Model K.

That summer, however, Blomstrom’s company was deemed “defectively incorporated,” a problem

that was resolved by a merger with De Luxe Motor Company of Toledo, maker of the Car De Luxe. Thereafter, Car De Luxe moved to Detroit, and the Queen motor car quietly disappeared. By the end of 1909, so had Car De Luxe.

This rare Model E Queen was purchased by the Merrick Auto Museum in 1999. It was previously in the Charlie Sens Collection in Marion, Ohio. The subject of a 540-hour complete and accurate restoration, it has ultramarine blue paint with black fenders and cream running gear. The upholstery is black buttoned leather, and the cape top, tie-downs, and tires are also new. The car uses Dietz Dainty side and taillamps; there are no headlamps. The opposed two-cylinder, 18-horsepower engine drives through a planetary transmission, with single chain drive to the rear axle.

Produced for barely two years, this Queen is extremely rare. This is an excellent opportunity to acquire one of the finest.

CHASSIS NO. 155

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE



230

1911 SEARS MODEL P BUSINESS/PLEASURE CAR

CHASSIS NO. **12702**

ENGINE NO. **4441**

\$20,000 – \$25,000

OFFERED WITHOUT RESERVE

Iconic Sears high-wheel four-seater

New Business/Pleasure model for 1911

Older yet attractive restoration

Sears, Roebuck weathered the Panic of 1893 and was soon publishing a catalogue of more than 500 pages, including such things as dolls, stoves, and even groceries. Automobiles did not appear until 1908, and that was due to Alvaro S. Krotz, an engineer and inventor who had designed a simple, inexpensive car. His pitch to Sears was successful, and that year's fall catalogue included the Sears Motor Buggy, a \$395 high-wheel runabout.

The basic model, with few amenities, was called Model G. Model H added fenders and a top. Model J had running boards, and Model K had cushion tires. In 1910 Sears caved in to the fashion of the day and began calling it "automobile." A new model

for 1911, the "Business/Pleasure Car" had a longer wheelbase and offered seating for the entire family.

This Model P Sears Business/Pleasure Car is built on the long 87-inch wheelbase, the same as the Model X wagon, which was in effect a pickup. The Model P had two identical bench seats, arranged in tandem. Two front oil lamps were standard, along with a taillamp, a horn, and "full equipment." It was priced at \$495.

Painted white with black accents, this Model P Sears was fully restored in 1987 by Century Auto Connection of Houston, Texas. It is upholstered in diamond-pattern buttoned black leather with a matching grained-leather dashboard. The lighting includes Staylit brass oil headlamps and a C.M. Hall taillamp. The car has been a part of the Merrick Auto Museum since 1995.



1915 OVERLAND MODEL 80R ROADSTER

231

Handsome Overland roadster

Second-most popular car in 1915

Long, documented ownership history

Turnarounds in the automobile industry are nothing new. Even before 1910, there were rescue efforts aimed at foundering car companies. A prime example was the Overland Company of Indianapolis, Indiana. Charles Minshall and Claude Cox collaborated in 1903 to build a small runabout they christened "Overland," appropriate to its intended purpose. A fairly advanced automobile for its day, it had a single-cylinder engine in front, two-speed planetary transmission, and jump-spark ignition. Sales increased encouragingly, but profits were elusive. By 1907 the company was in a cash-flow crisis.

To the rescue came John North Willys, their Elmira, New York, dealer. Unable to get cars from the factory to fulfill his many orders, he went to Indianapolis to investigate. Willys was not only a brilliant salesman, he was a good manager as well. Within months he had production humming again, assembling cars in a circus

tent because orders exceeded factory space. By 1910, Overland was the third-best-selling car in America after Ford and Buick. It would soon rise to second place.

In 1915, Overland was in the fourth season of a seven-year reign as second-place challenger to Henry Ford's Model T. This 1915 Model 80 Overland has a long history of documented owners, going back to Norman Waddel in the late 1940s. Its subsequent stewards have been Sterling Walsh (1955), Norm Becker (1964), Frank Heiss (1969), Robert Schill (1977), Edward Josey (1978), Philip Kersch (1986), and Joan and Mike Hoffman, from whom it was acquired by the Merrick Collection in 1994.

Very handsome with a red body pinstriped in grey, it has black fenders, a black canvas roadster top, and two-piece windshield. The lighting is electric by Auto-Lite in Overland's hometown of Toledo, Ohio. The spare tire mounts at the rear behind a small luggage compartment.

This car demonstrates why Overland was almost as popular as the Model T Ford.

CHASSIS NO. **RLH80 9163**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE



232

1925 HUPMOBILE R-15 FIVE-PASSENGER CLUB SEDAN

ENGINE NO. **R-179304**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE

Unusual three-door club sedan

Comprehensive 420-hour restoration

Last of the four-cylinder Hupps

Robert Craig Hupp had worked at Olds, Ford, and Regal by the time he completed his own experimental car in 1908. A light two-passenger runabout, it was introduced as the Hupmobile Model 20 at the 1909 Detroit Automobile Show. Its success was immediate. Larger cars followed by 1912, and in 1916 the seven-passenger Model N graced a 134-inch wheelbase. At the end of World War I, however, the Hupp Motor Car Company returned to its roots with the small, light Series R, which would be its mainstay into the mid-1920s.

Nineteen twenty-five was the last year for Hupp's four, available as Model R-14 or R-15. The two models were all but identical. Those built between August 1924 and June 1925 were R-14s; the last 4,000 cars, through

the end of July, were designated R-15. A straight-eight E-1 was new that year, and 1926 would see an A-1 six.

This Series R-15 Hupmobile was acquired from the former Charlie Sens Antique Auto Museum in Marion, Ohio. Its prior owners include the late Robert Lloyd Taft of Jackson, Michigan. The recipient of a 400-hour restoration, it is finished in medium blue with black fenders and grey striped cloth upholstery. It has a black grained leatherette top with landau irons on the rear quarters, a chrome ribbed luggage rack at the rear, cowl lights, and a winged radiator cap with MotoMeter. The disc wheels are painted in body color and are mounted with 34 × 4½ blackwall Puma tires. It could also be described as a three-door sedan, as there is no door to the back seat on the left-hand side.

Interestingly, Hupmobile sold more cars than Cadillac in 1925, yet today their survival rates are quite the reverse.



1931 DESOTO MODEL SA STANDARD COUPE

233

Latin-themed American car

Medium-priced, quality engineering

Chrysler's "idea car"

January 1931 brought a restyled DeSoto with a larger 205-cubic-inch, 72 bhp engine and a new series designation: SA. Thereafter, six-cylinder DeSotos (an eight introduced in 1930 was soon dropped) would have an S prefix for some 25 years. Standard equipment on the SA included Delco-Remy ignition, hydraulic shock absorbers, and Chrysler's hallmark four-wheel hydraulic brakes.

This handsome DeSoto SA coupe is the Standard version, with a rear luggage compartment instead of a rumble seat, as found in the Deluxe. Purchased by the Merrick Auto Museum in 2006,

its previous owners include Ken Garland of Travelers Rest, South Carolina. Painted entirely in gloss black, its principal accents are the whitewall tires and tasteful chrome accents. The tires are 4.75-19 Firestone whitewalls on black steel-wire wheels.

Perhaps the most dramatic aspect of this car is found inside. Upholstered in wide-pleated button mohair, it is quite out of the ordinary, but taking pride of place is the instrument binnacle, a wide oval assembly housing the drum speedometer and all four essential gauges under one sheet of glass: temperature, fuel, oil pressure, and ammeter. The odometer reads just short of 88,000 miles.

For a period in the 1930s and '40s, DeSoto served as Chrysler's "idea car." A quick look is all it takes to see that it is a very good idea indeed.

CHASSIS NO. **5018469**

ENGINE NO. **SA-8141D**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE



234

1933 LASALLE FIVE-PASSENGER TOWN SEDAN

COACHWORK BY FISHER

ENGINE NO. **2000449**

SERIAL NO. **2-5003**

BODY NO. **136**

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

Handsome close-coupled town sedan, body style 33 652

Includes copy of original Cadillac production record

Comprehensive 1,500-hour restoration

The last CCCA Full Classic LaSalle

This town sedan was ordered by General Motors of Canada, Ltd., on 5 January 1933. It was shipped to Oshawa, Ontario, on 10 January, painted Quebec Gray and Arlington Gray and equipped with fender wells and six 7.00-17 Royal tires. The order also calls out the “Torpedo” hood ornament, sometimes called “Bird in Flight” or “Bullet,” and painted tire covers. It was subsequently acquired by Butch Brown of Kearny, Nebraska, many years later. The Merrick Auto Museum acquired it in 1993.

After its current 1,500-hour, frame-off restoration, it appears in silver with maroon body and hood

side panels. Upholstered in pleated, buttoned grey cord, it has an exquisitely ornate dashboard with full instrumentation, including an indicator for the adjustable shock absorbers.

The wire wheels are now painted to match the body sides, and they are fitted with 7.00-17 Lester wide whitewalls. The metal tire covers for the side-mount spares are present, but the Torpedo ornament has been changed to the more artful “Heron” used on 1932 Cadillacs and LaSalles.

For 1934 LaSalle assumed a completely new identity. Smaller, lighter, and less expensive in the face of the Great Depression, it was based largely on Oldsmobile and used a version of the Olds straight eight. As a result, the 1933 LaSalles are the last recognized as Full Classics by the Classic Car Club of America.



1922 BUICK SIX 22-44 THREE-PASSENGER ROADSTER

235

Sporty Buick roadster

AACA National First award winner

Well appointed and conserved

Although Buick reintroduced a four-cylinder car for 1922, the mainstay continued to be the six-cylinder model, available in ten body styles. The higher radiators and hoods of 1921 were retained, as was the 60 bhp, 242-cubic-inch overhead-valve engine. Brakes continued to be two two-wheel mechanicals, operating on the rear wheels.

This Buick Six 22 is the Style 44 three-passenger roadster body, of which 7,666 were built. Painted olive green with black fenders, it presents very nicely and has a delicate white pinstripe around the cockpit and a black leatherette top. The seat is upholstered in black pleated leather. The radiator has a Buick

script MotoMeter mounted in a dog-bone cap. It has been fitted with a tubular accessory bumper, which has parking lights at its outer ends, and twin taillights within the perimeter of the rear-mounted spare tire.

The engine, Buick's famed valve-in-head design, is very tidy and correctly appointed, including the Stewart vacuum fuel system, to which a modern inline fuel filter has been added for reliability and ease of service. A correct Klaxon 12A horn and period oil can are mounted on the firewall. Gehrig 33 × 4 blackwall tires are mounted on varnished wood-spoke artillery wheels.

Purchased in 1995 from Bobbie Phillips of London, Kentucky, it was the recipient of an AACA National First award in 1965. A windshield sticker shows that it participated in a Glidden Tour in 1969. Very well maintained and preserved, it is sure to be enjoyed by its next owner.

CHASSIS NO. **840917**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE



236

1916 RAUCH & LANG JX-6 DUAL CONTROL ELECTRIC COACH

CHASSIS NO. 60277

\$35,000 – \$40,000

OFFERED WITHOUT RESERVE

The “Cadillac” of electric cars

Versatile dual-control example

Quality restoration

Jacob Rauch and Charles Lang were Cleveland carriage builders, setting up in business in 1884. In 1903 they took a franchise for the Buffalo Electric automobile. Two years later they set out with an electric car of their own, an open Stanhope that was soon joined by coupes and depot wagons. By 1908 they were turning out 500 cars a year but could have sold more. In 1915, however, when electric car sales began to wane, they merged with the Baker Motor Vehicle Company, the neighboring maker of the Baker Electric, to form Baker R&L Company. From 1917 all cars were sold under the Rauch & Lang name.

Although retaining a good share of the electric vehicle market, Baker R&L diversified into jobbing for other automakers, including building the Owen Magnetic car for Raymond and Ralph Owen from 1916 to 1919 and opening a coachwork division that supplied bodies to Peerless, Stearns, Ruxton, and Stanley.

A Dual Control car, this Rauch & Lang can be operated from the left side of either the rear seat or the front. There are controls in both locations, as well as two steering tillers that fold up out of the way when not in use. The interior has been newly upholstered in burgundy edge-trimmed cloth with pleated, buttoned seats. Instrumentation includes an ampere-hour meter in addition to the usual ammeter and voltmeter, as well as a Warner Auto Meter speedometer. A stem-wind Waltham eight-day watch is mounted on the front bulkhead. The body is painted to match the interior, complementing the black fenders. Lighting is electric throughout.

Originally owned by H.S. Smith, this car was donated to the Lookout Mountain Museum in Golden, Colorado, in the late 1920s. Noel A. William purchased it when the museum closed in 1966. It was acquired by the Merrick Auto Museum in 2004.



1926 CADILLAC SERIES 314 TWO-PASSENGER SPORT COUPE

237

Series 314 update for 1927

Stylish sport coupe, body style 7000

Ornate instrument panel

According to Cadillac production records, this comely Series 314 sport coupe was shipped on 3 August 1926 to Atlanta, Georgia, for Dr. James Paullin, who took delivery on 20 October. The body was Duco Adjutant Gray with a Cadillac Cream stripe. Its subsequent history is unknown, until it ended up with Charlie Falk of Norfolk, Virginia. The Merrick Auto Museum acquired it in 1996.

Fully restored, it is now maroon with black fenders and a white pinstripe. The wood-spoke artillery wheels are painted body color and have ornate white striping. Wide whitewall 33 × 6¾ tires are

mounted on demountable rims. The spare tire is mounted at the rear. There is a black fabric-covered roof with landau irons on the rear quarters, and a golf-bag door on the right-hand side.

The interior is upholstered in magenta pleated and buttoned mohair. The instrument panel is a lesson in ornamentation. Located at the center of the dashboard, it has four semicircular gauges in the middle, flanked by a drum speedometer on the left and a Waltham clock on the right. The entire ensemble is decorated with intricate filigrees. The odometer registers barely 76,000 miles. Engine temperature is monitored by a dog-bone MotoMeter in the radiator cap.

This sport coupe model evokes a similar theme that Cadillac introduced for 1949, then called the Coupe de Ville.

CHASSIS NO. 130909

ENGINE NO. 101

\$35,000 – \$45,000

OFFERED WITHOUT RESERVE



238

1928 CHRYSLER MODEL 62 2/4-PASSENGER COUPE

ENGINE NO. **M81943**
FEDCO NO. **LW944E**
BODY NO. **CP-1628-M**

\$20,000 – \$25,000

OFFERED WITHOUT RESERVE

Well-appointed rumble-seat coupe

Features four-wheel hydraulic brakes

Excellent Chrysler engineering and performance

Walter P. Chrysler's new car was a sensation at its New York introduction in 1924. A quality six-cylinder vehicle with advanced engineering, it boasted hydraulic brakes, a high-compression engine good for 70 mph, and sold for about the price of a Buick. Nearly 20,000 were sold in the first year. Successive refinement took place in ensuing years, and additional models were introduced, notably the E-series Imperial that competed with Cadillac and Lincoln.

At the other end of the catalogue, four-cylinder Maxwell carryovers were badged as 50-series Chryslers. Still, the bread and butter lay in the mid-priced segment, B-70 and G-70 six-cylinder Chryslers. New during 1926 was the Series 60, an all-new 109-inch-wheelbase car with an improved six, priced from \$1,075 to \$1,330. For 1928 it

became the Series 62 with similar pricing and was the most popular Chrysler that year.

The Merrick Auto Museum purchased this 1928 Chrysler 62 coupe in 2006. Among the previous owners was Erlene Espinosa of Albion, Illinois. Presenting nicely in maroon with red accent striping, it has black fenders and a black grained leatherette roof. The upholstery is maroon cloth with broad pleats. Cozy for two, the passenger capacity expands to four when the rumble seat is opened. The engine compartment is clean, but not extensively detailed, and as a Chrysler, it of course has four-wheel hydraulic brakes. The car shows obvious signs of use, corroborated by unobtrusively installed accessory directional signals for greater drivability in modern traffic.

Clearly this is a car meant to be used and enjoyed. Chrysler's exceptional engineering clearly manifested itself in these early models, which performed well and proved to be very reliable.



1906 WHITE MODEL F STEAM TOURING

239

Excellent example of a sophisticated White steam car
Best-selling steam car in its day
High-quality restoration

“Stanley” is the first name that usually comes to mind when one thinks of steam cars, but the White Company of Cleveland actually built more steamers in a shorter period of time than their Massachusetts rival. Moreover, White steamers were significantly more advanced, of higher quality, and performed better, though at a cost of greater complexity.

Thomas White began manufacturing sewing machines early in the nineteenth century, but it was his sons, Walter, Windsor, and Rollin, who took the firm into the automobile business. Rollin was the most interested in automobiles and went to Europe in the 1890s to study the burgeoning motor industry there. He returned home in 1898 and developed a monotube boiler that raised steam very quickly. The trio began building steam cars in the sewing-machine factory in 1900.

The early White car was more sophisticated than its main competition, the Locomobile, which had been designed by the Stanley brothers. Rollin’s fast-heating boiler and a condenser for recycling exhaust steam made the White easier to operate and gave it greater range. White sales grew steadily in the early years, particularly after Locomobile left the steam business in 1904. Thereafter, White’s competition came from the Stanley steam car, which the twin brothers had reclaimed from Locomobile. Despite the White’s significantly higher price, its advanced features made it competitive.

Purchased by the Merrick Auto Museum in 2006, this White Model F was previously owned by George B. Cropper. Painted white with black fenders and accent moldings, it is a large car for its era, weighing more than 2,000 pounds and riding a 114-inch wheelbase. There is ample seating for five, sitting on diamond-pattern black buttoned leather. All hardware is polished brass, and acetylene B&L Auto Lamps are fitted for night driving. It is fitted with all-white Universal 34 × 4 clincher tires on wood artillery wheels.

CHASSIS NO. **3525**
ENGINE NO. **E1871**

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



240

1915 MILBURN ELECTRIC MODEL 15 LIGHT COUPE

IDENTIFICATION NO. **23737**

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE

Nimble, lightweight electric car

Impressive 60-mile range

A living room on wheels

The golden age of the electric car did not begin until 1910, when electric mains had reached a significant portion of the U.S. population. In contrast to Baker and Detroit, making electric automobiles since 1900 and 1907, respectively, the Milburn Wagon Company of Toledo, Ohio, did not enter the business until 1914. An advantage of the Milburn was a battery pack on rollers, allowing fresh batteries to be quickly installed, eliminating the downtime for charging. Most Milburns were of the high-roof “phone booth” style, but a roadster, a delivery van, and a town car were also available. Sales were brisk at first, 1,000 cars in 1915 and 1,500 the next year, but in 1923, when the vogue of the electric car had faded, production ceased, and the factory was sold to General Motors.

Purchased by the Merrick Auto Museum in 1995, this Model 15 Milburn was previously owned by Jean

and J Brown of Tulsa, Oklahoma. A veritable living room on wheels, it is driven from the left position of the rear seat. Two rear-facing front seats fold down for additional passengers.

The interior bears plush bolstered cloth upholstery and crimson curtains on the rear quarter windows. The fabric looks new. The driving position is at the rear, with tiller controls on the left side. In front are two rear-facing fold-down seats. The high roof permits glass of picture-window dimensions all the way around. Instrumentation includes a Stewart speedometer, the odometer of which indicates barely 30,000 miles. The exterior, with dark blue body harmonizing with black roof and fenders, presents well but for a small area of chipped paint below the rear window.

With fully charged batteries, Milburn electrics will accelerate briskly to a top speed of 19 mph and have a range of about 60 miles, entirely adequate for most local journeys.



1915 STUDEBAKER MODEL SD FOUR ROADSTER

241

Sturdy stalwart Studebaker

High-quality restoration

Having worked its way out of alliances with Garford and E-M-F, Studebaker Corporation prospered in the early 'teen years, ranking third or fourth in the industry building quality medium-priced, four-cylinder cars. Six-cylinder engines were added to the mix in 1913, but the fours continued to dominate, selling at about three times the six-cylinder volume.

For 1915 Studebaker cars got a more streamlined appearance, although mechanically they remained much the same. The Model SD four-cylinder car had a 192-cubic-inch L-head engine developing 30 bhp, 50 percent more than the Model T, whose powerplant was only 8 percent smaller. It also cost about twice as much as a T, so they were not aimed at the same demographic. There were but two body styles—a roadster like this car, and a touring model.

This 1915 Studebaker Model SD roadster is painted maroon with black fenders. In appearance, it's very much like a larger Model T, albeit more sophisticated. The buttoned black leather upholstery is like nothing in a Model T, and the driver's seat is set slightly forward from the passenger's, giving more legroom for those not operating the pedals. Instrumentation includes an ammeter and oil pressure and fuel gauges. The engine compartment is immaculate, a testament to the high-quality restoration. The car drives on varnished wood-spoke artillery wheels mounted with whitewall tires that give a nice contrast to the fenders and body. Behind the body tub is a luggage compartment.

A spirited Studebaker, this example is bound to please its new owner.

CHASSIS NO. **468630**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE



242

1918 CHALMERS 6-30 TOURING

CHASSIS NO. **104145**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE

Ancestor of the Hudson marque

Speed record heritage

Excellent restoration

Hugh Chalmers joined the Thomas-Detroit Motor Company in 1907. A youthful and energetic vice president of the National Cash Register Company, he bought out president E.R. Thomas and brought to market a four-cylinder car designed by Howard Coffin, later a founder of Hudson. Two of the new cars, called Chalmers-Detroit, managed a one-two win of the Jericho Sweepstakes on Long Island in 1908, and in 1909 a three-car team called the “Chalmers Bluebirds” achieved great racing success.

After Coffin left Chalmers (“Detroit” had been dropped from the name) for Hudson in 1909, Chalmers continued to build several sizes of four-cylinder cars and added a six in 1912. The consummate salesman, Hugh Chalmers continued the competition efforts, his cars earning a trophy on the 1909 Glidden Tour and winning the event outright in 1910. Despite a flurry of speed-record activity

in 1917, which saw a fleet of a half-dozen six-cylinder speedsters make new marks for ten miles, Chalmers suffered in the aftermath of World War I. The company was absorbed by Maxwell in 1922.

The Chalmers Model 6-30 touring offered here was acquired by the Merrick Auto Museum from Lloyd Harty of Golden, Colorado, in 2000. A deep red body contrasts with black fenders and hood, which match the wide-pleated black leather seats. An accessory windscreen with wide windwings shelters rear-seat passengers from the wind, and there is a full lined canvas black touring top. The wood artillery wheels match the body color and are fitted with 32 × 4 blackwall tires. Twin spares are carried on the rear of the car. Instrumentation comprises a Stewart speedometer, an ammeter, and an oil-pressure gauge. The odometer shows barely 31,000 miles.

Chalmers heritage appears throughout the auto industry, at Thomas, Hudson, Maxwell, and extending to Chrysler. This car is an excellent and rare artifact of that influential history.



1930 NASH SERIES 490 TWIN IGNITION EIGHT FIVE-PASSENGER SEDAN

243

Imposing Senior Nash series

Nine-main-bearing eight-cylinder engine

Features legendary Twin Ignition

By 1930 the eight-cylinder engine had become imperative for all but the economy segment of the auto industry. Cadillac and Lincoln clung to their decade-old V-8s, but more recent converts followed Packard in building inline eights with two-plane crankshafts, which eliminated the inherent imbalance in flat-crank designs. Charles Nash, however, was not content with a run-of-the-mill eight. The engine his engineers conceived for that pivotal year also had nine main bearings and a twin ignition system using two complete sets of spark plugs and ignition coils.

Introduced on 1 October 1929, the Nash 490 was the largest Nash car built to that time. Built on wheelbases of 124 and 133 inches, the 490

models weighed 3,770 to 4,210 pounds. The overhead-valve engine displaced 299 cubic inches and developed 100 bhp at 3,200 rpm. Prices ranged from \$1,845 to \$2,660, the territory of the Packard Standard Eight.

This 1930 Nash 490 was acquired by the Merrick Auto Museum in 1996. Among the prior owners was Patrick Duggan of Engelwood, Colorado. Restored in green with black fenders, it has cream wire wheels and belt moldings. The wheels are mounted with whitewall tires, and there is a side-mount spare on each side. The engine compartment, while not highly detailed, is indeed imposing. One only need notice the complex set of high-tension wires emanating from the distributor and wonder where they all lead to grasp the concept, for half the spark plugs are on the other side of the engine.

Twin-ignition Nashes are legendary. This car is an excellent example.

CHASSIS NO. **506188**

BODY NO. **490-4730**

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE



244

1908 SEARS MODEL J MOTOR BUGGY

CHASSIS NO. 2866

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Iconic Sears Motor Buggy

Features running boards, fenders, and fringed surrey top

High-quality restoration

In 1908 Sears, Roebuck and Co. entered the automobile age. In that year's fall mail-order catalogue appeared the Sears Motor Buggy, a \$395 high-wheel runabout. The impetus came from Alvaro S. Krotz, an engineer and inventor. Krotz had designed a simple, inexpensive car, visited Sears, and sold the giant company on placing it in their catalogue.

First he needed a factory, and one was found in Chicago, Sears' home territory. Krotz managed the new factory, and Sears' own W.M. Tippet headed sales, while another Sears employee, Percy Herrick, supervised production. The Motor Buggy was an assembled car, with parts purchased from many sources, although some were specific to this application. The engine was a two-cylinder horizontally opposed air-cooled unit of 10 horsepower

that drove through a friction transmission, then a common design (and indeed used on some lawn tractors to this day). A Schebler carburetor provided fuel, which was ignited by a jump-spark from dry-cell batteries. Lubrication was a combination of force-feed and splash. The chassis was pressed steel, wheels were made of hickory with solid rubber tires attached, and the steering tiller was on the left.

The basic model, with few amenities, was called Model G. Model H added fenders and a top. Model J had running boards, and Model K had cushion tires. The Sears Motor Buggy offered here is the Model J version, with running boards, fenders, and fringed Surrey top. Fitted with Yankee oil carriage lamps, it also has a taillight. The tan leather dashboard matches the seats, which are buttoned in a diamond pattern. Steering is by tiller on the left-hand side. Final drive is via dual chains to the rear wheels.

In 1910 Sears caved to the fashion of the day and began calling it "automobile."



1903 PIERCE 6½ HP RUNABOUT

245

Early example of prestige Pierce automobile

Features right-hand tiller steering

Quality restoration

Many American automakers got their start in the cycle business. The George N. Pierce Company did build bicycles, but its major products were bird cages, ice boxes, and other household items. The manufacture of automobiles was driven by treasurer Charles Clifton. Clifton had watched developments in Europe and recommended the De Dion engine, which was used in Pierce's first gasoline car. It was British-born engineer David Fergusson, however, who contributed most to the new Pierce car, put into production as the Motorette late in 1901. By the end of the following year, 150 had been built.

For 1903 a larger car with a five-horsepower engine was introduced. The "Motorette" name was retired, replaced by Runabout. There was also

a 6½-horsepower Stanhope and a two-cylinder, five-passenger touring car.

This 1903 Pierce Runabout was acquired by the Merrick Museum in 1999. Previous owners include Wade Accomazzo of Tolleson, Arizona, and George H. Sanders of Gilbert, Arizona. Restored in deep maroon with red accent striping, it has black diamond-pattern buttoned-leather upholstery and central tiller steering. The engine is mounted directly to the rear axle. There is a black cape top and right-hand tiller steering. The forward panel opens to provide a footrest for front-seat passengers, who face bravely into the wind.

Increasingly larger Pierce cars were built, and the success of a Great Arrow model in the 1905 Glidden tour precipitated the addition of "Arrow" to the company and car names. Within a few years, Pierce-Arrow was a full-fledged member of the "Three Ps," the prestige manufacturer's unofficial alliance with Packard and Peerless.

CHASSIS NO. 287

\$50,000 – \$70,000

OFFERED WITHOUT RESERVE



246

1905 DE TAMPLE-MILLER HIGH-WHEEL RUNABOUT PROTOTYPE

CHASSIS NO. 1

\$20,000 – \$25,000

OFFERED WITHOUT RESERVE

Enigmatic artifact of the high-wheel era

Believed to be an early prototype by De Tamble

A unique subject for future research

Among the countless automotive brands that have hatched, struggled, and died since the dawn of the industry are many like the De Tamble. Edward De Tamble, head of the Speed Changing Pulley Company of Indianapolis, had ideas for a small, two-cylinder high-wheel runabout. It reached production in 1909, by which time a new company, the De Tamble Motor Company, had been formed in Anderson, Indiana. By March 1910, money ran out and new investors took over, changing the direction by building larger, more modern motor cars.

The De Tamble high-wheel business was sold off variously to the More Brothers in Wisconsin, H.K.

James of Lawrenceburg, Kansas, and the Jewel Carriage Company of Carthage, Ohio (not to be confused with the Jewell and later Jewel high-wheel car made in Massillon, Ohio).

The car offered here has been attributed to Edward De Tamble and a tire manufacturer named Miller. The provenance centers on a tag stamped "De Tamble & Miller No. 1," found under the seat. It is believed De Tamble and Miller assembled this car in order to market their respective businesses and as a forebear to De Tamble's efforts later in the decade. Among other enigmas are a Selden Patent plate attached to the false radiator and a planetary transmission from a 1905 Model F Ford.

Acquired by the Merrick Collection in 1999, it was previously owned by Helms Antique Autos in Milford, Pennsylvania. In thoroughly original condition, it has a front-mounted, two-cylinder air-cooled engine.



1929 WHIPPET MODEL 96A 2/4-PASSENGER SPORT ROADSTER

247

Popular Willys “companion car”

Full and accurate restoration

Attractive rumble-seat roadster

Sometimes considered a “companion car” for John North Willys’s Overland, the Whippet was quite a different machine and became the Overland’s successor. Introduced in July 1926 as a 1927 model, it was 200 pounds lighter than the equivalent four-cylinder Overland, but had a quarter-inch longer wheelbase. Its engine, however, was a dramatic advance, and while it was smaller than the Overland’s, it developed the same power and had the advantages of full-pressure oiling and pump-circulated cooling. In fact, the Looks engine was so sturdy that it evolved into the powerplant for the Jeep more than a decade later.

This Model 96A four-cylinder Whippet was the recipient of a 1,005-hour restoration. Sporty in yellow with black fenders, it carries the spare tire on the passenger-side fender, leaving room for a trunk rack at the rear. The wood-spoke artillery wheels have demountable rims, which are shod with Firestone 4.75 × 19 whitewall tires. The cockpit and rumble seat are upholstered in brown leather, and full side curtains are included. The roomy rumble seat increases seating capacity from two to four. Other accessories include wind wings, a deluxe winged MotoMeter, and running-board step plates. Turn signals have been unobtrusively fitted for safety in modern traffic.

The Whippet was the right car at the right time, and with the addition of a six-cylinder model, it became the third-best-selling marque in 1928. Whippet lost out to Essex only by a hair in 1929.

CHASSIS NO. **96A381311**

ENGINE NO. **96A380733**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE



248

1924 LINCOLN MODEL L FOUR-PASSENGER PHAETON

CHASSIS NO. **19310**

ENGINE NO. **19310**

BODY NO. **2-701**

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

Iconic early Lincoln

Stunning Hermann Brunn design, body style 123A

Classic Car Club of America (CCCA) Full Classic

An ideal example for vintage touring

Lincoln was Henry Martyn Leland's second automobile company, formed after he left Cadillac. The first Lincolns appeared in September 1920 to an enthusiastic reception by the press. However, a slow start to production compounded by a nationwide recession soon put Lincoln into receivership. Henry Ford came to the rescue, purchasing the Lincoln Motor Company for eight million dollars in 1922.

Lincoln became the flagship of Ford's empire, its fortunes entrusted largely to his son Edsel. Sales

were never immense, but Lincoln's prestige was an asset, particularly after Edsel's fine eye for design did away with the perpendicular Leland-era bodies. Edsel looked to coachbuilders for inspiration, enlisting such custom houses as Brunn, Judkins, Willoughby, Murphy, and Locke to provide bodies, many of which appeared in Lincoln's catalogues.

The design of the four-passenger phaeton, Style 123, is attributed to Hermann Brunn, the renowned Buffalo, New York, designer and coachbuilder. Prior to selling out to Henry Ford, the Lelands engaged Brunn to make designs for the 1923 models. Among them was the seductive Style 123, but it was Ford who actually put it into production. Brunn was not a volume coachbuilder, so the American Body Company, also of Buffalo, was given the construction contract. Throughout the 'teens, the

company built tens of thousands of bodies for Model T Fords. During the same period, American continued to supply bodies for prestige manufacturers like Marmon and Wills Ste. Claire. In total, American Body supplied 2,726 of the Lincoln style from 1923 to 1926, 829 of them in 1924. This car's body number is 701.

This Lincoln four-passenger phaeton was assembled on 22 May 1924. Ford Motor Company records do not indicate its destination. The Merrick Auto Museum purchased it in 1996 from John Taylor of North Royalton, Ohio. The subject of a \$40,000 restoration, it is painted maroon with black fenders and body molding. Upholstered in black leather, the car has a matching touring top. Varnished 12-spoke wood artillery wheels are mounted with Gehrige 33 x 5 whitewall tires on 23-inch demountable rims. Twin spares are carried at the rear behind a leather-covered trunk.

The radiator cap bears Lincoln's signature greyhound ornament, and there is a nickel-plated spotlight mounted on the right-hand running board.

Power comes from Lincoln's 358-cubic-inch fork-and-blade V-8, developing 90 bhp at 2,800 rpm, which drives through a three-speed transmission. The Lincoln speedometer incorporates a Waltham clock; the odometer shows slightly more than 56,000 miles. An interesting feature is a cigarette lighter that pulls away from the dashboard with a retractable power cord.

Lincolns of this era are big and powerful. Recognized as Full Classics by the Classic Car Club of America, they are roomy, comfortable, and ideal for vintage touring.





249

1915 HUDSON SIX-40 SEVEN-PASSENGER PHAETON

ENGINE NO. 7014

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Impressive 40 hp, 288 cu. in. six-cylinder

An ideal tour car for the whole family

High-quality restoration

The Hudson car was named for the man who bankrolled the company, Detroit department store magnate Joseph L. Hudson. His niece had married Roscoe Jackson, who worked for Oldsmobile and was teaming with fellow Olds alumni Howard Coffin, Roy Chapin, and George Dunham. Their first car, the Hudson Model 20, introduced in June 1909, was based on a model that Coffin had worked up during his prior stint at Thomas-Detroit. An open roadster on a 100-inch wheelbase, it had a 199-cubic-inch four-cylinder engine from Continental and a three-speed sliding-gear transmission. Companion models on a 110-inch wheelbase were offered as a roadster with doors and a five-passenger touring.

In the next four years, three new models followed, the most ambitious of which was the six-cylinder Model Six-54 of 1913. Six different body styles were offered on a 127-inch wheelbase. The 54 continued in successive

years, but the bread-and-butter car for 1914 was the new Six-40, on a smaller, 123-inch chassis and powered by a 288-cubic-inch, 40 hp six. Four-cylinder engines were discontinued altogether.

The Merrick Auto Museum purchased this Hudson Six-40 phaeton from the Kruse Antique Transportation Collection in June 2004. Very imposing in blue with black fenders, it has black diamond-patterned buttoned leather upholstery. The black canvas-lined top is new, and there are side curtains, a rear-seat blanket bar, and folding jump seats. Equipped with Delco electric starting and lighting, it has a three-speed sliding-gear transmission with central control, left-hand drive, and a natural wood-finished steering wheel. Dashboard instrumentation includes a Stewart 60 mph speedometer and an oil-flow gauge for the splash lubrication system. It rides on 34 × 4 white sidewall tires.

By the time this 1915 Six-40 was built, Hudson Motor Car Company was advertising itself as the “World’s Largest Manufacturer of Six-Cylinder Cars.”



1931 WILLYS SIX MODEL 97A SPORT COUPE

250

Rare Willys sport coupe
High-quality restoration
Staid and stylish

As the Great Depression took hold, John North Willys rethought his marketing strategy. His low-priced Whippet had done well before the stock market crash, while the sleeve-valve Willys-Knight held a prestige niche. Willys' new approach manifested itself in the smaller and lower-priced Willys 77 in 1933, but the transition trajectory was a bit convoluted. For 1929, there were Whippets with both four and six cylinders. Then, in 1930, the Whippet became, in effect, the Willys Six, Series 98B.

For 1931 there were two Willys Sixes, 97 and 98D, with wheelbases of 113 and 121 inches, and sharing a 193-cubic-inch L-head six-cylinder engine. Just to make things interesting, there was also a straight eight, but it would last for only two seasons. The Willys Six carried on, however, as Model 6-90

in 1932 and 79 in 1933. Thereafter, there was but one Willys, the four-cylinder 77. The Willys-Knight had last breathed up its sleeve alongside the Six in 1933.

This 1931 Willys Model 97A was purchased by the Merrick Auto Museum in 2014. Painted blue with black fenders, it is very handsome, particularly the harmony of the tan canvas roof, landau irons, cream wire wheels, and whitewall tires. The interior is upholstered in light brown mohair, while the instrument panel is a study in contrasts. Trapezoidal gauges include a drum speedometer, oil-pressure gauge, ammeter, and a hydrostatic fuel gauge, while temperature is indicated on a remote-sensing MotoMeter. Modern directional signals have been unobtrusively installed.

The car has been the subject of a body-off restoration, so the quality is high. Willys-Overland, in its entirety, produced some 75,000 cars in 1931. The next year would deliver less than half that many. This is a rare car from a turbulent era.

CHASSIS NO. **97 27814**
ENGINE NO. **690A20405**

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



251

1928 DODGE BROTHERS VICTORY SIX SPORT ROADSTER

IDENTIFICATION NO. **M24999**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Features four-wheel hydraulic brakes

Sporty open sport roadster

The acquisition of the Dodge Brothers firm by Walter Chrysler in 1928 was accompanied by many changes, not only to the Dodge lineup, but also involving the other Chrysler Corporation makes. DeSoto, for example, which was created that year to fill a market niche already occupied by Dodge models, was successively nudged upwards to eventually fit between Chrysler and Dodge. The 1928–29 period hosted a flurry of Dodge models, old and new, as this process played out.

As 1928 began, the Dodge's Senior Six, the marque's first six-cylinder model, was carried over with a few changes. Four-cylinder cars were discontinued, and new Victory Six and Standard Six lines were created. The Victory Six, debuting in January, had steel bodies from Budd. A smaller, less expensive Standard

Six in four body styles joined the catalogue in March. The first-series 1929 cars, starting in July 1928, added open roadster and touring models to the Victory line.

This Victory Series roadster was acquired by the Merrick Auto Museum from Wade Accomazzo of Tolleston, Arizona. Previous owners included Harold Tingle Shortridge, with whom it resided in the mid-1970s. Very attractive in cream with maroon fenders and moldings, it has dual side-mount spares with canvas covers, leaving room for a trunk rack at the rear. The body-color wire-spoke wheels are mounted with whitewall tires. The dog-bone radiator cap is equipped with a Dodge Brothers MotoMeter. The seats are upholstered in pleated tan leather; matching door panels have capacious pockets. Like all Chrysler Corporation cars, it features four-wheel hydraulic brakes ideal for touring.

Attractive and fun, this Dodge roadster will certainly please its new owner.



1930 CHEVROLET UNIVERSAL SERIES AD TWO PASSENGER COUPE

252

Stovebolt six-cylinder power

Attractive two-passenger coupe, body style 30557

Quality restoration

The big news at Chevrolet in 1929 was a new overhead-valve six-cylinder engine—the “Cast Iron Wonder” that would remain in production for 35 years. Chevy’s fours were previously called “National”; the new sixes were given the appellation “International.” Nineteen-thirty brought hydraulic shock absorbers, some minor changes to the windshield and instrument panel, plus yet another series name: Universal.

This Chevrolet Universal AD coupe was assembled at the St. Louis plant. The third-most popular body style, after the two-door coach and four-door sedan, it came in base two-passenger form with

trunk and disc wheels. A rumble seat and wire wheels were optional. Base price was \$565. This car has the wire wheels, but not the rumble-seat option. Painted light green, its beltline molding is cream, matching the wheels, and subtly pinstriped in red. The upholstery is light magenta cloth, all in very good condition. Instruments include engine temperature, oil pressure, fuel, an ammeter, and a drum speedometer. An accessory Tropic Aire hot-water heater has been fitted. The engine compartment is very tidy and properly appointed. The wire wheels are mounted with 4.75 × 19 Allstate Safety Tread blackwall tires.

Although the Chevrolet coupe cost \$65 more than Ford’s competing Model A coupe, the customer got two more cylinders, 10 more horsepower, and a much smoother ride. Within a year, Chevrolet ruled the sales sweepstakes.

CHASSIS NO. **3AD115357**

BODY NO. **S20212**

\$15,000 – \$25,000

OFFERED WITHOUT RESERVE



253

1925 BUICK MODEL 25S STANDARD SIX SPORT TOURING

ENGINE NO. 1319522

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Stylish sport touring

Features four-wheel brakes

High-quality restoration

The first of August 1923 was “Buick Day,” the day the 1924 models were announced, and it was no ordinary new-car introduction. At the forefront of the new features were four-wheel brakes. Buick claimed two and a half years of research in their design and 150,000 miles of road testing. External contracting all around, the linings had a novel anchor at the three-quarter point, which gave the majority of servo action in the forward direction while reserving some for reverse.

Other new features included a larger six-cylinder engine, courtesy of a quarter-inch longer stroke, with higher compression and better breathing. The cars were bigger on the outside, roomier inside,

and had stronger frames and axles. Styling, too, was updated, with the radiator shell given a contoured “upper lip” and fenders more highly crowned. The result was almost Packard-like, and reportedly the Packard people became concerned.

This car is the Standard Six Model 25S sport touring, with seats for five. The Merrick Auto Museum purchased it from Robert Lundberg of Franklin, North Carolina, in 1996. Handsome in light grey with dark grey fenders, it has pleated red leather seating and matching door pane. Wood-spoke artillery wheels are painted body color and accented with red pinstriping; they are mounted with 5.50-21 polyester whitewall tires. There are two spare tires on the rear. The valve-in-head engine is sanitary, painted green, and supplied fuel by a firewall-mounted vacuum tank.

Buick sold nearly 200,000 cars in calendar 1925, placing it sixth in the industry, closely chasing Dodge.



1917 CHANDLER TYPE 17 SEVEN-PASSENGER TOURING

254

Rare Type 17 Chandler

CHASSIS NO. 51136

Complete and accurate restoration

Roomy and powerful, ideal for vintage touring

From the beginning an adherent to six-cylinder power, the Chandler Motor Car Company was organized in Cleveland, Ohio, in 1913. Its founder, Frederic C. Chandler, had worked for Lozier and brought with him four other Lozier employees. Successful from the start, the Chandler became, according to historian Beverly Rae Kimes, "among the most highly regarded medium-priced automobiles in America."

Lozier chief engineer John Perrin had declined to join the exodus, so his understudy, John V. Whitbeck, took charge of designing the new car. The 268.3-cubic-inch L-head six was cast in pairs of three, with integral cylinder heads and fully enclosed valve trains. All ancillaries were driven by "imported silent chains." The cast-aluminum crankcase was massive but light, so much so that you could "put it under your arm and walk away with it," according to company ads.

Chandler's feats were distinguished: A 1915 Chandler made a 2,000-mile trek from Mexico to British Columbia without stopping, and in 1923 Ralph Mulford won the "Climb to the Clouds" hill climb at Mt. Washington, New Hampshire, in one.

The Merrick Auto Museum purchased this Chandler from Patrick Duggan of Engelwood, Colorado, in 1996. Completely restored, it presents very well in medium blue with black fenders. Body-color wood artillery wheels are nicely set off by whitewall tires. The seats are upholstered in pleated black leather. There is a full black canvas touring top and a rear-mounted leather-covered trunk.

Although Chandler sold some 10,000 cars a year during this period, they have become quite scarce over the years. This car represents an uncommon chance to acquire one. Roomy and powerful, it will be ideal for vintage touring.

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE



255

1904 HOLSMAN NO. 5 HIGH-WHEEL RUNABOUT

FLYWHEEL NO. 1469M

\$20,000 – \$25,000

OFFERED WITHOUT RESERVE

High-quality Holsman high-wheeler

Archetypal rope drive system

AACA National First in 1975

For 1908 Holsman continued the No. 9 and No. 10 Runabout and No. 11 Surrey, but dropped the No. 3 that was offered in 1907. Instead a No. 5 took its place. The wheelbase of all models had been increased to 75 inches.

Harry Holsman was true to his craft. He refused to upgrade his vehicles to pneumatic tires or upgrade the simple brakes that acted directly on the steel tires. Despite the availability of the larger Surrey models and, in 1909 and 1910, enclosed coupes, Holsman's company failed in 1910. He did make another try, after moving some 50 miles away, with

an another high-wheeler called the Independent Harvester. It was no more successful.

This No. 5 Holsman Runabout has the early rope drive system and right-hand steering. Equipped with a Rushmore Searchlight, it has a carbide generator, a Dietz oil taillamp, black leather fenders, and a cape top. It was awarded an AACA National First in 1975.





1919 COLUMBIA SIX FIVE-PASSENGER TOURING

256

Quality Detroit-built assembled car

Continental Red Seal engine

One of 1,718 built in 1919

Historians have recorded no fewer than nine different American cars named "Columbia." Perhaps best remembered are the electric and gasoline cars built by Colonel Albert Pope in Hartford, Connecticut, from 1897 to 1913. The car offered here is not one of those, or even related. It was built by Columbia Motors Company in Detroit, Michigan. Columbia Motors was formed in 1916, when J.G. Bayerline, Walter L. Day, and T.S. Bollinger left the King Motor Car Company and joined with auto industry veteran William E. Metzger, one of the founders of E-M-F, and A.T. O'Connor, formerly of Olds Motor Works. The quintet set about building an assembled car with engines from Continental, Timken axles, Warner transmissions, and the like.

The Columbia Six debuted early in 1917 and had the distinction of being perhaps the first car to use

thermostatically controlled radiator shutters to maintain engine temperature. Priced below \$2,000, the Columbia Six sold relatively well for a startup auto company. With production of 6,000 cars in 1923, the partners became optimistic and bought the neighboring Liberty Motor Car Company. However, within the year, both firms were no more.

The Merrick Auto Museum acquired this Columbia Six in 2013. Painted maroon and cream with a tan lined canvas top, it has a Continental L-head six with Auto-Lite electrics and Borg & Beck clutch. The seats are upholstered in brown pleated leather. The Stewart speedometer is unusual in that it incorporates an inclinometer showing the steepness of grades. The radiator has a Boyce winged MotoMeter reading the coolant temperature.

Columbia Motors production for 1919 totaled just 1,718 cars. The new owner of this car will probably never meet another on the road.

ENGINE NO. 9036Y-10757

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE



257

1915 CHEVROLET MODEL H-3 AMESBURY SPECIAL ROADSTER

CHASSIS NO. **D8847**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

Seldom-seen H-series Chevrolet

Rare Amesbury Special roadster; built for one year only

One of three known survivors

When William Durant, having been pushed out of General Motors, decided to re-enter the automobile business, he turned to engineer and racing driver Louis Chevrolet. As an interim measure, he brought out a light car called the Little, but Durant had in mind a more substantial automobile. Louis Chevrolet, meanwhile, envisioned an even larger car than Durant wanted, and so, when the first Chevrolet car, the Classic Six, debuted in 1912, it weighed nearly 4,000 pounds and sold for an impressive \$2,250.

That was clearly not a car with which to battle Henry Ford, so a crash program was begun for a smaller, less-expensive car. The result was the H-series Chevrolet of 1914, with a 170.9-cubic-inch OHV four designed by Arthur Mason. This basic engine would remain in production through 1928. The H-series, which included the Royal Mail tourer and Baby Grand tourer, was Chevrolet's mainstay until the arrival of

the low-priced 490 in 1916. In 1915, a new model, the H-3 Amesbury Special roadster, was introduced with, in the words of the late historian Beverly Rae Kimes, "the racy lines of an imported car." It would be built that one year only.

A very rare early Chevrolet, this Amesbury Special was purchased by the Merrick Auto Museum in 1995. Previous owners have included Classic Auto Sales and Herbie's Museum. The car is very handsome in French Grey with green pinstriping and green diamond-pattern buttoned leather upholstery. A complete and accurate restoration, it has a correct top and brackets. The 1,200-hour restoration included new wood throughout, finished to a very high standard, and involved three generations of the Merrick Family: Jim, Rick, and Russ.

Early Chevrolets are rare, the Amesbury Special particularly so. With only three examples known to exist, this car represents an uncommon chance to acquire a very nice example.



1931 FORD MODEL A SPORT COUPE

258

America's favorite antique car

Stylish, well-equipped sport coupe

From the rarest year of production

Ford's new Model A, introduced on 2 December 1927, was an engineering upgrade to the Model T, but also added a measure of style, with themes taken from the Lincoln. Along with the usual coupe and sedan bodies, there were some deluxe ones, too, like town cars and leatherback sedans. Another of these was the Model 50-A sport coupe, with rigid canvas-covered top, landau irons, and a standard rumble seat. The result was a car with an air of fancy, while retaining the full weather protection of a regular coupe. Sport coupes were part of the Model A Ford catalogue from the very beginning until the end. The most productive year was 1929, when nearly 139,000 were built.

The Model A was given a face-lift for 1930, but sport coupes continued to be popular. By 1931, when this

car was built, production was slowing. As a result, just 21,291 sport coupes were built for the year, making it the rarest of this particular body style.

This 1931 Model A is part of the history of the Merrick Auto Museum. When Jim Merrick and his son Rick were out hunting their first antique cars, Rick became quite enamored of this one, being sold by a local man who had lost his storage. It has been in the family, and later in the museum, ever since. Painted Ford Maroon with black fenders, it has a full complement of deluxe equipment and accessories: cowl lamps, radiator stone guard and quail cap, chrome spoke covers, and dual side-mount spares with canvas covers. Clean and correct, it is a Model A as an A should be.

Until post-war cars took over the collector market, the Model A Ford was the perennial favorite among restorers, collectors, and enthusiasts. This 1931 sport coupe shows why.

CHASSIS NO. **A4302398**

ENGINE NO. **A4121298**

\$20,000 – \$25,000

OFFERED WITHOUT RESERVE



259

1924 MOON 6-40 FIVE-PASSENGER SEDAN

VEHICLE NO. **U51504**
CHASSIS NO. **18211**
ENGINE NO. **33605**
BODY NO. **21012**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE

Rolls-Royce–inspired styling
Features four-wheel hydraulic brakes
Ideal for comfortable touring

In the early twentieth century, St. Louis, Missouri, was an up-and-coming city in the automotive industry. Over the course of history, no fewer than 114 makes were built there, not counting assembly efforts of the Big Three, notable among which is the long-time manufacture of Corvettes. Chief among the St. Louis automakers, however, must be the temporal empire built by Joseph W. Moon.

Although noted for such brief ventures as Diana, Windsor, and a role in the ill-fated Ruxton adventure, it was the Moon nameplate that endured for nearly a quarter century. The first Moon car was designed by Louis P. Mooers, a talented engineer formerly with Peerless. “The Ideal American Car” was Moon’s motto, and production increased rapidly

from its 1905 introduction. From 1916 all Moons had six cylinders and, from 1919, a Rolls-Royce–inspired radiator. Moon was also on the forefront of four-wheel hydraulic braking. The last Moons were built in 1929, but the factory continued into 1930 building the radical front-drive Ruxton.

This Moon 6-40 was acquired by the Merrick Auto Museum in 2013 from Charles Meeker of Palm Beach Gardens, Florida. Restored in 2003 to correct specifications, it features a Continental 7-U 50 bhp, 196-cubic-inch L-head six-cylinder engine and three-speed Warner Gear transmission. Dark blue with black fenders and upper body, it has a double gold pinstripe below the side molding. Body-color disc wheels carry a gold stripe and have 32 × 4 blackwall tires on demountable rims. Upholstered in blue cloth, it has dark blue carpets and a matching fringed roller shade in the rear window. Of note are the Lockheed four-wheel hydraulic brakes, which make it ideal for touring.



1919 BRIGGS & STRATTON FLYER

260

Top speed 25 mph

Full and accurate restoration

Loads of fun!

Having enjoyed the success of its Smith Flyer buckboard vehicle launched in 1916, A.O. Smith Corporation of Milwaukee, Wisconsin, sold the rights to the project to Briggs & Stratton Company of their home city. Briggs & Stratton, formerly makers of auto accessories, changed the name to Briggs & Stratton Flyer and put it on the market in 1919. B&S improved the engine by adding a flywheel magneto and doubled the horsepower. They also used the motor wheel to power a scooter. The buckboard became known as the Red Bug. In 1924 the rights to the Red Bug were sold to the Automotive Electric Service Corporation of Bergen, New Jersey.

The Merrick Auto Museum purchased this Smith Flyer in 2008. Its prior owners include Rick Sky of Maple Ridge, British Columbia, Canada. It has been

thoroughly restored, including wood frame, engine, fenders, seats, and controls. This extends to correct Briggs & Stratton decals on the engine.

The top speed of the Briggs Flyer is an impressive 25 miles per hour. This Flyer's new owner can look forward to some thrilling rides.



CHASSIS NO. **J935**

ENGINE NO. **D5089**

\$10,000 – \$15,000

OFFERED WITHOUT RESERVE



261

1923 PACKARD SERIES 126 SINGLE SIX FIVE-PASSENGER SEDAN

CHASSIS NO. **U22819**

ENGINE NO. **U13631**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE

Innovative “Fuelizer” pre-heated induction

Older restoration, well conserved

“Ask the man who owns one”

In 1921 Packard introduced the Single Six, a smaller, less expensive alternative to the big V-12 Twin Six. It achieved both those objectives, but as it was priced at three-quarters of the larger car’s sticker and with just a 116-inch wheelbase, its reception in the market was disappointing. Over the next few years, however, Packard refined the Single Six and lowered its price. In April 1922 the company introduced two new longer-wheelbase models, Series 126 and 133, so designated for their wheelbases. Bodies were restyled, and other styles became available, 11 in all. Prices were 33 percent below 1921 levels, and sales more than doubled.

The Merrick Auto Museum purchased this Packard Single Six Sedan from Ed Mark of Niles, Michigan,

in 1996. An older restoration, it has been sympathetically conserved, but would benefit from thorough detailing. Painted medium blue with black fenders, it has wood-spoke artillery wheels in body color mounted with Firestone Non-Skid blackwall tires. The rear-mounted spare tire is quite worn. The interior is upholstered in blue cloth, some of which, particularly the front seat cushion, exhibits wear and damage. Instrumentation includes a Waltham drum speedometer with an integrated clock. The odometer reads slightly fewer than 49,000 miles.

The engine is equipped with a “Fuelizer,” which pre-heats with a fuel-air mixture before it enters the combustion chamber in order to provide more complete combustion. A 268-cubic-inch L-head, it develops 54 bhp. Selling new at \$3,275, this Packard was 40 percent more expensive than the equivalent Buick.



1923 STUDEBAKER SPECIAL SIX FIVE-PASSENGER TOURING

262

Sturdy 1920s Studebaker
Complete 600-hour restoration
Features unusual accessories

Having spent half a century building some of the nation's most popular horse-drawn vehicles, the Studebaker brothers ventured into self-propelled mobility in 1902 with an electric car. Reaching the mainstream took longer and involved collaboration with the Garford Company of Elyria, Ohio, and later, the acquisition of Everett-Metzger-Flanders of Detroit. The result was Studebaker Corporation, based in the brothers' hometown of South Bend, Indiana. By the early 1920s, the corporation was selling three series of Studebakers priced in the middle and upper-middle price segments of the industry. For 1922 they sold more than 110,000 cars, placing fifth behind Ford, Chevrolet, Dodge, and Buick.

For 1923 there were three series: Model EM, the Light Six; EL, a Special Six; and EK, Big Six, in ascending order of price and, not coincidentally,

power. Displacement ranged from 207 cubic inches in the Light Six to 354 for the Big Six. The Special Six was right in the middle, at 287 cubic inches, 50 bhp, and a 119-inch wheelbase.

This Model EL Special Six tourer was purchased from Doug Foeller of Naples, Florida, in 1998. The recipient of a 600-hour complete and accurate restoration, it is painted yellow with black fenders, attractively pinstriped in black. This contrasts markedly with red disc wheels and whitewall tires. The upholstery, in black pleated leather, is new. Accessories include wind wings, a full-width rearview mirror at the top of the windshield, chrome front and rear bumpers, a dog-bone radiator cap with MotoMeter temperature gauge, and a rear-mounted steel trunk located behind the spare tire. Accessory turn signals have been unobtrusively added.

The engine compartment is clean and correctly appointed, while not over-detailed. Studebaker built more than 146,000 cars in 1923, placing seventh in the auto industry. This car is a very attractive example.

CHASSIS NO. **3052311**
ENGINE NO. **EL4838**

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



263

1917 GMC MODEL 16 ¾-TON EXPRESS

CHASSIS NO. 161759

\$20,000 – \$25,000

OFFERED WITHOUT RESERVE

Long-running WWI-bred Model 16 GMC

Beautiful wood express pickup body

The only known survivor

As William Durant created General Motors as an umbrella organization for a number of passenger car marques, so did he assemble General Motors Truck Company, headquartered in Pontiac, Michigan, to serve the trucking community. As he acquired Buick, Cadillac, Oakland, Oldsmobile, and Chevrolet as GM passenger cars, he acquired Rapid and Reliance and began rebranding their products. The GMC badge was first seen on trucks at the New York Auto Show in 1912.

After supplying more than 21,000 trucks during World War I, many of them ¾-ton Model 15s, GMC entered the post-war period with a long-running Model 16, which was built through 1926. Power came from a 35 bhp Continental L-head four driving through a three-

speed sliding-gear transmission. A 132-inch wheelbase gave plenty of room for different types of bodies, both open and closed. Cabs, if they existed at all, were often topless, although canopy-style bodies typically covered the driver and furnished a windshield, as well.

This Model 16 GMC is believed to be the sole survivor of the era. Purchased by a GMC dealership, it was treated to a ground-up restoration with very pleasing results. The body is a long wood express pickup type, highly varnished and accented with black panel stripes. Fenders and hood are painted in gloss black. The seat is upholstered in buttoned olive leather. It is fitted with nickel headlamps and Yankee oil side and taillamps. It has “Armstrong” crank starting.

Perfect for parades or vintage truck shows, this rare survivor has won plenty of trophies. The next one could be yours.



1907 KIBLINGER MODEL D HIGH-WHEEL RUNABOUT

264

Rare Auburn, Indiana–built high-wheeler

Formerly of the Auburn Cord Duesenberg Museum Collection

Recipient of a 600-hour restoration

Finest example of a near-extinct make

Called by one customer “a Hercules in hill-climbing,” the Kiblinger high-wheeler was built by the W.H. Kiblinger Company of Auburn, Indiana. Introduced in 1907, it was advertised as “the lowest-priced successful automobile on the road.” With a sticker price of \$250, that may well have been true. Models A, B, C, D, E, and F differed mainly in horsepower, which ranged from 4 to 10. “All the machines are carefully crafted,” said the ad copy. “When you receive your car, simply attach the wheels and it is ready to roll.”

After two years, however, Kiblinger was sued for patent infringement by the makers of the Success, a competing high-wheeler built in St. Louis. Kiblinger’s

manager, W.H. McIntyre, solved the contretemps by buying out the directors, redesigning the Kiblinger, and selling it as the McIntyre from the same factory. The McIntyre stayed in production through 1915.

Purchased by the Merrick Auto Museum in 1998, this 1907 Kiblinger Model D runabout was acquired from the Auburn Cord Duesenberg Museum of Auburn, Indiana, Kiblinger’s hometown. Entirely buggy-like in appearance, it has transverse full-elliptic spring suspension and longitudinal perch rods, center-tiller steering, and a seat for two, upholstered in buttoned tan leather. The body has been restored with all-new wood, painted black and contrasted with wicker appliqué and red outline. The running gear is all finished in red.

The two-cylinder air-cooled engine is identical to that used by Sears, and final drive is to the wheels by dual chains. The complete restoration took 600 hours, producing what is certainly the best example of a Kiblinger high-wheel runabout extant.

IDENTIFICATION NO. **AF4537**

\$15,000 – \$25,000

OFFERED WITHOUT RESERVE



265

1903 HOLSMAN MODEL 3 HIGH-WHEEL RUNABOUT

CHASSIS NO. **2769V**

\$15,000 – \$25,000

OFFERED WITHOUT RESERVE

Iconic high-wheel Holsman

Fascinating canvas-chain drive

Authentically restored

Henry K. Holsman and his associate C.H. Bryan formed the Holsman Automobile Company in Chicago in 1903. Their car was immediately popular. High-wheel automobiles appealed to Midwestern farmers, as they could ride over most types of terrain and move easily through high water. The first Holsmans used 7/8-inch manila rope for drive belts, but this was problematic in wet weather, so eventually a canvas-covered chain was devised.

Unlike other high-wheel manufacturers, Holsman did not evolve into what became conventional car design, with smaller wheels and pneumatic tires. Henry Holsman stuck to high-wheelers exclusively, and his company was in receivership by 1910. He made another attempt at a high-wheeler with the Independent Harvester in nearby Plano, Illinois, in 1911, but found even less success.

The wheels are immense, standing near shoulder high, and the car towers over them. The tires are thin, solid rubber bands, which leave the springs to soak up most of the shock. The hand-operated brake shoes rub directly on the tires. The body is painted black, with maroon moldings that match the wheel spokes. The lighting, all brass, comprises a single center-mounted headlight, two high-mounted carriage lights, and a taillight. Authentically restored, it is correct in every way. The car has the later drive belts, made of chain with a canvas covering. There is a gear transmission giving two speeds forward, but the vehicle must be stopped to change between them.

High-wheel automobiles are the true horseless carriages. Few in number now and almost never seen on the road, they demonstrate what it was like in the very early days of motoring history.

This Holsman is an excellent example and will turn heads wherever it goes.



1926 CHEVROLET SUPERIOR V FIVE-PASSENGER SEDAN

266

Superior-model Chevrolet
Comfortable closed sedan
Overhead-valve engine

Chevrolet was on an expansionist kick in the 1920s, very much in pursuit of market leader Ford, but still a distant second-place finisher. For 1923 the wheelbase was stretched an inch to 103, as the “Superior B” model replaced the old “490,” a name coined in 1916 for its advertised price. The engine remained a 171-cubic-inch overhead-valve four. The Superior advanced in jumps through the alphabet, F for 1924, K in 1925, and V in mid-1926. Styling had been evolutionary, while engineering remained more or less static during the period.

Static or not, the Chevrolet was more advanced than Ford in most respects. While their engines were nearly the same size, the OHV engine developed 30 percent more horsepower and boasted a three-speed sliding-gear transmission. The model lineup

comprised mostly closed bodies, popular among them the five-passenger four-door sedan.

Acquired from Jim Glomski of Rudolph, Ohio, this 1926 Superior V Chevrolet was purchased by the Merrick Auto Museum in 1996. The recipient of a 680-hour complete and accurate restoration, it is tan with black fenders and a brown upper body. The body color disc wheels are striped in brown and mounted with 29 × 4.40 Lester whitewall tires. A Fisher body emblem proudly signifies the car’s General Motors heritage. The engine is Chevy’s famed overhead-valve inline four, developing 26 bhp from 171 cubic inches. Interestingly, the car’s V-series chassis number is stamped on a plate from a 1925 Superior K; the prefix number indicates assembly at Cincinnati, Ohio.

Chevrolet was gaining on Ford in the mid-1920s, with modern features, although it would be a few more years before the best-selling GM car outsold Henry’s Fords.

CHASSIS NO. **9V53316**
ENGINE NO. **2594773**

\$15,000 – \$20,000
OFFERED WITHOUT RESERVE



267

1919 DORT MODEL 11 CLOVERLEAF ROADSTER

CHASSIS NO. **43656**
ENGINE NO. **K30598B**

\$15,000 – \$25,000

OFFERED WITHOUT RESERVE

Rare Flint, Michigan, make
Complete 500-hour restoration
Comely Cloverleaf roadster

J. Dallas Dort was a good friend of William C. Durant. The pair created the Flint Road Car Company in their Michigan city in 1886. The firm evolved into the Durant-Dort Carriage Company, from which “Billy” Durant side-stepped to Buick and then went on to head General Motors, not once, but twice. The two remained close, even as Dort, a confirmed carriage builder, stuck with horse-drawn transport.

By 1915, however, he had become sufficiently interested in and familiar with the car business that he created the Dort Motor Car Company and hired Etienne Planche, who had helped to build the first Chevrolet, as chief engineer. Production of a 105-inch wheelbase, 17 hp Lycoming-powered four-cylinder touring car began that year. More body styles, including

a comely Cloverleaf roadster, arrived for 1917. Priced around \$1,000, Dorts sold in the middle of Buick’s price spectrum, though in nowhere near the quantity. Production lasted through 1924. The following year Dort sold his factory to A.C. Spark Plug, which was not yet part of General Motors.

The Merrick Auto Museum purchased this Model 11 Dort Cloverleaf roadster from Michael Leith of Zebulon, North Carolina, in 1998. Painted in rich maroon with black fenders, it has new black leather pleated upholstery and a full black canvas touring top. It is powered by a Lycoming Model K 35-horsepower L-head four-cylinder engine. Recipient of a 500-plus-hour restoration, it has 30 × 3½ Wards Riverside tires on wood artillery wheels, with a rear-mounted spare.

Dort cars are sufficiently obscure that many have not heard of them. Many of those who know the name have never seen a real car. This Dort’s new owner will almost certainly have the only one in the neighborhood.



1925 WILLYS-KNIGHT MODEL 65 FIVE-PASSENGER TOURING

268

Famous Knight sleeve-valve engine

Last four-cylinder Willys-Knight

Ideal candidate for restoration

In 1914 John North Willys decided to introduce a more expensive car than the Overland he had been building since 1908. For his new car, he chose the Knight sleeve-valve engine, developed by American inventor Charles Yale Knight but to that time built only in Europe. The first Willys-Knight, introduced for 1915, was a four-cylinder car selling for \$2,475. A six was offered in 1916 and a V-8 a year later.

Knight's engine was a double-sleeve design in which concentric sleeves rotated to allow gases in and out, dispensing entirely with the need for poppet valves. Sleeve valves were silent in operation and actually ran better the more they were driven, since

accumulated carbon helped seal the sleeves and prevented oil from migrating to the combustion chamber. While sleeve valves were preferred by a number of European luxury manufacturers, like Daimler, Minerva, and Panhard, Willys was the only U.S. automaker to manufacture them in any quantity. During the peak years for Willys-Knight, the mid-1920s, some 50,000 of them were built annually.

The Willys-Knight offered here is the Model 65 four-cylinder version, the last year for this engine. A 42 hp powerplant, it displaces 186 cubic inches. Inoperable for some years, the car is in need of a complete restoration. It appears complete and will make an excellent project for a dedicated individual.

As the Willys-Knight represented good value in its heyday, so will this Model 65 touring once it is restored to its full potential.

CHASSIS NO. **60648**

ENGINE NO. **163336**

\$15,000 – \$25,000

OFFERED WITHOUT RESERVE



269

1923 DODGE BROTHERS STANDARD TYPE A ROADSTER

CHASSIS NO. **883015**

ENGINE NO. **937-374**

\$15,000 – \$25,000

OFFERED WITHOUT RESERVE

Famed sturdy four-cylinder Dodge

12-volt electrical system

Well-conserved older restoration

Horace and John Dodge were foundry owners and engine manufacturers, notably for Henry Ford. In 1913 they decided to build their own car, launched the following year. A no-nonsense four, the Dodge Brothers car was heavier than the Ford. It proved reliable and was immediately popular, its exemplary service in World War I and with General Pershing in Mexico adding to its appeal. Both brothers died in 1920, and by the time this car was built, their widows were tired of running the company. On 30 April 1925 they sold out to Dillon, Read & Co., a New York banking firm. Walter Chrysler took over scarcely three years later.

The 1923 Dodges were introduced in June 1922. Standard models offered five body styles; Customs had four. The Standard Type B business coupe

featured the industry's first all-steel bodies; it was joined by a Type B all-steel business sedan with Spanish leather upholstery in September. Type A cars carried over from the 1922 model year, and closed bodies featured mohair upholstery.

Gifted to the Merrick Auto Museum in 1992, this Dodge Brothers Standard Type A Roadster was the beneficiary of a frame-off restoration the previous year. Very tidy in gloss black, it has matching pleated leather upholstery and a black canvas top. The engine compartment is very sanitary and features Dodge's famed North East 12-volt electrical system with a chain-drive starter-generator. The 212-cubic-inch Dodge four develops 35 bhp and is known to be extremely reliable. The tires are 32 × 4 B.F. Goodrich blackwall Silvertowns on demountable rims. The artillery wheels have varnished wood spokes.

A desirable and rare original example of the sturdy 1923 Dodge, this car should give excellent service to its new owner.



1904 ORIENT BUCKBOARD

270

“The cheapest automobile in the world”

AACA National First Prize in 1987

Iconic miniature Buckboard

“The cheapest automobile in the world. Everbody should have one.” So read the adverts for the Orient Buckboard, a bare-bones vehicle from the Waltham Manufacturing Company of Waltham, Massachusetts. It was priced at just \$375.

The company had been organized by Charles Metz to build bicycles. In 1899 he arranged with De Dion-Bouton et Cie. to sell their tricycles and quadricycles in the United States. He also built some of his own trikes and quads with Aster or De

Dion engines. By 1902, however, Waltham were building their own engines and soon came out with an 8 hp runabout selling for \$875. It took the name Orient, after the bicycles. Metz left, and the remaining directors hired Leonard Gaylor, who had been building Tribune bicycles in Pennsylvania. The result was the Orient Buckboard.

This Waltham Orient Buckboard has been restored to a very fine degree. It received an AACA National First Prize in 1987, as well as a Veteran Motor Car Club of America Award of Excellence. In 2004 it received a Century Old Vehicle Award from the Horseless Carriage Club of America. It is now an older restoration, but a valiant one, and should be conserved and preserved for the future. It bears both a Waltham Manufacturing Company maker's plate and a Selden Patent license.

ENGINE NO. **4-HP-1938D**

\$10,000 – \$15,000

OFFERED WITHOUT RESERVE

ACKNOWLEDGMENTS

SPECIAL THANK-YOU

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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. ("RM") 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 RM. 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 RM 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 its final destination.

BUYERS' PREMIUM

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 their purchase of each motor car or any other lot ("Buyers' Premium") in accordance with the following clauses:

- RM will receive a Buyers' Premium of ten percent (10%) on all motor car lots.
- 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 fifteen percent (15%) 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, RM manages the process of title reassignment on your behalf. Buyers will receive titles via UPS up to fifteen (20) business days following the auction.

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ESTIMATE	MINIMUM INCREMENT
\$50,000	\$2,500
\$250,000	\$5,000
\$500,000	\$10,000

REMOVAL OF PURCHASED LOTS

All purchased lots must be removed from the auction site by the next business day by three PM (3:00 p.m. EST) ("**Removal Deadline**"). If the lot is not removed by the 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, RM's official carrier sponsor, will be onsite to assist clients wishing to transport any motor cars purchased at auction. For further information on transporting your purchased lots, please contact:



Reliable Carriers, Inc.
800 521 6393
www.reliablecarriers.com

INTERNATIONAL SHIPPING

Please contact our logistics team at the numbers provided below for recommendations and assistance.

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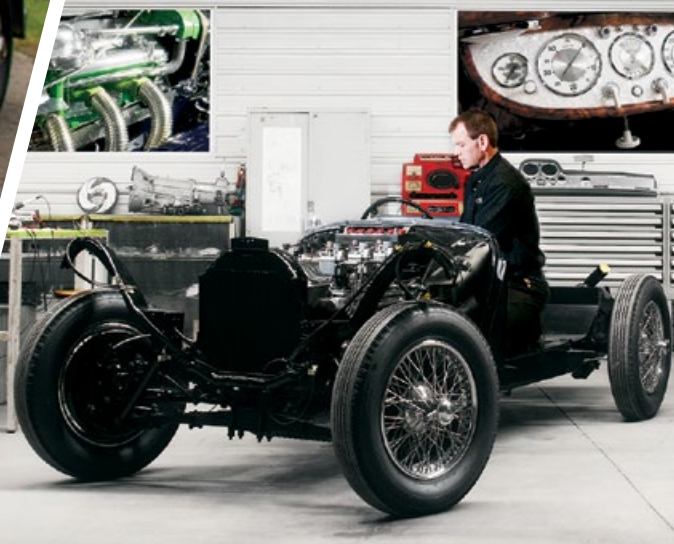
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CONSIGNORS' CONDITIONS OF BUSINESS

1. Introduction:

1.1 Please ensure that you read and understand these Conditions of Business ("Conditions") prior to consigning a Motor Car or Any Other Lot at this or any other RM Auctions, Inc. ("RM") sale.

1.2 RM's contractual relationship with the Consignors is governed by:

1.2.1 These Conditions;

1.2.2 The Consignment Agreement package; for the avoidance of doubt, this is the fillable package containing the Consignor's personal information and information regarding the Motor Car or Any Other Lot;

1.2.3 The Conditions of Business displayed in the auction salesroom;

1.2.4 The Conditions of Business displayed on RM's website; and

1.2.5 In each case as amended by any salesroom notice or auctioneer's announcement at the auction.

(clauses 1.2 to 1.2.5 together "**Contractual Obligations**")

1.3 As auctioneer, RM acts as agent for the Consignor, and a sales contract is made directly between the Consignor and the Buyer.

1.3.1 Occasionally, RM may own a Motor Car or Any Other Lot (and in such circumstances, acts in a principal capacity as the Seller) and/or may have a legal, beneficial, or financial interest in a Motor Car or Any Other Lot as a secured creditor or otherwise.

2. RM Receiving Motor Car or Any Other Lot in Trust:

Any consigned Motor Car or Any Other Lot is delivered to RM in trust under the exact terms set forth in these Conditions. RM agrees to receive the Motor Car or Any Other Lot in trust and not to permit its use for any other purposes, other than those contained in these Conditions, without the express written consent of the Consignor.

3. **Services:** RM agrees to act as an agent for the Consignor and provide auction services, including but not limited to, a sales facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RM will have absolute discretion with regard to the Motor Car or Any Other Lot or any RM auction as to (a) consulting any expert either before or after the sale, (b) researching the provenance, (c) grouping and providing catalogue and other descriptions as may be appropriate, (d) marketing and promotion of the sale, and (e) any other services required to conduct the sale.

4. **Commissions:** If the Motor Car or Any Other Lot is sold, the Consignor agrees to pay the Sellers' Commission on the Hammer Price (the last accepted bid is the Hammer Price ("**Hammer Price**")) of the Motor Car or Any Other Lot to RM, as indicated in the Commissions section of the consignment package. Further, the Consignor acknowledges that RM will collect a Buyers' Premium from the Buyer of the Motor Car or Any Other Lot in question, based on the Hammer Price on the Motor Car or Any Other Lot. Please note that the Buyers' Premium may be subject to change at the discretion of RM if the standard Buyers' Premium for the auction changes. To

be clear, the Buyers' Premium on the Motor Car or Any Other Lot will not be different from the Buyers' Premium for other motor car lots or any other lots in the auction.

5. Proceeds to Consignor:

5.1 As an accommodation to the Consignor, RM agrees to act as an intermediary between the Consignor and the Buyer by accepting the purchase price from the Buyer, transferring the Motor Car or Any Other Lot to the Buyer, and delivering the amounts due to the Consignor under these Conditions. If the Motor Car or Any Other Lot is sold by RM during the term of these Conditions, the money due to the Consignor shall be disbursed within 20 business days after the sale, provided that the purchase price, applicable commissions, and fees have been received by RM, in accordance with the terms of these Conditions.

5.2 As used in these Conditions, a "sale" occurs between the Consignor and the Buyer when the hammer or equivalent device or mechanism drops on the Hammer Price or when the auctioneer awards the Motor Car or Any Other Lot to the highest Bidder.

5.3 The Consignor authorizes RM to release the Motor Car or Any Other Lot to the successful Buyer upon RM receiving full payment from the Buyer or financing terms as agreed to with RM.

5.4 The Consignor agrees to rely solely upon the Buyer for payment.

5.5 Before payment of any money due to the Consignor is to be made, the Consignor agrees to provide RM with the documents necessary to transfer the ownership of the Motor Car or Any Other Lot to the Buyer.

5.6 If RM has reason to believe or is notified that the (i) Consignor's breach of the Contractual Obligations, (ii) alleged breach of the Contractual Obligations, (iii) Consignor's actions could potentially cause RM liability, and/or (iv) Buyer claims material misrepresentation within the Twenty Day Window (defined below) as outlined in clause 10 ("**dispute**"), RM, at its sole discretion, may withhold payment to the Consignor until the dispute has been resolved; further, RM may deduct any sums that are due to it from the sum held.

6. **Exclusivity:** The Consignor grants to RM the exclusive right and authority to advertise and sell the Motor Car or Any Other Lot for a period beginning with the date of these Conditions and ending 60 business days following the auction.

6.1 If the Motor Car or Any Other Lot is sold prior to the auction and RM has not agreed in writing to this sale, the Motor Car or Any Other Lot will then be considered "withdrawn" from the auction by the Consignor, and the Consignor agrees to abide by clause 20, Withdrawn Motor Car or Any Other Lot, of these Conditions.

6.2 If the Motor Car or Any Other Lot does not sell at auction, the Consignor grants RM the authority to list the Motor Car or Any Other Lot for sale on RM's Private Sales website and advertise, in other media at RM's discretion, the Motor Car or Any Other Lot for sale up to 60 days after the auction.

6.2.1 RM does not have the authority to unilaterally sell the Consignor's Motor Car or Any Other Lot after the auction and must submit what RM believes to be commercially reasonable offers for sale to the Consignor.

6.2.2 If the Consignor agrees to the sale of the Motor Car or Any Other Lot, the Consignor will be required to pay RM a percentage of the sale price as an administrative fee, based on RM's standard payment grid.

7. Title, Registration Documents, and/or Appropriate Documents Evidencing Chain of Ownership to Motor Car or Any Other Lot:

7.1 It is the absolute requirement of the Consignor that they provide any and all titles, registration documents, or appropriate documents evidencing ownership and/or government registrations (such as Purchase Agreements and Bills of Sale) ("**Titles**") to the Motor Car or Any Other Lot to RM prior to the auction of the Motor Car or Any Other Lot.

7.2 The Consignor warrants that the Consignor is the sole owner of the Motor Car or Any Other Lot, and that the Consignor has full right and authority to sell the Motor Car or Any Other Lot.

7.3 The Consignor agrees to provide RM with a good, clear, and transferable Title to the Motor Car or Any Other Lot in advance of the auction.

7.3.1 If for whatever reason RM is forced to correct any Title defect, the Consignor agrees to first pay RM a minimum fee of US\$500 and, if the Title defect costs more than US\$500 to correct, the Consignor agrees to pay for any and all additional reasonable expenses related to correcting such defect ("**Title Fees**"). The Title Fees will be deducted from the Consignor's proceeds of sale.

7.3.1.1 In cases where pre-existing Titles do not exist and insurance bonds are necessary, the Consignor will be charged Title Fees on a case-by-case basis.

7.4 In order to facilitate and transfer the Title for the Motor Car or Any Other Lot, the Consignor agrees to sign the Power of Attorney attached to the Consignment Agreement package.

8. **Non-Payment by Buyer:** In the event of non-payment by the Buyer, RM will endeavor to use reasonable efforts to enforce payment from the Buyer; however, RM shall not be liable to the Consignor for payment. If the Buyer does not pay RM, then at RM's sole discretion, RM may cancel the sale and return the Motor Car or Any Other Lot to the Consignor, enforce payment by the Buyer, or take other actions permitted by law. Notwithstanding the preceding sentences, if RM has paid any portion of the purchase price to the Consignor, but the purchase price has not been collected from the Buyer of the Motor Car or Any Other Lot, the Consignor hereby agrees, simultaneously with such payment, to assign to RM any and all rights that the Consignor may have against such Buyers to the extent of such payment, whether at law, in equity, or under the Contractual Obligations. The Consignor agrees to execute any documents reasonably necessary to evidence this assignment, including with respect to the Consignor's representations, warranties and indemnities as set forth in these Conditions. The Consignor authorizes RM, at RM's sole discretion, to impose on any Buyer, and retain for RM's account, a late charge if payment is not made in accordance with the Contractual Obligations.

CONSIGNORS' CONDITIONS OF BUSINESS

9. Motor Car or Any Other Lot Description:

9.1 The Consignor agrees to accept sole responsibility and liability for any representations made by RM that accurately repeat the information supplied by the Consignor as to the character, features, condition, correctness, authenticity, or history of the Motor Car or Any Other Lot and to indemnify, defend, and hold RM harmless from any claims that may be made with respect to any such representations.

9.2 The Consignor is required to review and approve any and all catalogue descriptions within 2 business days of receiving the catalogue descriptions from RM's Research department; if RM does not receive a response to its request to review within 2 business days, RM will consider this an approval of the catalogue description and a representation that RM can rely upon.

10. Twenty Day Window for Rescission of Sale due to Material Misrepresentation Claims:

10.1 RM will review concerns regarding material misrepresentations raised by the Buyer for 20 business days from the date of the auction.

10.2 If it is found that the alleged material misrepresentation (that would not have been reasonably found through the Bidder's due diligence) materially decreases the value or functionality of the Motor Car or Any Other Lot, RM will work with the Buyer to reach a solution.

10.2.1. The Consignor agrees to indemnify, defend, and hold RM harmless from any claims that may be made with respect to any Buyer alleged damages or liability, including but not limited to, travel expenses, repair expenses, and inspection expenses in any way related to actions taken in accordance with clause 10.

(clause 10 to 10.2.1 together "Twenty Day Window")

11. Motor Car or Any Other Lot Operation:

11.1 The Consignor warrants that the Motor Car or Any Other Lot is in a safe, operable condition to be driven or moved by RM's employees or representatives. The Consignor acknowledges that should RM, at RM's sole discretion, determine that the Motor Car or Any Other Lot is not safe to operate or move, the Motor Car or Any Other Lot will not be allowed across the block.

11.2 The Consignor authorizes RM to perform minor work on the Motor Car or Any Other Lot to facilitate the Motor Car or Any Other Lot starting and driving across the auction block or being presentable for sale. The Consignor will hold RM harmless and indemnify RM from any damage or liability caused by the minor work performed by RM's staff on the Motor Car or Any Other Lot.

12. **Drivers:** The Consignor acknowledges and grants permission for RM and its employees and agents to drive or move the Motor Car or Any Other Lot from time to time before, during, or after the sale. The Consignor acknowledges that it is the Consignor's responsibility to maintain sufficient insurance coverage to permit such driving or moving, and the Consignor specifically agrees to indemnify, defend, and hold RM harmless, as provided in these Conditions, from any liability that may result from such driving or movement of the Motor Car or Any Other Lot.

13. No-Sale of Motor Car or Any Other Lot:

13.1 If there is a no-sale, any and all fees owing, including but not limited to Title Fees, must be paid to RM before the Motor Car or Any Other Lot is released to the Consignor.

13.2 If there is a no-sale, the Consignor is required to remove their non-sold Motor Cars, including motorcycles, boats, and trailers, from the auction site by 5:00 p.m. of the next business day in the jurisdiction where the auction was held ("**Removal Deadline**").

13.3 Contingent upon clause 13.2 being satisfied, the Motor Car's Title (as long as the Consignor does not owe RM any money) will be returned to the Consignor within 60 business days.

13.4 If the Motor Car, including motorcycles, boats, and trailers, is not removed by the Removal Deadline (or is not granted authority to be removed due to clause 13.1), RM will remove the Motor Car, including motorcycles, boats, and trailers, and the Consignor is required to pay RM a removal fee of up to US\$600 and a daily storage fee of up to US\$30.

13.5 For the removal of a non-motor car lot, including but not limited to memorabilia, jewelry, and clothing, from the auction site, a direct shipping company will contact the Consignor after the sale; please note that a reasonable memorabilia removal and storage fee will apply.

13.6 If the Consignor has not removed their Motor Car or Any Other Lot from the storage facility within 6 months of the sale date, RM has the right to enter the Motor Car or Any Other Lot into an auction at no reserve or sell it via private treaty for fair market value.

13.6.1 Once sold, RM will retain all reasonable expenses, auction fees if sold via auction, and if sold via private treaty, a 20% commission; if there are any remaining funds, these will be returned to the Consignor within 30 business days of the sale.

13.7 RM shall have the right to exercise a charge or lien on the non-sold Motor Car or Any Other Lot or any other property belonging to the Consignor in the possession of RM if the Consignor owes RM money, and to apply any money due or to become due to the Consignor to the outstanding money the Consignor owes to RM.

14. **Cancellation/Rescission of Auction:** RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the auction and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:

14.1 Force majeure events, including but not limited to:

14.1.1 Any natural disaster that, despite reasonable efforts, restricts RM from holding the auction;

14.1.2 Structural damage to the auction venue prior to the auction that, despite reasonable efforts, restricts RM from holding the auction; and

14.1.3 A terrorist event that, despite reasonable efforts, restricts RM from holding the auction.

14.2 Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to hold an auction that necessitate a cancellation.

15. **Cancellation/Rescission of Motor Car or Any Other Lot:** RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the sale of a Motor Car or Any Other Lot and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:

15.1 RM opines that the Motor Car or Any Other Lot has been intentionally and materially misrepresented by the Consignor;

15.2 RM opines that physical damage to the Motor Car or Any Other Lot, which cannot be sufficiently repaired prior to the auction, occurred after these Conditions were signed;

15.3 RM is served with a lawsuit from a third Party in relation to the Motor Car or Any Other Lot;

15.4 RM faces significant reputational damages that would cause monetary damages for selling the Motor Car or Any Other Lot;

15.5 Material issues regarding Title, registration, or transfer of ownership that cannot be reasonably cured;

15.6 Material issues regarding the provenance, merchantability, or authenticity of the Motor Car or Any Other Lot that cannot be reasonably cured;

15.7 Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to sell the Motor Car or Any Other Lot at auction that necessitate a cancellation; or

15.8 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 an 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.

16. **Estimates and Catalogue Descriptions:** Any pre-sale estimates are intended as guides for prospective Bidders. RM makes no representation or warranty of the anticipated selling price of a Motor Car or Any Other Lot, and no estimate anywhere by RM of the selling price of a Motor Car or Any Other Lot may be relied upon as a prediction of the actual selling price. Estimates included in catalogues, online, in pre-mailers, in any advertisements, or elsewhere are preliminary only, and they are subject to revision by RM from time to time at its sole discretion. The Consignor acknowledges that RM will not be liable for any errors or omissions in the catalogue or other descriptions of a Motor Car or Any Other Lot, and these descriptions make no guarantees, representations, or warranties whatsoever to the Consignor with respect to a Motor Car or Any Other Lot, its attribution, legal title, condition, value, or other characteristics.

17. **Odometer Statement:** The Consignor will provide a duly executed odometer statement on or before the first day of the auction, and further accepts sole responsibility for the accuracy or inaccuracy of such statement.

CONSIGNORS' CONDITIONS OF BUSINESS

18. Reserve:

18.1 A reserve price noted in the fillable section of the Auction Consignment Agreement is the lowest bid acceptable to the Consignor. Reserve prices may be lowered at any time by the Consignor, either verbally or in writing, but they may not be raised. The reserve does not include commissions to RM. RM has the right to sell the Motor Car or Any Other Lot at a price below the agreed verbal or written reserve, provided that the Consignor receives the same net proceeds as the Consignor would have received had the reserve been met. If no reserve, indicate clearly by writing "NONE" in the space provided in the fillable section of the Auction Consignment Agreement.

18.2 If RM contributes to the Hammer Price to meet a reserve, the reserve for the respective Motor Car or Any Other Lot becomes the Hammer Price plus RM's contribution for purposes of commissions.

19. Insurance: The Consignor will be responsible for maintaining adequate property insurance on the Motor Car or Any Other Lot at all times, and this insurance must be at least equal to the aggregate low pre-sale auction estimate for the Motor Car or Any Other Lot, which in each case shall include insurance for damages to the Motor Car or Any Other Lot and shall not be cancellable by the insurance company until after ownership and Title have passed to the Buyer and the Buyer has taken possession of the Motor Car or Any Other Lot from RM. The Consignor agrees that RM and its respective affiliates and agents will not be responsible for, and the Consignor releases RM and its respective affiliates, agents, and warehouses from, any and all liability for loss of, theft of, or damage to the Motor Car or Any Other Lot.

20. Withdrawn Motor Car or Any Other Lot:

20.1 The Consignor acknowledges that RM has incurred and will incur significant costs preparing, advertising, marketing, and promoting the Motor Car or Any Other Lot for the auction.

20.2 If the Consignor withdraws one or more of the Motor Cars or Any Other Lots from the auction after the signing of these Conditions, the Consignor will pay RM the Buyers' Premium and Sellers' Commission that would have been due under these Conditions, had the Motor Car or Any Other Lot (a) met their reserve; (b) if offered without reserve, then the Motor Car or Any Other Lot's published low estimate; or (c) if no published low estimate, then the Motor Car or Any Other Lot's fair market value as determined by RM, by 5:00 p.m. of the next business day following the auction.

21. Legal Action: If either Party brings action against the other arising from or relating to the provisions of these Conditions, the prevailing Party, as determined by the court, shall be entitled to recover its reasonable attorney fees and costs. The law of the jurisdiction in which the auction is held shall govern the provisions of these Conditions.

22. Marketing Fee: The marketing fee is non-refundable and is not credited toward the sales commission.

23. Bidding Restrictions: The Consignor hereby agrees not to bid on his/her/their Motor Car or Any Other Lot. Although the auctioneer shall be entitled to bid on the Consignor's behalf up to the amount of the reserve (if

applicable), the Consignor shall neither instruct nor permit any other person to bid on behalf of the Consignor for his/her/their Motor Car or Any Other Lot. If, however, in violation of the foregoing, the Consignor (or his or her agent) bids on his/her/their Motor Car or Any Other Lot and becomes the successful Bidder, the expenses, Marketing Fee, repair expenses, Buyers' Premium, and Sellers' Commission on the Hammer Price shall be payable by the Consignor. If the Consignor does not pay in accordance with this clause, his/her/their Motor Car or Any Other Lot may be sold without reserve.

24. Motor Car's or Any Other Lot's Batteries: If a Motor Car or Any Other Lot arrives at the auction with a dead battery, or shows signs of a draining battery, an automatic US\$200 (or the local currency equivalent) replacement fee will be charged to the Consignor.

25. Antifreeze Is the Responsibility of the Consignor:

25.1 As the Consignor's Motor Car or Any Other Lot could be shipped to a location where below-freezing temperatures are a possibility, it is the Consignor's responsibility to ensure that, within the last 6 months, they have winterized their Motor Car or Any Other Lot for shipping in freezing temperatures. Winterizing one or more of the Motor Cars or Any Other Lots means that the Consignor has completely filled and properly mixed, at a minimum, -20°F-rated antifreeze into their Motor Car or Any Other Lot's radiator.

25.2 If any damage occurs because the Consignor did not properly winterize their Motor Car or Any Other Lot, it will be the Consignor's responsibility to cover the damages, and RM may recoup these damages from the Consignor's settlement. If it is found that the Consignor did not properly winterize their Motor Car or Any Other Lot, the associated costs with checking, filling, and disposing of the antifreeze will be recouped from the Consignor's settlement; if the Motor Car or Any Other Lot is not sold, the Consignor must pay RM before the Consignor can retake possession of their Motor Car or Any Other Lot. If already settled, the Consignor must pay RM directly.

26. Entire Agreement: This document shall be binding upon the Parties and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, these Conditions shall not be modified, except in writing. Whenever used in these Conditions, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.

27. No Legal or Tax Advice: These Conditions are an important legal document. The Consignor acknowledges that the Consignor has had the opportunity to consult an attorney before signing these Conditions and has signed these Conditions after having the opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in these Conditions, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of these Conditions, RM has not provided legal or tax advice or tax planning services to the Consignor or for the Consignor's benefit in connection with the transactions contemplated by these Conditions, and no one at RM has acted as the Consignor's attorney or tax advisor.

28. Data Use: The Consignor agrees to allow RM to use their personal information in accordance with RM's privacy policy. RM uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchases of items at RM auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products, and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of RM's website homepage under the Privacy and Terms tab. If you wish to ask any questions regarding the use of your personal information, request a full accounting of what personal information is on file with RM, unsubscribe to any services, or purge your personal information from RM's systems, please email privacy@rmsothebys.com.

29. Anti-Money Laundering: The Consignor agrees to provide all information and assistance reasonably requested by RM to comply with RM's internal anti-money laundering process and to comply with any and all anti-money laundering laws and regulations in force in the jurisdiction in which the auction is held.

30. Photography, Videography, and Illustrations: All photographs, videography, and illustrations commissioned by RM for the Motor Car or Any Other Lot are the absolute property of RM, and RM shall have the absolute right to use the photographs, videography, and illustrations as RM deems fit.

BIDDERS' CONDITIONS OF BUSINESS

1. Introduction.

1.1. Please ensure that you read and understand these Conditions of Business prior to bidding on a motor car or any other lot at this or any other RM Auctions, Inc. ("RMA") or RM Sotheby's ("RMS") auction (RMA and RMS together "RM"). Even though the RM Bidders' Conditions of Business are standardized, there are unique jurisdictional requirements and terms that may not apply to every auction, and it is each Bidder's responsibility to understand and review these Conditions of Business as they apply. By agreeing to these Conditions of Business, you are agreeing to be bound by these Conditions of Business for both RMS and RMA auctions. Please note that the Bidders' Conditions of Business are subject to change, and it is each Bidder's responsibility to apprise themselves of any changes to the Bidders' Conditions of Business. Bidders are encouraged to contact RM's Client Service department at clientservices@rmsothebys.com with any questions or concerns regarding these Bidders' Conditions of Business.

1.2. RM's contractual relationship with the Bidders are 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. **Bidder Due Diligence Responsibilities.** The Bidder is responsible for any and all due diligence including but not limited to inspections and verification of the (i) condition, (ii) authenticity, (iii) completeness, (iv) statements made in reference to, and (v) any and all other matters regarding any motor car or any other lot offered in an RM sale ("Bidder Due Diligence").

3. **Twenty Day Window for Rescission of Sale due to Material Misrepresentation.**

3.1. RM will review concerns regarding material misrepresentations raised by the Buyer for 20 business days from the date of the auction; after which time, all sales are considered "As Is" and "Where Is" as outlined in clause 4 below. Please send all concerns to legal@rmsothebys.com.

3.2. If it is found that the alleged material misrepresentation (that would not have been reasonably found through the Bidder Due Diligence) materially decreases the value or functionality of the motor car or any other lot, RM will work with the Buyer to reach a solution.

3.2.1. The Buyer agrees to indemnify, defend, and hold RM harmless from any claims that may be made with respect to any Buyer alleged

damages or liability, including but not limited to, travel expenses, repair expenses, and inspection expenses in any way related to actions taken in accordance with clause 3.

(clause 3 to 3.2.1 together "Twenty Day Window")

4. **With the Exception of the Twenty Day Window, All Sales Are "As Is" and "Where Is."** No warranties or representations of any type whatsoever are made by RM regarding any motor car or any other lot offered in an RM sale. 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 based on statements and historical files, if any, collected from the Consignor and other third party sources, and RM has no obligation to verify or authenticate any such statements. 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.

5. **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 or 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.

6. **Registration Fee.**

6.1. In order to register to bid onsite at auction, Bidders must pay a bidder registration fee as outlined below:

6.1.1. Up to a US\$300 bidder registration fee for RMS North American auctions;

6.1.2. Up to a US\$200 bidder registration fee for RMA North American auctions;

6.1.3. A €200 bidder registration fee for RMS Paris auctions;

6.1.4. A €200 bidder registration fee for RMS Monaco and Villa Erba auctions; and

6.1.5. A £150 bidder registration fee for RMS London, United Kingdom, auctions.

6.2. Please note that the registration fees outlined in the clauses above are subject to change by any salesroom notice, auctioneer's announcement at the auction, catalogue update, or website update, and it is each Bidder's responsibility to apprise themselves of any changes to the registration fees.

7. **Bidding.**

7.1. To bid at an RM auction, a Bidder must be at least 21 years of age.

7.2. 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.

7.3. The Bidder is responsible for all risk of loss or damage and insurance immediately upon purchase of the motor car or any other lot.

7.4. 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.

7.5. 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.

8. **Purchase Price.** The purchase price shall consist of the following:

8.1. the Hammer Price (defined below) of the motor car or any other lot, and

8.2. the applicable Buyers' Premium (defined below).

(Clauses 8 to 8.2 together "Purchase Price".)

9. **Buyers' Premium.**

9.1. 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").

9.2. RMS North American auctions will have the following Buyers' Premiums:

9.2.1. In the event of a final Hammer Price of US\$250,000 and below on all motor car lots, RMS will receive a Buyers' Premium of 12%.

9.2.2. In the event of a final Hammer Price above US\$250,000 on all motor car lots, RMS will receive a Buyers' Premium of 12% on the first US\$250,000 and will receive a Buyers' Premium of 10% on the Hammer Price above US\$250,000.

9.2.3. 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 20% on the Hammer Price of those particular lots.

9.3. RMA North American auctions will have the following Buyers' Premiums:

CONSIGN OR REGISTER TO BID

SETTING THE STANDARD

More selection.

More locations.

More possibilities.

Our business has been fueled by a love of cars and a passion for producing results since 1976. Our vertically integrated range of services, from restoration and private sales to auctions and estate planning—coupled with an expert team of Car Specialists, an international footprint, and a focus on product quality and inventiveness of presentation—provide an unsurpassed level of service to the global collector car market.



AUCTIONS



PRIVATE SALES

24 OCTOBER - **NEW DATE & VENUE**
LONDON

OLYMPIA LONDON, KENSINGTON, LONDON

30 NOVEMBER
ABU DHABI

YAS ISLAND, ABU DHABI, UNITED ARAB EMIRATES

16-17 JANUARY 2020
ARIZONA

PHOENIX, ARIZONA

5 FEBRUARY 2020
PARIS

PARIS, FRANCE

6-7 MARCH 2020
AMELIA ISLAND

THE RITZ-CARLTON, AMELIA ISLAND, FLORIDA



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BIDDERS' CONDITIONS OF BUSINESS

- 9.3.1. RMA will receive a Buyers' Premium of 10% on all motor car lots.
- 9.3.2. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMA a Buyers' Premium of 15% on the Hammer Price of those particular lots.
- 9.4. RM European auctions will have the following Buyers' Premiums:
- 9.4.1. In the event of a final Hammer Price of €200,000 and below on all motor car lots, RM will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium).
- 9.4.2. In the event of a final Hammer Price above €200,000 on all motor car lots, RM will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium) on the first €200,000 and will receive a Buyers' Premium of 12.5% (plus VAT on the Buyers' Premium) on the Hammer Price above €200,000.
- 9.4.3. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RM a Buyers' Premium of 20% (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.
- 9.5. RMS London, United Kingdom, auctions will have the following Buyers' Premiums:
- 9.5.1. In the event of a final Hammer Price of £200,000 and below on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium).
- 9.5.2. In the event of a final Hammer Price above £200,000 on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium) on the first £200,000 and will receive a Buyers' Premium of 12.5% (plus VAT on the Buyers' Premium) on the Hammer Price above £200,000.
- 9.5.3. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of 20% (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.
- 9.6. For those Bidders utilizing the online service Live Auctioneers for any RM auction, in addition to the applicable Buyers' Premium, an additional 2% of the Hammer Price will be charged to the Buyer of a motor car lot, and an additional 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.
- 10. Taxes.**
- 10.1. 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.
- 10.2. Although by no means an exhaustive list, please be aware of the tax scenarios below.
- 10.2.1. 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.
- 10.2.2. For auctions in the EU, according to the EU VAT Directive, motor cars that have been in use for no more than 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.
- 11. 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.
- 12. Payment.**
- 12.1. Subject to fulfillment of the Contractual Obligations, on the fall of the auctioneer's hammer (or equivalent device or mechanism), the contract between the Consignor and the Bidder is concluded.
- 12.2. The value of the last accepted bid upon the fall of the auctioneer's hammer (or equivalent device or mechanism) is the Hammer Price ("**Hammer Price**").
- 12.3. 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.
- 12.4. 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.
- 12.5. 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.
- 12.6. 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.
- 12.7. 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 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.
- 13. 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.
- 14. 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.
- 15. Cancellation/Rescission of Auction.** 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:
- 15.1. Force Majeure events including but not limited to:
- 15.1.1. Any natural disaster, which despite reasonable efforts, restricts RM from holding the auction;
- 15.1.2. Structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RM from holding the auction; and
- 15.1.3. Any terrorist event, which despite reasonable efforts, restricts RM from holding the auction.
- 15.2. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to hold an auction that necessitate a cancellation.
- 16. Cancellation/Rescission of Motor Car or Any Other Lot.** RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole

BIDDERS' CONDITIONS OF BUSINESS

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:

- 16.1. RM opines that the motor car or any other lot has been intentionally and materially misrepresented by the Consignor;
- 16.2. 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;
- 16.3. RM is served with a lawsuit from a third party in relation to the motor car or any other lot;
- 16.4. RM faces significant reputational damages that would cause monetary damages for selling the motor car or any other lot;
- 16.5. Material issues regarding title, registration, or transfer of ownership that cannot be reasonably cured;
- 16.6. Material issues regarding the provenance, merchantability, or authenticity of the motor car or any other lot that cannot be reasonably cured;
- 16.7. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to sell the motor car or any other lot at auction that necessitate a cancellation; or
- 16.8. 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.

17. Online Services Are "As Is" and "As Available."

- 17.1. Bidders may be able to bid via websites, telephone services, applications, and tools (collectively "Services").
- 17.2. 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.
- 17.3. 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.

18. 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.

19. 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.

20. Credit Card Hold and Pre-authorization.

- 20.1. 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 20.2 ("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 10 business days, depending on their credit card company. Please note that RM may waive this requirement at its sole discretion.
- 20.2. A CC Hold as outlined below will be placed on the Bidder's credit card:
 - 20.2.1. A US\$5,000 CC Hold for RMS North American auctions;
 - 20.2.2. A US\$2,000 CC Hold for RMA North American auctions;
 - 20.2.3. A €5,000 CC Hold for RM European auctions; and
 - 20.2.4. A £5,000 CC Hold for RMS London, United Kingdom, auctions.

21. Title Transfer.

- 21.1. For RM's 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 as soon as possible following the auction with a target of a maximum of 20 business days following the auction; however, please note that for reasons beyond RM's control, including any delays in lien releases by lien holder(s) and/or delays by Department of Motor Vehicles (or equivalent) in certain states, there are instances where the Buyer may not receive the title within 20 business days and, in those circumstances, RM will work to provide the titles to the Buyer as soon as possible. A US\$75 administration fee or its equivalent in local currency of the auction location (US\$85 in the State of California) will be assessed per motor car purchased, but this fee will not apply to nostalgia lots.
 - 21.1.1. If a motor car or any other lot is rendered "Title in Transit", it is unlikely that the Buyers will receive the title in the mail within 20 business days following the auction; however, RM will work to provide the titles to the Buyer as soon as possible.
 - 21.1.2. The Buyer acknowledges that delays in transferring titles due to delays at government Motor Vehicle departments happen from time-to-time and, the Buyer will hold RM harmless from any allegations of damages arising out of government delays.
- 21.2. For RM European and London, United Kingdom auctions, RM will use its best efforts to ensure that all titles are free

and clear of liens and encumbrances. Where possible, RM will also assist with the process of title reassignment on behalf of the Buyer. RM cannot however be held responsible for the successful completion of this procedure due to the various regional rules and guidelines.

22. Removal of Purchased Motor Car or Any Other Lot.

- 22.1. For RM North American and European auctions, all purchased motor cars, including motorcycles, boats, and trailers, must be removed by the Buyer from either the auction site or the secure storage facility by the next business day by 5:00 p.m. in the applicable time zone where the auction is held ("**RM Removal Deadline**").
 - 22.1.1. Specifically, for RM North American auctions:
 - 22.1.1.1. 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 US\$600 and a daily storage fee of up to US\$30 until the motor car (including motorcycles, boats, and trailers) is removed.
 - 22.1.1.1.1. Please note that for RMAuctions in Auburn, Indiana, no removal fee will apply.
 - 22.1.2. Specifically, for RM European auctions:
 - 22.1.2.1. The motor car will be removed by RM from the auction site immediately following the auction and taken to a secure storage facility and the Buyer will be required to pay RM a moving fee of up to €600 plus VAT per motor car.
 - 22.1.2.2. If a motor car (including motorcycles, boats, and trailers) is not removed by the RM Removal Deadline, the Buyer will be charged a daily storage fee of up to €40 plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.
 - 22.1.2.3. Specifically, if a boat lot is not removed by the RM Removal Deadline, RM will remove the boat lot, and the Buyer 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.
- 22.2. For RMS London, United Kingdom, auctions:
 - 22.2.1. All purchased motor cars, including motorcycles, boats, and trailers, will be moved by RMS from the auction site immediately following the auction and taken to a secure

BIDDERS' CONDITIONS OF BUSINESS

storage facility AND the Buyer will be required to pay RMS a moving fee of up to £600 plus VAT per motor car.

22.2.2. If the motor car, including motorcycles, boats, and trailers, is not removed by noon on the next business day in the jurisdiction where the auction was held, the Buyer will be charged a daily storage fee of up to £40 plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

22.3. 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.

22.4. 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.

23. Legal Action.

23.1. 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.

23.2. For RM European and London auctions:

23.2.1. 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.

23.2.2. 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 they will not institute proceedings in the courts of any country other than England and Wales.

23.3. For RMS' Paris auctions:

23.3.1. 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.

23.3.2. 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 RMS, 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.

24. Packing and Shipping. RM is not responsible for the acts or omissions in our packing or shipping of purchased motor cars or any other lots or of other carriers or packers of purchased motor cars or any other lots, whether or not recommended by RM. Packing and handling of purchased motor cars or any other lots are at the entire risk of the Buyer.

25. 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.

26. 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.

27. Entire Agreement. This document shall be binding upon the parties and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, these Conditions of Business shall not be modified, except in writing. Whenever used in these Conditions of Business, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.

28. Translations.

28.1. If there is a discrepancy, contradiction, or question of interpretation regarding enforceability between the English version of the Bidders' Conditions of Business and a version of the Bidders' Conditions of Business produced in a language other than English, the English version of RM's Bidders' Conditions of Business will supersede.

28.2. If there is a discrepancy, contradiction, or question of interpretation in a catalogue description for a motor car or any other lot, in print, online, or otherwise between the English version of the catalogue description and a version of the catalogue description produced in a language other than English, the English version will supersede.

FOR RM CALIFORNIA AUCTIONS SPECIFICALLY:

29. 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.

30. 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 US\$40,000, under the Car Buyer's Bill of Rights (FFVR 35), RM is required to offer a 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.

31. Motor Car or Any Other Lot Exhaust Warning. Operating, servicing and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

FOR RM EUROPEAN AUCTIONS SPECIFICALLY:

32. Motor Car or Any Other Lot Under Temporary Import.

32.1. 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.

32.2. 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.

32.3. 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.

FOR RMS' PARIS AUCTIONS SPECIFICALLY:

33. 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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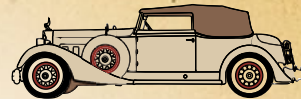
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THE MERRICK COLLECTION

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